

PARA-FLITE, INCORPORATED

ROLL PACKING INSTRUCTIONS

(suitable for certain PARA-FLITE parachute canopies)

WARNING:

When packed without a deployment bag, this parachute can be unreliable, unpredictable, and much less durable.

Attention:

If this parachute is used with a spring-type pilot chute, the bridle should be lengthened to a minimum of five (5) feet.

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5800 Magnolia Avenue, Pennsauken, New Jersey 08109-1399 USA
(609) 663-1275 TELEX 831355

CONGRATULATIONS! You've purchased the highest quality and most reliable ram-air parachute of its type on the market. We hope you have many safe and enjoyable skydives with this canopy.

Before you start jumping your new square, regardless of how many square jumps you have or your experience level, PLEASE READ THESE ROLL PACKING INSTRUCTIONS COMPLETELY. They will help you pack your canopy in the manner which will give you the most reliable and consistent performance.

Besides, we make additions, changes and improvements to these instructions periodically. Therefore, even if you are familiar with the Para-Flite, Inc. method of roll packing, reading the latest instructions may provide new information.

NOTE: This manual gives instructions for the **Roll Packing** method of ram-air parachute packing. Most of Para-Flite's canopies should be packed according to the standard stack packing method (see the **Para-Flite, Inc. Standard Stack Packing Instructions** for more information, available upon request). However, there are a few types, such as the XL Nimbus, the Goliath, and the MT-1S and MT-1X military parachutes, which should be packed by the method outlined in this book.

The Roll Pack delivers a slower, somewhat softer opening, especially at higher altitudes and higher speeds. This method may also be appropriate for special purpose jumps, such as camera jumping, on other Para-Flite canopies.

If you're unsure as to the correct packing method for your canopy and purpose, contact the Manufacturer.

STEP 1 LAYOUT

Figure A



Start by grasping the canopy top surface high points at the leading edge on either the left or right side.

STEP 1

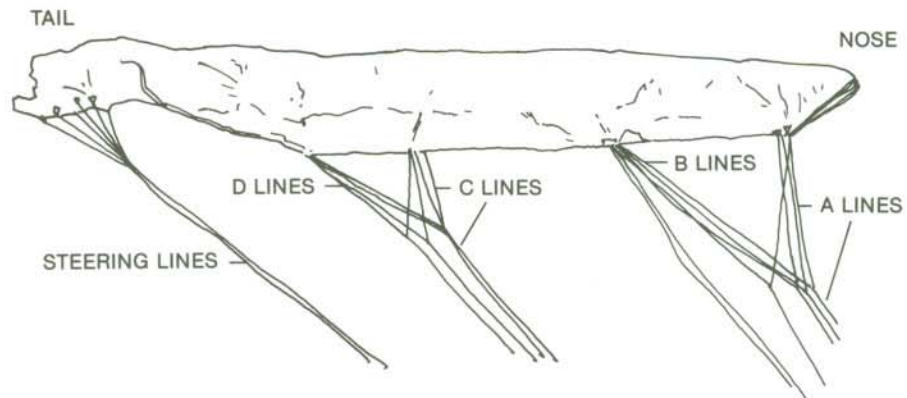
Figure B



With the high points in your hand, flip the canopy and lay it down with either the left or right side on the packing surface. *(The photos were taken with the left side down.)*

