



Edition 10

Equipment

If you look after your equipment, it will look after you. When your life depends on it, this becomes vital. In order to do this correctly you need to know how it works and how to care and maintain it. As winter approaches and flying days are few and far between, this is a good time of year to get to grips with this.

Your wing:

- ◆ With **Brake** handles without swivels, the brake lines can become twisted with time. This is because you always take a wrap in the same direction and do not always unwind this turn. Every now and then (when on the ground) pull your brake line through the guiding pulley or ceramic ring until the first divide. Make sure the lines going towards the wing are not twisted. Grab the brake line below the guide and hold it firmly between your thumb and forefinger. Run your grip down the line towards the brake handle. As you approach the handle, if there are twists, these should unravel as the handle leaves the ground. If there were a lot of twists repeat the process.
- ◆ **Cells** can get a lot of debris in them - worth checking periodically and removing grass, leaves, seeds, twigs, stones etc. Don't forget the tips where you may have velcro openings to help. Lines need checking for wear and tear and length. You can delegate this to a professional, but it is a good idea to have a working knowledge of how to measure your lines yourself. Do you have a copy of what your wing's line lengths should be? Would you be able to replace a line? Learn how to do it.
- ◆ **Brummel Hooks** may have sharp edges and thin lines can get stuck in them. On a routine inspection I found that my speed bar line was partially severed on the sharp edge of a Brummel Hook. Check yours. To prevent lines getting snagged in the slots of the hooks put a sheath over the connected Brummel Hooks. There are some that are commercially available, but I have used a short length of perspex pipe which slides over the connected hooks and works well.

Your harness:

Dangle in it at home and make sure that you are comfortable. Know how to adjust all the features. Know how to fit your reserve yourself and check the reserve bridle and connectors to the harness. Do you know what your inter-riser distance should be and how to measure it?

Pilot weight over 80 kg	46 cms
Pilot weight under 80 kg	42 cms

These are the BHPA recommended distances, but your own wing / harness manufacturer may have other suggestions.

The distance is measured through the centre line of the riser, karabiner and attachment point on the harness, and measured at the lower bar of the karabiner.

In other words the centre of the bottom of the karabiner.

Hanging from a rig is fine as long as the hang points are wide enough. It will put your measurement in the ballpark area, but check it for accuracy when you are flying and adjust it to the preferred distance.

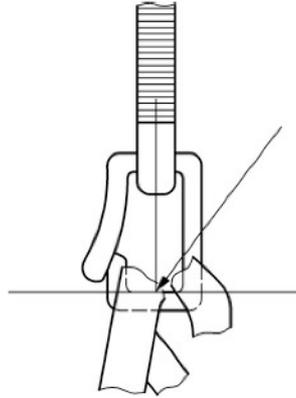


Figure 3 — Harness upper measuring point

Your reserve:

Rather than just delegating the responsibility of repacking and fitting your reserve to someone else, make sure that you understand the principles of repacking and fitting. Sometimes you may not have the help to hand. I think that the main points are:

- ◆ checking the integrity of the bridle and the connectors to you harness and reserve
- ◆ checking the lines for twists / line overs (perform the 4 line check)
- ◆ folding your reserve correctly
- ◆ checking the deployment bag and attachment of the handle
- ◆ packing the reserve into the deployment bag
- ◆ packing the lines (figure of 8's and rubber bands)
- ◆ closing the reserve bag
- ◆ testing the ability for gravity to open the deployment bag
- ◆ fitting the reserve bag into the harness, attaching the handle and storing the bridles
- ◆ making sure that you are happy that your reserve is ready to deploy.

DISCLAIMER - I AM NOT A QUALIFIED REPACKER - if anyone disagrees or wants to add anything, please do so!

Your electronics:

Test each piece of equipment and make sure that you know how to use them. Before you leave your home make sure that they are fully charged. Take the instruction manual with you (preferably an electronic version). If you are flying XC it is your responsibility to make sure that the airmap that you are using is up to date and accurate. Some electronic devices have pre loaded maps or give you the option of creating your own. If you really want to be sure, create and load your own and update it regularly. ASSelect is a very good tool to use for this. Make sure that your FLARM software is up to date and that your preferred tracking system is working.