

Rainier Paragliding Club

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Top Picture:
Mike McIntire, Wayne Maxwell, and Paul
Kunzl wrap up a nice fall flight at Two Bear.

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Bottom Picture:
Mike McIntire soaring at Two Bear.
Photo's by Chris King



Risk Management Part 1

Adapted from the Federal Aviation Administration
By Chris King



I recently was on the hunt for items that may be of interest to the club in general and found this publication to be very informative. What I like about it is that it covers many frames of mind. As we read though this article, what can we draw from this information that can help us be better at managing the risks in our own sport. How can it help us evaluate our own attitude towards our gear, our mindset and generally better investigate what options we

face that influence our safety before during and after flying. Editor thoughts are contained in italics or brackets.

The complete article and the manual it is contained in is found at the following internet link.

<http://www.faa.gov/library/manuals/aviation/media/FAA-H-8083-2.pdf>

Hazards.

When I was learning how to fly an aircraft, one of the first things we did was learn how to do a pre-flight inspection. This inspection covered me, my vehicle and general weather conditions.

For starters, I was asked if I have had any alcohol; if I was awake and alert; how I felt in general; or if I felt sick or fatigued? Next I was guided, step by step, on how to look for problems and what to check for on my aircraft that would give me the overall confidence that it was going to be safe to fly. This not only included a ground check but a running check during idle, rev-up of the engine for the purpose of checking the performance of magneto's and instruments before I left the ground. Next, I was asked about the general weather expectations. Those would be discussed in detail and off we would go. The FAA defines a hazard in the following terms:

Hazard.

By definition, a hazard is a present condition, event, object, or circumstance that could lead to or contribute to an unplanned or undesired event such as an accident. It is a source of danger. Four common aviation hazards are:

1. A nick in the propeller blade
2. Improper refueling of an aircraft

3. Pilot fatigue
4. Use of unapproved hardware on aircraft

Notice that three of these directly relate to the condition of equipment. The next is the pilot. Our wings obviously do not have propeller blades or fuel tanks; but, does our equipment have items we could substitute in their place? If we were to apply this to paragliding I'm sure we could agree that hazards would include excessive harness and wing wear, rips, tears, frayed lines as well as include our over all physical and mind condition of the pilot before flying. What is very relevant would be to recognize and act on the hazards. I believe that a pilot is able to fly with equipment that is less than appropriate flying condition and because of that frame of mind is able to overlook and take risks with equipment that could fail without warning. This brings to mind then, how good is a pilot really, if that is the case. Does it matter how good you are if you experience line cascade failure or have a wing who's small tear finally takes off on a run when your just entering a thermal and the added stress was just enough to finally push it past its ripping stress point? Not good! So that brings up the FAA's next point of recognizing the hazard. Hazards may also exist with new equipment. Unfamiliarity with controls, adjustments and more may create a situation where new body memory has to be developed over time.

Recognizing the Hazard

Recognizing hazards is critical to beginning the risk management process. Sometimes, one should look past the immediate condition and project the progression of the condition. *[what could happen?]* This ability to project the condition into the future comes from experience, training, and observation.

1. A nick in the propeller blade is a hazard because it can lead to a fatigue crack, resulting in the loss of the propeller outboard of that point. With enough loss, the vibration could be great enough to break the engine mounts and allow the engine to separate from the aircraft. *[how can this apply with rips, tears, frayed or worn lines?]*



If we were to label our equipment; our flying habits; or our mental condition before our next flight how would it read?

2. Improper refueling of an aircraft is a hazard because improperly bonding and/or grounding the aircraft creates static electricity that can spark a fire in the refueling vapors. Improper refueling could also mean fueling a gasoline fuel system with turbine fuel. Both of these examples show how a simple process can become expensive at best and deadly at worst. *[Have we gained or lost weight? What is our glide ratio compared to where the LZ is? What*

is the wind direction and strength? Do these conditions allow for us to make it safely to the ground? Do we know the site we are about to fly in?]

3. Pilot fatigue is a hazard because the pilot may not realize he or she is too tired to fly until serious errors are made. Humans are very poor monitors of their own mental condition and level of fatigue. Fatigue can be as debilitating as drug usage, according to some studies.

4. Use of unapproved hardware on aircraft poses problems because aviation hardware is tested prior to its use on an aircraft for such general properties as hardness, brittleness, malleability, ductility, elasticity, toughness, density, fusibility, conductivity, and contraction and expansion. If pilots do not recognize a hazard and choose to continue, the risk involved is not managed. However, no two pilots see hazards in exactly the same way, making prediction and standardization of hazards a challenge. So the question remains, how do pilots recognize hazards?

