

DEAR CUSTOMER

You are now the proud owner of an NZ Aerosports main canopy. Welcome to looking hot on the DZ and flying some of the most badass wings on the planet. Fuck Yeah!

Your Icarus or Daedalus canopy is not only cool as shit, it's also designed according to today's highest industry standards.

Whether it is brand new or used, we strongly recommend that you and your rigger inspect it thoroughly to get familiar with it's characteristics workmanship and quality.

With proper care and maintenance your canopy should give you years of fun, gentle landings, or crazy swoops – whatever you're into!

So grab a beer, get comfortable, and learn the ins and outs of your Icarus or Daedalus canopy.

Blue skies and happy landings,

NZ Aerosports

WARNING: This canopy is not meant as a substitute for human relationships. We know you love your canopy. But seriously, it's not worth breaking up with your girlfriend or boyfriend over. (Unless they're sponsored by one of our competitors).

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DISCLAIMER – NO WARRANTY

This is the part where we use big words and long-winded phrases to say that you can't blame us for anything that goes wrong. Whew.

There is a shit load of danger involved with the use and operation of parachutes. Because of this NZ Aerosports Ltd makes no warranty, either expressed or implied. Our canopies are sold with all faults and without any warranty of fitness for any purpose.

The manufacturer (that's us) also disclaims any liability in tort for damages, direct or consequential, including personal injuries resulting from a defect in design, material, workmanship, manufacturing or otherwise. By using this canopy or allowing it to be used by others, the user waives any manufacturer liability for personal injuries or other damages arising from such use. Which basically means nothing is our fault – so get your gear checked, operate it right...and don't fuck up!

If the buyer (that's you) declines to waive manufacturer (that's us) liability, buyer may obtain a full purchase price refund by returning the parachute to our authorised dealer through whom the parachute was bought, before use within 30days from the original purchase date with a letter stating why it was returned.

WARNING:

THIS SHIT IS DANGEROUS

Side effects include broken bones, extensive injury and death.

Canopy piloting is risky. No shit. In fact, every time you use your parachute you risk serious bodily injury or death. You can reduce this risk by:

- Making sure you assemble and pack the parachute system according to our instructions.
- Receiving the proper instruction in the use of this canopy and the rest of your skydiving equipment.
- Using each component of your parachute system exactly as the operations handbook says to.
- Making a sacrifice to SkyGod of beer and virgins. Seriously.
- Remembering always that This Shit is Dangerous - so don't fuck up.

Our canopies are not designed to function properly while loaded with excessive weight or open softly while falling at 300mph. They operate within specific weight and speed parameters. So next time you get the urge to strap a 150kg pack to yourself and your sub 100sq/ft J VX, or deploy while flying head down...don't. Your Icarus or Daedalus canopy is designed to hold the weight of one person (excluding tandem canopies), and open from a belly to earth position.

If you have a premature or unintentional deployment while reaching speeds beyond those that this canopy has been designed and tested for, the following may/could happen:

- Extremely hard openings
- The failure of your parachute system
- Bodily injury
- Death

Basically, avoid exceeding the weight or speed limits of your canopy at all costs. We weren't joking – this Shit is Dangerous!

BEFORE GETTING INTO IT

IMPORTANT: READ BEFORE ASSEMBLY OR USE

This handbook is full of inspired advice we've received from SkyGod, awesome hints on packing and operating your badass new canopy, and knowledge we've developed over 30 years of designing and making parachutes. We won't deny it's fucking cool!

But this handbook is NOT designed to teach any person how to safely inspect, assemble, maintain, pack or operate your Icarus or Daedalus canopy. We recommend using the service of riggers who are educated and qualified professionals with experience. People who attempt to jump this parachute without first receiving comprehensive personal training by qualified instructors seriously increase their risk of injury or death.

Before using this canopy for the first time, we recommend you learn the training procedures for basic parachuting competency from an instructor who is properly rated by your country's organization.

If SkyGod made canopies, they would be perfect – however, he does not. Parachutes are made by people, so there is always the chance that this product contains human error based defects. This product must be inspected before first use and before each use thereafter. Please note that even when assembled, packed and operated correctly, parachute systems sometimes fail to work properly.

Sports parachuting technology and procedures are always advancing and changing. Over time, some of the information in this handbook may become outdated or inaccurate. Because of this, we recommend you work with qualified experts, riggers and instructors to help you inspect, pack, use and maintain this canopy.

