

Cypress Soaring



July 2015 Newsletter

Minutes of the Cypress Soaring Club June 13, 2015 Meeting Lake Elsinore, California

Board Meeting opened by Vice President Tom Orbinson
Ground handling of gliders was discussed.

Relocation of 2-33 tie-down discussed, ship will remain in current spot.

Update of Cypress Soaring Standard Operating Procedures and Flight Rules adopted. New SOP to be posted to Club website.

Trailers, tires, upgrades to the PW-5 trailer discussed.
Financial Report: \$38,000 in savings last year. This year shows \$26,226 currently in savings; \$7253.86 in checking, \$10,827.70 in cash accounts.
Monthly tie-downs cost \$250.00

Directors' insurance discussed, it's the third highest expense for the club. No action taken.

PayPal dues payment is functioning well, about 1/3 of the members are still paying monthly rather than quarterly. 31 paying members are now currently on the Cypress membership logs.

'Walk-around' inspections of gliders having been just flown is suggested

before the next PIC takes command of the ship.

Painting the 1-34 was discussed. No action taken.

General Meeting

One of the Elsinore club's instructors provided a safety talk regarding on-tow accidents.

One potential new member attended.

Hal Woodruff donated two hand-held radios to the club, from a friend of his who is no longer flying.

Scheduling of Instructors/students/rides discussed; Cypress and Lake Elsinore systems must be filled out to schedule time with an instructor.

Availability of Wing Runner online class availability thru SSA or Cypress website discussed.

Post Flight check lists need to be adhered to. Gliders are not being put away properly after the last flight of the day. The ship's last PIC of the day is responsible.

Annuals due: 2-33 in July; PW-5 in August; 1-34 in November.

It was recommended that just because a ship has passed an annual does not mean that it is safe to fly, a complete and careful preflight check is always required. Annuals do not catch everything. Use of preflight checklists was emphasized: "Find an excuse not to fly the ship."

Hemet update: Contract discussions continue.

XC flights from Crystal discussed. XC flight checkout are different from ship checkouts.

Post-Flight checklist use required by the ship's last PIC of the day.

Next meeting July 11, at Lake Elsinore.

Following is an excellent article by Allen Silver titled, "**Emergency Bailout Procedures for Pilots.**" If you need to deplane in a hurry, you will increase your success in an emergency egress by having the key points in Allen's essay in mind. Allen is an FAA Master Rigger and former FAA Designated Rigger Examiner.

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THINK & PRACTICE SURVIVAL!

LEARN IT – LINK IT- LIVE IT

“Accidents Do Not just happen to THEM they happen to YOU”.

EMERGENCY BAILOUT PROCEDURES FOR PILOTS

(Revised Jan 2015)

By: Allen Silver, FAA Master Rigger & Former FAA Designated Rigger Examiner

I. Key Points To Take Away From My Presentation

- A. Once your parachute is fully open (**2-3 seconds**), Your rate of descent is as slow as it will ever be. Your altitude loss during those 2-3 seconds will vary depending on the aircraft's attitude during exit.
- B. If you have a **ROUND** parachute (and most of you do), **NEVER** get confused and flare it on landing like a Skydiver's Rectangular parachute.
- C. Practicing your bailout procedures before and after each flight could reduce your egress time by as much as 50% or more.

II. Think Before You Fly. Are You Prepared To Bailout? Psychologists claim that only 10% of our decisions are based on FACT the other 90% are based on EMOTION.

- A. Stress Can and Does Cause Accidents.
- B. Stress may be caused by:
 - 1. Being Rushed
 - 2. Loss of Sleep/Fatigue
 - 3. Bad Weather
 - 4. Heat/Dehydration
 - 5. Job or Home-Related Problems
 - 6. I'm Sure You Can Think of Many Others?
- C. Stress Can and Does Cause You to Make:
 - 1. Poor Decisions
 - 2. Delayed Decisions
 - 3. Many Other Bad Judgment Calls

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REMEMBER: “THE OLDEST PILOTS KNOW WHEN NOT TO FLY”

THESE ARE A JUST FEW REASONS TO CONSIDER STAYING ON THE GROUND

III. Mental Attitude

- A. Attitude plays a major role in your survival.
 - 1. Keep a confident and positive attitude.
 - 2. Know that you **can and will** bailout if necessary.
- B. Believe that your parachute will save your life regardless of what others say.
 - 1. Make the bailout decision early and quickly.
 - 2. **NEVER** give up!
 - a) What may not work the first time may work on subsequent tries.
 - 3. Remember your chute must be fully open in 3 seconds or less.
 - 4. Altitude is your friend. Always have a hard deck where you will stop trying to fix the problem and bailout. Your insurance company now owns your aircraft.
 - a) Your parachute has low altitude capabilities, but you don't need to prove it.
- C. Remember, **Take Offs** are **VOLUNTARY**, **but landings** (whether in your aircraft or under your parachute) are **MANDATORY**.
- D. **Practice – Practice – Practice**
 - 1. Practice egress procedures before and after each flight.
 - a) Practice Makes Proficient & Practice Makes Permanent.
 - 2. Remember: **Canopy/Door** (if you have one), **Belts** and **Butt – In That Order**.
 - 3. Build Excess Workload Capacity by Practicing.
 - a) You will be able to: **THINK & WORK BETTER** under stress.
 - b) You will **REMAIN DISCIPLINED**. And focused under stress.
- E. By Practicing You: **Learn it – Link it – Live it** – Strive to **Be Good**. This requires you to hone your skills and discipline or you can just roll the dice and **Be Lucky**.

