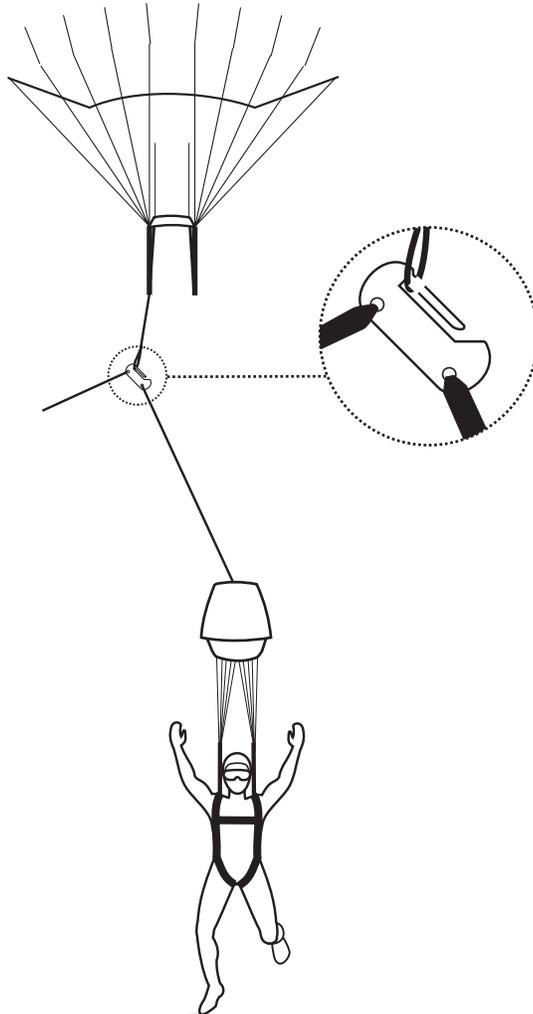




SkyHook RSL Packing Instructions for Vector 3/Vector 3 M-Series/Micron/Sigma Plus Skyhook II Addendum



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A standard RSL does one thing. It pulls the reserve ripcord pin automatically after a breakaway. The Skyhook RSL does this, and then goes two steps further.

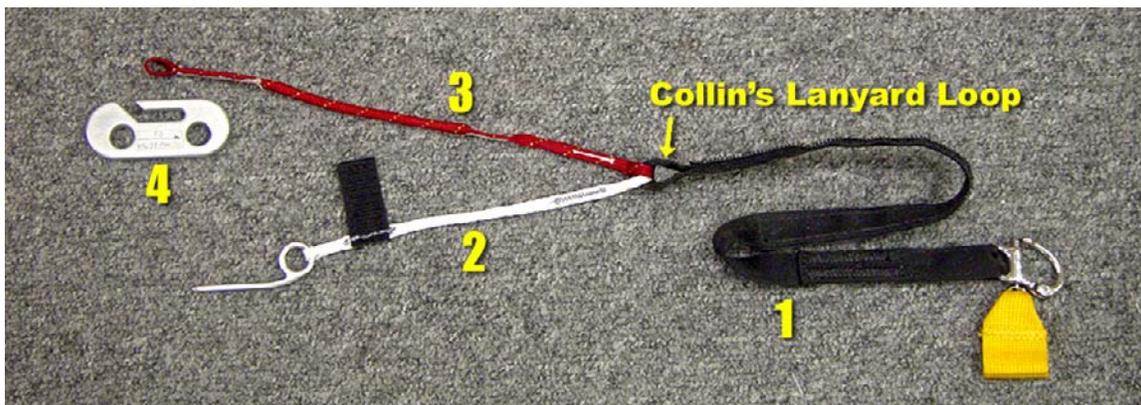
A. It automatically releases the Left (non-RSL) riser, if the right (RSL) riser releases prematurely for any reason (Collins' Lanyard). (You wouldn't want your reserve container opened with one riser still attached, would you?)

B. It then uses your departing main canopy as a super "pilot chute" to get your reserve to line stretch faster than ever before. Breakaway, to canopy-out-of-bag times are between 1/2 and 3/4 of a second, depending on the size of your reserve canopy. This is up to three times faster than a pilot chute can do it alone.

