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Emergency Parachute Manual

NATIONAL 360, NATIONAL 425 & NATIONAL 490
(TSO-C23b)

NATIONAL – Your One Last Chance"

www.nationalparachute.com

(Manual P/N 81101-2P)

⚠ WARNING ⚠

Parachuting is a high risk activity which may cause or result in serious injury or death.

Parachutes sometimes malfunction, even when they are properly designed, manufactured, assembled, packed, maintained and used. The result of such malfunctions may be serious injury or death.

Do not purchase or use any parachute equipment manufactured or sold by National Parachute Industries, Inc. unless you understand and voluntarily accept these risks.

Do not purchase or use any parachute equipment manufactured or sold by National Parachute Industries, Inc. unless you agree to read, understand and follow all manufacturers' instructions, recommendations, requirements and limitations.

Do not purchase or use parachute equipment manufactured or sold by National Parachute Industries, Inc. unless you have read, understand and accept this "Warning" and the "No Warranty - Disclaimer - Waiver" which follows.

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The liability of National Parachute Industries, Inc. is limited to the replacement of defective parts found under examination by manufacturer to be defective in material or workmanship within 120 days after purchase, and which has not been caused by an accident, striking, improper use, alteration, tampering, excessive use, misuse or abuse. The damages of the Buyer and/or user shall be deemed liquidated in the costs of replacement as above.

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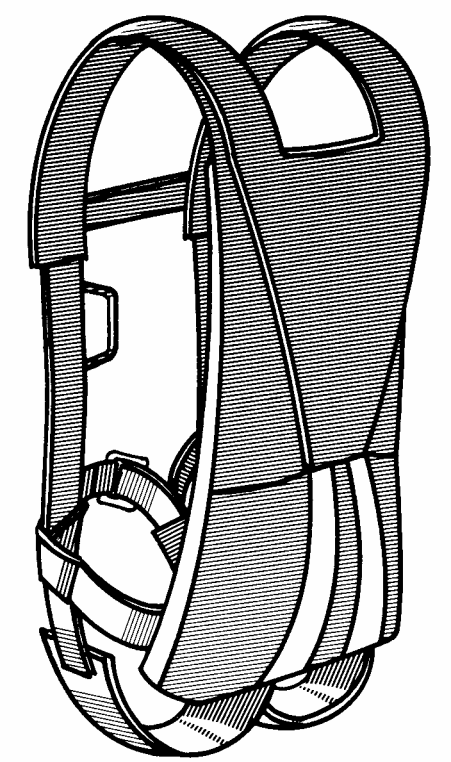
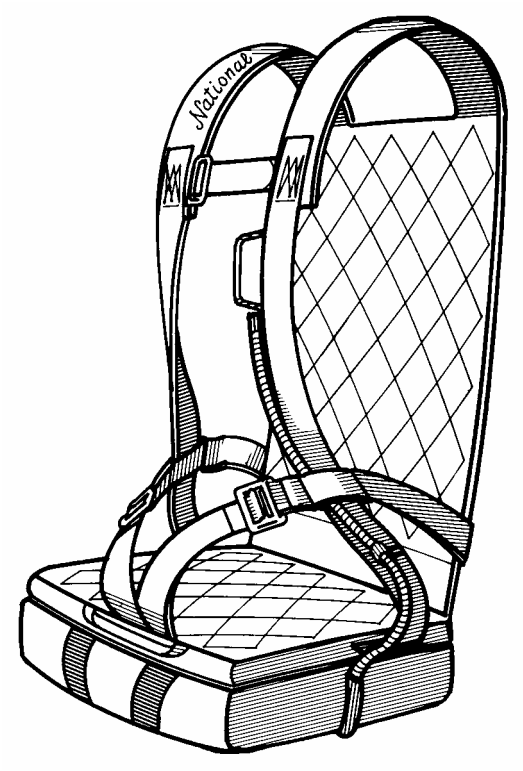
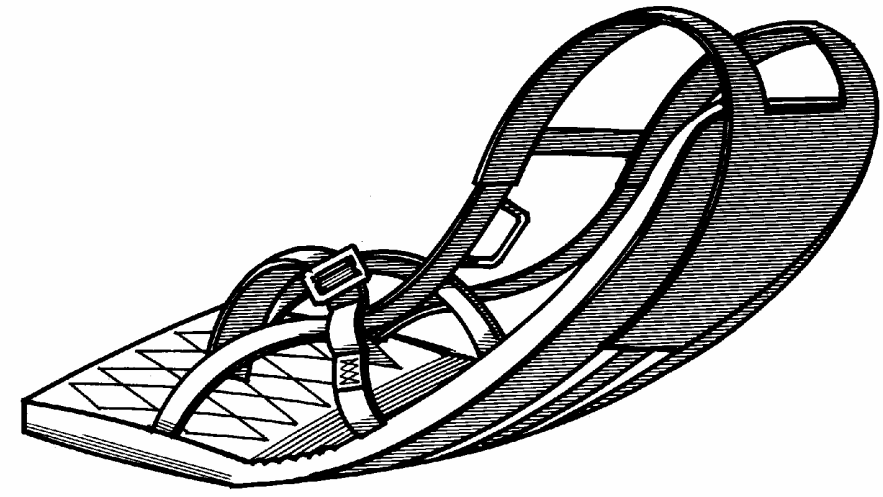