IV. Plan Ahead (Before You have an Emergency)

- A. Keep your parachute in good condition.
 - 1. Have your parachute serviced regularly by a qualified rigger.

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- a) They **MUST** be familiar with your type of parachute.
 - b) If unsure, check their FAA license for the proper ratings.
 - c) Make sure they have the most current factory packing manuals.
 - d) Always pull your ripcord and take your parachute out of the container.
2. Store your parachute properly.
- a) Keep in a cool, dry, dark place.
 - b) Keep it off the floor. A plastic box with snap on lid works well.
- B. Pre-Flight your parachute.
1. Inspect carrying bag for dirt and stains before removing your parachute.
 2. Next check the ripcord pins. Are seated properly and not bent?
 3. Is the ripcord handle secured properly in its pocket?
 4. Make sure there are no obstructions inside the ripcord cable housing.
 5. Check harness, container, snaps and Velcro for damage, wear and dirt.
- C. Practice your emergency procedures **EACH TIME** you fly.
1. Practice prior to and after each flight.
 2. Don't just get in and out of your aircraft... **Practice – Practice – Practice.**
 - a) By doing this you could cut your egress time by 50% or more.
 - b) Reaction time (muscle memory) is faster than having to think about what to do and then trying to figure out how to do it before you run out of time and altitude.

V. What Makes Similar Parachutes Different?

- A. Line tensile strength. Lines with 400, 550 and 600 lbs. are in common use today.
- B. Line length determines inflated dimension of canopy. The longer the lines the better.
 1. Generally speaking, the wider the inflated dimension the slower your descent.
- C. Types of material used in construction
 1. 1.1oz. – approx. 60-90 (cfm) cubic feet a minute of airflow through material
 2. Lo-Po (Low Porosity) – 30-40 cfm
 3. F-111 – approx. 3-5 cfm
- D. Canopy diameters of 24' - 26' and 28' are in common use today.
- E. Manufacturer's speed and weight limitations
 1. I recommend a minimum rating of 150 KIAS for most pilots.
 2. Rated to carry a minimum of 220 lbs.

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3. Rate of descent of 16 fps (feet per second) or slower is like jumping from about 4 feet.
 - a) Remember this includes your weight and all your equipment.

F. All parachutes are **not** created equal.

1. This is why a smaller parachute may come down slower than a bigger one.
2. Choose wisely and ask question when buying a parachute.
 - a) How fast is my rate of descent with my weight and equipment?
 - b) What speed and weight is it placarded at?
 - c) Do not buy used parachutes without a rigger inspecting it first.
 - d) Do I want a **round parachute** or a **ram-air**?



I need the smallest, cheapest parachute you've got!



VI. Proper Fit and Adjustment of Your Parachute

- A. Don your parachute properly. **This is extremely IMPORTANT.**
 1. I recommend putting on your chest strap first (if you have one).
 2. Then your leg straps and other adjustments
 3. **You can fall out of or get seriously injured** from an improperly adjusted harness.
- B. To get out of your harness **always remove the chest strap first** (If you have one).
 1. In high winds, if you undo your leg straps first, your harness may be stripped off you and the chest strap could choke you or injure your neck/face.

VII. Major Reasons to Leave Your Aircraft.

- A. Severe control problems

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- B. Structural failure
- C. Fire
- D. Mid-Air collision

VIII. When You Make the Decision to Bailout – **Remember:** Canopy/Door, Belts & Butt

A. Canopy/Door

1. Jettison the canopy or door (if you have one).
2. **Never** unfasten your seatbelts first. If you're tumbling out of control they're the only thing holding you in place so you can reach the emergency release.

B. Belts (Unfasten them)

1. What about communication cords? Should I disconnect them?

C. Butt (Get out of aircraft)

1. Claw, crawl or do whatever it takes to get out.
 - a) **Use both hands.** Do not take hold of ripcord before leaving aircraft.
2. Expect your exit to be very difficult.
3. Get clear of your aircraft before pulling the ripcord.

