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on
10 April 2006

8.13 DUO AIRCHAIR MKII

8.13.1 INTRODUCTION

This supplement was originally approved by EASA under Approval Number 2004-8592 as Supplement 3 to Flight Manual, Issue 9 on 28 June 2004.

Issue 1 of this supplement has four pages.

Supplement 7.13 (two pages) to Maintenance Manual Issue 10 is required to ensure continued airworthiness.

8.13.2 LIMITATIONS

8.13.2.2 Weather

1. The balloon must not be flown free in surface winds greater than 10 knots (5.1 m/sec).

8.13.2.9 Weight Range

4. For balloons of 65,000 cu.ft and above, the Minimum Landing Mass (MLM) is 300 kg.

8.13.2.15 BASKETS

6. Balloons equipped with Airchairs must also be equipped with envelope turning vents to allow the airchair to be correctly orientated for landing.

8.13.2.16 CYLINDERS

2. Each fuel cylinder must be attached with three straps as shown in fig. 1.

8.13.3 EMERGENCY PROCEDURES

No change.

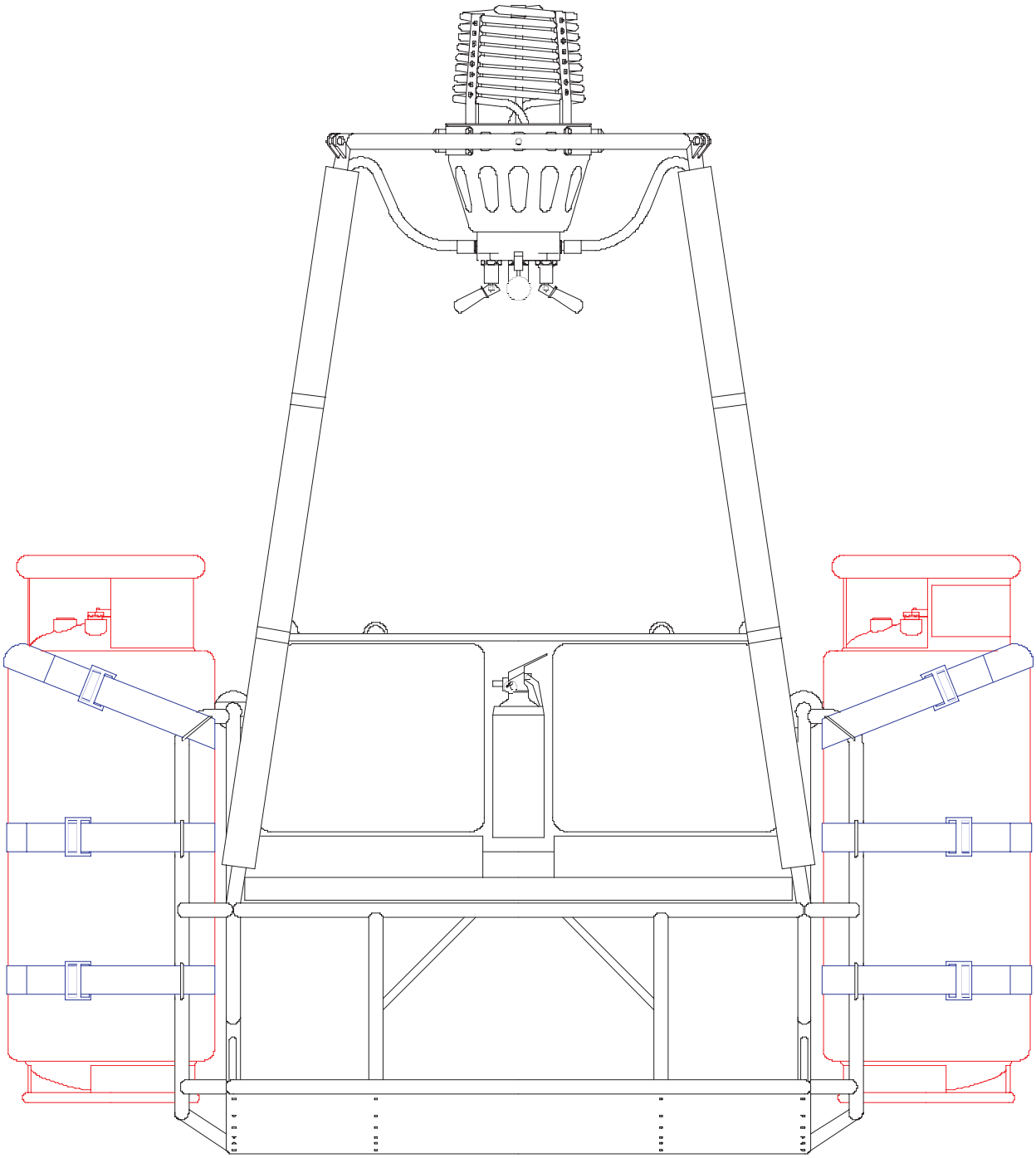

Fig. 1 - General Arrangement

8.13.4 NORMAL PROCEDURES

8.13.4.3 Preparation And Rigging

The burner should be rigged with the fuel gauges legible when seated in the airchair. The fuel hoses should be zipped inside the rear pole covers

Lay the Airchair on its back and attach the envelope.

8.13.4.4 INFLATION

8.13.4.4.2 Hot Inflation

Hot inflation should be performed by standing beside the Airchair and operating the burner through the side of the frame. Allow the Airchair to come up as the envelope rises. The pilot should sit in the Airchair as soon as it is upright.

The passenger, if the pilot is to be accompanied, should take their seat as soon as practical after inflation. The safety belts should be fastened at all times.

8.13.4.5 Take Off

Pre-Take Off Checks

Fuel Fuel cylinders firmly strapped to the frame.

Seat Belts Seat belts fastened.

The Airchair should be rotated, if necessary, using the turning vents so that the pilot is facing the direction he will travel on take off.

8.13.4.7 Landing

At a height of about 65 feet (20m) rotate the balloon through 90° so that the Airchair is travelling sideways.

At a height of about 20 feet (6m) rotate the balloon through a further 90° so that the Airchair is travelling backwards.

