



Sweethog Owner's Manual

SSK INDUSTRIES, INC., dba

STEWART SYSTEMS

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THE FOLLOWING INFORMATION MUST BE READ AND UNDERSTOOD BEFORE ANY USE OF THIS EQUIPMENT:

I KNOW THE RISKS OF SKYDIVING AND ACCEPT THAT:

- Skydiving causes deaths and serious injuries. Approximately one jump out of every 75,000 results in death. (According to the 1988 USPA fatality study.)
- Parachutes do not always open properly. Ram-air parachutes have a malfunction rate of approximately 0.3%, for example. On the average expect them to malfunction once in each 333 activations.
- Skydiving equipment can fail*, even if all possible precautions are taken by the user, the equipment manufacturers, and everyone else involved with the jump.
- Failure to activate the main or reserve parachute (or emergency procedures) at a safe altitude, and/or equipment failures can result in severe injury or death.

IN ADDITION, I ALSO REALIZE IT IS MY RESPONSIBILITY TO:

- Receive proper training before use of any skydiving equipment.
- Be extremely careful and cautious. Be prepared.
- Read and understand all owner's and operations manuals for all skydiving equipment.
- Thoroughly check all skydiving equipment before each use.
- Review emergency procedures before each use.
- Check equipment warnings - do not exceed equipment limitations.
- Never violate the training and experience requirements for the specific equipment in use.
- Never be overconfident.
- Completely understand that, despite all precautions, *skydiving is dangerous*, and can result in severe injury or death.
- Never allow others to use, rent, or purchase this or any skydiving equipment without first making sure that they are aware of all of these risks and responsibilities, among others, that they are familiar with the equipment, and that they are trained in the use of the equipment.

Sweethog Harness-Container Series
Including the **Sweethog, XN, X-XN, and Student Sweethog**

P/N SA0002E consisting of container SC0001E and harness SH0014A
Approved under FAA TSO C-23B, NAS-804

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SYSTEM DESCRIPTION

The Sweethog harness/container system has been designed to be a reliable, but lightweight and durable piece of skydiving equipment which is compatible with most of the recently manufactured sport main and reserve canopies. The following are a few of the features of the system:

- Canopy compatibility - containers sized for the various volume canopies.
- Simple but proven main deployment systems.
- Hand Deploy pilot chute - Visible handle, leg pad mounted, low bulk, high drag.
- 3-Ring canopy release system - The Industry standard. Large or miniature size.
- Reserve container - Integral pilot chute kicker plate, prevention of out of sequence deployments, minimal pilot chute restriction, round and square canopy compatible.
- Construction - Hot knifed, double walled throughout for added durability.
- Profile - Low, smooth over the shoulders, flexible, fits body contour.
- Narrow tapered design - Fits through the airplane door, no shifting in freefall or interference with fall rate.
- Harness - Padded, choice of chest strap location, threadable step in or B-12 snaps.
- Exclusive loop cutaway handle for low profile and positive grip (even with gloves!) or standard pillow type.
- Optional "One-Handle" single operation cutaway/reserve activation system.
- Optional Reserve Static Line ("RSL") lanyard system.
- AAD Compatible.

OPERATIONS

Always inspect your gear regularly: Velcro, fabric, loops, hardware, release system, etc. See your rigger immediately if any abnormal conditions are noted.

A good checkout should be performed before jumping the first time including dirt dives with gear, familiarization with handle locations and emergency procedures.

Do not loan out your gear to others without proper training. A checkout on the main deployment system and practice breakaways and emergency procedures in a suspended harness are required.

When tightening the leg straps, rotate the leg pads / harness back around the legs and retighten so as to keep the vertical lift web portion of harness straight rather than bending at the leg junction. Failure to do so will result in the harness being loose, chest strap riding high, etc. after deployment. Stow excess leg strap ends into padding inserts securely to avoid having them flop around during freefall.

Make sure threadable adapters are properly used.

Don't pull low.

The hand deploy pilot chute should be pulled straight out to the side of your body to ascertain the pilot chute is out of the pocket, clear of your body, and tossed to the side (not up over back or simply dropped) in one continuous motion. (Clear your back first!) Do not use the pilot chute for your wave off.

Proper instruction on the use of this equipment is required prior to use. See your rigger and appropriately rated Instructor.