STEP 2 LINE CHECK

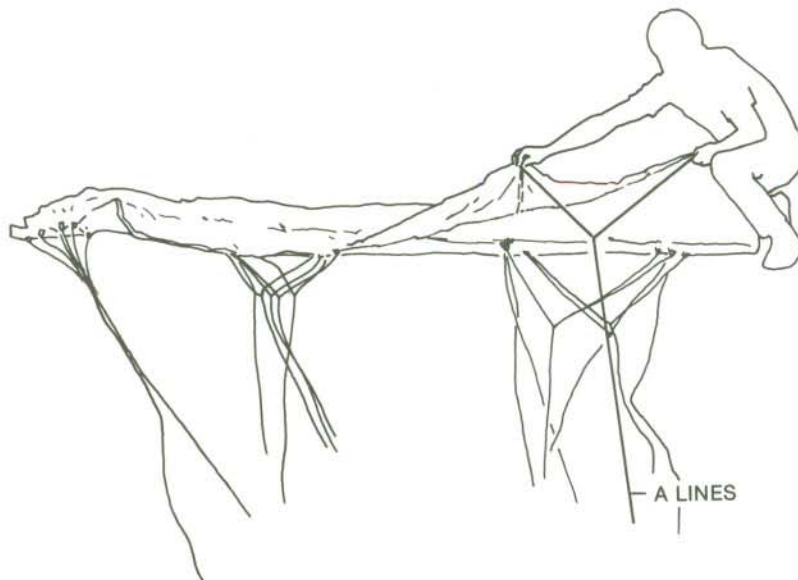
Figure A



NOTE: This diagram shows the location of the A lines, B lines, C lines, D lines and the steering lines. The A lines are located at the leading edge; the steering lines are located at the trailing edge.

STEP 2

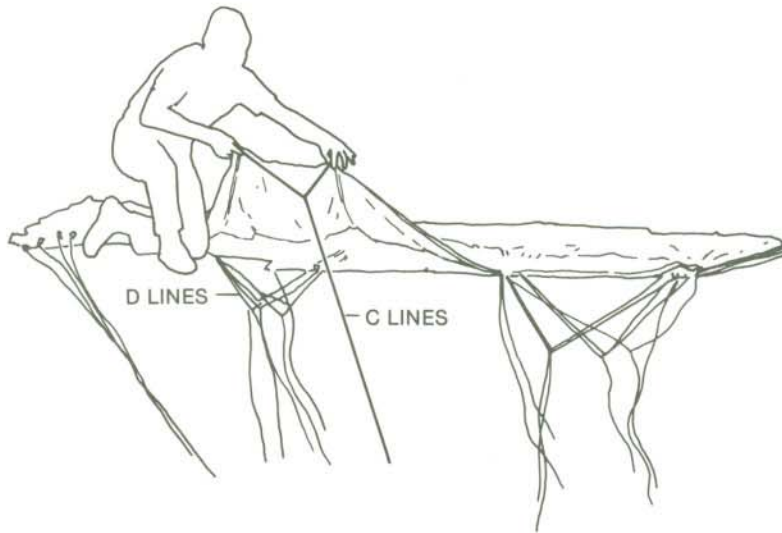
Figure B



Raise the A and B outboard lines at the canopy to see if they run directly to the outside of the right front riser.

STEP 2

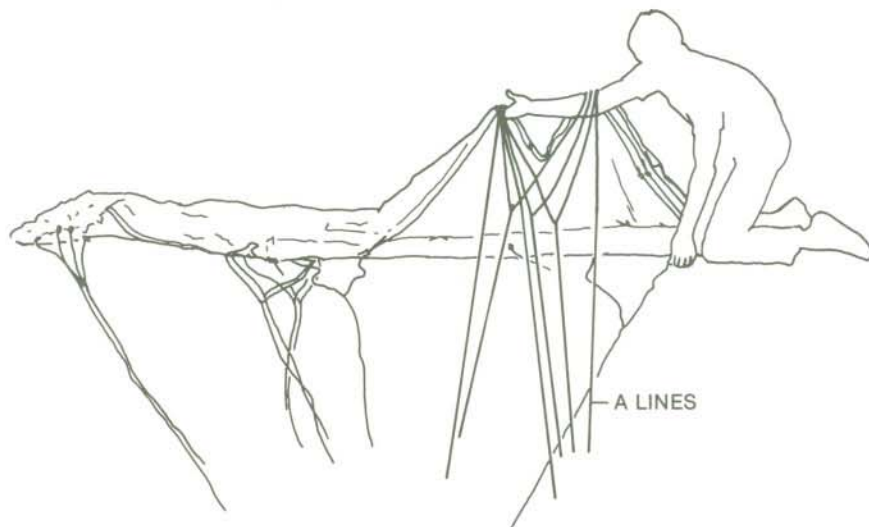
Figure C



Raise the C and D outboard lines to see if they run directly to the outside of the right rear riser.