INTRODUCTORY JUMPS

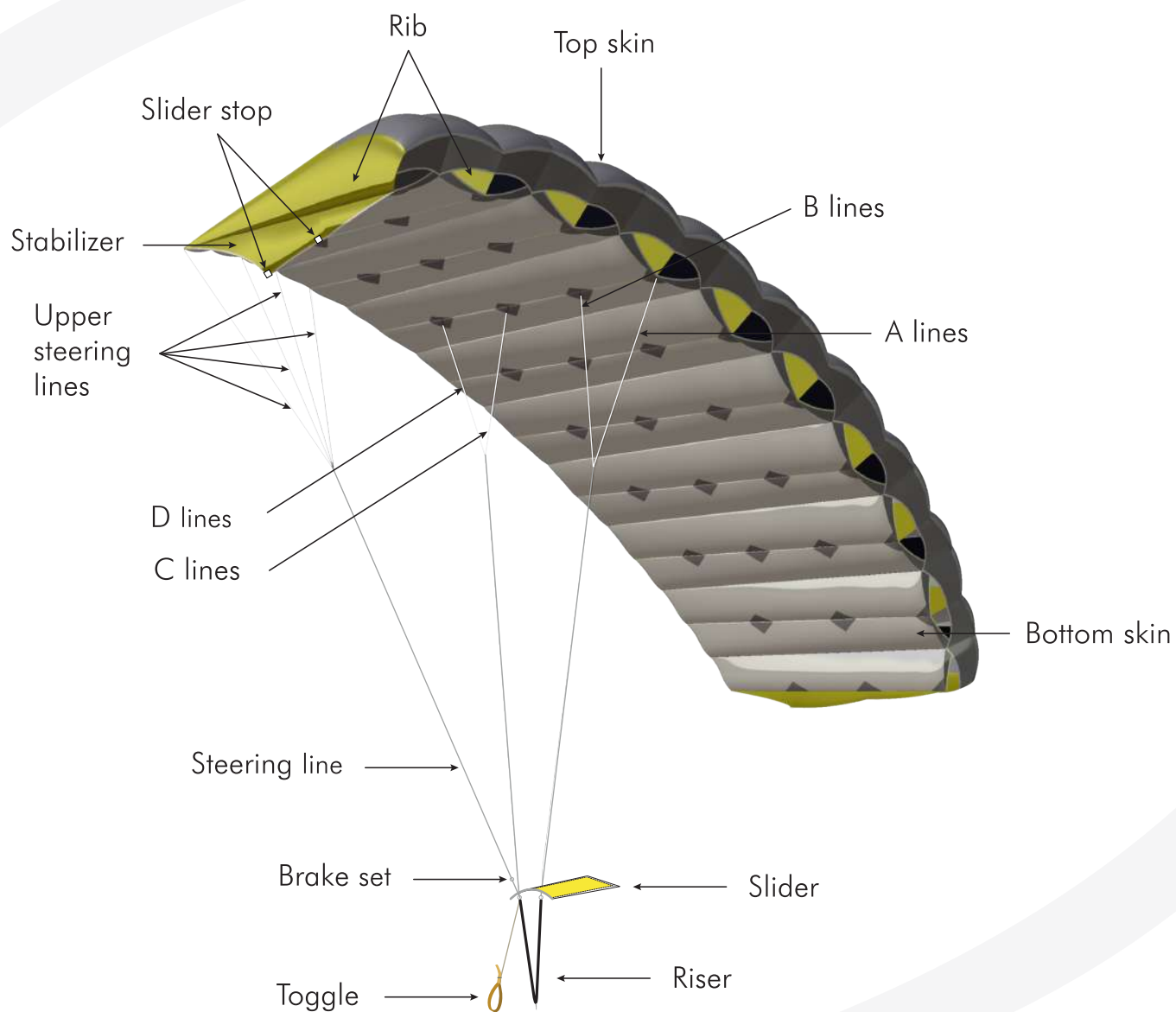
Even if you are familiar with ram air parachutes, you are not SkyGod, so you don't have the right to act like an arrogant know-all. Not all parachutes handle exactly the same. We strongly recommend that you do several jumps on your new Icarus or Daedalus canopy with the sole purpose of getting familiar with how it flies. Deploy high and get to know your new parachute – learn about its turn rate, flare attitude, stall point and recovery arc at a safe altitude rather than getting a nasty surprise on landing. And under NO circumstances should you try a toggle hook turn. 'Nuff said. It is always a good idea to seek a canopy coaching or do a canopy course when you are learning to fly a new canopy.