NATIONAL BACK PARACHUTE
(N-360 / N-425 / N-490)



NATIONAL SEAT PARACHUTE
(N-360-S / N-425-S / N-490-S)



NATIONAL CHAIR PARACHUTE
(N-360-C / N-425-C / N-490-C)

PARACHUTE GENERAL INFORMATION

National Parachute is proud of its fine line of Pilot Emergency Parachutes. When you receive your new parachute system, please check the following:

➢Weight and airspeed limitations are listed on the orange warning label attached to the pocket under the "National" monogram on inboard side of right shoulder. Removal of this label voids all warranties and the TSO. Fold warning label into pocket when wearing parachute, otherwise display label.

➢For ease of access, the packing data card & TSO ID tag are located adjacent to warning label, inside the riser cover on right shoulder.

➢You may have received extra comfort pads with your parachute. They are provided for possible future use (i.e. convert from Thread-Thru hardware to snaps.

➢If parachute is purchased with the GRF (seat pad) option, the *"standard"* long leg pads are provided. Pads can be installed by the user if GRF is removed.

➢Laundering instructions for sheepskin option:

1) Rinse with cool water.
2) Wash in warm, soapy water for 3 minutes.
3) Rinse in warm water (twice).
4) Squeeze out excess water (do not twist) air dry, then brush.

➢Seat or Chair models require supplemental packing instructions.

CUSTOMER'S CHECK LIST

☐ Parachute Packing Data Card Present (under / inside right shoulder cover)
☐ Size / Model As Required
☐ WARNING LABEL Showing (tuck inside existing pocket)
☐ Owner's Manual Included
☐ Chair / Seat Packing Supplements Included (as applicable)
☐ Snap Comfort Pads Attached or Enclosed (see above explanation)
☐ Accessories Or Options As Ordered
☐ Save Box For Return Shipment (Repacks, Maintenance etc.)

PARACHUTE NEWS

NEWS BULLETIN: Jan. 1, 1990

HIGH-TECH PHANTOM AEROSTAR CANOPY:

All National Pilot Emergency Parachutes include the innovative Phantom AeroStar canopy: High profile conical design, 1.1 oz. ripstop nylon, full stow diaper, interwoven crown support band, laminated Kevlar reinforcing, pH Certified Mesh and Ram-Air type line attachment; clearly the state-of-the-art in parachute design and construction.

CALIBRATED STEERING VENTS:

In most reserves the vent size is determined by the size of the "A" panel. The vents in the Phantom AeroStar are uniquely sized for the best combination of steering, stability and rate of descent for each size/model.

FULLY ADJUSTABLE HARNESS:

It is standard to have adjustable chest and leg straps; in addition to this, our stock harness enables full adjustment of the main lift web. This provides greater comfort and proper fit for a wide range of body sizes.

GRAVITY RETAINER FLAP:

The "GRF" is designed to hold the parachute down and in place while doing aerobatics...just as gravity does normally. Features and Options:

- Prevents parachute from lifting or shifting
- Attached to base/bottom of parachute
- Improves seating comfort
- Leg strap integrated
- Custom options available

5 YEAR OWNER PROTECTION PLAN:

All National Pilot Emergency Parachutes are covered by our extraordinary “Five (5) Year Owner Protection Plan.” If your parachute is damaged in any way during actual emergency use, National pays for the repair or replacement. We have great confidence in our quality parachutes and we stand behind them!

NEWS BULLETIN: Nov. 11, 1999

Announcing our new, "A" (Alternative) Harness Option for National Back, Seat and Chair Parachutes. The purpose is increased COMFORT by positioning leg strap hardware away from lap belt. The snap and V-ring leg strap hardware is repositioned 5" rearwards to locate the hardware away from the lap belt. It serves the same purpose as the generic design "Aerobatic" harness (by relocating hardware)…but maintains the standard parachute leg strap configuration for simplicity. Another important benefit on the National “A” harness design is you maintain the upper harness security with a standard chest strap.

AIR SPEEDS & PARACHUTES

In recent years, aerobatic aircraft have seen a vast increase in performance and speed. During various maneuvers it is common to exceed 200 knots.