STEP 2

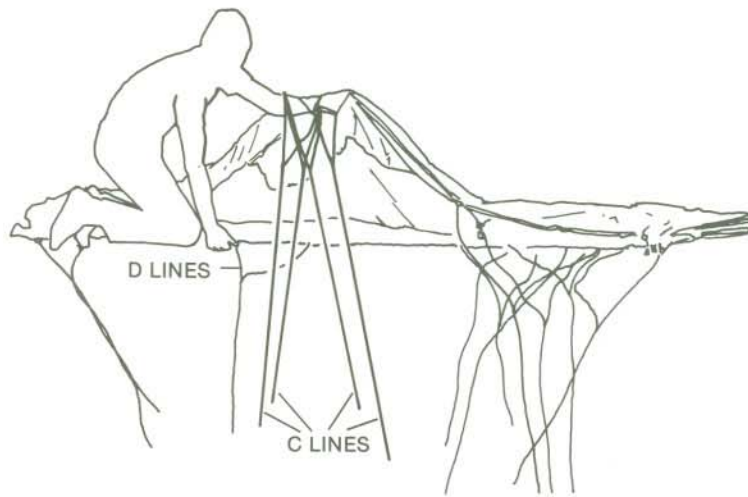
Figure D



Now raise all the A and B lines **except** the left outboard (*bottom*) line to see that they run directly to outside of the left front riser.

STEP 2

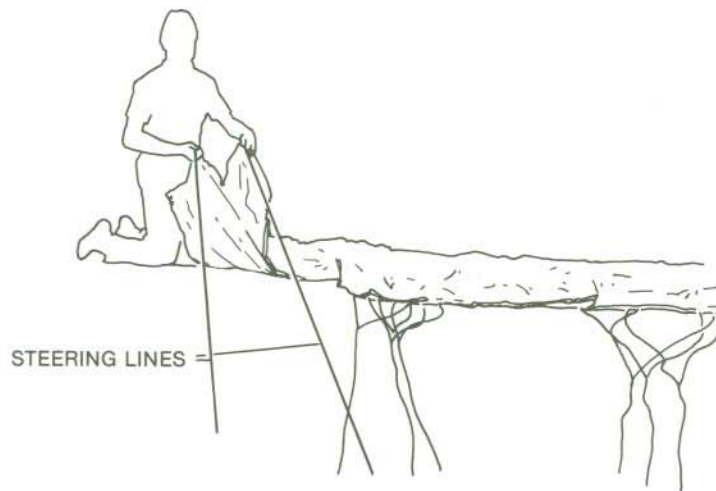
Figure E



The C and D lines should run directly to the outside of the left rear riser.

STEP 2

Figure F



Finally, check both steering lines to ensure that they run free and clear from the canopy down through the slider all the way to the guide rings on riser.

STEP 3**FLAKING THE CANOPY****Figure A**

With the canopy on its side, throw all the tops or high points forward. Pull the top seams individually toward you until the lines are taut, smoothing the canopy from front to back.