ASSEMBLY

Your canopy should be assembled by and connected to the harness container system by a properly rated rigger. That's not you, your best mate, the hot chick at the DZ, or your mum. Unless any of the aforementioned happen to be a certified FAA parachute rigger or an equivalent of your country...and 'SkyGod told me I could' will not be accepted as a plausible excuse.

The rigger (a real one) should also agree that your choices for risers, toggles, deployment-bag, pilot chute, harness container and other components are all compatible with each other as well as your new Icarus or Daedalus canopy.

CANOPY PARTS



INSPECTION AND MAINTENANCE

Don't wait until your canopy blows up on you, or lines break on opening (or during your turn, eek!) to decide it may need some maintenance. We have it on good authority that SkyGod doesn't speak stupid, and we're pretty sure your riggers don't either. So plan ahead, contact your local Icarus NZ dealer/rigger in advance, and your beloved canopy won't be kept out of action for long.

HOW TO REQUEST MAINTENANCE:

- Slider
- Reline
- Major repairs

Contact your local dealer or rigger. If you need a reline, slider repair or change, or any bigger repairs to your canopy, please contact: **support@nzaerosports.com**

Provide the following details:

- Model and size
- Serial Number (S/N). If your warning label is worn out, you can find the canopy serial number on the bridle reinforcement in the center cell
- Date of Manufacturing (DOM)
- Line material and size

Your Icarus or Daedalus canopy should be inspected every 120 days or 50 jumps, whichever comes first, or immediately if it is exposed to a degrading element, an unusually hard opening, or when damage is suspected. So if you land in water, roll to a stop in sand, get caught in a tree, bush or barbed wire, its probably a good idea to do an inspection. Just saying.

The better condition your parachute is in, the more likely it is to open, fly and land properly. Many malfunctions can be reduced or eliminated completely by properly inspecting your canopy at regular intervals to find wear or other damage before it fails during use.

LINE MATERIAL

The line types we offer at NZ Aerosports are:

Vectran: V1600, V1050, V750, V550, V400, V300, V200

HMA: H600, H1200

Dacron: D900, D525

Spectra: S1500, S725

The number beside the line type indicates the breaking strength of the line in Lbs. The higher the number, the stronger the line.

Recommended line types and sizes for NZ Aerosports canopies:

Tandem	Vectran 1050
Student	Vectran 750
Omega	Vectran 750
Safire 2	Vectran 750, V550 on sub 119 canopies
Safire 3	Vectran 750, V550 on sub 119 canopies
Crossfire 2	Vectran 750/550
Crossfire 3	Vectran 750/550
JFX	Vectran 400/550
JVX	Vectran 400
Extreme FX	Vectran 400
Extreme VX	Vectran 400
Leia	Vectran 400
Petra	Vectran 300
Sofia	Vectran 300
Matrix 2	Dacron 525/Vectran 550

Summary of line types:

Line Type	Pros	Cons
Vectran	High strength for size. Stable trim	Abrades relatively easily
HMA	Reduced size, Stable trim	Abrades more easily than Vectran
Dacron	Elastic and long lasting	Won't maintain correct trim - Bulky
Spectra	Strong and resistance to abrasion	Won't maintain correct trim- Shrinks

VECTRAN

Vectran is our preferred and most commonly used linetype, standard on all our canopies but the Matrix2. It is a very strong line and doesn't stretch or shrink easily, so it holds its trim well. It wears more easily than Spectra, especially in hot, dry or desert-like environments.

HMA

High Modulus Aramid (HMA), also known as Technora, is a very strong, small diameter line with characteristics similar to Vectran. More commonly found on the JFX and JVX, It feels softer to the touch. However due to its susceptibility to abrasion especially in hot, dry or sandy environments and consequently it's low lifespan, we only recommend HMA 600 for use on our sport canopies. It's also harder to estimate the extent of wear on HMA compared to vectran so should be examined often and thoroughly.

DACRON

Dacron is more elastic than other lines, providing more shock absorption for fast openings. It comes standard on our Matrix2 CRW canopies, and we offer it as an option for Tandems and Omegas. Dacron is a thick, heavy line and adds considerable bulk to pack volume.

SPECTRA

Spectra is the toughest of all the line types it's strong and lasts the longest. However, it will shrink considerably due to the heat generated by the slider whizzing down the line on opening - so the line may look good, but after a few hundred jumps it will have shrunk unevenly, affecting how your canopy flies and opens. This is especially apparent with more responsive wings at higher wing loadings. Because of this propensity to shrink and dramatically affect the line trim, we don't recommend Spectra, but we do still offer it as an option on Tandems, Omegas, Safire 3s and Icarus Students for people who are still fond of it.

