

Rules to live by: For the conscientious paramotor pilot

- To avoid big thermals, try to fly within two hours of sunrise or within 1½ hours before sunset.
- Do not fly when storms are approaching and wait until 12 hours after they pass before flying.
- Always check the weather before each flight. (see <http://www.avbrief.com/> or <http://www.metoffice.gov.uk/index.html> or call [weatherweb.com](http://www.weatherweb.com) on 01902 895252 – service costs £1.50 per minute).
- If things have changed at your local take off site from normal, such as a different wind direction, think twice about flying that day.
- Fly with good quality equipment that has been thoroughly inspected within the past year and pre-flight your paramotor each and every flight.
- Never fly low around canyons, mountains, buildings or any obstacles when there is wind.
- Fly with a landing zone pick out and within reach of your paragliders glide ratio only. Always be prepared to land unexpectedly!
- Fly high above all water, so that you can reach land at all times with your glide ratio alone (not just with the engine).
- Use two foot ball fields in size as a basis to pick your take off site and avoid all take off sites that require you to climb above objects to reach safety (trees, buildings etc.).
- Triple check that all items on your person are tied up and put away before each flight.
- Start the paramotor only when it is on your back and yell clear and check your surroundings before starting it.
- Do not fly after drinking alcohol.
- Do not fly when in a distracted frame of mind, i.e. after arguing with your partner or experiencing extreme stress.
- Do not pass near your glider when the paramotor is running.
- Never reach near or close to the moving prop blade.
- Use hearing, eye and good feet/angle protection.
- Fly with a mobile (cell) phone.
- Tell someone when and where you're going to fly when flying alone.
- Fly only with DHV 1 or 1/2 tested gliders that are in your proper body weight including the paramotor, your body weight and the maximum gas weight you will be carrying.

- Keep a small amount of brake pressure on at all times to keep the glider fully pressurised.
- Make smooth, slow, non-jerky hand movements, so as not to stall and spin the glider.
- Never fly slow close to the ground, unless dead into the wind and low enough to flare and land if necessary.
- Always carry a reserve parachute.
- Visibly inspect your glider prior to each flight and run the lines through your fingers to feel for breaks in the outer casings.
- Allow the glider to speed up and come in fast prior to flaring and landing.
- Always come in straight and level – avoid turning below 25 feet.
- Avoid clouds at all costs, as they can be turbulent, wet and cause very large uncontrolled lift.
- Never fly near the ocean when the wind is offshore (wind is leaving land).
- Never touch your glider to ANYTHING when in flight as it will COLLAPSE.
- Give yourself a minimum of two full wings spans between two gliders in flight.
- Look at the other pilot's legs prior to turning and indicate your turns prior to turning with your legs. Turn only when both pilots are aware of the next move.
- The down wind pilot needs to be the highest flying glider to avoid mechanical turbulence from other gliders.
- Keep take off wind speeds to a maximum of 10 mph inland and 12 mph at coastal areas.
- Wind speed changes of 5 mph within 5 seconds are not to be flown as this indicates very turbulent skies.
- Check the dash board on your car - if it is hot to the touch then this is a good indication of thermal activity in your area.
- Ground handle your glider without a harness, if it is too difficult or too strong to hold, think twice about flying at that time.
- If you THINK you can make it over an object, do NOT try to cross over it - you MUST be 100% certain a manoeuvre is possible before taking it.
- Avoid flying over churches, schools and groups of people – they are unlikely to appreciate the loud noise of the paramotor.
- Never allow your glider to slam down on the cells (leading edge) as this can do internal unseen damage to the cell walls.
- Never fly without a paramotor!