Turn off the pilot lights.

On touchdown, the Airchair will probably tip over backwards and begin to drag like a sledge.

8.13.6 BALLOON AND SYSTEMS DESCRIPTION

8.13.6.5 BASKET

8.13.6.5.6 Duo Airchair MKII

The Duo Airchair MKII is of tubular stainless steel welded construction. The load is carried from the burner frame with four load wires which are attached to the 'J' shaped frame using quicklinks.

Two standard vertical fuel cylinders are strapped to the ends of the frame.

The seat back is a leather or Cordura covered padded panel, which is attached to the frame with velcro. The seat base is made of a plywood base padded with foam, with leather or Cordura covering. The seat is fastened to the stainless steel frame.

A single burner, either Shadow or Stratus is fitted.

7.13 DUO AIRCHAIR MKII

7.13.1 GENERAL

No change.

7.13.2 ENVELOPE REPAIRS

No change.

7.13.3 BASKET REPAIRS

No change.

7.13.4 FUEL SYSTEM REPAIRS

No change.

7.13.5 INSTRUMENT REPAIRS

No change.

7.13.6 INSPECTION SCHEDULE

6.15 BASKET		
11.	Check the frame of the Airchair for distortion and the welds for any signs of cracking.	
12.	Check the aluminium skin for damage.	
13.	Check seat base for signs of cracking and distortion.	
14.	**Harnesses-** Check function of buckles. Check webbing for wear, fading or damage. Check attachments are secure and free from wear or damage.	

7.13.6.17.4 Baskets

Frame- Inspect the frame carefully paying particular attention to the condition of the welds. Check for any sign of fracture or unauthorised repairs, particularly if the frame shows signs of distortion.

Skin- The aluminium skin panel should be secure and free from major damage. Small dents and scoring are permissible.

Seat- The seat covering should be free from damage that exposes the foam padding. The plywood base should be free from distortion and cracking.

Harnesses- Check the physical condition of the latch mechanism. Inspect for signs of distortion or wear. Check the operation of the latch. Inspect the webbing straps for signs of wear, cuts, heat damage and UV degradation (UV degradation usually manifests itself as fading of the webbing). If the webbing has any defects it should be replaced.