There are numerous regulations (in the U.S. the Federal Aviation Regulations) governing parachute equipment, and parachuting. See your instructor and verify compliance.

In the U.S., the main parachute can only be packed by a FAA certified Parachute Rigger, or the actual jumper. Before packing the main on your own, see your Instructor, and get "signed off". Don't be afraid to ask questions.

THREE RING RELEASE ASSEMBLY - OPERATION

Proper assembly is required. Be sure that the loop on the risers passes over only the small ring. Do not pass the loop over the middle ring also.

Do not wet and then freeze the cord loop. If it is rigidly frozen, the rings may not release a low drag malfunction such as a bag lock or streamer.

Periodically inspect the system for wear. Check: cord loops, breakaway ripcord, cable housings, riser grommets, rings, and webbing components.

Avoid prolonged exposure to sunlight. Nylon will lose strength rapidly in sunlight, without apparent visual damage.

Operate the system periodically to ensure ease of operation. This will loosen any "set" in the webbing.

Familiarize yourself with the system by practicing breakaways from a suspended harness, before actually jumping it.

For maximum ease of operation, the breakaway handle (which is velcroed in place) should be peeled away from the main lift web, then pulled downward to effect release. If the handle is just pulled straight down, considerable more force will be required to release the

handle from the main lift web velcro.

Use genuine Stewart Systems replacement handles, with proper cable lengths as shown on the "Sweethog Data" page.

THREE RING REQUIRED PERIODIC MAINTENANCE

The 3-Ring Release System has been in use for almost 20 years with excellent results. Although the system is at least as durable as the rest of the harness/container assembly, it requires periodic maintenance and inspection to insure proper operation. Feedback from riggers and some of the thousands of users has made it possible to publish this set of maintenance and inspection instructions. It must be followed exactly. Generally, it is NOT recommended that the risers be attached to the harness when new and "forgotten." Like all skydiving gear, the 3-Ring Release should be carefully inspected and cycled (operated) on a regular basis. Specifically, the procedures below should be done at least every month. This is especially important if the rig has not been used for a month or more (such as during the winter). Immediate inspection is required if it has been subjected to some abuse such as a drag across the runway, a water landing, or exposure to a lot of dust or sand.

Every month operate the 3-Ring Release System on the ground. Extract the release cable completely from the housings and disconnect the risers.

While the system is disassembled, **closely inspect it for wear. Check the locking loops** (the ones that pass over the smallest ring and through the grommet) to be sure they aren't frayed. **Check the Velcro** on the release handle and main lift web to insure that it adequately holds the handle. **Check the stitching**, including that which holds the large ring to the main lift web and the hand tacking that holds the housings secure.

Take each riser and vigorously twist and flex the webbing near where it passes through each ring. The idea is to remove any set or deformation in the webbing. Failure to do this might make the release hesitate when activated in response to a low-drag malfunction such as a baglock.

Check the inside of the release housing for gravel or other obstructions. Use the cable to do this. Inspect the housings for dents or other damage (this is unlikely unless the rig was smashed in a car door or suffered similar abuse).

Clean the release cable with a paper towel or clean rag by firmly wiping a few times. Oiling should not be required on the yellow "Lolon" cable under normal conditions. Failure to clean the system could require a higher-than-normal force to extract the cable during a breakaway. Silicon spray can be lightly rubbed on.

If any wear is found, consult Stewart Systems or your rigger immediately.

MAIN CONTAINER PACKING INSTRUCTIONS

Make sure that you have all the proper parts:

Sweethog Main Pilot Chute / Bridal assembly.

Proper volume main canopy for rig size. Contact Stewart Systems on compatibility recommendations. Volume varies with fabric type, date of manufacture, fabric color(s), and suspension line type in addition to canopy make & model.

Three ring risers. Stewart Systems risers are recommended since they are sized for your specific container rather than a "universal" length. The Stewart System risers include a complete soft toggle / brake deployment system which, in addition to being low bulk, are designed for ease of setting / use and to reduce wear on deployment brake finger traps.

Closing loop of 550 line sheathing (gutted!), 1 to 2 inches from the end to the knot, nominal length, **with #8 flat washer** to prevent knot from slipping through the grommet.

Deployment bag. The proper Sweethog main deployment bag is recommended since it is shaped to fit your container, making it easier to pack.

