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MICRON

SQUARE RESERVE
PACKING INSTRUCTIONS

1991

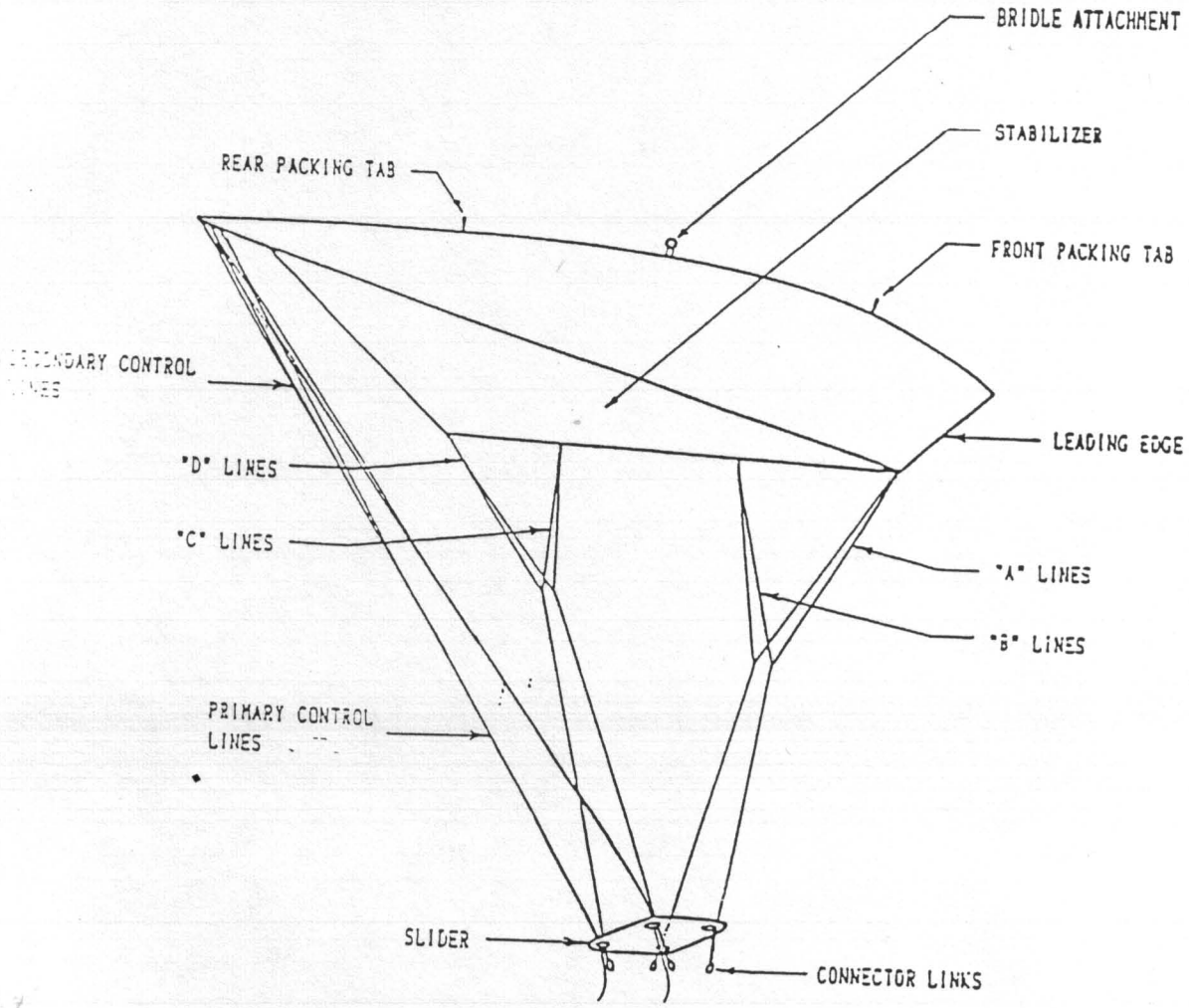

FIGURE 1

INSTALLING ON RISERS:

NOTE: Your main should be assembled by or under the supervision of an experienced FAA certificated rigger.

1. Select a clean, dry working area of at least 13 feet by 16 feet (4 by 5 meters).

2. Positioning yourself at the top of the canopy, collect the forward group of packing tabs in your left hand and the aft group in your right hand, lift the canopy to waist height, swing it away from you, and lay it down on its left side.

3. Move to the bottom of the canopy, collect the four suspension line groups and extend them away from the canopy, pulling light tension on them to separate and straighten them.

ASSEMBLY INSTRUCTIONS

4) Move the slider down to the connector links.

5) Lay the harness/container system face down just below the connector links, with the top facing the canopy.

6) Extend the main risers toward the canopy and place the riser ends next to the connector links.

7) Locate the right outside "A" line on the top of the flaked canopy near the leading edge. Clear this line from the canopy, through the slider, and to the right front connector link.