Parachutes, on the other hand, have *not* kept up with this increase. The typical "modern emergency parachute" (of various makes) manufactured in the 80's and 90's is rated up to a **maximum deployment speed of 140-150 knots.**

BACKGROUND:
In 1981, National set out to design and successfully market a parachute to meet customer demands & requirements in the following areas:

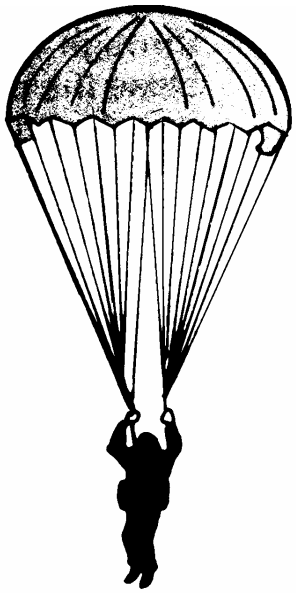
--Small volume

--Light weight

--Comfortable

--Competitive Price

--Meet TSO Requirements



With the above parameters in mind, we developed the *National* line of emergency parachutes. In 28+ years of manufacturing we produced over 15,000 emergency parachutes, earning numerous letters of appreciation for saved lives.

The question some pilots now ask is "what will happen if I bail out and open the parachute at 200+ knots? The answer is "we can not predict the results." Although testing requires a margin of safety, we have no way to determine the breaking point. Our parachutes are rated at and clearly display a placard indicating 140 knots is the maximum deployment speed.

Emergencies come in different varieties. In a "high air speed" situation (beyond 140-150 kts.) the aircraft may become "aerodynamically dirty" and slow down considerably on its own. If circumstances require an immediate high air speed bail out, we strongly advise the pilot to *delay pulling the ripcord* for 3-4 seconds after exit. In that short time the human body in free fall will decelerate rapidly to air speeds falling within design parameters.

From a development & manufacturing standpoint, time will determine if a broad demand exists for parachutes designed to withstand increased air speeds. Given current parachute materials and technology, this design would be heavier, bulkier and considerably more costly.

PARTS LIST

PART #	DESCRIPTION
80561-35	*French "Maillon Rapide" #5 Links
81002-1	Phantom 24 Canopy (National 360 only) on #5 Links.*
81002-10	Phantom 24 Aerostar Canopy (National 360 only) on #5 Links.*
81002-2	Phantom 26 Canopy (National 425 only) on #5 LInks.*
81002-20	Phantom 26 Aerostar Canopy (National 425 only) on #5 Links.*
81002-4	Phantom 28 Canopy (National 490 only) on #5 Links.*
81002-40	Phantom 28 Aerostar Canopy (National 490 only) on #5 Links.*
81101-2	Harness/Container Assembly Back Style only.
81101-2P	Emergency Parachute Manual
81101-3	Harness/Container Assembly Seat Style only.
81101-3P	Emergency Parachute Manual -- Seat Supplement
81101-5	Harness/Container Assembly Chair Style only.
81101-5P	Emergency Parachute Manual -- Chair Supplement
81101-24	Pilot Chute Bridle, 1" Square Weave Nylon Mil-T-5038, finished to a length of 54.0".
81101-27A	Ripcord Housing, 21.0" O/A length.
81101-27B	Ripcord Housing, 24.0" O/A length.
81101-28A	Locking Loop, Container, Type IIa Line, MIL-C-5040 sewn to finished length of 8½" for Back and Chair Parachutes 360/425/490.
81101-28B	Locking Loop, Container, Type IIa Line, MIL-C-5040 sewn to finished length of 10" / 10½" / 11½"" for Seat Parachutes 3602/425/490.
81101-29	Elastic Staging Loop, 1/8" (.125) Shock Cord, for Seat Style only.
81201-5	Pilot Chute, 357 Magnum-S with tabs, 36" dia., rapid inflation
81201-6 C/PT	Pilot Chute, 357 Magnum with tabs, 36" dia., rapid inflation with “Protective Tabs” on cap (replaces 357 Magnum-S)
81301-2A	Ripcord 33¼" (33.25) O/A, 2 pins, spaced 6 3/8" (6.375) apart, metal Martin Baker handle (obsolete)
81301-2B	Ripcord 33¼" (33.25) O/A, 2 pins, spaced 6 3/8" (6.375) apart, with metal "D" handle.

OPERATING LIMITATIONS

Recommended minimum deployment height: 500 ft AGL
Pilot weight range: 100 lb (45 kg) to 241 lb (109 kg)
Stability: +/- 5 degrees from vertical at gross weight
Normal altitude loss during opening: 200 - 300 ft.
Ripcord pull force: 22 pounds maximum
Forward drive: 3 - 10 mph (depending upon weight)
Steerability: 360 degrees in 8-10 seconds at gross weight
Opening time: 3 seconds is normal (varies with airspeed)

To maintain performance level, the following relationships are recommended:

Up to 177 lbs. pilot weight - National 360 with 24' Canopy

Up to 208 lbs. pilot weight - National 425 with 26' Canopy

Up to 241 lbs. pilot weight - National 490 with 28' Canopy

FITTING OF THE PARACHUTE

The National Parachute Harness has three primary hardware adjustments, one chest strap and two leg straps. There are three choices of hardware:

1. Thread-Through (TT) ……

2. Regular Snaps (B-12) ……

3. Quick Ejector Snaps (QE) …….

To don the harness with: 1) TT hardware is the simplest and lightest but requires the webbing be threaded / unthreaded from the hardware. This is mandatory for the chest strap, the leg straps may be operated the same way OR the webbing adjustment may be extended to the maximum (folded web ends hits TT) allowing to step in / out of leg straps. (Cons – It can be cumbersome to operate.) 2) B-12 snaps simply hook to the mating V-ring. To release the B-12 the guard is squeezed open to unhook from the V-ring. (Cons - Some slack is required to unhook.) 3) QE snaps hook on as the B-12 and have a built in lever to eject the V-ring which can be accomplished under moderate tension. It is easier and quicker to get out of the harness with QE snaps. (Cons - QE snaps cost more and may require maintenance.)