See your rigger about assembling your main canopy to the risers, deployment bag and pilot chute.

Packing the Main:

Assemble the 3-Ring release system as earlier described. See your rigger for advice.

Set the deployment brakes. Note that the top of the soft toggle should be even with the top edge of the elastic keeper. The velcro and tab at the toggle bottom should line up. Make sure that the brake line passes **underneath** the elastic keeper. The deployment brake loop should be snug against the middle of the stiffened portion of the toggle.

Fold the canopy into bag in accordance with the manufacturer's recommendations. Think wide and flat!! The bag should not bulge in the middle. Remember: the main container will only look as good as the bagged canopy.

Bring the bag to the bottom of the container (don't twist the lines!). Place the risers in the covers and recheck the brakes.

Make a small line stow in the rubber band at the base of the reserve container. This keeps the risers in place during the rest of the packing sequence and helps control the deployment sequence.

With the lines stows at the bottom, place the bag into the container, inserting the bottom corners first.

Pull up on the side flaps while pushing bag down into container to fill the corners.

Hand Deploy Pilot Chute and Closing Sequence:

With the bridle routed out the **right side** of the container, insert pull up cord into the closing loop, close the bottom then top flap. Pressing the middle of the container down with a knee helps remove excess air in the bag. Bring the bridle out at the right side of the top flap, and mate the velcro from the bridle to the flap.

Close the left side flap, and **last the right flap**. Insert the curved pin into the closing loop from the right side, such that it lays flat, with the end curving upward to the right. Carefully remove the pull up cord so as to not damage the closing loop.

Note that the top, bottom and left flap grommets should be stacked, while the right flap grommet should be offset by about 1". The right side flap is actually shorter which allows use of this offset and reduces the high point normally produced by the curved pin/grommet stack-up.

Route the bridle to the pilot chute pocket and mate the velcro starting from the pocket end, along the harness buttband and container. Fold the bridle 45 degrees (Twist clockwise to the right!) and fasten the velcro routed down into the pocket.

Placing the balance of the bridle in center of pilot chute, fold the pilot chute in half on top of itself, with the bridle exiting out the bottom center.

Fold the remaining portion into thirds.

Fold / roll the sides again into the middle so as to form a long narrow roll.

Insert the bridle end of the long roll (with bridle) into the leg pad pocket. Do not fold the pilot chute!

Stuff the balance deep into the pocket, keeping the bulk portion in the lower third of the pocket. Make sure the bridle routing velcro is properly mated, and that no excess bridle remains.

Push the top portion of the pilot chute into the pocket, with the handle and attachment tape near the front portion of the pocket opening.

Recheck handle and bridle routing, all the way back to the curved pin, making sure that the bridle is not closed beneath the right side flap.

Tuck the remaining portion of the bridle from the velcro to the curved pin beneath the side flap.

Check that the velcro tab on the bridle near the curved pin is mated with the velcro on the top container flap. Check the orientation and security of the curved pin. Close the protector flap by folding the tuck tab beneath the flaps. Make sure that there is no loose portion of the bridle coming out past the protector flap.

RIGGERS INSPECTIONS

The FAR's require that this equipment be inspected and

repacked by a FAA certified Senior or Master Parachute Rigger. This "repack" should include inspection of the complete system including main and reserve canopies, deployment systems, as well as the complete harness - container system.

RESERVE CONTAINER:

Riggers packing Sweethogs should be aware of certain responsibilities. The reserve should be packed per the canopy and container manufacturer's instructions. There should not be any container distortions. This could cause increased pull force, shift the pilot chute causing less efficient launch, etc. If the container is distorted, make minor stacking adjustments to eliminate the problem. Ripcord pull pressure with rig on jumper and harness tightened should not exceed 22 lbs. without the riggers seal attached. If excessive pull force is encountered check the following:

- Ripcord housing alignment and routing.
- Use of proper canopy / container combination.
- Verify use of proper locking loop length for particular container / canopy.
- It is permissible to slightly lengthen the container closing loop if all other checks have been made and desired pull pressure has not been obtained. Slight variations in pack volume due to humidity, canopy fabric and color are common. Be suspicious if necessary to lengthen loops more than 1/2" beyond the maximum recommended length. In no case should the flaps be spread apart such that the loops have to 'S' through the grommets.