8) Attach this connector link to the right front riser, with the right outside "A" line to the outboard side of the riser. Close but do not tighten the connector link.

9) Locate the right outside "C" line on the top of the flaked canopy near the center. Note that this line is attached to the stabilizer. Clear this line from the canopy, through the slider, and to the right rear connector link.

10) Attach this connector link to the right rear riser, with the right outside "C" line to the outboard side of the riser. Close the link.

11) Locate the left outside "A" line on the bottom of the flaked canopy near the leading edge. Clear this line from the canopy, through the slider, and to the left front connector link.

12) Attach this connector link to the left front riser, with the left outside "A" line to the outboard side of the riser. Close the link.

13) Locate the left outside "C" line on the bottom of the flaked canopy near the center. Note that this line is attached to the stabilizer. Clear this line from the canopy, through the slider, and to the left rear connector link.

14) Attach this connector link to the left rear riser, with the left outside "C" line to the outboard side of the riser. Close the link.

15) Clear both of the trailing edge control line groups and locate the two primary control lines. Ensure that the left control line follows the left rear riser group through the slider and that the right control line follows the right rear riser group through the slider. Pass the left control line down through the control line guide ring on the back of the left rear riser and the right control line down through the guide ring on the back of the right rear riser.

16) Temporarily secure the primary control lines by tying them to each of the respective control line guide rings with a half-hitch knot at each control toggle mark.

VERIFYING REAR LINE GROUP CONTINUITY:

1) Lay the harness/container face down (open main container up) at one end of your work area. Move the slider down slightly below the connector links so that the links and all lines are clearly visible.

2) Grasp the primary control lines and clear them from each riser's guide ring, through each rear slider grommet, and up to the trailing edge of the canopy.

3) Collect the entire tail of the canopy in your right hand. Lift the tail high enough to clearly expose the "D" suspension lines. Note that each of the two outboard "D" lines are attached to the lower trailing edge of each stabilizer. Collect all the exposed "D" lines in your left hand. Separate the two control line groups with your right hand and drop one group to either side of the collected "D" lines. The tail should now be symmetrically split and laying on the floor between you and the raised groups of "D" lines collected in your left hand.

4) Using your right hand, locate the line attached to the lower trailing edge of the right stabilizer. Clear this right outboard "D" line all the way to the harness and verify that it is attached to the outboard side of the right rear connector link.

5) Continuing this inspection from cell to cell inward toward the center cell, transfer the "D" line from each adjacent cell into your right hand, verifying that each of the respective "D" lines is attached in the correct sequence to the right rear connector link.

6) Upon completing the inspection of the right rear "D" line group at the the center cell, drop the right rear line group and begin collecting the left rear "D" lines in your right hand, starting with the left inboard "D" line attached to the center cell. Clear this line all the way to the harness and verify that it is attached to the inboard side of the left rear connector link.

7) Continue this inspection from cell to cell outward to the left end cell, again transferring the "D" line from each adjacent cell into your right hand, verifying that each of the respective "D" lines is attached in the correct sequence to the left rear connector link. Note that the last line inspected should be attached to the lower trailing edge of the left stabilizer and run to the outboard side of the left rear connector link.

Lay the "D" suspension lines back down and smooth the canopy back into a roughly flaked position, pulling light tension on the attached lines to straighten them. Move down below the harness/container system.

Face the canopy and turn the harness/container over <u>counterclockwise</u>, so that it lays face up (open main container down). Ensure that the slider remains slightly below the links.

VERIFYING FRONT LINE GROUP CONTINUITY:

10) Positioning yourself at the top of the canopy, grasp the center leading edge of the right end cell. Lift it off of the flaked canopy, pulling light tension on the attached lines to straighten them. Clear the right outboard "A" line all the way to the harness and verify that it is attached to the outboard side of the right front connector link. Verify that the adjacent "A" line you've also lifted up is clear and is the next line inboard on the connector link.

11) Continuing this inspection from cell to cell along the leading edge to the center cell, collect each center leading edge of the adjacent cells in your right hand, verifying that each of the respective "A" lines is attached in the correct sequence to the right front connector link.

12) Upon completing the inspection of the right front "A" line group at the the center cell, drop the right front line group and begin collecting the left front "A" lines in your right hand, starting with the left inboard "A" line attached to the center cell. Clear this line all the way to the harness and verify that it is attached to the inboard side of the left front connector link.

13) Continuing this inspection from cell to cell along the leading edge to the left end cell, collect each center leading edge of the adjacent cells in your right hand, verifying that each of the respective "A" lines is attached in the correct sequence to the left front connector link. Note that the last line inspected should be attached to the left end cell and run to the outboard side of the left front connector link.

14) Lay the "A" suspension lines back down and smooth the canopy back into a roughly flaked position, pulling light tension on the attached lines to straighten them. Move back down below the harness/container system.

15) Face the canopy and turn the harness/container system over <u>clockwise</u>, so that it again lays face down (open main container up). Move the slider back up to its normal position above the connector links.

