

Safety

While it is important to receive thorough training, PPG is possibly the safest form of aviation ever devised. Here's why:

The wing is a **paraglider** and was designed to allow free-flying with no motor. So if the motor quits the pilot easily glides to a landing.

Takeoff and Landing speeds are very slow. With minimal control input the pilot will land at 12 mph forward speed and 3 mph downward.

The pilot is able to verify the wing is properly inflated before ever leaving the ground.

Most problems prevent the pilot from ever lifting off.

Launch and landing areas only need to be a clearing of about 200' long and 100' wide for the takeoff run and a further minimally obstructed area about 200' long. It does not have to be in a straight line.

The area should be fairly flat, preferably grassy but dirt or sand are ok too.



Waiver and Liability Release

In exchange for use of your property I (we) the undersigned PPG pilot(s) hereby release and discharge the undersigned landowner from any and all liability, claims, demands or causes of action that I (we) or our heirs may hereafter have for injuries, damages or death arising out of our participation in PPG activities, including but not limited to losses caused by the negligence of the released landowner.

I (we) understand and acknowledge that PPG activities have inherent dangers that no amount of care, caution, instruction, or expertise can eliminate and I (we) expressly voluntarily assume all risk while participating in these activities whether or not caused by the negligence of the released parties. Further we agree to pay for any damages resulting from our activities. We understand this agreement will be in effect until revoked by you, the landowner.

Landowner name Date of Execution

Pilot Signature

Pilot Signature

Pilot's Signature

Description of Property (County and area)



For more information about Powered Paragliding please visit www.USPPA.org, or call 866-37-USPPA



Powered Paragliding

A Landowner Information Brochure and Liability Release

Prepared by
the United States
Powered Paragliding
Association

A New Twist on Kite Flying



Powered Paragliding (PPG) has been around from the early 90's although it is still a pretty rare sight. Many folks have only seen them on TV.

While a bit ungainly on the ground, they are a very slow and graceful craft in flight. The controls are simple and effective...two brake toggles and a throttle.

They can fly for about 2 hours on as little as 1.5 gallons of fuel. Altitude varies between 20 and 500 feet depending on location and conditions. We avoid flying over densely populated areas, groups of people and try to be respectful of landowners' property including animals.

Possibly the world's safest form of aviation.

One reason the sport is so safe is the slow speeds for approach and landing. The pilot "runs" into the air at about 10 mph and lands about that speed as well.



PPG is regulated by the FAA under Federal Aviation Regulation part 103, and is recognized by several organizations the largest of which is the EAA (Experimental Aircraft Association).



This very environmentally friendly aircraft needs no "groomed" runway, only an appropriately sized open area to achieve a safe takeoff and landing.

The Engine

Most powered paragliders use a 2 stroke engine of between 10 and 20 horsepower with a gear reduction unit driving the propeller. In general they make about as much noise as a lawnmower and when more than a few hundred feet away, most people do not find it objectionable. The noisiest type of motor, the direct drive, is louder but few of those are utilized owing to the reduced thrust and higher noise.



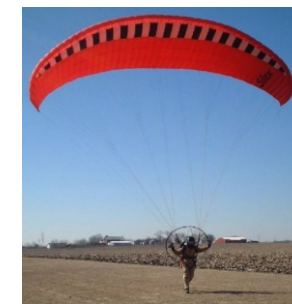
All PPG pilots are reminded to be "sensitive" to the surroundings, including cattle and wildlife. The engine is not needed to make a safe and controlled landing, only to gain and maintain altitude.

The Wing

Before a PPG pilot ever leaves the ground, the wing is overhead and stable. Paraglider wings normally fly between 20 and 30 mph, giving the pilot a very generous amount of time to make appropriate decisions. Again, the engine is not needed to make a safe landing.

The Pilot

Without question, the most complex part of this aircraft is the pilot; most have received a good deal of formal training. Pilots cherish the opportunity to fly from different locations. Flying is a huge part of our lives...a freedom like no other. A freedom which demands we be accountable for our own actions. With this in mind, please see the hold blameless on the back of this brochure.



Launching and Landing

A skilled pilot is off the ground in a very short distance, and can land in a very small area. For launch the pilot first lays out the wing, starts the motor then clips into the wing. If the wind is light he'll clip in facing toward the intended takeoff path. If stronger winds (6 mph or more) prevail, he'll clip in facing the wing, then pull the wing overhead with the help of the wind and turn around for a few-step takeoff.

Please feel free to ask the pilot wishing to fly from your property ANY questions. Thank you for your generosity and time.