FITTING OF THE PARACHUTE (Continued)

Put the pack and harness on over the shoulders and fasten the chest strap. Pull the leg straps up between the legs and fasten both sides. Pull the free ends of the straps to remove excess slack and still maintain comfort. Skip ahead to the next page "Floating Harness Adjustment."

Your parachute harness also comes with adjustable leg pads. The pads can be easily moved back and forth over the leg strap webbing (below the junction of hip side strap and mail lift web (MLW). To position the pads for maximum comfort for an actual use, insert index finger between back of leg strap webbing and upper end of leg pad to un-mate the Velcro. Slide pad so the end is positioned near the leg strap hardware and re-mate Velcro. The pads will now be held in proper adjustment for the next wearing.

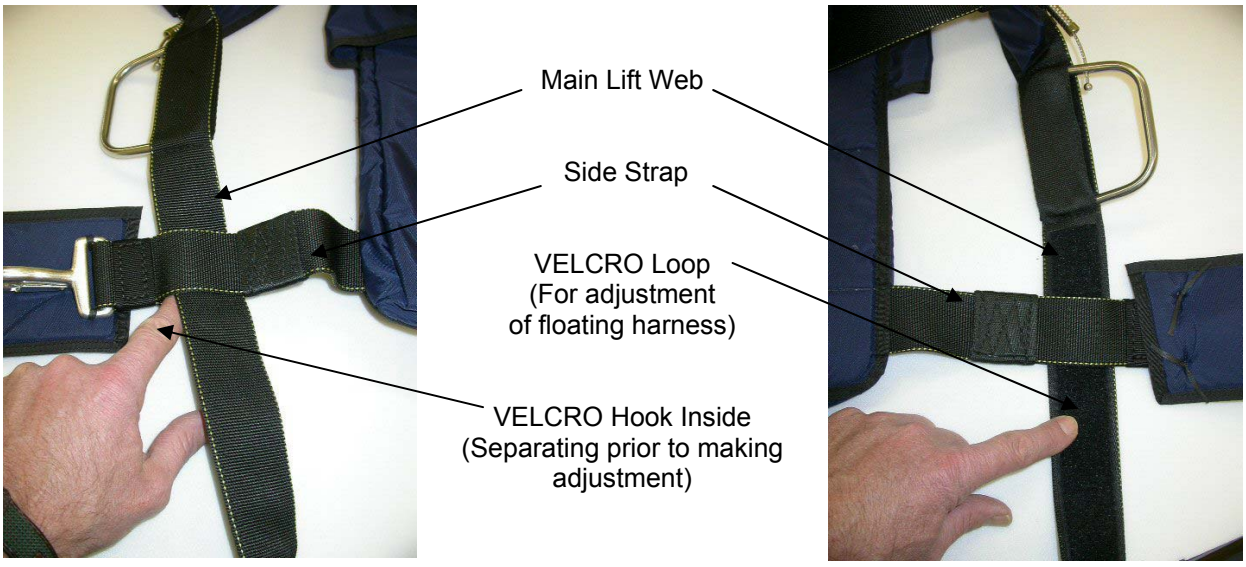
The final adjustments should be comfortable but snug and is determined by a compromise of the sitting and standing positions. Tuck leg strap ends into leg pad cushion and/or stow in keeper. Stow chest strap.

FLOATING HARNESS - ADJUSTMENT

Parachutes DOM after January 1988 also have a “FLOATING HARNESS" feature which allows for an important fourth adjustment area to custom fit various torso lengths. With the parachute on and over the shoulders, the top of the parachute container is positioned on the back at or just below the shoulders (for Seat parachutes, the top of the back vest). The Main Lift Web (MLW) position is now established from the upper torso (chest area) downwards to the junction of the MLW and side strap at the upper leg / hip area. The leg strap should be at a 30-45 degree upward angle from the crotch. For view of a properly fitted harness, see next page drawing headed “BACK & CHAIR PARACHUTES.” Only National’s harness design allows for the MLW adjustment which provides an added comfort and safety feature *without* additional hardware and extra weight.