16) Inspect all four Maillon Rapide #5 connector links for corrosion or damage, then tighten hand tight. Using a 3/8" or 9 mm open end or a small crescent wrench, tighten them no more than 1/4 turn further.

17) Verify that the control lines are clear of all suspension lines and are not looped around the guide rings. If the control toggles have not yet been installed, untie the primary control lines from the control line guide rings. Inspect the pair of control toggles to ensure that they can not accidentally pass through the guide rings. Securely tie a control toggle to each line below the guide rings, so that the control toggle mark of each line is located at the top of each guide ring when laid upward and flat against the riser.

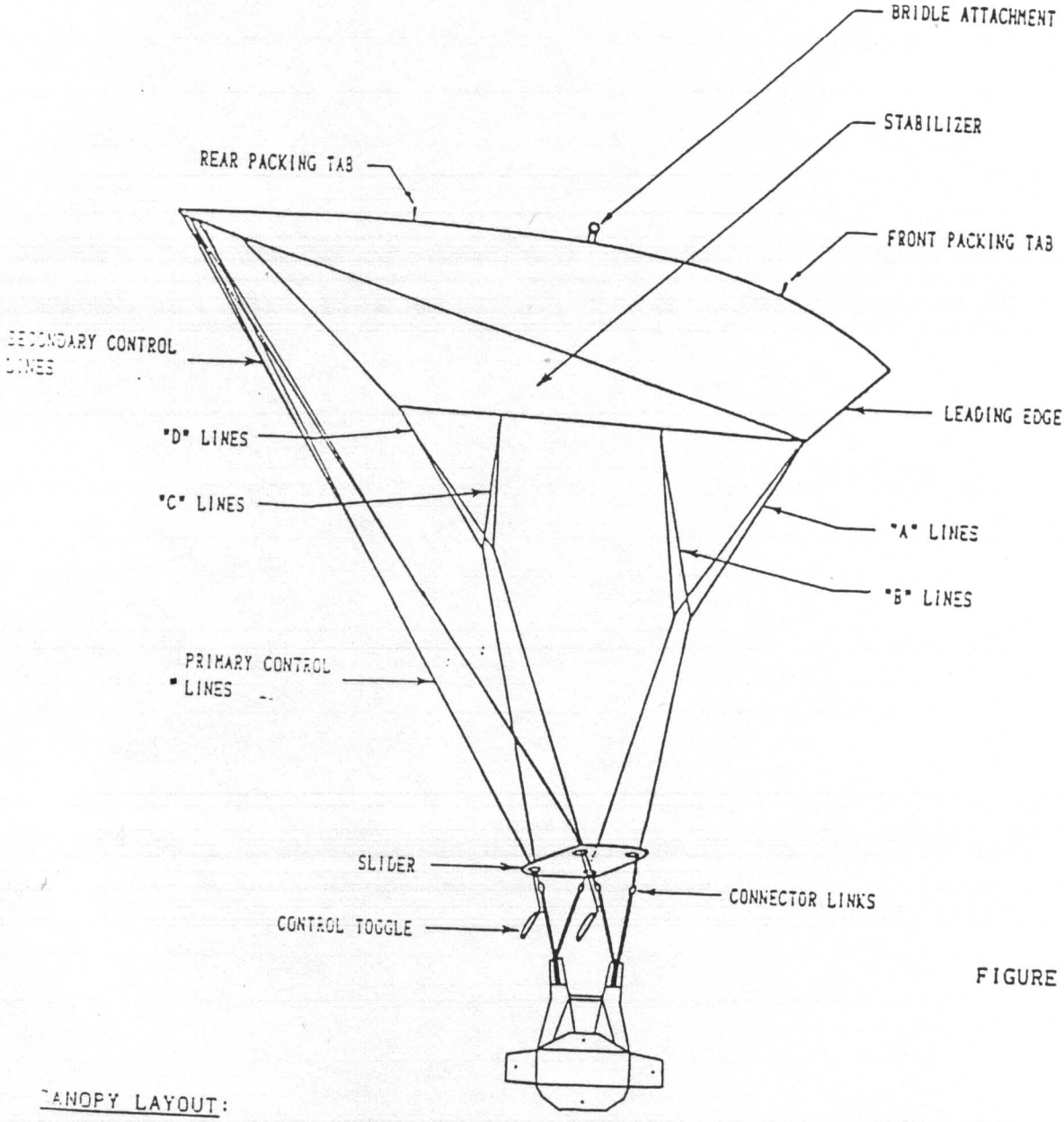

FIGURE 2

CANOPY LAYOUT:

1) Select a clean, dry working area of at least 13 feet by 16 feet (4 by 5 meters).

2) Place the harness/container system face down, with the open main container facing up.

3) Positioning yourself at the top of the canopy, lay the canopy out on its left side, pulling light tension on the four suspension line groups to separate and straighten them.