PRE-PACK INSPECTION

Your equipment should be inspected every time your harness container and canopy are laid out to pack. It only takes a few minutes, so don't skip it because you want to make that next load and risk being smote down by hard openings and line-overs. The pre-pack inspection is not a substitute for the more comprehensive periodic or rigger inspections that must be done when the system is first assembled or damage is suspected. During your inspection of the entire system, pay special attention to the items listed below. Any damaged or worn parts must be repaired or replaced before jumping the system again.

MAIN PARACHUTE INSPECTION

It may be tempting to pop open a few beers during this process – and usually we would encourage such an act. However in this case, we strongly recommend not to. Remember...This Shit is Dangerous.

Your main canopy and the components associated with it are most likely to suffer damage or need repair due to getting the most use and wear.

Start with the bridle and pilot chute. If you have a kill-line pilot chute, check it for broken stitches, wear on the centre-line, fabric and mesh, and that the connection is solid between the pilot chute and the bridle. Then inspect the bridle, making sure the pin attachment and bridle attachment point are both solidly sewn and not worn or damaged.

Next check the main canopy for any tears or damaged seams. It's important to make sure that slider stops aren't broken or damaged too.

Now move to the lines. Your lower brake lines wear out fastest and can sometimes get twisted because they are not anchored. Your instructors actually had a point when they told you to daisy chain your lines when you were a student - or at least stow your brakes before walking in! It's a pretty good idea to remove all those twists from your brake lines before packing. We think its more, er, progressive to spend a few seconds doing it on the ground, rather than a few seconds sorting out tension knots or a slider hang up malfunction in the air. Correct us if we're wrong.

Check brake set loops for wear regularly if your canopy is equipped with them. These finger-trapped loops are especially susceptible and, if not maintained well, can result in brakefire or failure during flare for landing – which can only end in a rather swift and unfriendly meeting with the ground.

We have some crazy videos of Distance world record holder Nick Batsch cutting the lines on his JVX to see how many it can fly on when he needed a reline. While definitely worth a hearty cry of 'Fuck Yeah!' its not something we generally condone – and definitely not something you want to happen by accident!

So make sure to check that the grommets on your slider have no sharp edges or kinks that will slowly but surely cut your lines. Then check your riser links. If you have metal ones, check for tightness – rubber protectors are not going to save your life if they are loose. If you have softlinks, check them and the lines your softlinks go through for wear or fraying. After that, examine the risers for broken stitches and excessive wear. Pay particular attention to the 3-ring closing loop condition.

Be sure it is:

- a) not worn
- b) that it passes over only the small ring. Check the cutaway cable for kinks, cracks in the yellow coating or other damage.
- c) not fucked up. Seriously. Double check. Then check again.

RESERVE CONTAINER INSPECTION

If your rigger uses seals, make sure it's intact. Check the pin(s) are seated properly and are straight. The cable must move freely in its housing and the ripcord handle must be properly stowed. If the reserve container is equipped with an automatic activation device (AAD), check it for damage and make sure it still self-tests. We all know it's the day you forget to check it that the batteries will mysteriously fail AND you'll get kicked in the head...

HARNESS INSPECTION

Inspect the entire harness for broken stitches and excessive wear.

MAIN CONTAINER INSPECTION

If your main container closing loop becomes frayed or worn it can break and result in a premature opening which will be both unexpected and painful. Remember, this shit is dangerous! If there are plastic stiffeners in the main container flaps, inspect them for warping or breakage.

Check your harness-container owner's manual for inspection information specific to that system.

(It's in bold because it's important. Do it!) If during your inspection you find any excessively worn, damaged or improperly rigged components, bring them to the attention of an appropriately rated and certified parachute rigger before jumping the system again.

Using packers: If you choose to use a packer, don't expect them to check over all your shit for you. It's their job to pack your parachute, not go over it with a fine tooth comb checking for damage – that's your responsibility. Check your parachute system to make sure everything is in good repair and in the right place BEFORE giving it to a packer.

PERIODIC USER INSPECTION

This procedure should be performed during initial assembly and every 120 days or 50 jumps thereafter. It is more thorough than the pre-pack inspection. Take a few deep breaths, relax, and definitely don't drink some beer for this one! Do it in a clean, well-lit area large enough to spread the parachute out or hang it up and inspect it systematically. We recommend starting at the top and working down towards the risers, leaving the canopy attached to the harness container.