The MLW passes between the two layers of side strap webbing. On the back of the MLW beneath your ripcord handle is a strip of Velcro Loop. On the inside of the side strap is a strip of Velcro Hook. When these two pieces of Velcro are mated your MLW and side strap are held in place (so the adjustment position is maintained after removing the harness). To change adjustment, insert your index finger between the two layers of webbing and separate Velcro. Keep finger inserted to prevent Velcro from re-mating while sliding MLW strap to desired position. Remove finger and squeeze Velcro parts together to secure adjustment.

Shown below is close up of the floating harness adjustment area (junction of the Main Lift Web and Side Strap). Velcro inside the junction is used to hold your custom adjustment in place for the next wearing. Or if need be, it can be easily and quickly changed for taller or shorter person.



Front View

Back View

OPERATING INSTRUCTIONS

The National Emergency Parachute is manually activated by pulling the ripcord. We recommend having the ripcord handle in sight or in hand when exiting the aircraft.

The ripcord handle is to be firmly gripped, typically with the left hand (the right hand or both hands may be used if necessary). After the handle is removed from the pocket, there is approximately 2" of slack in the ripcord cable to be removed before the pins are pulled. The ripcord is pulled to full arms length with a down-ward stroke for back and chair parachutes and an up-ward stroke for seat parachute. See drawings below.

BACK & CHAIR PARACHUTES

SEAT PARACHUTE

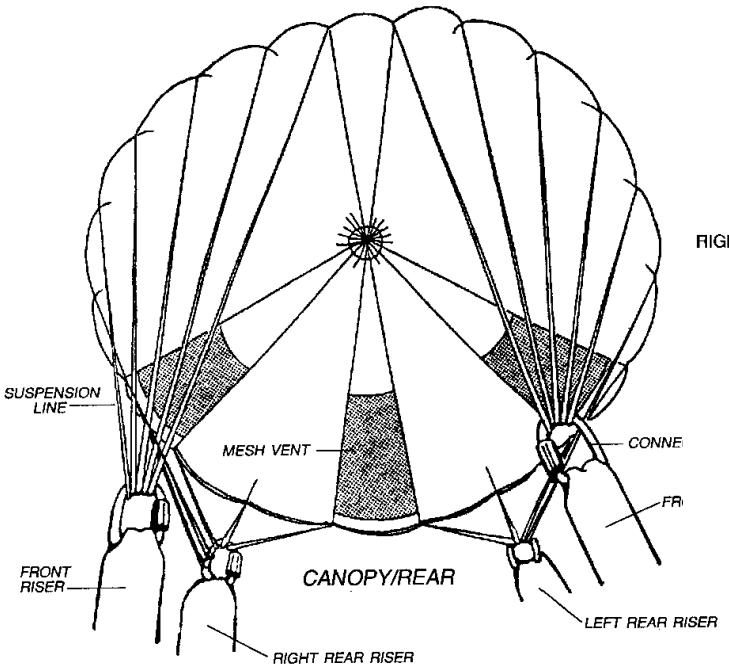
The parachute will normally open fully within 3 seconds of activation. If an emergency arises carry out the following steps:

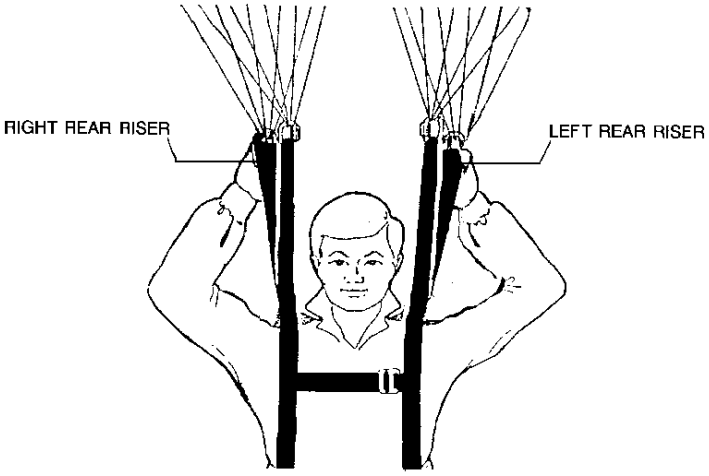
1) Check altitude above ground level.
    a) For bailout below 3,000 ft AGL, clear the aircraft and pull ripcord immediately.
    b) For bailout from 3,000-10,000 ft AGL, clear aircraft, delay ripcord pull for 5 seconds.
    c) For bailout above 10,000 ft AGL, delay to lower altitude before pulling ripcord.
2) Clear aircraft and pull ripcord.
3) Reach up and grasp the rear risers, pull one down to observe turn speed.
4) See next page "PARACHUTE STEERING."

PARACHUTE STEERING

Once suspended under the parachute canopy, your rate of descent will stabilize at approximately 19 ft. per second with a 190 lb. (86 kg) body weight based on the National Phantom 26' (Part No. 81001-2) or the National Phantom AeroStar 26' (Part No. 81001-20) in your National 425 pack and harness assembly.