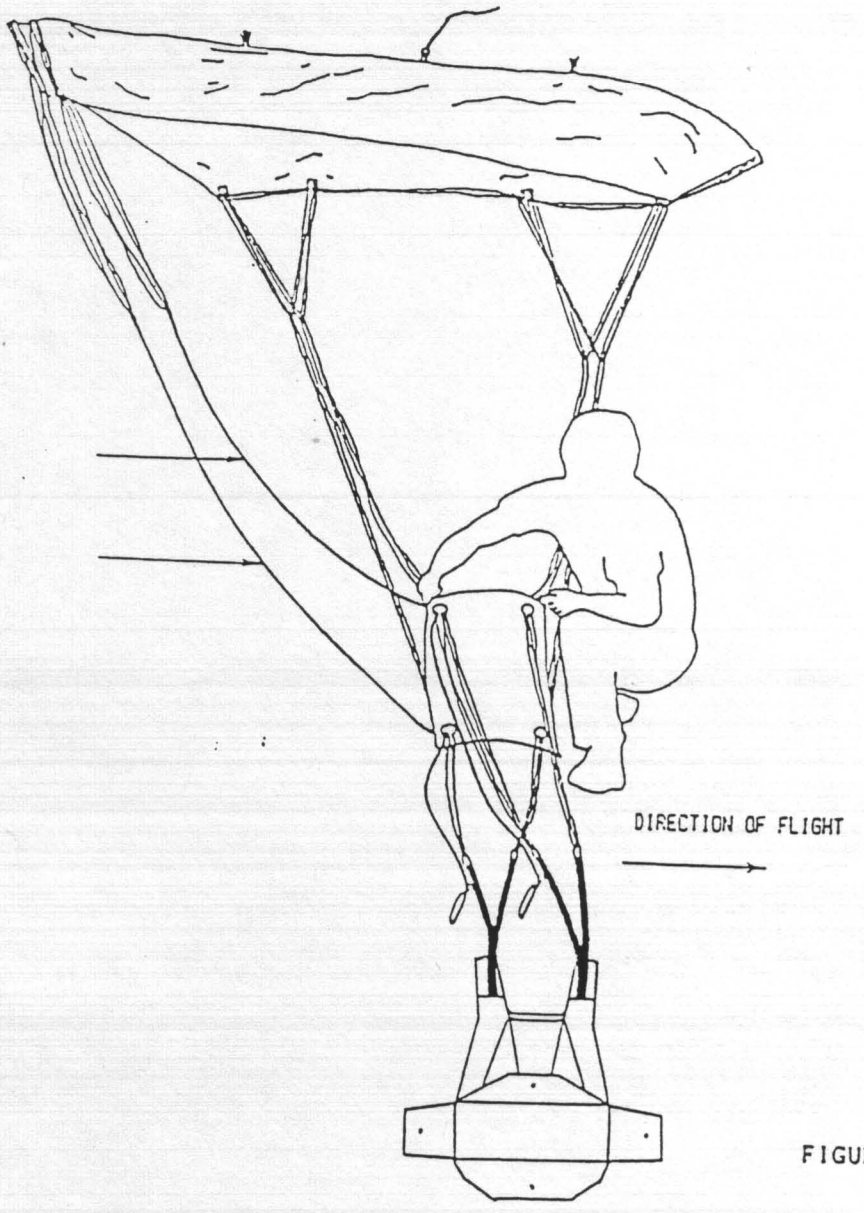

FIGURE 3

LINE CONTINUITY:

Verify that the suspension line groups run continuously from the canopy, through the slider, and down to the connector links without twists or entanglements. Ensure that the primary control lines are clearly separated from the suspension line groups and are correctly routed through the slider and control line guide rings.

NOTE: Improper line continuity is a common cause of malfunctions and canopy damage. If any doubt about line continuity exists after performing the continuity check procedure (pages 6 and 7), you should ask your rigger to assist you before packing the canopy.

