



3.3 Burner Relight

In the event of pilot light failure or "flame-out", appropriate procedure is not to attempt to relight the pilot if still operable, but to relight the burner by cracking open the valve allowing a small amount of propane to pass. If the pilot light is operable it will normally relight.

If the pilot light has a total malfunction, the smooth valve may be partially opened and left partially open to function as a pilot light or a continuing heat source. Remember that in a balloon, as in any aircraft in any emergency of any nature, the first requirement is TO FLY THE AIRCRAFT. The only way for a balloon to fly is with heat. In a fuel emergency do not waste time and altitude attempting to relight the pilot light. Add heat first, keep the aircraft flying to give you time to ascertain what the problem is and what corrective action needs to be taken and what you will

In the event of any emergency, maintain flight controllability and land at the earliest and most opportune time. There are always other days and other events. Use good piloting judgement and maintain safe airworthy equipment.

4.0 PERFORMANCE

4.1 Surface Winds

During certification, the maximum demonstrated surface winds for landing were 7 knots.

4.1.a Maximum demonstrated surface wind for take-off 5 knots.

4.2 Characteristics and performance of this balloon have not been evaluated above 10,000 feet MSL.

4.3 If burner is extinguished, the balloon at maximum gross weight will develop a rate of descent of approximately 1050 fpm (approximately 2000 feet is required to develop this descent rate).

FAA APPROVED

MAY 1 1981

Date

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