Your Parachute is circular in shape after it is fully open. There are three (3) mesh covered drive vents located at the rear of the canopy - see diagram below left. The drive vents make the canopy steerable and create an air speed of 5 mph to 12 mph (depending upon body weight and altitude) in the direction you are facing.





The Parachute can be turned to the right by pulling down the right rear riser 6" to 12", the same applies for a left turn. A rear riser can most effectively be pulled down by placing fingers between suspension lines as they attach to the connector link on the end of the riser. (See diagram above right.) The Parachute will continue turning until the rear riser is released. It takes about 8 - 10 seconds to complete a full 360 degree turn.

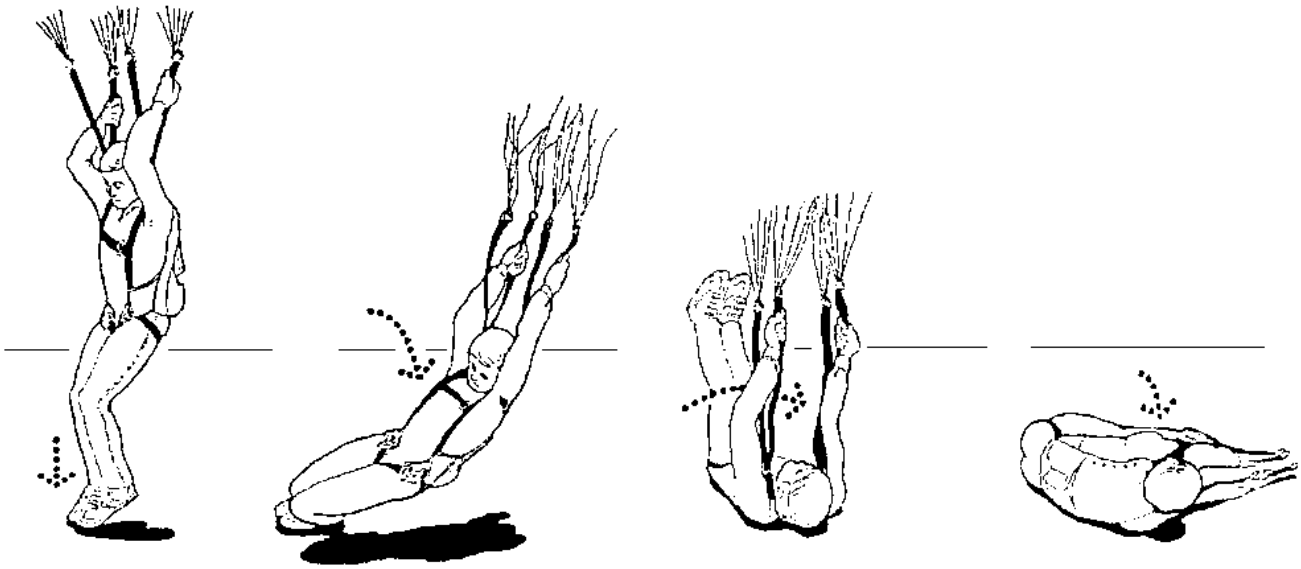
Observe wind speed and drift while looking for the best available landing area down wind of your present position. As a general rule, your glide angle is approximately 45 degrees to the horizontal in *light winds*. Choose a heading to achieve a track across the ground towards the landing area. At 100 feet above ground, turn into the wind and prepare for landing.

LANDING PROCEDURES

To minimize your ground speed at the point of landing, steer the parachute with either rear riser so that you are facing into the wind at 100 feet above ground level.

The normal procedures for assessing wind direction should be used. Flags are excellent wind direction and speed indicators as well as smoke, shadows or ripples on water/grass.

In preparation for landing, lock your legs together from thighs to ankles. Bend knees slightly forward and brace yourself as if you were to jump off a 6.5 ft (2 meters) high platform. Roll your body along your side to absorb landing shock. See picture series below:



HAZARD LANDINGS

WATER LANDING: Release the chest strap as you descend under the parachute, this allows for faster parachute egress after landing. Turn the parachute to face "into the wind" as normal, in case you are dragged by brisk winds it is better to be face up than face down. Immediately after landing unhook both leg strap snaps (or fully extend the leg straps with TT hardware) and swim out of parachute harness to safety. Always swim up wind and up stream to avoid entanglement. After all the trapped air escapes from the parachute it becomes water logged and will sink!

POWER LINE LANDING: Make all attempts to steer clear of power lines, even if it forces a down wind landing. If unable to avoid power lines, place feet together, turn head to the side and try not to touch more than one line. If suspended above the ground, make sure power has been disconnected before a rescue attempt is made.

HAZARD LANDINGS (Continued)

TREE LANDING: Make all attempts to steer clear of trees. If a tree landing is unavoidable, place feet and knees together, tuck elbows into stomach and protect your face with both hands while placing chin on chest.