The ability to recognize a hazard is predicated upon personality, education, and experience. *[Are our lines tied back together rather than replaced? Are we using over the counter hardware that is not graded for the stresses of an aircraft? Is the harness stitching coming apart and has been sewed together using common thread or a better quality product designed for our sport?]*



Are we properly checked out in our equipment or are is it new to us? Did we find ways to get familiar with it to the point that new body memory has adjusted to the slight differences. Have we kited enough? Have we done enough sledders with a lot of take-offs and landings? Have we gone to a mellow site to take advantage of learning about how our new equipment responds and has become familiar with us?

The points here reminds us to think ahead of what the possible circumstances that can of could arise if we fly with equipment that is in faulty repair or hasn't been checked out for a while or is new to us?

What could happen if we fly when we're not mentally on top of our game? Does being on top of our game also encourage us to keep our personality's in check? Do we need to be real about what makes us tick concerning our flying habits? Here is what the FAA addresses when it comes to personality.

Personality (edited out cited articles for length)

Personality can play a large part in the manner in which hazards are gauged.

People who might be reckless in nature take this [attribute] on board the flight deck. For instance, in an article ... notes that research shows one of the primary characteristics exhibited by accident-prone pilots was their disdain toward rules. Similarly, other research ... found a very high correlation between pilots with accidents on their flying records and safety violations on their driving records. The article brings forth the question of how likely is it that someone who drives with a disregard of the driving rules and regulations will then climb into an aircraft and become a role model pilot. The article goes on to hypothesize that, for professional pilots, the financial and career consequences of deviating from standard procedures can be disastrous but can serve as strong motivators for natural-born thrill seekers. Improving the safety records of the thrill seeking type pilots may be achieved by better educating them about the reasons behind the regulations and the laws of physics, which cannot be broken. The FAA rules and regulations were developed to prevent accidents from occurring. Many rules and regulations have come from studying accidents; the respective reports are also used for training and accident prevention purposes.

It appears that as pilots we may want to take a good sincere look at our personality and how it may contribute to and affect our flying. Do we have the aptitude for viewing all aspects of flying including our own personality, attitudes and variances of it where we can learn and grow from this introspective relationship? Do we lend ourselves to education or do we already "know" all the rules? Putting it simply and bluntly, do we have a "know-it-all" attitude? If so, then should you be under a wing? The FAA prides itself on education. Why? Let's see if we can draw a conclusion from what they have written. Also, let's



mentally review whether our pilot experience has contributed to the education processes of ourselves and our sport. The FAA continues on to say:

Education

The adage that one cannot teach an old dog new tricks is simply false. In the mid-1970s, airlines started to employ Crew

Resource Management ... The program helped crews recognize hazards and provided tools for them to eliminate the hazard or minimize its impact. Today, this same type of thinking has been integrated...

Regulations: Regulations provide restrictions to actions and are written to produce outcomes that might not otherwise occur if the regulation were not written... **regulations provides both an operational boundary and one that a pilot can use in helping to recognize a hazard.** *[Do we pay attention or do we re write the rules based on our personality. Are we relaxed on the present risk*

because nothing bad has happened yet? The FAA recognizes experience being a key ingredient towards improving safety and has aided in creating the current rules; however, they also point out that experience may also be in itself a hazard]

Experience

Experience is the knowledge acquired over time and increases with time as it relates to association with aviation and an accumulation of experiences.

Therefore, can inexperience be construed as a hazard? Inexperience is a hazard if an activity demands experience of a high skill set and the inexperienced pilot attempts that activity. An example of this would be a wealthy pilot who can afford to buy an advanced avionics aircraft, but lacks the experience needed to operate it safely. On the other hand a pilot's experience can provide a false sense of security, leading the pilot to ignore or fail to recognize a potential hazard. *[We will remember the next items listed below from the beginning of this article. These have been expanded by the FAA for the purpose of creating "foreword thinking" as we review them.]*

Experience sometimes influences the way a pilot looks at an aviation hazard and how he or she explores its level of risk. Revisiting the four original examples:

1. A nick in the propeller blade. The pilot with limited experience in the field of aircraft maintenance may not realize the significance of the nick. Therefore, he or she may not recognize it as a hazard. For the more experienced pilot, the nick represents the potential of a serious risk. This pilot realizes the nick can create or be the origin of a crack. What happens if the crack propagates, causing the loss of the outboard section? The ensuing vibration and possible loss of the engine would be followed by an extreme out-of-balance condition resulting in the loss of flight control and a crash.

2. Improper refueling of an aircraft. Although pilots and servicing personnel should be well versed on the grounding and/or bonding precautions as well as the requirements for safe fueling, it is possible the inexperienced pilot may be influenced by haste and fail to take proper precautions. The more experienced pilot is aware of how easily static electricity can be generated and how the effects of fueling a gasoline fuel system with turbine fuel can create hazards at the refueling point.