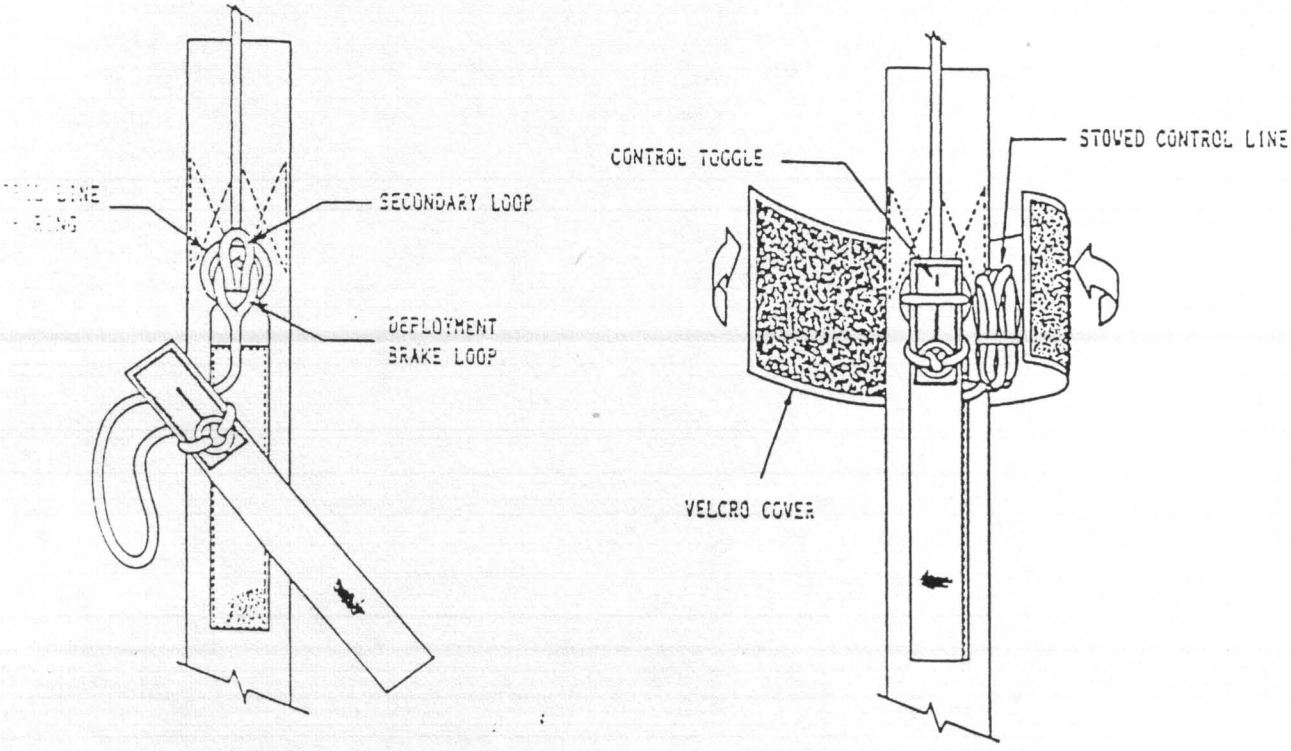

FIGURE 4

SETTING THE DEPLOYMENT BRAKES:

NOTE: Some harness/container manufacturers do not specify the use of the secondary loop sewn to the riser as shown in Figure 4, and instead specify that the upper end of the control toggle be inserted directly through the deployment brake loop on the primary control line. The illustrations in Figure 4 are only an example of a popular method in common use in the industry, and are not intended to replace your harness/container manufacturer's assembly instructions. Follow the specific harness/container instructions to set the deployment brakes.

Pull one of the primary control lines through its guide ring until the white deployment brake loop is positioned over the secondary loop sewn to the riser just below the guide ring. Pass the secondary loop up through the deployment brake loop and then through the guide ring as shown.

Insert the upper end of the control toggle through the secondary loop.

Neatly stow the excess control line and close the velcro cover.

Repeat this procedure for the remaining side.

PACKING INSTRUCTIONS

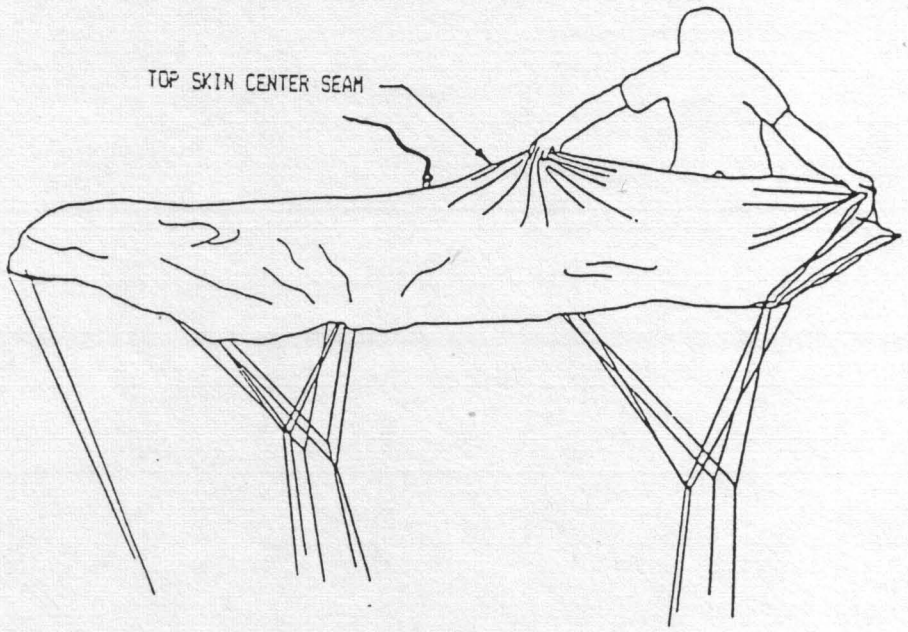

FIGURE 5

5) Positioning yourself at the top of the canopy, lay the canopy out on its left side. Grasp each cell's top center seam and pull light tension on the suspension line groups to separate and straighten them.