BRIDLE ATTACHMENT

Ensure the bridle is correctly attached to the canopy. Check the integrity of the canopy fabric and reinforcement tapes near where the bridle ring is attached.

UPPER SURFACE

Spread the canopy out on its lower surface and inspect the upper surface for rips, stains, or failed seams.

LOWER SURFACE

Turn the canopy over and spread it out to inspect the lower surface for rips, stains, and failed seams. Check the line attachment points and associated stitching for any damage or broken stitches.

CELLS AND SEAMS

Look inside each cell and inspect each rib from the leading edge to the trailing edge for tears and seam failures. Pay extra attention to line and bridle attachment points.

SUSPENSION LINES

Line sets should be monitored for wear and trim and re-trimmed or replaced as you would a set of tires on a car. Check the condition of the slider stops and then the full length of each line for damage and wear. Definitely not a good idea to cut corners with this one – if your lines are worn you want to know about it on the ground before you figure it out in the air! Look for fraying at all cascades (the Y-shaped junction of two lines) and where each line attaches to the connector link. Often wear spots can appear quite bad but still retain much of their strength (such as wear by velcro) and sometimes a line can appear in quite good condition and be weakened considerably (often underneath a finger trap).

A simple test is to squeeze the line between your thumb and finger and slide it along, if the line or wear spot gets thinner it is more than likely weakened. The life of your lines will depend on several factors like your weight, the cleanliness of your packing environment, the number of lines (7-Cell or 9-Cell) and how well you look after them. One of the best things you can do to improve the life of your lines is to use soft links and monitor the condition of your slider grommets.

SLIDER

If your slider is some funny shape other than rectangle, there are holes or rips in it, or the grommets look like they've been deflecting bullets, we're pretty sure there's something amiss.

- Be sure that the slider isn't twisted, the fabric isn't torn, that the grommets are undamaged and have no sharp edges or kinks.
- Damage to the grommets will slowly but surely cut the lines.
- Be sure every grommet is attached securely to the slider and that all the suspension line and both control lines pass through the proper grommet.

SOFT LINKS AND BRAKE LINES

If you have soft links make sure there is no visual damage on them such as fraying. If there is, the soft link needs to be replaced. They also need to be replaced every reline - if you order your new lineset from us, we send out a new set of softlinks with your order.

We strongly recommend the use of soft links; not only will they make your slider easier to drop down, they will be easier to pack with and will increase the life of your line set. Most riggers will install soft links for you for a small fee.

If you have metal connector links be sure the barrels are tightened properly. The accepted industry standard is finger-tight plus a quarter turn with a wrench.

Remember:

- a) Too tight - you can easily crack the barrel
- b) Not tight enough - they can come loose and potentially cause a malfunction.

Check the toggles are installed and secured correctly, and they match the guide ring and stowing system on the risers. We recommend using risers with tuck tabs and line stows rather than Velcro to reduce the chance of brakefire.

THE REST OF THE ASSEMBLY

Follow the instructions in the harness/container manufacturer's owners manual for inspecting the rest of your parachute system.

FABRIC CARE

Do not expose to excessive sunlight or heat.

This may sound stupid considering every time you fly your canopy it will be in the sunlight, which is inevitably hot. Seriously though, our parachutes are cool, but not indestructible. Obviously you can't avoid the sun while flying – but on the ground, be careful not to leave your canopy lying out in the sunlight, near heating systems or in close proximity to flame/fire.

Avoid excessive packing, deploying and landing of your canopy.

Just kidding! However canopies naturally get worn out while using them over time. Damage may or may not be obvious – but if you repack your canopy after running it into a barbed wire fence only to deploy and find a huge gaping hole in your centre cell, SkyGod will not be sympathetic to your plight. As well as thoroughly inspecting it every 120 days or 50 jumps (whichever comes first), it should also be inspecting whenever it is exposed to a degrading element, or damage is suspected for whatever reason. For example, if you land in a tree and it takes you half an hour to untangle your canopy and lines from the branches, you should probably check out your canopy afterwards.

DISCLAIMER: Running into barbed wire fences and tree landings are not recommended.

Chemicals can seriously damage your canopy.

Some chemicals will continue to degrade the parachute long after initial exposure. The parachute's integrity, reliability, and flight characteristics can only be insured by regular thorough inspections. Try to learn as much as you can about all your gear's history – that way you will be aware of any element it may have been exposed to in the past that could cause damage.

CLEANING YOUR CANOPY

If your canopy looks as dirty as your packer's knees after a week long boogie, it could be tempting to give it a scrub. Don't.

