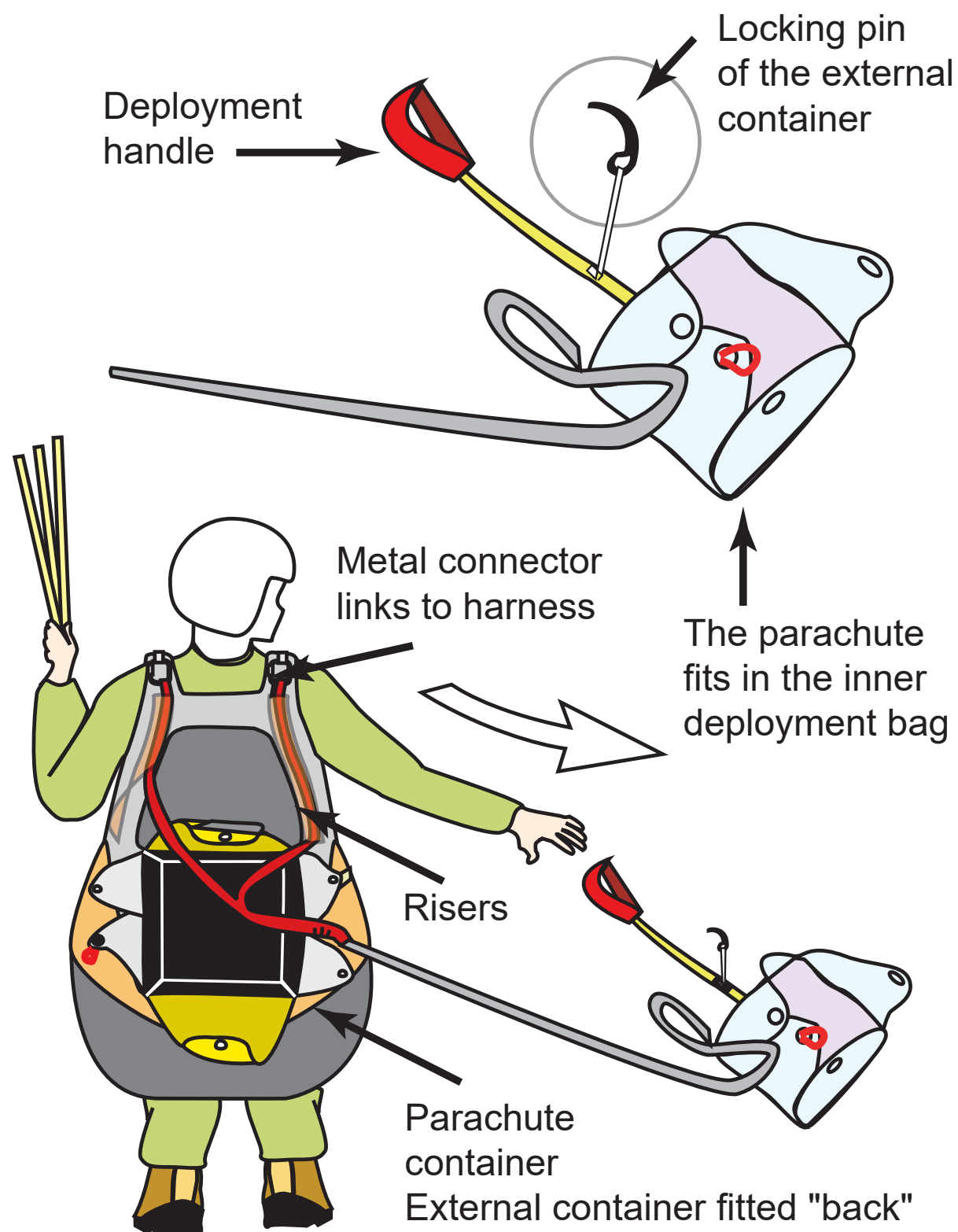


# The reserve parachute

## (Green Level)



Flying with a reserve parachute is mandatory for labelled schools. It's an essential option for every pilot. Flying with a reserve parachute should not modified the engagement of the pilot nor it's personal limits.

### Preflight and flight checks

- 1 At the begining of the course, check that the parachute is linked to the harness and that it's size is correct considering pilot weight (S, M or L)
- 2 Check position of the locking pin before every flight;
- 3 Have a regular routine in flight to localise the deployment handle.

### When to use a reserve parachute

- 1 Cravate, autorotation (it's the most frequent case but unlikely to occur in calm flying conditions), exceptionnaly a pilot mistake during misunderstanding an exercise ;
- 2 Mid air collision ;
- 3 A structural failure of the wing (can't be possible if the glider is normally maintained)

### How to extract and use the parachute (considering a right hand fitting)

- 1 Get hands off the glider brakes (it can comes back to a straight flight), helping yourself to find body balance in your harness by gripping the left riser with your left hand, search for the deployment handle on your right hand side, where you are trained to find it ;
- 2 Pull the handle. The arm then loads with the parachute pack weight that hangs at the end of the connecting line from handle to inner deployment bag ;
- 3 Throw away and let go all so the parachute can open ;
- 4 When the reserve parachute is open, pull risers B or C symetricaly to stabilise the all lot and neutralise the miroring effect also known as down-planing. If in a hurry you can symetricaly reduce lengh of glider brake lines by wrapping them around your wrist (symetrical actions are very important, sometimes they should be attempted above the risers that can be twisted) ;
- 5 Get ready to land by standing up in the harness and to roll aside when touching the ground.