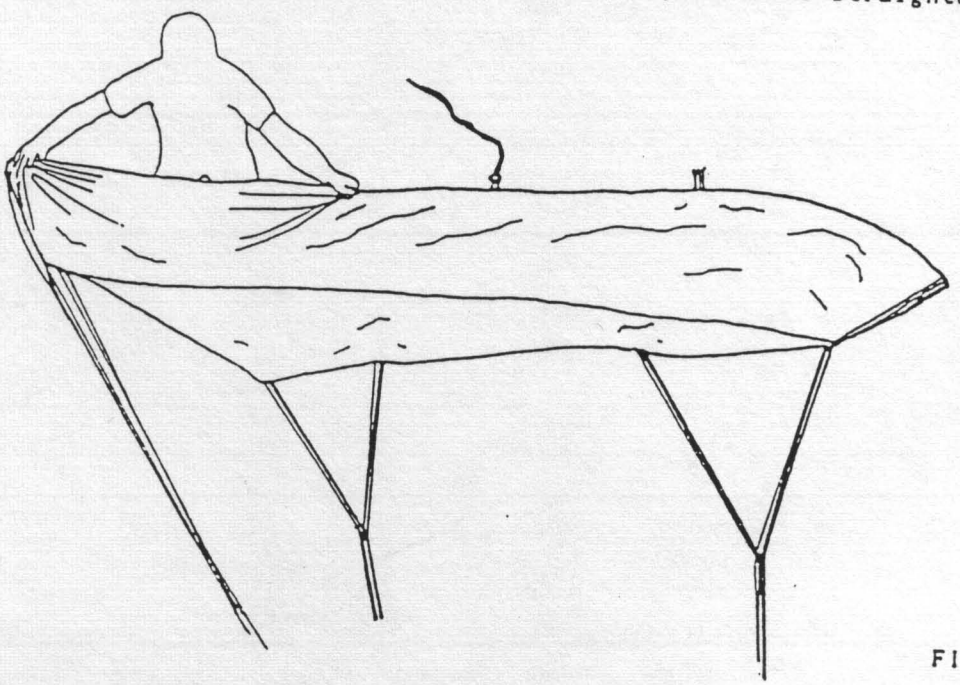

FIGURE 6

Move toward the tail of the canopy and repeat this procedure until the entire canopy is neatly flaked, with each of the suspension line and control line groups clearly separated as shown.

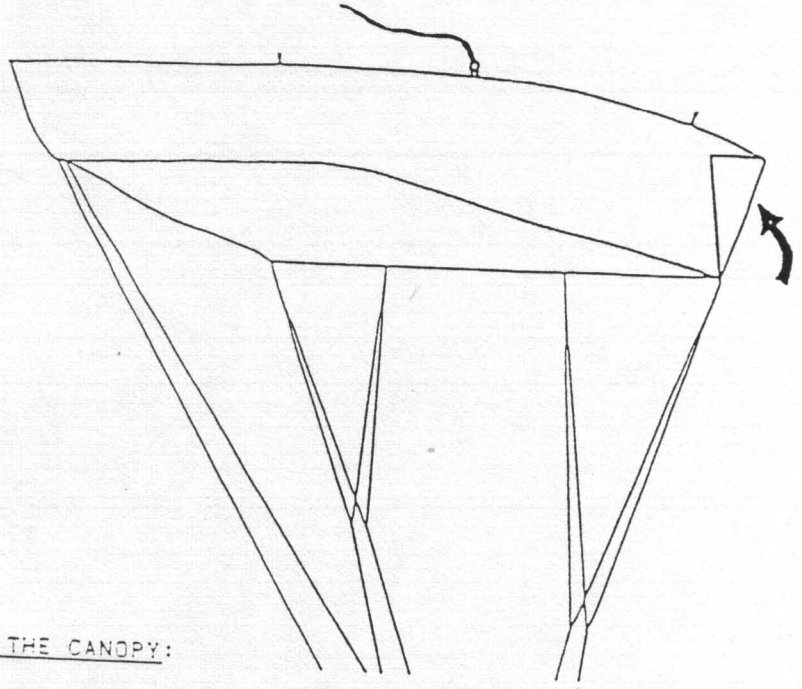

FIGURE 7

PACKING THE CANOPY:

1) Fold the nose over the flaked canopy in line with the "A" suspension line group.