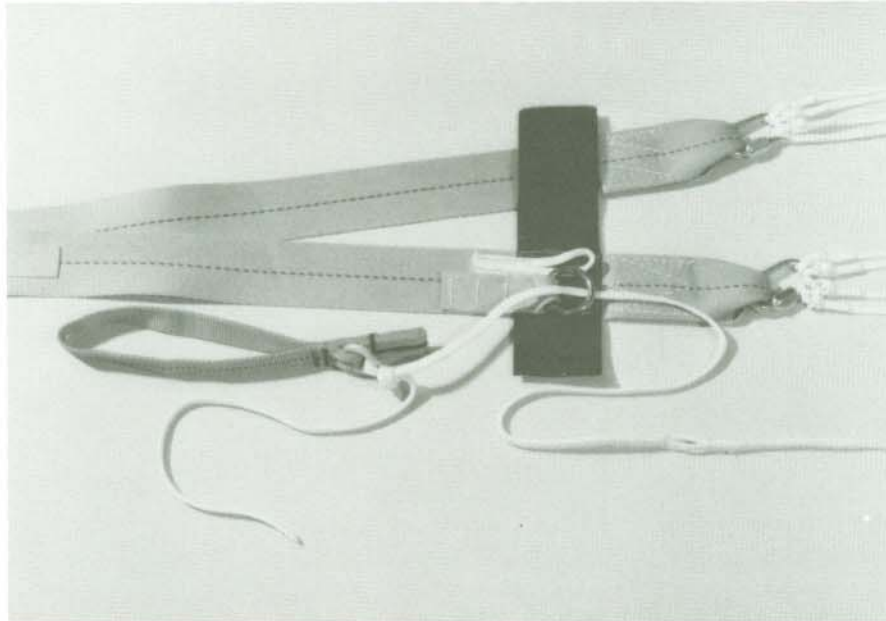
STEP 3**Figure B**

Continue from one cell to the one directly on top of it until the entire canopy (5 cells on a 5-cell, 7 cells on a 7-cell, 9 cells on a 9-cell; **count them**) is neatly flaked with all the line groups clearly separated, including the steering lines.

**LOCKING THE DEPLOYMENT BRAKES
(LARGE RING & SECONDARY LOOP TYPE)**

STEP 4

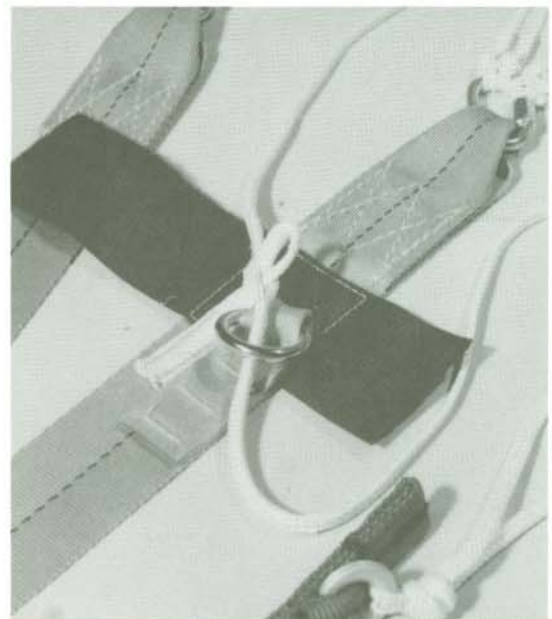
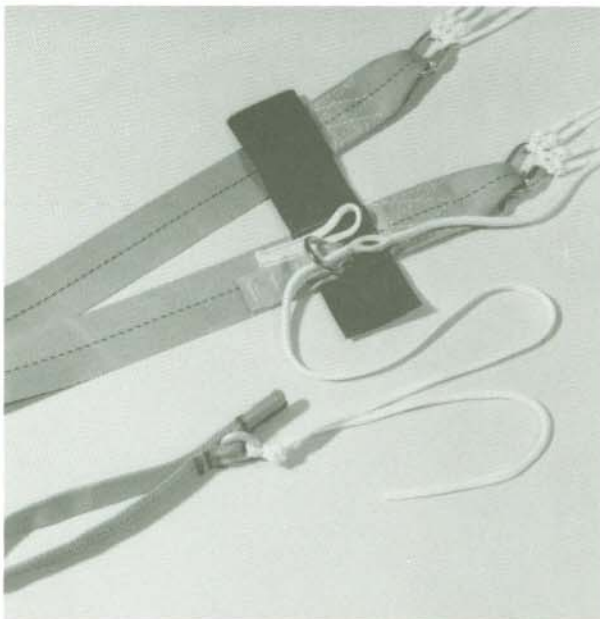
Figure A



Open the Velcro® keeper and locate the toggle, the 2-inch loop, the guide ring and the fingertrapped loop in the steering line.