HIGH WIND / DRAGGING: If winds are greater than 10 - 12 mph (10 kts), the Parachute may remain inflated after landing and drag you across the ground. Reach up and grasp one or more of the lower suspension lines of the Parachute and pull down hard, hand over hand, until the canopy is distorted enough to collapse. If you are being dragged uncontrollably across the ground by high winds, roll onto your back. The backpack will provide some protection from abrasion. When wind speed is reduced apply above procedure.

CARE OF THE PARACHUTE

When your National Parachute is in the aircraft, care must be exercised to insure that it is not damaged. Be sure that it does not come in contact with any sharp metal surfaces, or any loose objects which might cut or snag it. All metal edges, exposed nuts and bolts, etc. should be taped or covered to prevent wear on the parachute container. Be sure that the parachute does not come in contact with water, oils, acids, grease or dirt. When in doubt consult your nearest parachute rigger, parachute loft or the manufacturer.

Prior to each flight you should check / inspect:

1) Ripcord handle secure in pocket, both pins properly seated in closing loops.
2) Ripcord housing for damage and end tacking secure.
3) All harness webbing and hardware for damage.
4) Packing data card to be sure that the parachute is “in date.”

REPACK SCHEDULE

FAA Regulations require that: If you wear a parachute while operating an aircraft in US airspace or allow a passenger to wear a parachute while you are operating an aircraft in US airspace; which has not been certified as airworthy by an appropriately certificated FAA Senior or Master Rigger, you are in violation of the pertinent FAA Regulations. This provision also states a 120 day periodic inspection and repack schedule.

NOTE IF OUTSIDE USA: When no Government / Aviation Legislation exists to set a mandatory inspection and repack cycle, National Emergency Parachutes may have the inspection and repack cycle extended to 8 months.

CARE OF THE PARACHUTE

Parachutes are simultaneously very rugged and quite delicate. They are life saving pieces of equipment and should be treated with care. Parachutes are made of nylon, a very strong and durable material, but even nylon has enemies. Most acids will destroy nylon and ultra-violet light from the sun weakens nylon over time. This is a surface effect so that the thicker materials (webbing or pack fabric) are not seriously affected, but canopy cloth is very vulnerable. If your National 360, 425 or 490 parachute is opened, avoid continued exposure to direct sunlight. Grease and oil will not damage the nylon but can stick the canopy fabric together, preventing it from functioning properly. Excessive moisture should be avoided; if the canopy becomes wet or damp, it should be aired and repacked. If your National 360, 425 or 490 parachute is opened or used, it should be taken to a Certified Parachute Rigger, Parachute Loft or returned to the Manufacturer, for inspection and repack.

INSPECTION OF THE PARACHUTE

Canopy Check: Inspect fabric for stains, cuts and tears. Check all stitching and accomplish all repairs as per Mil-P-6645 or use best practice. Contact the Manufacturer if in doubt.

Pilot Chute: Inspect fabric and mesh for stains, cuts and tears. Check the spring for damage. Inspect the pilot chute bridle for cuts or burns. Check stitching. Repair or replace as required.

Harness: Check harness for cuts, abrasions, and excessive wear. Inspect all hardware for proper function. Check all stitching.

Container: Inspect for cuts, holes and stains. Tears under one inch may be patched. Use best practice. Damage to stiffeners or webbing shall be cause for assembly replacement.

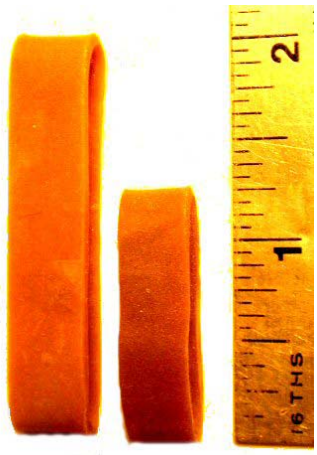
PACKING THE PARACHUTE

The Federal Aviation Administration (USA) specifies that Emergency Parachutes are to be repacked every 120 days* by a Certified Parachute Rigger that is properly rated for the type of parachute to be packed. All necessary tools and equipment must be available in the packing facility. After recording all pertinent data on the parachute, proceed to the following packing steps.

*The repack cycle may vary in other countries; see “REPACK SCHEDULE” on previous page.

PHANTOM RUBBER BANDS

A reduced length “short” rubber band of 1¼ inch (3.2 cm) was designed specifically for packing Phantom AeroStar canopies. They are similar to the standard retainer band but are ¾ inch shorter so more tension is maintained on the low bulk Phantom lines. If variation in the rubber bands thickness or width makes it too strong or “ornery” for proper stowing tension, it is permissible to scissors cut them in half lengthways.



We recommend the standard 2” (5.1 cm) length “Parachute” type rubber bands be used for the first two diaper locking stows (the bands attached to the #0 grommets).

ILLUSTRATED PACKING STEPS

THE FOLLOWING IS GROUPED IN FOUR STEP INCREMENTS WITH RELATED PICTURES IN SEQUENCE

Step 1 - Place canopy on packing table and apply tension. Verify that canopy is not inverted, check suspension line continuity and align the apex band. Verify that all inspections are complete to ensure the airworthiness of the parachute. Flake the canopy in the normal manner and position the last panel with diaper centered on top. Set canopy back on table with diaper down.

