2.5 Normal Flight Operations

2.5.1 Control of normal climb and equilibrium are maintained by use of either trigger or smooth valve.

2.5.2 Descent may be accomplished by either allowing the envelope to cool through reduction of burner use or through use of the parachute valve. (The parachute valve will initiate a more rapid descent.)

2.5.3 A fuel management plan should be adhered to during flight operations, either the trigger valve or the smooth valve may be used. The pilot light, which is a vapor pilot, draws very little fuel, and may be run in an open position, or adjusted down to a "quiet" operational mode. Alternating valve use periodically during flight will lead to a more balanced tank pressure and reserve in the event of an emergency. If Slave #3 and/or #4 are connected to Primary #2 or Master Tank, it is preferable to consume the fuel in those tanks before exhausting Primary #2 or the Master

2.5.4 Landing

a. The parachute deflation valve, at pilot's discret may be fully opened during the landing maneuver. For total deflation, tension must be maintained on valve actuation line until the envelope is deflated.

b. It is recommended that both burner valves be in the "off" position at touchdown to avoid inadverta envelope damage or other damage during landing.

c. After landing, all tanks and pilot lights should be turned to "closed" position and fuel lines purged of propane by opening the trigger and smooth valves.

Note: Extreme care and judgement should be used in selection of landing sites in avoiding downwind power lines.

FAA APPROVED

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Date