

## THE 7 STEPS

Inspect and Repack 1 or 2x per Year.

1. **Decide - Never Too Low to Throw**
2. **Watch Your Hand Grab the Handle**
3. **Pull Handle Straight & Wiggle it Free**
4. **Throw Well**
  - a. **Spiral: throw down**
  - b. **Stall: throw frisbee to horizon**
  - c. **SAT or Auto Rotation: throw above (grenade toss)**
5. **Disable Your Main Glider**
6. **PLF - Almost all tree landings are happy endings - Ditch and ditch well**
7. **Manage Your Reserve - On the ground**

## TOP 3 MINDSETS

### 1 EARLY IS LATE

If you think you might need it, you do. In fact you are probably already late. Just do it.

What does **DENIAL** look like?

- I might need my reserve
- I might be able to pull this off
- **It's not that bad yet**
- Oh man, seriously, how embarrassing

### 2 RESERVE IS 1/2 OF YOUR GEAR

Be ready to use it. It will work. You will probably be able to fly again the next day. You will be so proud of yourself for proving that you can use your emergency procedures and equipment.

### 3 DO THE WORK

**On the ground** Don't forget to pre-flight your reserve! What kind and size? Is it connected properly? Will it come out? Is it prone to falling out? Check the pins, touch your handle, get ready. Verify chest mount properly secured.

**In the air**

- Do some practice reserve handle touches
- **Make a deal with yourself about when you would throw** (if mid-air, if big deflation low, if something breaks, if spiraling low)

## TOP 5 REASONS

### 1 WIND ROTOR:

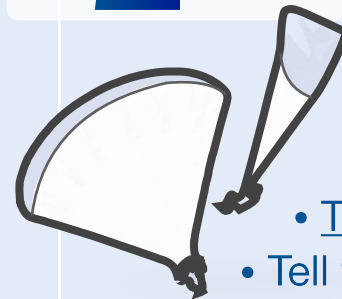
What it is: Unpredictable air on the downwind / lee side

Things to know:



- **Avoidance is key**
- Explore all options - slide off the end of the hill, turn and run as appropriate
- In a real rotor, throw with plenty of time
- Reserves don't deflate - Gliders do

### 2 MID-AIR COLLISION



What it is: Bad and avoidable

Things to know:

- If tangled with another pilot, both should throw
- The 1<sup>st</sup> pilot to throw often lands 2<sup>nd</sup>
- Tell the other person to throw
- See if any down-planing happening. Try disabling



### 3 DEFLATION:

What it is: The leading edge of your wing folds into itself, partially (aka asymmetric) or fully (aka frontal)

Things to know:

- **If doesn't resolve immediately and you're low, throw**
- The best indicator is a glider that is not above head

### 4 SPIRAL / RISER TWIST

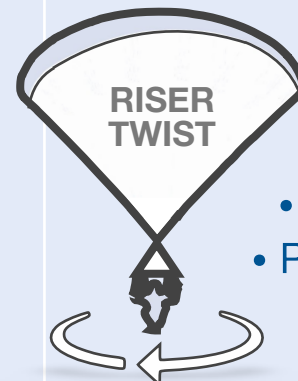


What it is: A spiral is the wing circling and nose-diving toward earth.

A riser twist is a 360° or more turn of the pilot with respect to the wing.

Things to know:

- Can be triggered accidentally or from agro turns.
- Pilots are often in disbelief. Believe it. It's happening
- Throw early before G's become high



### 5 DEEP STALL

What it is: Glider fully inflated but not flying forward

Things to know: Caused by:

- Glider full of sand or snow, old or out of trim, wet, and/or:
  - ✓ too much brake for too long or
  - ✓ over-braking a full frontal recovery
- Not a Full Stall, which is (only) caused by excessive brake