Step 2 - With equal number of panels on both sides, clear wind channel and install line separator. Note: diaper must be down, facing the table. Straighten out each panel and stack skirt bands neatly one on top of the other.

Step 3 - Take left group of stacked skirt bands and fold at 45 degrees - skirt band has to be parallel with radial seam tapes. Repeat for right side.

Step 4 - Long fold each side of canopy to center - DO NOT OVERLAP.




Step 5 - Take each side of folded canopy and fold again past center. OVERLAP this time. Place shot bags on folded canopy.

Step 6 - Check all rubber bands. Replace if damaged or stretched. Note: We recommend the standard 2" Parachute type rubber bands be used for the first two locking stows where bands get attached to the #0 grommets at the top of the diaper. For balance of line stows use 1 ¼" Phantom rubber bands.

Step 7 - Release the harness from the tension board, grasp diaper, skirt and both line groups and fold towards apex. Bottom of diaper will be even with top of diaper. Be sure that both line groups come out between the two #2 grommets.

Step 8 - Starting either side, make first two stows to lock diaper by passing rubber bands inserted in the #0 grommets up through the #2 grommets. Bites should be no longer then 1".

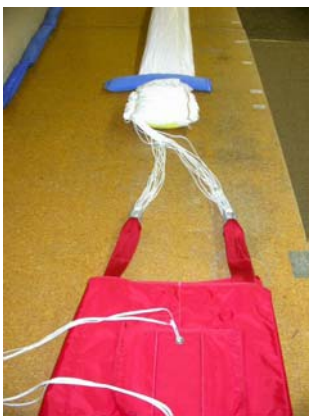



Step 9 - Stow the remaining lines matching diaper shape. Keep stows neat and avoid twisting lines through rubber bands. Leave approximately 2 ft. of line un-stowed. (Top of container flap is tucked under for clarity.)

Step 10 - Route risers to the inside of the pack tray. Using a standard rubber band, cut it in half length-wise and install on the two stow loop bands provided inside the container. Double wrap stow on each line group - leave enough un-stowed line to comfortably place diaper into tray as per next step.

Step 11 - Grasp canopy at diaper area, keeping the line stows up.

Step 12 - Place diapered portion of canopy deep into lower left corner of pocket.




Step 13 - Position the folded canopy up the left side of the container. Bring stiffener cover flap over canopy and use one shot bag to prevent canopy from moving out of pocket.

Step 14 – Fold canopy back at the top edge of the pack tray and place it in the right hand side of the pocket. Spread the material between the right side of the pocket and the diaper.

Step 15 - Fold canopy back halfway between links and edge of pocket and place in the right hand side of pocket (spread the material between the right side of the pocket and the diaper.

Step 16 - Fold canopy back at the top edge of pocket to bottom on right side.




Step 17 – Repeat step #16 until you reach the apex, spread the material from side to side after each fold.

Step 18 – All folds should be the same size as the diaper on the left side.

Step 19 - The last short fold will also be slightly fanned out to reduce bulk and should be placed on top of all the previous folds towards the center of the pocket and with apex lines protruding from pocket mouth. DO NOT STUFF APEX INTO CORNERS OF POCKET! Tuck apex lines under between folds with bridle emerging towards center of container tray.

Step 20 - S fold the bridle between the grommets on the stiffener base. Thread the pull up cords through the container locking loops, then through the two grommets in the tabs at the base of the pilot chute.




Step 21 - Center the pilot chute on the stiffener base over the S folded bridle.

Step 22 - Compress the pilot chute and thread pull up cords through the tabs located at the cap of the pilot chute. Insert temporary packing pins.

Step 23 - Run pull up cord through bottom flap grommet and re-insert temporary pin.

Step 24 - Closing either left or right side flap first, insert pull up cords through respective grommets and secure with temporary packing pins. Repeat for other side flap.




Step 25 - Dress up the canopy at the top of the container. All canopy fabric should be below the top edge of the pack tray and above the stiffener base plate / short divider flaps.

Step 26 - Run pull up cords through the top flap's respective grommets, insert ripcord pins. Carefully remove pull up cords as to avoid burn damage to closing loops.

Step 27 - Apply safety tie thread to end pin and seal. Record the inspection and repack in Log and on parachute packing data card.

Step 28 - Close the outer top flap by pulling pocket over end of stiffener on inner top flap.




Step 29 – Now close the hook tape on each side of the top flap by rolling it under and mating it with the loop fastener. Avoid snagging canopy fabric with hook tape.

Step 30 - Account for all your packing tools and equipment! Check ripcord handle for proper fit in the pocket. Adjust and mate Velcro on main lift web (floating harness adjustment) to a balanced position on both sides.

Step 31 – Place parachute packing data card in stow pocket under right shoulder cover flap. Orange “flag” is to be exposed when flap is closed



(END)