

Pre-Flight Checks

R4STARVE

R - Reserve

Before putting on your harness check that the reserve pins are through the white bungee loops.



1 - One

You have ONE helmet buckle.
Pull on it so that you are sure
you have your helmet buckled.
People have walked up the hill
with their helmets on, but not
buckled because of a hot walk.
Then they take off without their
helmets buckled!



2 - Two

You have TWO carabiners. Make sure that they are closed. It is also a good time to check to see that you have clipped in properly. Your speed system pulleys on your risers should be facing outwards.



3 - Three

You have three buckles on your harness. Two leg strap buckles and one chest strap buckle. Pull on these and make sure they are closed, particularly if flying/kiting in a dusty or sandy area which could prevent them from locking.



4 - Four

You have four edges to your glider. The leading edge should be open and facing upwards. Two wing tips should be open, not folded over and without any lines going over the tips which would keep them closed (cravat). The trailing edge and brake lines attachments should be visible and not tucked under the wing where they could snag a rock and brake when inflating the wing to launch.



S - Speed System & Stirrup

Ensure that your speed system is connected. Speed line should run freely from the harness pulley to the “A” riser pulley and connect on the outside of the risers and harness. The speed bar should be kept out of your way by the velcro strap to keep it tucked under your seat. The stirrup should be hanging free and not wrapped into the speed system.



T - Turn

For a reverse launch you need to turn consistently in the same direction each time. If you are left handed, you should turn to the right. If you are right handed, you should turn to the left. Check this by looking at which riser is on top in the reverse launch position. What ever riser is on top is the direction you should turn in order to untwist the risers for your launch.



A - Airspace & All Clear



Before launching or raising your glider while ground handling ALWAYS check that all is clear. This includes looking up to ensure no one is flying over you (top landing or coming into land over you in the LZ). Looking down the hill, particularly down any paths someone maybe walking up to launch. Looking over your shoulder when reverse launching to ensure that your path is clear. This is also a good time to recheck the Air flow - the wind direction.

R - Radio

Is your radio on? Is it on the correct channel? Can you hear your instructor or flying buddies clearly? Can they hear you clearly?



V - Clear “V”

Grab your brake toggles in each hand and take them off of the risers. You should see a clear “V” going from your toggle, down the brake line to the “O” ring (or pulley) on the “C” riser, and then back up to your carabiner.



E - Even Tension & Everything Else

Find “**Even Tension**” through both “A” risers in your hands. This ensures that you are centered in the glider and it will inflate evenly across the leading edge.

“**Everything Else**” could mean making sure your flight instruments are on; double checking the wind direction; or checking that “all is clear”. This is your last chance to not rush your launch having skipped something that can save your life (i.e. buckling your leg straps).