If possible, avoid washing or cleaning your canopy at all. (We do recommend consulting a properly rated and certified rigger before cleaning your parachute.)

Zero Porosity (ZP) fabric (0 CFM ripstop), is not affected by clean non-contaminated water. If you really must clean your canopy, use clean water and sponge gently. It's best to do this while your canopy is hung up (away from harsh sunlight) so it has the chance to dry before being put away or packed. Rinse area thoroughly with clean water if you have used a mild detergent.

NEVER USE FULL STRENGTH DETERGENT.

The reinforcement tape can potentially be affected by exposure to water. The tapes used in these canopies are pre shrunk at the factory to make them more dimensionally stable, which does not guarantee that they will come back to the exact same size when dry. Small changes in their dimensions may make a large difference in canopy performance, especially on high performance or highly loaded canopies.

In a nutshell, avoid getting the canopy wet. Water jumps are not recommended. That blindman across the swoop pond might look cool (and it might even give you luck with the ladies) - but fucking it up and getting your canopy soaked is NOT cool. It probably won't help you get lucky either.

Above all, follow the one Golden Rule of canopy cleaning –
never, EVER, under any circumstances machine wash or tumble dry your parachute!

STORAGE

If you aren't going to be jumping for a while, your rig is not the best place to store your canopy. Keep it unpacked in a lightproof container away from heat and moisture. Storing it somewhere cool and dry will prevent the permanent and hard-to-detect damage caused by ultraviolet light and other sources. Certain other agents like acids can cause a huge amount of damage to your parachute. Make sure it doesn't come into contact with such substances. Check whatever surface it will be on for battery acid or other contaminants from maintenance days past – this includes car trunks and airplane hangars.

REPAIR

If your parachute is damaged, take it to an appropriately rated FAA rigger or equivalent of your country. Do not try to fix it yourself!

Even if your mum taught you to sew or you got an A for home economics and textiles in high school, you are not qualified to repair a parachute. It may look like simple sewing, but many other factors are involved. DIY quick-fixes generally mean trouble.

Don't ignore small tears, broken stitches, or other minor damage. A small problem that isn't fixed can become a big and/or expensive problem. Sewing a small patch over a rip or covering it with that Icarus badge you never put on your jumpsuit won't cut it - parachute opening forces and flight stresses are huge, so even a small hole or rip can become dangerous in the air. Always keep your Icarus or Daedalus canopy in top condition.

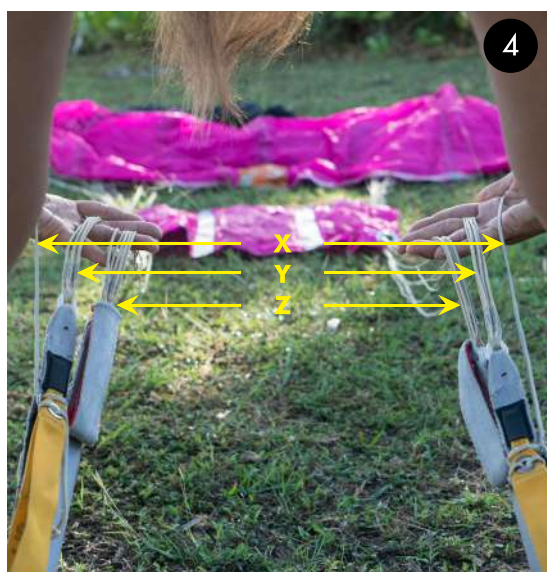
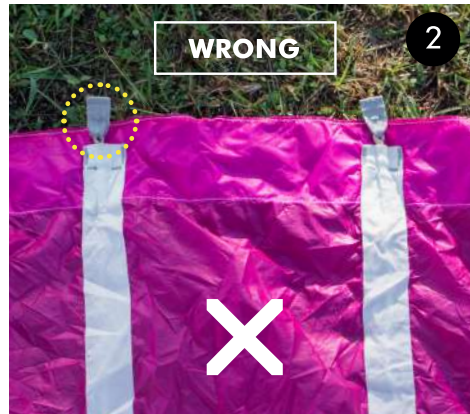
MODIFICATIONS

Under **NO CIRCUMSTANCES** can any owner or rigger (yup, that includes you, your friends, your mum, the hot chick at the dropzone AND your rigger) modify NZ Aerosports products. Seriously. Not even if SkyGod visits you in your dreams and tells you to. Making any modifications to your Icarus or Daedalus canopy voids all guarantees from the manufacturer.