3. Pilot fatigue. Since indications of subtle and hard to recognize, it often unidentified by a pilot. The more pilot may actually ignore signals of he or she believes flight experience will the hazard. For example, a businessman/pilot plans to fly to a sets an 8 a.m. departure for himself. the meeting keep him up until 2 a.m. the flight. With only several hours of at the airport ready to fly because he recognize his lack of sleep as a hazard.



fatigue are goes experienced fatigue because compensate for

meeting and Preparations for the night before sleep, he arrives fails to The fatigued

pilot is an impaired pilot, and flying requires unimpaired judgment. To offset the risk of fatigue, every pilot should get plenty of rest and minimize stress before a flight. If problems prevent a good night's sleep, rethink the flight, and postpone it accordingly.

4. Use of unapproved hardware on aircraft. Manufacturers specify the type of



hardware to use on an aircraft, including components. Using anything other than that which is specified or authorized by parts manufacturing authorization (PMA) is a hazard. There are several questions that a pilot should consider that further explain why unapproved hardware is a hazard. Will it corrode when in contact with materials in the airframe structure? Will it break because it is brittle? Is it manufactured under loose controls such that some bolts may not meet

the specification? What is the quality control process at the manufacturing plant? Will the hardware deform excessively when torqued to the proper specification? Will it stay tight and fixed in place with the specified torque applied? Is it loose enough to allow too much movement in the structure? Are the dollars saved really worth the possible costs and liability? As soon as a person departs from the authorized design and parts list, then that person becomes an engineer and test pilot, because the structure is no longer what was considered to be safe and approved. Inexperienced as well as experienced pilots can fall victim to using an unapproved part, creating a flight hazard that can lead to an accident. Aircraft manufacturers use hardware that meets multiple specifications that include shear strength, tensile strength, temperature range, working load, etc.

I hope that this portion of the chapter was useful. Stay tuned for part two!

To be Continued.....

Next issue we will look at ways to managing risk by learning what types of risks exist and how we can improve our personal preparedness so that flying can be enjoyed without the worry of being airborne and set up for failure.

Jibber Jabber

Edited reports of wondering winter pilots

It was really great to see all my Elsinore buddies again.

Several of the big dog sky gods were out, and they stayed up as long as they wanted.

There were folks wandering around without tops on. Unfortunately, they were all males.

As there was plenty of cold beer, the social hour lasted quite a bit longer than an hour.

Wayne

Maybe 15 or 20 pilots out for the day. I think some had sledders, but most had lengthy flights.

The conditions varied throughout the day...I launched about 1, into 0 to 6 mph cycles. It was a day you had to work at it. The thermals were mostly kinda small and weak. On the way down she stopped at an organic orchard, and watched them pick tree ripened mission figs for us. Yummmmmmmme!

Wow, what a day. I am staying down in San Diego for a few days on business and decided there was no way I could come within a 2 hr drive of Marshall without say HI to Wayne and Barbra. I tried a couple of top landings and only got a full frontal collapse followed by a 50% left side (dynamic air + young pilot = collapse). So I decided to top land on cloud off to the right. Good landing but I put my wing into a bush. 45 cuts and one hour later I was back in the air and had a great second flight. Great day! Thanks Wayne! And boys back home you got to get down here and flight. It's not just a great sight it's the great people that make Marshall, Marshall. Matt Huntington

Joel and I showed up at Duckabush around 12:30, and after the usual speculative vehicle planting (conservatively the LZ) we headed up and hiked all the way to the top from the gate. Managed even to avoid most of the "presents" left behind by the equines... Thanks for a great company, Joel. Hope I didn't talk your ear off. Let's fly together again soon! Laura

Wayne, in his role as super gracious host (gave me a beer & complimented my launch), asked me to please, please write up the flight report, so how can I refuse...A successful day at Marshall but not epic for anybody but Wayne, and for him it's probably just business as usual. Mike

Wayne has been reporting on Marshall describing the mostly great flying. So I have been hesitant to report on the flying here at Torrey Pines as the flying here has not been so good. The weather has been nice though not completely so as the rainfall is 4X's the normal for November. If anyone comes down to this area in December contact me. Steve T.

Our own Peter Hardy, Dusty, and myself made the one hour drive to Elsinore. There were some entertaining launches, and launch attempts, by paragliders. And some entertaining landings by some of the hangs. One of the paragliders, while launching, was blown back into, and over the top of, a full size pickup with a canopy and hang glider on top. He was unhurt. I flew for an hour, and became concerned when the wind picked up a couple of miles and hour. I passed the 2000 flight marker

last Wednesday on Marshall.