General condition of velcro should be checked. Locking loops should be replaced at first sign of wear. Grommets should be secured firmly and be free of nicks, sharp edges, etc. Replace where necessary.

HARNESS / MAIN CONTAINER:

Inspect:

- Stitching
- Any discoloration
- For sunlight damage
- Hardware integrity, proper threading
- Leg strap webbing ends being folded and sewn
- Main pilot chute
- Secured to bridle
- Frayed netting, pilot chute canopy distortion
- Bridle condition including velcro
- Curved pin condition and attachment security
- Main Risers
- 3-Ring Release system
- Control Toggles and Guide Rings
- Container Closing Loop, knot and washer
- Grommets

All problems other than normal wear should be reported to Stewart Systems. No modifications should be made to the system without approval.

RESERVE PACKING

Parts List:

Pilot chute - 'Snatcher Reserve' - P/N SP-0011B.

Bridle - 56" length 1" wide type IV tape (for round canopies).

Locking loop - 550 line sheathing, finger-trapped, knotted and seared to prevent slippage. (Length from bottom of container to loop end specified in drawing SC0205.)

Washer - #8 Flat Prevents loop from pulling through grommet.

Rubber band - Mini "Phantom" style, National Parachute Industries #5102. Used to secure inside container flaps with pilot chute bridle.

Freebag - bridal assembly with "safety stow" (for square canopies), P/N SB-0001E-___, proper dash number and size for the particular size container.

Reserve toggles and guide rings (for square reserves), supplied and installed by Stewart Systems, or per the particular canopy manufacturers instructions.

Square Reserve Video Manual packing supplement. Produced by SSK Industries and Precision Aerodynamics, Inc. Available from SSK Industries, Inc.

NOTE: Riggers packing Sweethogs should be aware of certain responsibilities, the reserve should be packed by the manuals and there **should not be any container distortions** which could alter ripcord housing location, causing hard pulls or pilot chute hesitations, etc. If the container is distorted, check the manual and make minor canopy stacking adjustments to eliminate the problem. Ripcord pull pressure should not exceed **22 lbs.** without the riggers seal attached, when worn by jumper, with harness fastened, etc. Reserve flap grommets **must** be stacked and the pilot chute **must** be **fully** compressed. It is possible that alternate locking loop lengths are required from those shown in drawing SC-0205 after all other checks have been made and the desired pull pressure or pilot chute seating is not obtained. This could be due to temperature, humidity, canopy fabric color, canopy fabric type, etc. In general, be suspect of any situation where it is necessary to lengthen the loop more than 1/2" past the recommended maximum specified length.

Preparation for use:

Lines must be mounted on 2 or 4 connector links according to the canopy manufacturers' instructions. **If 2 links are used on a 4 riser harness assembly, use the front risers which are type VII webbing, and hand tack the rear risers (type VIII webbing) to the container in a manner so as to not interfere with line stowage or deployment.** Harness P/N SC0014A-3 (4 type VIII reserve risers) can only be used in a 4 connector link set-up.

Check for proper line continuity.

On 4 riser harness assemblies, **hand tack connector links in webbing slot** if standard links (L-bars) are used (versus 'French' links) to prevent connector link turnover. Use 2 double turns of waxed 5 cord.

The use of Speed Links, MS22021 is not permitted. If supplied with canopy, replace with Separable Link Assembly MS22002 (see Poynter's Manual).

Install locking loop assembly (with washer) through grommets in back of reserve container. Verify length with drawing SC-0205.

Packing the reserve - Round Canopies:

Attach pilot chute and bridle to the apex of the canopy. Hand tack the bridle loop so that it floats on the canopy's crown lines.

Flake and fold canopy neatly per the canopy manufacturers' instructions.

Close diaper per canopy manufacturer's instructions.

Stow reserve suspension lines neatly as per canopy manufacturer's instructions on the deployment diaper. Note: on non-line stow diaper canopies such as Pioneer K-20, container must be special ordered with line stows in packing tray, however we strongly recommend the use of a reserve with a "full" diaper on which the lines are directly stowed.

Place canopy diaper at the bottom left of the container, laying flat on the container packing tray (backpad portion).

The pullup cord should be threaded through the closing loop and placed at the top of the container.