If you have a main total malfunction, or your AAD fires, the Skyhook Lanyard automatically releases, and therefore does nothing to hinder normal reserve deployment.

The Skyhook RSL System has four parts:

1. The RSL Lanyard (5/8 or 1", black webbing) with a snap shackle that connects to your right main riser at one end, and the Collins' Lanyard loop at the other.
2. The White Ripcord Lanyard, with one end sewn to the RSL loop, and the reserve ripcord pin at the other.
3. The Red Skyhook Lanyard, also sewn to the RSL loop, with the Skyhook attachment loop at its free end.



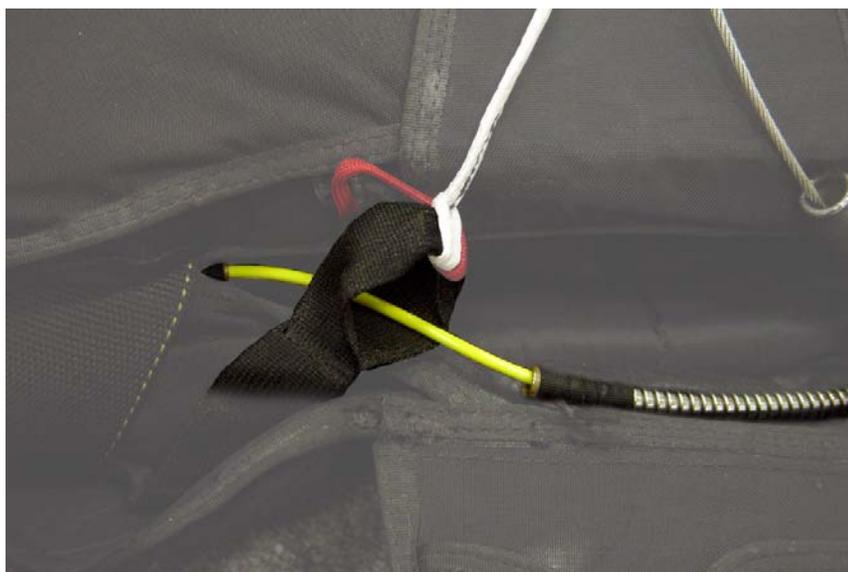
4. The Skyhook itself, which is sewn to the reserve pilot chute bridle. (Because the RSL Lanyard, Collins' Lanyard, and Skyhook Lanyard are all part of one integrated system, pulling the yellow tab on the RSL snap shackle inactivates all three.)



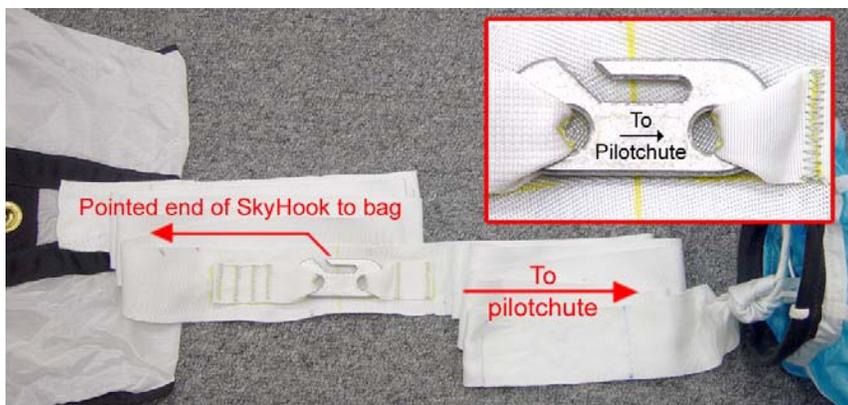


WARNING

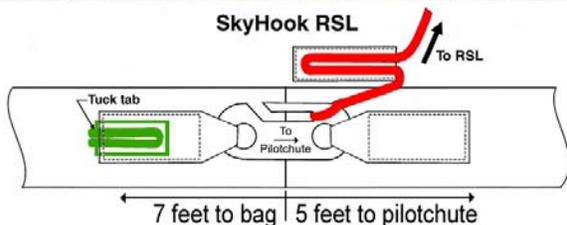
Before Packing: There is no RSL guide Ring on flap #6 on Skyhook equipped rigs. Make sure the RSL guide ring has been removed on converted rigs. It was never really necessary, and someone might pass the Skyhook lanyard through it some day, causing a reserve total.



