# PRACTICING – before flight exercises

**The Harness:**

- Setting up and fit
- Hang point height/distance
- Carabiners or maillons
- Comfort
- Getting into/out of
- Reserve system/deployment


http://www.bhpa.co.uk/

*Cordon formal accident report – April 2009*

6mm – hangpoints

8mm – reserve connection

# The Wing

Assuming you have done (or had done) various checks for airworthiness; fabric, stitching, lines, risers, maillons

- **Groundhandling** – using a range of i) techniques (fwd and reverse)
  ii) wind strengths
  iii) both inflating and killing the wing
  iv) kiting and control exercises.

* **Wing care** – packing, storing, cleaning and repairing.

http://www.youtube.com/watch?v=nklqpYxNrmw (A & C riser)

http://www.youtube.com/watch?v=09iNil1W7wM&feature=related (Mike Kung ex 2)

http://www.youtube.com/watch?feature=endscreen&v=Y2MwZyOl47U&NR=1 (ex 3)

Do you know where your reserve handle is? Left or right handed? Pull direction?

Bag lock? Practice deployments.

# Instruments and their use

Do you really need one?

- **Provide in-flight information (basic) – altitude, up/down, a reference**
  **(intermediate) – airspeed, wind direction**
  **(higher) – position, glide, airspace, pressure, mapping**
- **To fly XC you really need the higher level functions because you need to know where you are (horizontal and vertical), changing conditions, maximise performance, record track-logging.**

# Instrument sample

GPS/ Vario

7 screens – 30 plus fields


GPS

5 screens – 40 fields

Information can be :

- Flight related
- Navigation related
- Weather related
- Storing flight data

Getting to know your instruments:

- Walking, driving, playing with settings
- setting navigational tasks; even for on the ridge
- downloading and using tracklogs for analysis

Solario – hemet or wrist mounted.

Vario only.

# Getting to know sites

Getting to know and understand a site is based on experience …. and that takes time! Often many years.

- Topographically they don't change – some things are therefore predictable
- Flying conditions are dictated by wind speed and direction, the sun, pressure changes.
- Micro meteorology – wave, sea breeze effects, surrounding topography
- Site rules and rule changes
- Amount of airborne traffic – quiet and busy sites.

Useful things to do:

- Walk the site on non flying days
- Read/talk about the site with others --- gather information
- Imagine Plan B senarios
- Initially fly sites you are comfortable with.

http://www.dhpc.org.uk/

http://www.cumbriasoaringclub.co.uk/