Fold additional layers below the locking loop. An extra fold to the right of the deployment diaper will even out the bulk. Normally there are five layers of the canopy folded in the lower section of the container. The stowed suspension lines count as one layer.

Place the pullup cord down toward the main container.

Fold the remainder of the canopy above the loop on edge so as to best fit the container. **It is important to not lock the apex of the canopy into a top corner.**

Insure that the closing loop passes **straight** through the folded canopy and (if applicable) stowed suspension lines.

Keeping the pilot chute bridle near the center, thread the pull up cord through the bottom inside flap and then through the top inside flap. Install temporary pin (we recommend using a spare ripcord to eliminate the possibility of overlooking it's removal) and lock the flaps by placing a **small** fold of the bridle close to the reserve apex through the rubber band which is passed through the upper inside flap. Note - make sure that the rubber band is not ragged, sticky, or too wide (trim with scissors) so as to restrict travel through the grommet. It

should be looped through the loop on the bottom inside flap, and completely seated. The bridal should hold the container closed securely, but release with a maximum of one pound pull on the pilot chute end of the bridal. There should be a **minimum** of 46" between the rubber band and the base of the pilot chute.

Fold the balance of the bridal near the closing loop in 4-6" folds.

Packing the reserve - Square Canopies:

Perform line continuity check and insure that the deployment brakes are properly set. The brake line should pass under the elastic toggle keeper, through the guide ring, and then be securely tied to the control toggle using an overhand knot. When set, the toggle should go through the brake line finger trapped loop, and inserted into the elastic keeper, even with the top edge of the elastic. Toggle velcro should be properly mated, including the bottom tab.

Using the "Pro Pack", "S-Fold" ("Factory" or "Side" Pack), "U-Fold", or equivalent method, fold the canopy per the manufacturers instructions. Ensure that the nose of the canopy is fully laid open and exposed on the bottom of the stack, and that the tail lines are neatly grouped on the top center of the stack. When possible, we suggest the careful utilization of the "Pro Pack" because of its' bulk distribution and canopy orientation.

Following the canopy manufacturers instructions for the "Molar" style packing technique, place the canopy into the freebag. For additional details please refer to our the Video Packing Supplement.

Close the freebag by securing with two bites of suspension lines in the shock cord safety stow. Use flagged strips of velcro pile on the hook velcro on the line pouch, and stow the balance of the lines in the velcro pouch. Make sure that the velcro pouch is fully mated with no velcro exposed, and that all lines are in the center channel.

Place the risers and bagged canopy in the base of the container, and thread the pull-up cord through the closing loop. Pull the closing loop through the bag, making sure that no canopy fabric comes through or gets trapped in the grommets.

Close the container internal flaps by threading the pull up cord through the bottom inside flap and then through the top inside flap. Install temporary pin (we recommend using a spare ripcord to eliminate the possibility of overlooking it's removal) and lock the flaps by placing a **one inch** "needle folded" portion of the bridal, close to the freebag end of the bridal, through the rubber band which is passed through the upper inside flap. Note - make sure that the rubber band is not ragged, sticky, or too wide (trim with scissors) so as to restrict travel through the grommet. It should be looped through the loop on the bottom inside flap, and completely seated. The inner portion of the "needle fold" should go to the pilot chute end of the bridal, to ensure ease of release. The bridal should hold the container closed securely, but release with a maximum of one pound pull on the pilot chute end of the bridal.

Fold the balance of the bridal in a shingled manner from the lower portion of the container, upwards toward the closing loop. Make sure none of the bridal is trapped beneath the side flaps or bottom flap.

Closing the Reserve Container:

Pass the pull up cord through the pilot chute and out the top grommet. Center the base of the pilot chute about the locking loop and compress one coil at a time, starting at the base. Compress the mesh portion of the pilot chute within the spring coils, while keeping the canopy and especially the skirt portion free of the spring. Verify that no fabric (mesh or ripstop) is trapped beneath the base of the spring, (this could restrict the launch). If any portion of the canopy part of the pilot chute is caught in the spring or top grommet, carefully clear it out while releasing spring pressure, so as to not tear the fabric. **Do not** attempt to compress the spring by pushing on the top, this practice will bend the spring.