D. Look, Find, Reach and Pull your ripcord.

1. Look directly at the ripcord handle when pulling.
 - a) **Never take your eyes off of the ripcord handle.**
 - b) **Finding & Pulling the ripcord is the most important thing in your life right now.**
2. Pull in the direction of the cable housing as if your life depended on it.
3. Use both hands to pull the ripcord, if possible.
4. Color coding ripcord handle will help you locate it quickly.

IX. Parachute Deployment Time

- A. Canopy: It must be fully open in 3 seconds or less to be FAA certified.
- B. Average opening time is about **2 seconds.**
- C. Once it's open that's as slow as you're ever going to go.
 1. If you're only 6 inches off the ground, consider yourself very lucky.

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- D. Loss of altitude will vary according to your aircraft's attitude and trajectory.
 - 1. The opening time 2-3 seconds will remain consistent.
 - 2. **Altitude loss can vary greatly** (if your aircraft is headed straight down).

X. Under an Open Canopy

- A. Thank God and your Parachute Rigger.
- B. Avoiding life-threatening obstacles is your **Number One** priority.
 - 1. Turn your canopy with the steering handles or rear risers only.
 - a) Pull down only **ONE** handle at a time. **NEVER** both at the same time.
 - 2. Make minor turns below 200 ft. (unless to miss a life-threatening obstacle).
 - 3. Remember these instructions are for Round Parachutes not Ram-Air.
- C. Face into the wind for landing if conditions permit.
- D. Forward speed of your canopy
 - 1. Average canopy speed is 5 mph. Remember you could be backing up.
 - 2. How do I determine my approximate landing site?
 - a) Expect to land between 45 and 60 degrees in direction you're drifting.

XI. Prepare for Landing

- A. Keep your eyes on the horizon.
- B. Most pilots have a round parachute. **NEVER** flare (pull down both steering handles at the same time) on a round parachute prior to landing. This is **NOT** a rectangular skydiving chute (non-rigid glider) that you flare like your aircraft. If you do **OUCH!**
- C. Feet and knees tight together. **Do Not** lock your knees.
 - 1. Absorb most of the landing on the balls of your feet.
 - 2. Do not raise your legs before landing. They must be under you.
- D. When your feet touch, tuck in your chin and elbows to protect your head and neck.
- E. Being dragged in high winds is not fun. You must get out of your parachute harness or collapse your parachute right away, even if you're not being dragged.
 - 1. Quickly get out of your harness to prevent being seriously injured **OR**
 - 2. Climb hand over hand up 1 line or 2 lines next to each other pulling the skirt of
the parachute towards you until you have your parachute under control.

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3. Remember to remove your chest strap, if you have one.

XII. Problem Landing Areas

- A. Powerlines – avoid at all costs!
- B. Tree landing
 1. Feet and knees together, protect head and neck with arms.
 2. Do not grab branches until you've come to a complete stop.
- C. Water landing – flotation gear must be worn.
 1. Make sure the flotation gear is not under your parachute harness.
 2. Inflate prior to entry into the water.
 3. **Do Not Ever** undo your harness (in the air) until your feet touch the water.
 - a) Swim away from your parachute, once your free, to prevent entanglement.

XIII. Other Elements of a Successful Bailout

- A. Wear a helmet for protection during bailout and landing.
 1. Quick release on helmet to leave communication cord in aircraft?
 - a) Cord could entangle with deploying parachute, but not likely.
- B. Wear Nomex clothing and gloves.
 1. Replace when worn out.
- C. Carry a signal mirror and a flat whistle.
 1. Carry them in your flightsuit, a waistpack or SMAK Pak.
- D. Canopy breaker?
- E. Slide back or jettison canopy during an out landing to prevent being trapped.
- F. Make sure all emergency escape handles work properly.
- G. All survival items **MUST** be carried on you.
 1. If stored in your aircraft it's called Camping Gear.
- H. Name a couple of other high tech items that are available to you?
 1. ?
 2. ?

XIV. Safely Back on Earth

- A. Spread out your parachute to help rescuers locate you.
- B. Use your survival equipment to summon help.

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C. Congratulate yourself on a job well done.

D. Most Important!

1. Your rigger deserves a bottle of wine, a case of beer, or something special.
2. I prefer wine - **No** screw lids, please.

THANK YOU

Remember to learn Discipline so you don't have to Endure the Pain of Regret

**IF YOU HAVE FURTHER QUESTIONS PLEASE FEEL FREE TO CALL OR E-MAIL ME.
MY BUSINESS HOURS ARE MON. - THUR. 9:00AM TO 5:00PM (PST)**

(209) 532-7070 Office

Email: Allen@SilverParachutes.com

(209) 532-7078 Fax

Website: SilverParachutes.com

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YOUR GROUP**

MY EAA 2015 WEBINAR

Go To: <www.eaa.org/webinar> Scroll down a bit and click on View EAA Webinar Archives. In the search box type in: Emergency Bailout Seminar and my webinar should appear. This handout material follows along with my seminar. Hope you enjoy it.

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Airspeed vs Time for Deceleration