PACKING GUIDE – HOW TO

Stretch your parachute system out on the ground with the container facing up.

Make sure your slider is fully stretched out ensuring both silver tabs are pulled fully into their pockets. This is a good time to undo any twists in your brakelines.



Set the brakes according to the manufacturer's instructions for your harness container system or riser manufacturer.

Crouch between the risers and grab the left line groups with your left hand and the right line groups with your right hand. Be sure that the risers are not twisted! Separate the line groups using the slots between your fingers.

X - steering lines
Y - rear riser line group
Z - front riser line group

Walk up between the lines, allowing them to slide between your fingers while pushing the slider ahead until you reach the bottom of the parachute. While doing this make sure that the steering/brake lines and the lines of front and rear riser groups run free and are not entangled with each other or twisted.

When you reach the parachute, check that the line groups remain clear and separate through the slider, all the way to their attachment points on the canopy. If there are any twisted lines and or the parachute is not clear and you do not know how to solve this problem, get qualified assistance from an instructor.

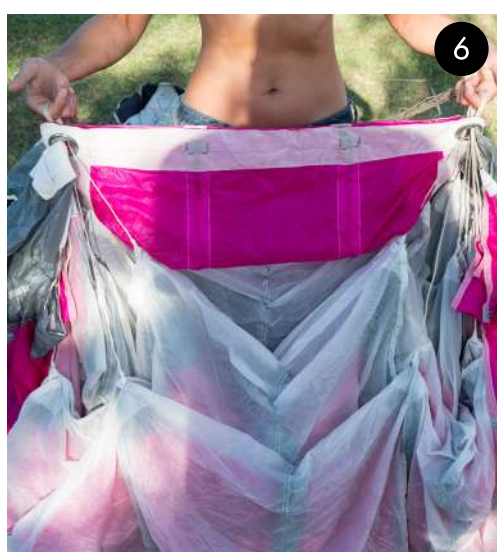
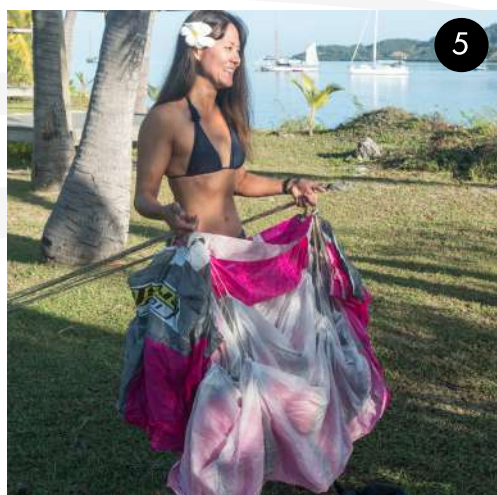
Shake the parachute out.

The tail should be farthest from the rig and the nose openings should be close to your legs facing the rig. If the rig is face up as mentioned earlier and this is not the case, then the parachute is attached to the harness backwards - which could lead to a very interesting flying experience! If you do not know how to solve this problem, get help from someone who does.

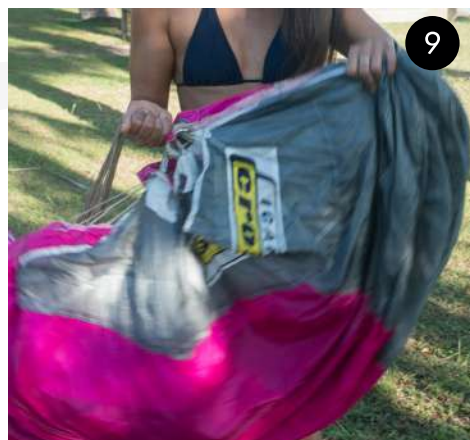
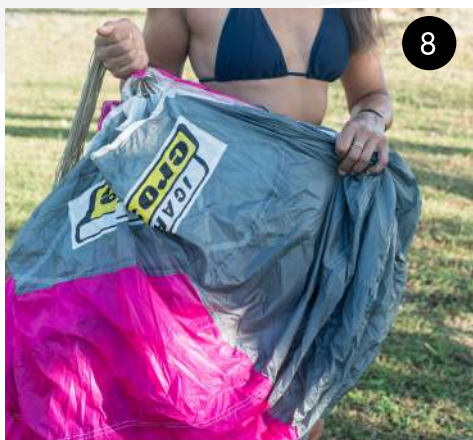
Step out from in between the line groups, transferring the lines into one hand. Make sure the left and right sides of the canopy hang at the same height and the brake lines are still clear on top.