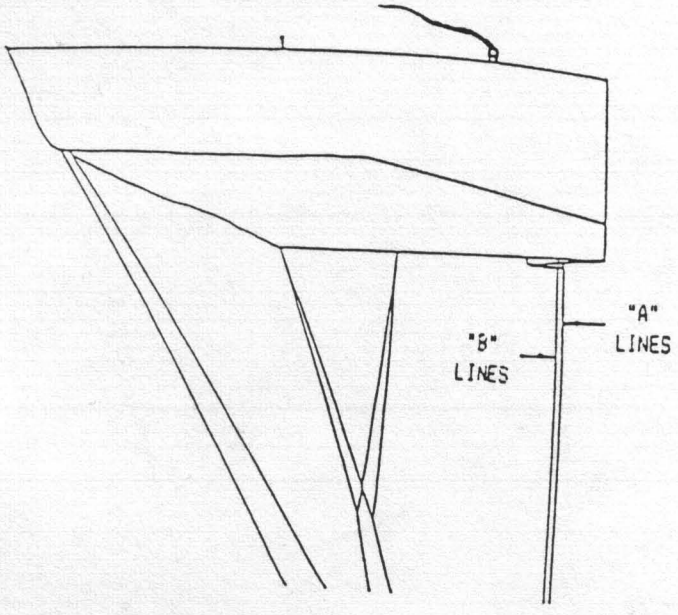

FIGURE 8

2) Grasping all the top skin center seams on the upper side of the flaked canopy in line with the "B" suspension line group, pull the lines taut and "S" fold the canopy, placing the "B" line group on top of and slightly to the left of the "A" line group. Staggering the stacked line groups slightly as illustrated will help reduce the pack volume.

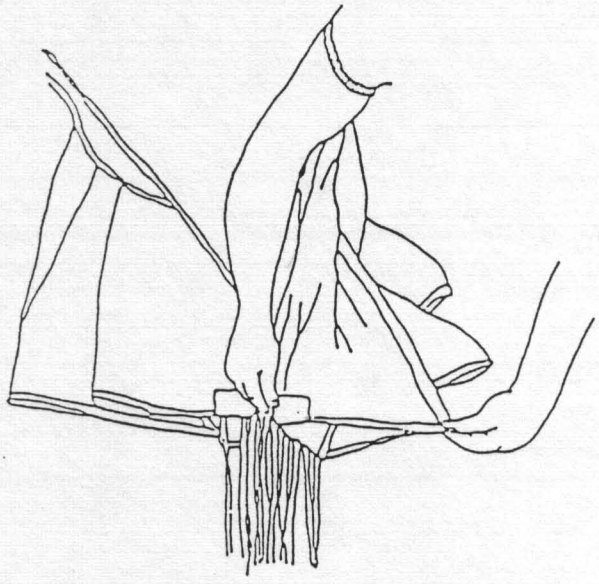

FIGURE 11

(5) Center the trailing edges of the stabilizers on the stacked canopy, clearing them from the lines by gently pulling them to the outside. Clear all three stabilizer segments on each side.

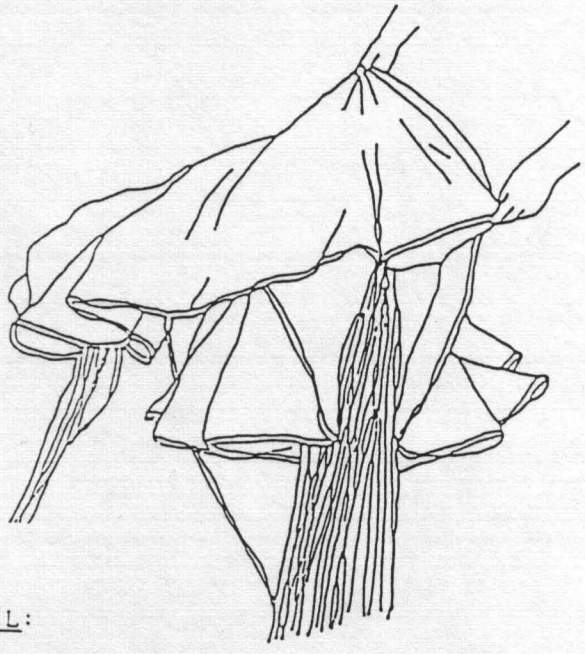

FIGURE 12

STOWING THE TAIL:

(1) Starting on the right side, grasp each segment of the tail between each secondary control line and pull the control lines taut, flaking each segment of tail to the right. Continue across the tail, stacking each flaked cell to the right as shown.

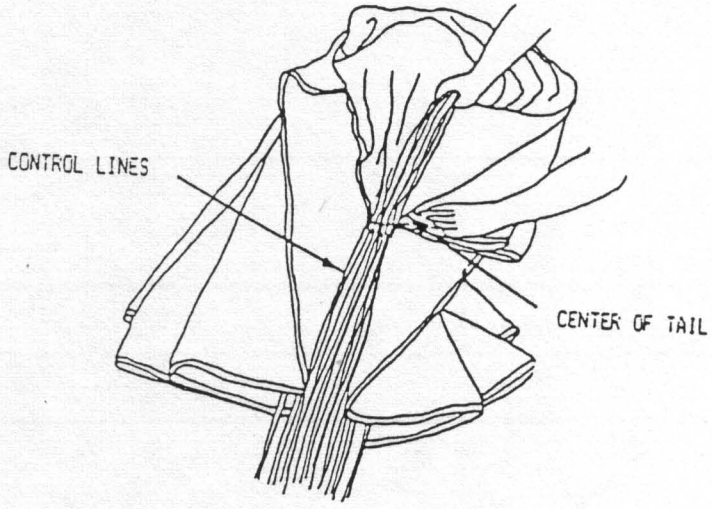

FIGURE 13

7) Split the folded tail at the center cell, ensuring that all the control lines are taut and centered on the stacked canopy.