Thread the pull up loop through the bottom out side flap. The stiffener in this flap can be used along with the pullup cord to hold the compressed spring in place. Loosely roll / bunch the canopy portion and push on top of the coiled spring, while keeping the skirt portion out to the edge. The canopy portion must not extend past the base of the spring by more than one inch, to insure a solid and complete launch. Install the temporary pin.

Thread the pull up cord through the side flaps, and reinstall the temporary pin.

Close the reserve top flap using the container ripcord. Remove **all** temporary pins and the pull up cord. (Count your tools!) It is best to cut the pull up cord near the closing loop, to avoid damaging the closing loop during removal.

Fasten the snaps, dress the container and check ripcord pin orientation.

Check the pull force with the rig on and cinched down (jumping configuration). Check pilot chute launch also at this time. Insure that the pull is 22 lbs. or less.

Re-close the container.

Make entry in riggers log and on packing data card and seal the reserve. Use only a single loop of seal thread under the ripcord pin.

Stewart Systems

List of Closing Loop Lengths for various Reserve Canopies 9/15/90

Container:	SC-0001D	SC-0001	SC-0001E	SC-0001	SC-0001	SC-0001	SC-0001	SC-0001
	DUECE	D-1 DUECE	SWEETHOG	E-1 SWEETHOG	E-2 SWEETHOG	E-5 XN	E-6 XN	E-7 XN
Estimated Volume:	260-380	360-480	260-380	360-480	460-580	200-280	260-350	310-390
Precision uRaven-150	10.0-14.0	.....	2.0-3.0	.....	.....	.....	2.5-3.5	2.5-3.5
Precision Raven-1	11.0-15.0	11.0-15.0	2.5-3.5	2.5-3.5	.....	.....	.....	..3.5-..4.5
Precision Raven-2	.....	12.0-16.0	.....	3.0-4.0	.....	.....	.....	.....
Precision Raven-3	.....	.....	.....	.....	3.5-4.5	.....	.....	.....
Precision Raven-4	.....	.....	.....	.....	4.0-5.0	.....	.....	.....
Glidepath Cricket	10.0-14.0	.....	2.0-3.0	.....	.....	.....	.....	2.5-4.0
Glidepath Firelite	11.0-15.0	11.0-15.0	2.5-3.5	2.5-3.5	.....	.....	.....	..3.5-..4.5
Glidepath Maverick	.....	12.0-16.0	.....	3.0-4.0	3.0-4.0	.....	.....	.....
Glidepath Fury Res.	.....	.....	.....	.....	3.5-4.5	.....	.....	.....
Glidepath S-Chuter	.....	.....	.....	.....	..4.0-..5.0	.....	.....	.....
National Phantom145	10.0-14.0	.....	2.0-3.0	.....	.....	.....	2.5-3.5	2.5-3.5
National Phantom-22	1.5-2.5	.....	1.5-2.5	.....	.....	1.5-2.5	1.5-2.5	.....
National Phantom-24	2.5-3.0	.....	2.5-3.0	.....	.....	.....	2.5-3.5	2.5-3.5
National Phantom-26	3.0-3.5	3.0-3.5	3.0-3.5	3.0-3.5	.....	.....	.....	.....
National Phantom-28	.....	3.5-4.0	.....	3.5-4.0	3.5-4.0	.....	.....	.....
Strong Hobbit	10.0-14.0	.....	2.0-3.0	.....	.....	.....	3.0-3.5	2.5-3.5

Strong Spirit	.....	12.0- 16.0	.....	3.5- 4.0	.....	.....	.....	.....
Strong Lo-Po	.....	.....	.....	.....	3.5- 4.5	.....	.....	.....
Strong Lo-Po Lite	.....	3.0- 4.0	.....	3.0- 4.0	3.0- 4.0	.....	.....	.....
Swift Reserve	11.0- 15.0	11.0- 15.0	3.0- 3.5	3.0- 3.5	.....	.....	.....	.....
Para-Inv. Featherlit	3.0- 3.5	3.0- 3.5	3.0- 3.5	3.0- 3.5	.....	.....	.....	.....
P.D. 143-R	.....	.....	.....	.....	.....	.....	2.5- 3.5	2.5- 3.5
P.D. 160-R	.....	.....	.....	.....	.....	.....	.....	3.0- 4.0
P.D. 176-R	.....	.....	.....	.....	.....	.....	.....	3.5- 4.5
P.D. 193-R	.....	.....	.....	.....	.....	.....	.....	.....
P.D. 218-R	.....	.....	.....	.....	.....	.....	.....	.....
P.D. 253-R	.....	.....	.....	.....	.....	.....	.....	.....