Make sure the left hand (exposed) yellow breakaway cable passes through the Collins' lanyard loop at the end of the RSL. The Skyhook should not be used without a Collins' lanyard.



Make sure that the Skyhook is sewn to the reserve freebag bridle correctly, with the pointed end of the hook facing toward the bag. If the Skyhook were sewn on the bridle facing the wrong way, a reserve pilot chute in tow would result if the reserve were pulled in response to a main total. (This pilot chute in tow could be cleared by pulling the yellow tab to release the RSL.) Remember, this malfunction can only occur if the Skyhook is SEWN to the bridle incorrectly. It cannot be caused by a packing error.



PACKING:

1. Place the bagged reserve canopy in the container as described in the Vector 3 Owner's Manual.

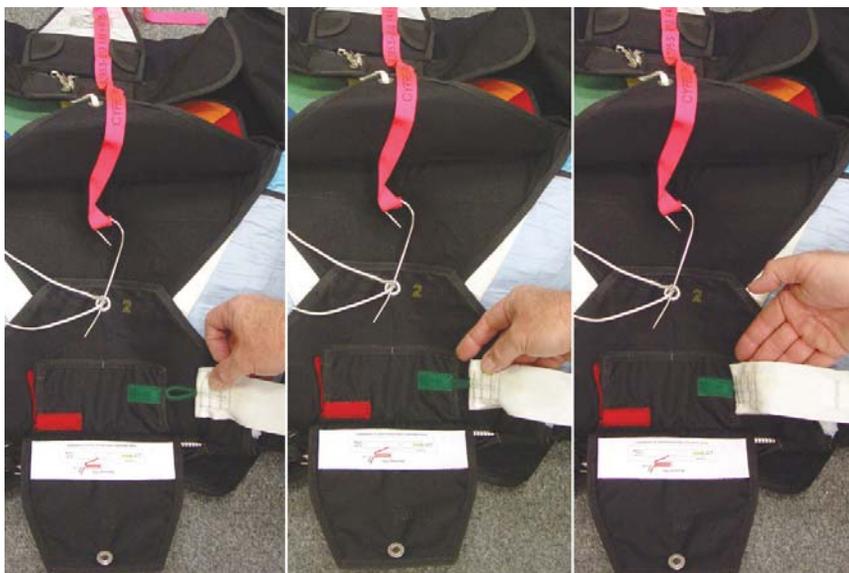


2. S-fold the 7-foot section of freebag bridle (up to the Green flex-tab) under pilot chute kicker flap #1, in the normal manner. Close flap #2, and secure with the reserve closing loop and temporary pin. Make sure the remaining bridle exits the closed kicker flaps to the wearer's LEFT (Right in photos) of the #2 (upper) flap, with the flex-tab side up.



3. Attach the RED Skyhook lanyard to flap #2 by folding the stiffened section of the lanyard in half, and inserting it completely into the RED pocket on the flap. You may have to open the pocket a little with a pencil before inserting the flex-tab.