It's important that there is tension in the lines and the nose is still hanging close to your legs facing the rig.

Starting with the end cell nearest your legs, count out all your cells with one hand making sure not to miss any.



When you have the entire nose flaked, grab it in one hand and pull it out to the side. Put the lines on your shoulder, then tuck the nose between your legs and hold it there.



All the lines are now bunched up in the middle, so pull each stabilizer panel out one by one and be sure that none of the lines are wrapped around a slider stop or a stabilizer.

Beginning with one side, clear the canopy fabric away from the centre and out between the main line groups as shown in **Photo 11**. Start by pulling out the fabric between the A and B lines, then between the B and C lines, and finally between the C and D lines. Repeat on the other side so that they mirror each other.



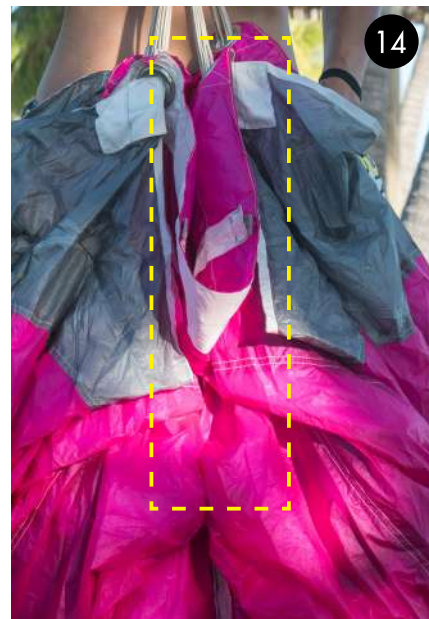
The lines should be in the centre and the fabric towards the outside, as demonstrated in **photo 12**. Check the stabilizers are still clear.

Make sure each slider grommet rests against its appropriate stop on the stabilizer. 'Quarter' the slider by pushing the fabric down front and back, and side to side, between those 4 line groups. The slider should separate your lines into 4 parts and form a pouch downwards. Make sure that the stabilizers and the slider stops (the white squares which you can see in **photo 13**) are outside the suspension lines.



Now flake in the fabric and last stabilizer, folding it towards the centre so the steering lines will be covered **photo 14**.

Reach down and pick up the center of the parachutes tail, where the warning label is. Raise the tail just above the slider and hold it in place with the same hand that is holding the lines. Release the nose from your legs, push the lines out a few inches from your shoulder and use the other hand to roll the side of the tail together in the middle. Begin at the top and do 3-4 rolls, making sure the fabric remains even on both sides.



NOTE: Rolling it too much will not slow down your opening, and may even pull lines around the side and contribute to a line-over type malfunction.



Moving to the side and turning to face your canopy, carefully place your free hand under the bundle, and swing it out slightly so that the lines stay taut while you gently lay it on the ground. The bundle should be triangular in shape, as shown in **photo 18**.



IMPORTANT:

Make sure the slider remains wrapped in the tail, and that it doesn't come free and work its way down the lines. Even a small movement downwards could increase the opening shock excessively.

Follow your rig manufacturer's instructions to cock the pilot chute.

Now kneel on the top of the tail where the roll begins. Push the air out of the canopy by smoothing it away from you with your hands and arms, until it forms a cone slightly wider than your d-bag. Make sure the slider stays inside the rolled tail.



Put one hand or forearm on top of the slider edge of the bundle above the warning label, and the other hand underneath a little farther up, making an S-fold as shown in **photo 20**.

Roll the remaining material under the fold as shown in **photo 21**. Hold or gently keep your knee on the parachute while you bring your d-bag carefully up and over it, pressing it down into each corner.



Putting one hand around the rolled tail and lines, make another small S-fold and tuck it into the center. The rolled tail and lines should come out the top as shown in **photo 24**.

It takes practice to pack quickly and neatly. Everyone will understand if you walk away in a huff after your 5th attempt at getting it in the bag – everyone has been there! Just take a breather and ask SkyGod (or perhaps a few local skygods) for a bit of help. Eventually every jumper ends up developing his/her own technique.



The whole canopy should be in the bag before you follow your rig manufacturer's instructions for closing the bag, stowing the lines, placing it in the pack tray, and closing your container.

If you are not absolutely sure that you've understood and followed the packing process correctly, get qualified assistance from an FAA rated rigger, instructor or a proper rated equivalent of your country.

Sincerely,
NZ Aerosports

**THERE'S
FUN
TO BE HAD**

