

#### 4.11 LOSS OF ENVELOPE VALVE LINE (cont'd)

##### CAUTION

DO NOT LEAN FARTHER OUT OF THE CARRIAGE THAN IS SAFE.

If the line cannot be retrieved, land by allowing the envelope to cool.

##### CAUTION

IF A HIGH-WIND LANDING IS EXPECTED, ANTICIPATE DOWNWIND REBOUND AND/OR DRAGGING AFTER TOUCHDOWN. SECURE TANK RESTRAINTS AND FUEL VALVES NOT IN USE, BRIEF PASSENGERS. TRY TO FIND A LARGE AREA DOWNWIND OF DANGEROUS OBSTACLES. RISK DAMAGING THE BALLOON RATHER THAN LANDING UPWIND OF POWERLINES OR OTHER DANGEROUS OBSTACLES.

#### 4.12 WEATHER DETERIORATION DURING FLIGHT

Land immediately rather than fly into severe atmospheric turmoil. Risk damage if necessary to land while the flight is still under control. Severe atmospheric forces are capable of taking over and exposing the flight to the hazards of immense envelope stresses and uncontrollable contact with the ground and/or dangerous obstacles.

If caught aloft in turbulence or rising thermal air flow:

- (1) Burn enough to keep the envelope fully inflated.
- (2) Remember that surface air flow cools and envelope even one which is ascending.
- (3) Be very cautious about using the envelope valve of a cooled envelope. Over-valving may cause rapid descent into turbulence or wind shear and tend to collapse the envelope.
- (4) Monitor and control envelope temperature to allow gradual cooling and descent.