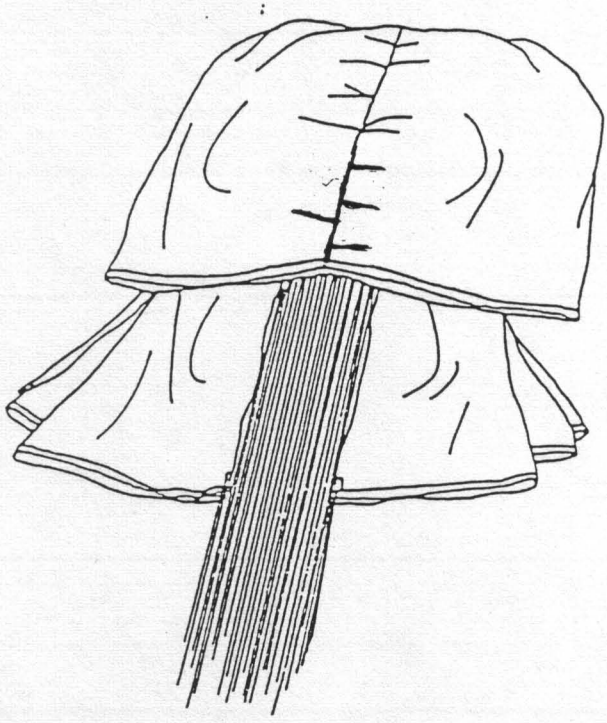

FIGURE 14

Spread the trailing edge outward on both sides of the folded canopy, keeping the lines centered. Smooth the tail evenly. Leave the center of the tail at the level of the taut control lines.

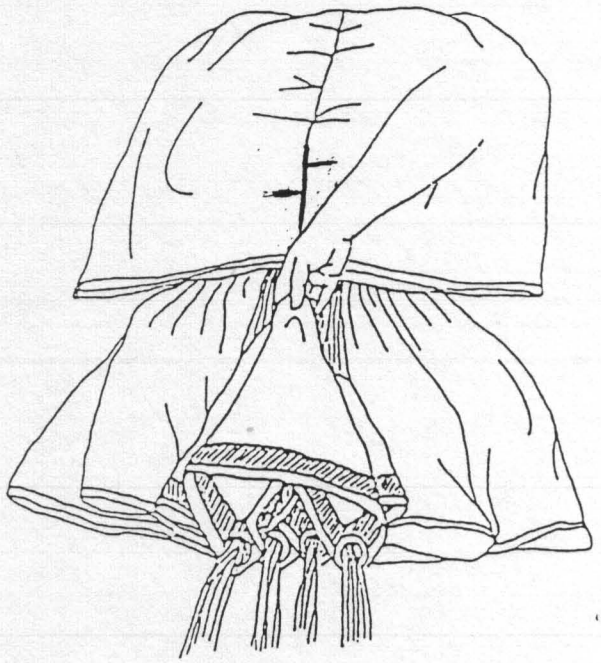

FIGURE 15

19) Grasp the slider by its center and pull it up to the canopy, ensuring that it moves freely and seats at the slider stops at the base of the stabilizers. Place the slider on the stacked canopy, centered between the suspension line groups. Spread the four slider grommets evenly as shown.

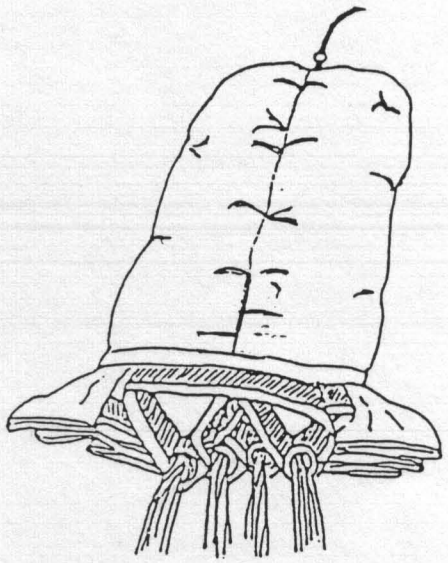

FIGURE 16

20) Grasp the center of the tail and pull it down over the stacked canopy so that it leaves only 4 inches (10 cm) of exposed slider. Wrap the outer edges of the tail around and under the canopy to form it into a flattened tube about 2 inches (5 cm) wider than the deployment bag.