Notes: Inclusion of any particular reserve canopy in this table is only meant to indicate that the particular canopy appears to pack into the container in a compatible manner. The full series of TSO testing has not necessarily been performed in all cases. Refer to FAA Advisory Circular (AC) 105-2 paragraph 5.B(6), on separately approved component interchangeability. ***IF IT DOESN'T SEEM RIGHT, DON'T PACK IT!***

All lengths are in inches and are for reference only due to the widely varying volumes of the same model canopies and differences in packing technique. Finger trapped closing loops are required for freebagged square reserves and are suggested for all others. **The rigger is responsible for, among other items, making sure that the reserve ripcord pulls properly, that the pilot chute launches properly with the skirt portion out from the spring, that the grommets are stacked properly, and that the pilot chute spring is fully compressed - not pushing out to the side.** Containers SC0001D and SC0001D-1 have two reserve pins and use a continuous loop for square reserves. The omission of any canopy from this table or from a particular container model does not mean that it is necessarily incompatible, in some cases we have simply not had the opportunity to pack the particular canopy into our container. Great care should be taken when using combinations not shown.

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Sweethog Series container volumes:

November 1992

Reserve Container P/N	Base thick -ness	System Width	Reserve Volume range	6.0"	6.5"	7.0"	Main Container Height Typical Main Volume				10"	11"	12"
SC-0001E-0	2.5"	(std)	260-382			411	440	470	499	528			
SC-0001E-12	3.0"	(std)	295-430			425	456	487	518	550	612		
SC-0001E-1	3.5"	(std)	332-477			462	497	532	566	601	671	740	
SC-0001E-13	4.0"	(std)	367-525			495	534	572	611	649	726	803	
SC-0001E-2	4.5"	(std)	406-573			525	567	609	652	694	778	862	946
SC-0001E-14	5.0"	(std)	443-621				597	643	689	734	826	917	1009
SC-0001E-3	5.5"	(std)	479-669					673	722	772	871	966	1068
SC-0001E-5	2.5"	-XN	196-281	262	284	306	328	350	372	393			
SC-0001E-9	3.0"	-XN	226-314	271	294	317	341	364	387	411			
SC-0001E-6	3.5"	-XN	257-347	294	320	346	372	399	425	451			
SC-0001E-10	4.0"	-XN	286-374	314	343	372	401	430	459	488			
SC-0001E-7	4.5"	-XN	317-402	331	363	395	427	459	491	523			
SC-0001E-11	5.0"	-XN	347-429	346	380	415	450	485	520	554			
SC-0001E-8	5.5"	-XN	377-456	357	395	432	470	507	545	583			
SC-0001E-15	2.5"	X-XN	156-227	211	229	246	264	281	299	316			
SC-0001E-19	3.0"	X-XN	181-254	218	237	256	274	293	312	331			
SC-0001E-16	3.5"	X-XN	206-282	237	258	279	300	322	343	364			
SC-0001E-20	4.0"	X-XN	231-304	254	277	301	324	348	371	395			
SC-0001E-17	4.5"	X-XN	256-327	268	294	320	346	372	397	423			

Notes: Call or write for additional help or information!!!

- 1) The 'XN' and 'X-XN' series containers are designed for the 'Extra Narrow' skydiver using small pack volume canopies.
- 2) The row right of a specific reserve container represents the main container sizes-volumes available for that size reserve container.
- 3) Square reserves tend to pack somewhat larger than comparable volume round reserves due to bulk distribution, packing technique, the additional freebag/bridal, etc.
- 4) The volumes listed are calculated values with some practical relationships to the PIA canopy volume chart. They are best used in a relational manner from known good fits, which we can help you with, and should be used with caution in an absolute manner because of numerous variables such as canopy date of manufacture, fabric color, fabric type, humidity, temperature, packing technique, suspension line type, ease of closing considerations, etc.
- 5) The use of a reserve AAD or ripcord type main deployment will reduce the above typical usable volume figures.
- 6) The volume figures for the main containers are typical mid to upper limit acceptable fits. Climatic conditions, packing technique, and canopy fit should be considered.
- 7) The back pad on the standard width rigs is 13.5" wide at the top, and 15" at the bottom of the rig. The "XN" back pad width is a constant 11.5", the "X-XN" back pad width is a constant 9.5".
- 8) The length of the rig on the back is approximately 11" plus "Main Container Height".