Fellow Pilots,

The weather was sunny and warm with the wind coming in at about 5-7 mph. In the meantime Pete headed up to launch again and he and Wayne took their sleds like a man. Both had good landings, but Wayne showed why he always wins those spot landing competitions as he landed right next to where we put our gear together not having to walk more than a few steps for that cold beer. Steve

Post frontal conditions - Perfect! It was a beautiful sunny afternoon with temps in the mid-sixties and the wind was steady and straight in at 10 to 14. Wish you were here. Steve T, where were you yesterday? Joe, when do you expect to be in Encinitas? Cheers
Pete

Greetings Flyers,

We are having gorgeous sunny weather here. For those of you who don't know Santa Barbara, Ellings park is a lovely flying hill of about 200 vertical feet, with large open areas at launch and landing, located on the edge of the city of SB, and overlooking the ocean. Have a great gathering tonite. And good luck to the Mt Jupiter flyers today!
John R

In short: ANOTHER ... 'switchy kiting day in paradise'. My friend Jim made one Mountain flight today.... which he described as "scary" for reasons too lengthy to describe at the moment. He then joined the hardcores on the training hill in time to share the precious window of MELLOW air time. Hope you are finding some flying air up north.

Cheers, John R

Seven bags including Mike M and myself hiked the last half up to the 1200 launch. Two flew as long as they wanted, and got above the towers. The rest had extended sleds. Bright sunny day, light cycles. I don't have good internet here, so no more.
Wayne

It's only Wayne and me today, as we've stayed overnight. We take the quad runner ride up to the 650, which seems to us to be more risky than the actual paragliding. Both of us have moderately successful flights above launch, but short, in the neighborhood of 10 -15 minutes or so. To our knowledge Marshall & Elsinore are blown out, so we da fliers of the day.

Mike  & Wayne 

I went to the 'mountains' today with about 15 local pilots. (2 van loads). I was along for the ride, and not planning to fly. ALL got lift immediately off of launch! It was amazing to watch. Lift was abundant and even newer pilots got high. All the P-4s flew out for beach landings. If conditions are good..... tomorrow may be my first mountain flight.

probably from a launch called 'alterntor' which is over 3000, maybe close to 3500, and more forgiving than Skyport. As of yesterday I am a signed off P2. John R

Congratulations John!!!

My time In Santa Barbara has been an amazing experience. I still feel like a newbie though.but there is has been progress. Sweet as it is here... i will to be heading north today. John R

Do not argue with an idiot. He will drag you down to his level and beat you with experience.

I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.

I asked God for a bike, but I know God doesn't work that way. So I stole a bike and asked for forgiveness.

We live in a society where pizza gets to your house before the police.

The last thing I want to do is hurt you. But it's still on the list.

Light travels faster than sound. This is why some people appear bright until you hear them speak.

If I agreed with you we'd both be wrong.

We never really grow up, we only learn how to act in public.

War does not determine who is right - only who is left.

Knowledge is knowing a tomato is a fruit; Wisdom is not putting it in a fruit salad.

Children: You spend the first 2 years of their life teaching them to walk and talk. Then you spend the next 16 years telling them to sit down and shut-up.

Politicians and diapers have one thing in common. They should both be changed regularly, and for the same reason.

The early bird might get the worm, but the second mouse gets the cheese.

If 4 out of 5 people SUFFER from diarrhea... does that mean that one enjoys it?

Happy New Year!

Holiday Dinner

By Chris King

It was a cold and darkened night. The Land of Hansville was gripped with a bitter cold as it never before had happen at any time or at any historical age. Icy Fingers, laced with chills penetrated the thickest garments with a discomfort that sent ripples of shivers rending their gripping path to the very



depths of bones and caused carefully guarded inner parts to moan in despair as they surrendered to the effects of this winters night...



Not far from the reaches that spanned the grounds between chariots and the great hall lay a stirring gamble of motion that drove those seeking shelter to make haste. Haunting

games played out in their minds as the crunch of gravel and frozen tops of the barren lawn dared to create an alarm that might wake hidden guards and trolls who stalked and waited to swarm upon those carrying burdens of good cheer to others who had previously made the journey and awaited their glad company. They dared not return upon the tracks that brought them there knowing full well the dangers that lurked, yet, they waited still shaken by their encounter, and imagination created a sorrowful vision of what lay ahead for their friends.





One by one, battles raged. The conquerors persisted through the gates of the great hall and soon a hero's reunion engaged with hearty voices, food, drink and cheers. Sure victory was gained as weapons of camaraderie, companionship, valor, truth and friendship dashed deep gashes through the armor of laden with cold and missing guests.

Merriment filled the great hall. The Land of Hansville, and the great sea that surrounded the bon fire of peace were made to be calm and warmed to the furthestmost outstretches where shadows dared not to enter in again.



Seasons Greetings! Merry Christmas, Happy Hanukkah, Or what every you may or may not celebrate this time of year. We all hope you had a great time.

They All Lived It Up ... Happily Ever After.

