



House Notes

AMI • P.O. Box 230966 • Tigard, Oregon 97281 • 503.236.1812 • info@amipdx.com

- Visit our website at www.amipdx.com for maintenance tips and service provider recommendations
- Call Lisa in our office at 503.236.1812 to schedule an inspection

Experience
isn't
expensive,
it's
priceless.

Reminder: Have your clients visit our website at www.amipdx.com to look for a coupon and save money on their AMI home inspection.



Inspector(s) Down!

As you may be aware, Charlie Rouse and Mark Lindgren and have been unable to work for the past few months due to recovery from a surgery and an accident, respectively. They are both well into recovery and are now back to work, with a little assistance from several other licensed home inspectors. Their assistants will either be other AMI partners, or Ken Meyer of Portico Home Inspection, Jerry Bier of Accurate Home Inspections or Paul Daley of Red Dog Home Inspections. All of these home inspectors have trained and worked with our AMI inspectors in the past and will help Mark and Charlie maintain the level of quality you have come to expect from our company. The assistance from the other inspectors has an added benefit in that the "on the job time" for you and your client should be shorter with our two man teams.

As many of you have asked what exactly happened to Mark (his injury resulted from a paragliding outing), he has written the following summary:

I have been an avid paraglider for 11 years and until this year I have been accident free. A paraglider is a steerable foot launched parachute "wing" similar to a hang glider but without the rigid frame. I was flying a nine year old wing. The following paragraph is a blow by blow account of my accident on 6-24-2011.

The evening glass off conditions were beautiful and there were many pilots flying that evening. The winds were West / SW and about 10 mph. It was about 8:15pm and the sun was starting to go down; I had been flying around for over two hours and most of the other pilots had landed; just a few pilots were left in the air. It was still very lifty and convergent air conditions made it difficult to go down but I decided to land anyway. I made a number of turns and got down to about 400ft. of elevation at the south end of Hunters field but as soon as I stopped turning I started going up again. Several of the pilots were using "big ears" to get down and I thought that was a good idea too, ("big ears" means you fold in the outer tips of the glider so it will have less airfoil and allows you to go down more quickly in a stable condition). I used "big ears" to descend on the downwind approach to the north end of Hunters field. At the end of the field, at about 150-200' of elevation, I released the right big ear and I observed that it opened fully. I then released the left big ear and thought I heard it open but did not visually verify that it opened as I had no problems in the past with my big ears opening back up, (Witnesses said my left big ear tip had not opened up). I then weight shifted left making a base leg left turn to do my final up wind approach to the south end of the field (the weight shifting "left" may have interfered with the release of the left big ear). I could see the windssock at the South end of the field and it was showing a healthy south wind. I got down out of the harness, with "hands up" on the brake toggles and was ready to land.

It felt as though I passed through another layer of air (this is "wind gradient" where the wind is one speed it at one elevation and then changes to a different speed at another elevation) as I was losing altitude more quickly now and was watching where I was going to land and did not take note of the wind sock at the north end of the LZ. (Witnesses said that there was no wind at the north end of the field). At about 50' to 75' of elevation I felt loss of pressure on the brake toggles and I took another wrap. Everything seemed normal but at about 40' of elevation I felt a sickening feeling of falling vertically rapidly and I immediately flared with the brakes but there was nothing there (no pressure), (Witnesses said my wing stalled. If this wing airfoil flies slower than 13 miles per hour it does not generate lift and "stalls" and falls straight down).

I remember nothing after that, until I felt people lifting me on to a stretcher and then into an ambulance. I bruised my left heel, broke my right wrist in two places and crushed my L1 vertebra.

Footnote:

I was told that the person who folded up my wing on the ground, found a considerable amount of sand in my left wing tip, which may have been the reason it did not in re-inflate. I had the wing tested for line shrinkage. The lines shrinkage was quite significant, (1 ¼" to 1 3/8" inches of shrinkage after applying a 50lb. spring tension to the lines). I was flying a very out of trim glider. ("out of trim" it means the flaps at the back of the glider were being pulled down and the "brakes" were being applied without any input on my part. This causes the wing to fly slower than normal and may have been a significant cause of why the wing stalled.

I'm healing normally and should have full use of my wrist and back in about three more months.

Sincerely,
Mark Lindgren



Find Us on Facebook

AMI is now on Facebook. Please “like” us and encourage your clients to do the same. We will post valuable (and sometimes fun) information there about the home inspection industry, maintenance tips, building code changes, etc. It’s a great way to stay in touch!



Changes to the AMI Website

Be on the lookout for some changes to our website that should make your life a little easier. We recently changed our Contractors and Service Providers Directory. Instead of having to open a document on the Links and Resources Tab, this directory now has its own tab. Here it is... http://amipdx.com/contractors_service_providers.html. When viewing the page, you’ll still see phone numbers and email addresses, but whenever possible, we have added direct links to those service providers’ own websites so you can go straight there for more information. And if viewing us from your smart phone, you can click on the phone number and make a call without having to dial. Sweet! We still have a “printer-friendly” version available there for those who like paper, of course.

Additionally, we will soon be adding a Contact Us form that clients (or you) can fill out to request a home inspection. Remember at 2:00 am that you need to schedule an inspection? Go to our website and fill out the form. You may get a very quick response if one of our inspectors happens to be awake and monitoring the email...but at the very least, you’ll be contacted at the beginning of our next business day to let you know you’re on the schedule. Tell us who you want, when you want it, and what you want inspected, and we’ll save your spot before all the calls start coming in the next morning. Some of you like to email the information to us, which is still fine, but we recognize that it’s difficult to remember all the information we need. This fill in the blank form will make sure we have everything we need to serve you better. We don’t have an exact date of when this will be up and running, but are hoping to get it on our website very soon. Stay tuned!

We hope you will find these changes useful. Of course, you can also refer your clients to our website for scheduling or referrals, as well!

We appreciate all your referrals and wish you a prosperous fall season!