DISCLAIMER - WARRANTY

Because of the unavoidable dangers involved in the use of this parachute harness/container system, the Manufacturer makes no warranties of any kind, expressed or implied. The parachute harness container system is sold with all faults and without any warranty of merchantability or of fitness for any purpose. Manufacturer also disclaims any liability in tort for damages, direct or consequential or from a defect in design, material, workmanship, or manufacture whether caused by negligence on the part of the Manufacturer or otherwise. By using the parachute harness/container system or allowing it to be used by others, Buyer waives any liability of the manufacturer for personal injuries or other damages arising from such use.

If Buyer declines to waive liability on the part of the Manufacturer, Buyer may obtain a full refund of the purchase price by returning the container system, unused to the Manufacturer within 30 days from original date of purchase.

All STEWART SYSTEMS products must be registered by the original purchaser, as well as all other owners after for any technical update. Please give your evaluation or suggested improvements for us to consider so we may better serve the skydiving community.

OWNERS REGISTRATION

Name: _____

Address: _____

Phone: _____

Dealer's Name: _____

Dealer's Address: _____

Date of Purchase: _____

Assembly Serial Number: _____

SSK Industries Inc., dba
STEWART SYSTEMS
4925 N. St. Rt. 42
Waynesville, Ohio 45068
(513) 897-6165
FAX (513) 897-7548

SWEETHOG DATA

S/N -

Model - Sweethog, P/N SA0002E

D.O.M. -

Reserve size -

Main Size -

Harness Size -

Container model no. - SC0001E-____

Harness model no. - SH0014A-____

Cutaway Housings - ____"/ ____"

Cutaway Handle Cables - ____"/ ____"

Cutaway Handle - Loop____ Pillow____

Reserve Handle - ____ pin, M.B.____ Trap____

Please reference assembly S/N on any questions or correspondence.

WARNING: Use **only** genuine Stewart Systems replacement Reserve and Cutaway Ripcords.

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WARNING

1. TRAINING AND/OR EXPERIENCE ARE REQUIRED TO LOWER THE RISK OF SERIOUS INJURY OR DEATH.

NEVER USE THIS EQUIPMENT UNLESS YOU HAVE:

- A. READ THIS WARNING LABEL AND COMPLETED A "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS PARACHUTE ASSEMBLY.

-OR-

- B. READ THIS WARNING LABEL AND ALL APPROPRIATE OWNERS/FLIGHT MANUALS, PACKING INSTRUCTIONS AND COMPLETED AT LEAST 100 RAM AIR PARACHUTE JUMPS.

2. LOWER THE RISK OF DEATH, SERIOUS INJURY, CANOPY DAMAGE AND HARD OPENINGS BY NEVER EXCEEDING THE LIMITS SHOWN BELOW:

	MAIN	RESERVE
MAXIMUM DEPLOYMENT SPEED	130 KNOTS	130 KNOTS
MAXIMUM GROSS WEIGHT (JUMPER+ CLOTHING+EQUIPMENT)	LBS.	LBS.
MANUFACTURER:		
MODEL:		

ATTENTION RIGGER: FILL IN DATA WITH WATERPROOF INK.
CHANGE DATA ON LABEL IF A DIFFERENT CANOPY IS INSTALLED.
REFER TO DWG. SC-0205 FOR COMPATIBILITY INFO.

MANUFACTURED UNDER FAA TSO C23b, NAS 804 BY:
SSK Industries Inc., dba STEWART SYSTEMS
4925 N. St. Rt. 42 Waynesville, Ohio 45068

SWEETHOG TDM-II CONTAINER SYSTEM

PART NUMBER: SC0001

SERIAL NUMBER:

SIZE: /

DATE OF MANUFACTURE:



<--- Reserve Data
<--- Card Pocket

REMOVAL OF THIS LABEL VOIDS ALL WARRANTIES AND THE TSO.