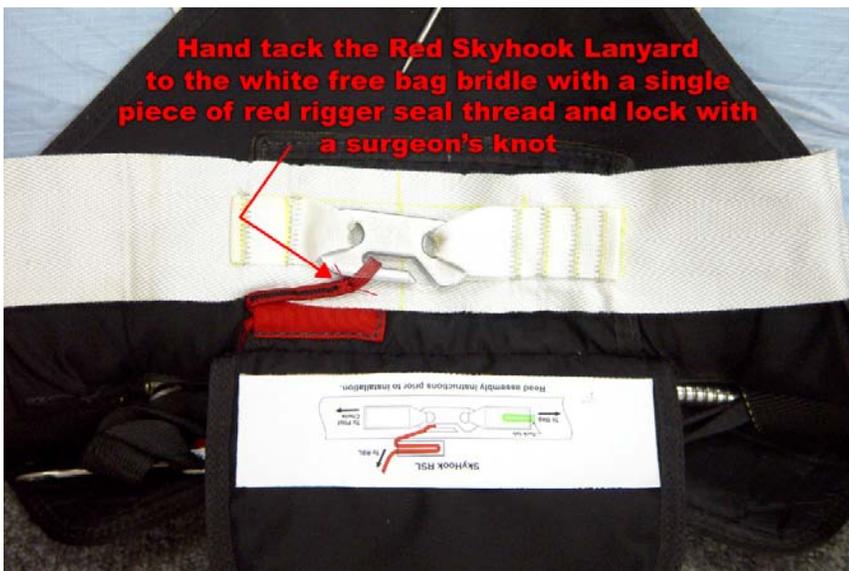




4. Fold the bridle over the edge of flap #2, and insert the GREEN flex-tab on the freebag bridle into the GREEN pocket on the #2 flap.



5. Lay the bridle over flap #2 with the Skyhook facing up. Lift the Lexan cover slightly, rotate the Skyhook enough to slip the loop on the end of the red Skyhook lanyard over the Skyhook, and rotate back into position. The Skyhook should be held firmly in place between the two pockets with less than 1/4" of play. (Note: It should take a force of 5-7 lbs. to pull the red or green flex-tab out of its pouch, at a 180 degree angle to the mouth of the pouch.)



Hand tack the Red Skyhook Lanyard to the white free bag bridle with a single piece of red rigger seal thread and lock with a surgeon's knot

NOTE

The Skyhook has a Lexan cover piece designed to:

1. Hinder anything but the Skyhook Lanyard from entering the Hook-slot.
2. Lower the chance that the hook area might be damaged by use or misuse

Make sure this cover is in good condition and the hook area is smooth and free of burrs.



SKYHOOK II ADDENDUM

Your rig is equipped with the new Skyhook II. It differs from the original Skyhook in the following ways:

1. It is anodized blue.
2. The "To Pilot Chute" instruction is laser etched on the top surface.
3. There is a holographic serial number label under the surface.
4. There are two Lexan cover pieces – on each side.
5. The Lexan pieces have small holes drilled in them for safety tie thread.
6. The upper attachment tape is red.
7. The label on the rig has been updated to reflect some of these changes.

The Skyhook II'S dimensions are exactly the same, and it functions in exactly the same way as the original Skyhook. Therefore, it is fully compatible with any United Parachute Technologies rig set up for the original Skyhook.

Reasons For The Changes

1. The blue anodizing makes it easier to see damage to the hook section, while the second Lexan cover piece better protects the hook from any damage.
2. The laser etching is much easier to read, and the holographic serial number seal makes it much easier for us to keep track of different Skyhook batches. Please notice that while the arrow on the Skyhook II points the same way as the original Skyhook, the "to pilot chute" text is flipped to make it "right side up" when viewed from the top of the rig.
3. Sealing the Skyhook lanyard with a single piece of red rigger seal thread passed through the holes in the two Lexan cover pieces (instead of tacking the red lanyard to the freebag bridle, as was done in the original Skyhook) results in far greater percentage of freebags still attached to the broken away main all the way to the ground. There is no chance of needle damage to the bridle from successive tacking with a dull needle.
4. Making the upper (toward the pilot chute) Skyhook attachment tape red makes it even less likely that someone, will some day sew a Skyhook to the bridle backwards.



6. Close the Skyhook cover flap (2A) over the Skyhook assemblage, pass the reserve closing loop through its grommet, and secure with the temporary pin.

WARNING

Make sure that the Skyhook lanyard goes directly from the RSL lanyard to the Skyhook hardware, without going through or under anything. (Except flap #2A)



7. S-fold the remaining 5' of freebag bridle on top of flap 1, and continue packing according to the existing Vector 3 Owner's manual starting at page 28, #6.





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