

Revision nr C564 to AFM ref. HABFM-i10, Amendment 9 is approved under the authority of DOA nr EASA.21J.140.

8.37 TRIVENT DEFLATION SYSTEM

8.37.1 GENERAL INFORMATION

This supplement shall be inserted in the Flight Manual, in Section 8: 'Supplements' with the revisions record sheet amended accordingly.

Information contained herein supplements, or in the case of conflict, supersedes that contained in the basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, consult the basic Hot Air Balloon Flight Manual.

Issue 1 of this supplement consists of four pages.

There are no additional continued airworthiness requirements associated with this supplement.

The data in this supplement was originally approved by CAA.UK as part of Thunder & Colt HABFM, Issue 6 dated 15 January 2000.

8.37.2 LIMITATIONS

8.37.2.1 TRIVENT DEFLATION SYSTEM

1. In-flight discharges of hot air must not be longer than 3 seconds. The envelope must be allowed to reinflate fully between activations of the vent. Use of the red rip line is not permitted at heights greater than 2m (6ft) above ground level, except in an emergency.

8.37.3 EMERGENCY PROCEDURES

No change.

8.37.4 NORMAL PROCEDURES

8.37.4.1 PREPARATION OF THE ENVELOPE

Attach the rip line (red rope) to the burner frame and the venting line (red and white rope) to the ring on the Trivent bag installed in the basket.

Tab the vent panel into position along its free edges in the normal way.

8.37.4.2 PRE-TAKE-OFF CHECKS

Test the venting action of the system (red and white rope) and ensure that all the Velcro tabs are detached.

Ensure that the balloon is hot and then test the deflation action of the system. Pull on the red rip line to pull the panel over to its fixed side. As soon as the vent has fully opened, pull on the venting line to re-inflate the panel. A second operation of the venting line may be needed to obtain a good seal.

The excess venting line should be placed loosely into the top of the Trivent bag to prevent any possibility of it becoming entangled.

8.37.4.3 IN-FLIGHT RELEASE OF HOT AIR

To release hot air during flight the red and white venting line should be pulled. Venting should not exceed the limitations in Section 2 of this Supplement.

Use of the red rip line is not permitted at heights greater than 2 m (6 ft) above ground level.

8.37.4.4 ACCIDENTAL OPERATION OF THE TRIVENT

If the rip line is accidentally pulled in flight the Trivent will start to operate. The pilot will be warned by the difference in feel as the panel starts to open. The rip line should immediately be released, the panel closed by pulling on the venting line and the burner operated to replace lost heat.

WARNING: The panel will not automatically re-close on release of the red line.

8.37.4.5 LANDING AND FINAL DEFLATION

The red rip line may be pulled immediately before touchdown. For final deflation the panel should be pulled fully open. If the balloon is to be kept inflated then the panel may be opened and then closed by pulling on the venting line once sufficient air has been released.

In light winds it is possible to deflate the balloon by using the venting action, however deflation will be slower than with a conventional parachute.

8.37.5 WEIGHT CALCULATIONS

No change.

8.37.6 BALLOON AND SYSTEMS DESCRIPTION

8.37.6.1 TRIVENT

The Trivent is a rapid deflation system in which a triangular panel seals a triangular opening in the top of the balloon. Two of the edges are free, and are held closed by internal pressure, while the third edge is fixed to the balloon.

Pulling on the red and white venting line pulls the two free edges of the panel away from the adjacent balloon edges for in-flight venting.

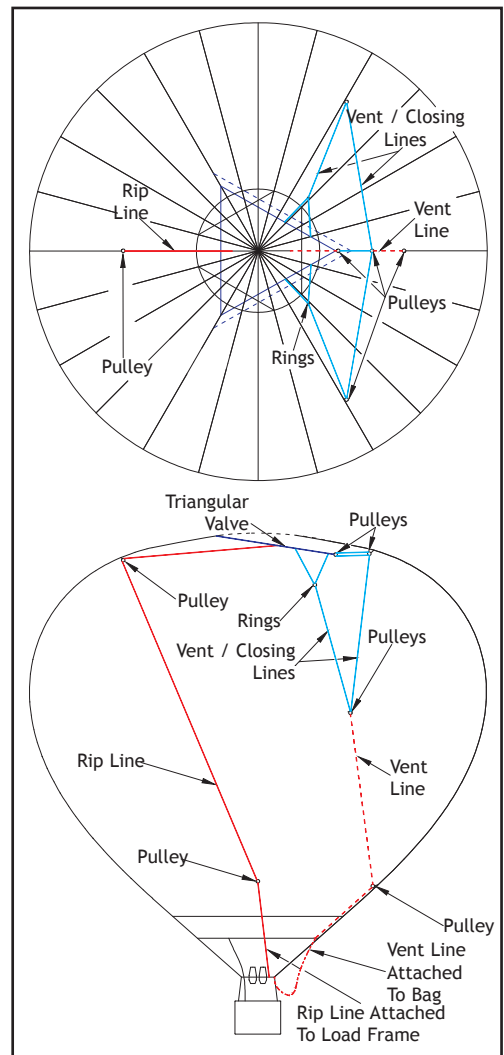
Pulling on the red rip line pulls the centre of the panel across toward the attached edge, folding the panel up along this edge, and exposing the full opening. The ripping action can be reversed by pulling on the venting line.

8.37.7 BALLOON MAINTENANCE, HANDLING AND CARE

No change.

8.37.9 EQUIPMENT LIST

No change.



▲ Trivent Internal Arrangement

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