STEP 4

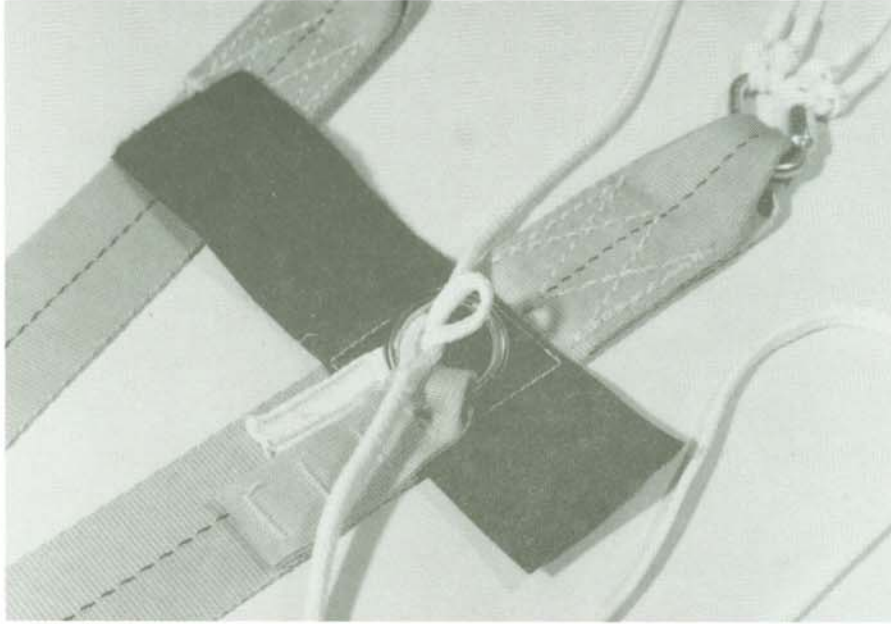
Figure B



Start by passing the 2-inch loop through the fingertrapped loop in the steering line.

STEP 4

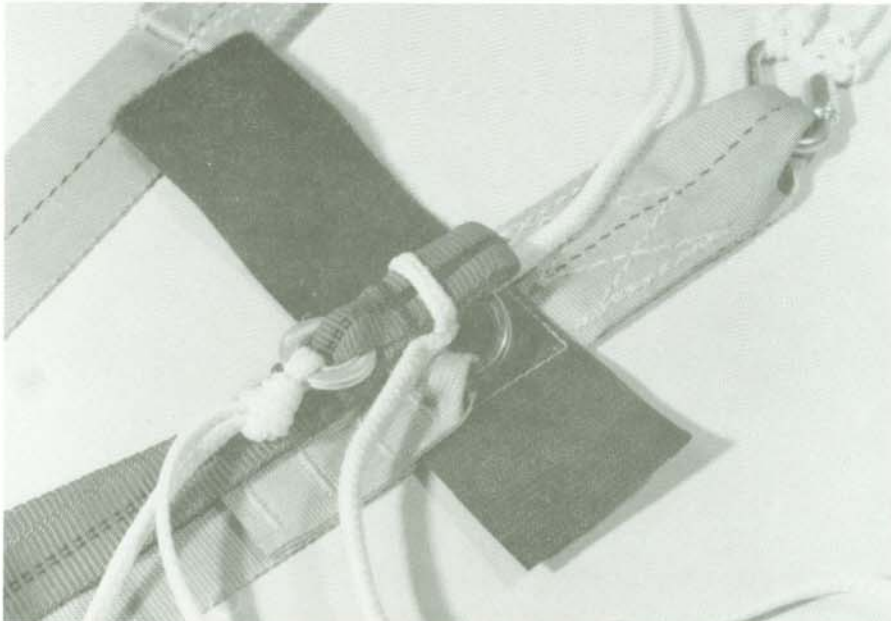
Figure C



Now pass the 2-inch loop through the guide ring.

STEP 4

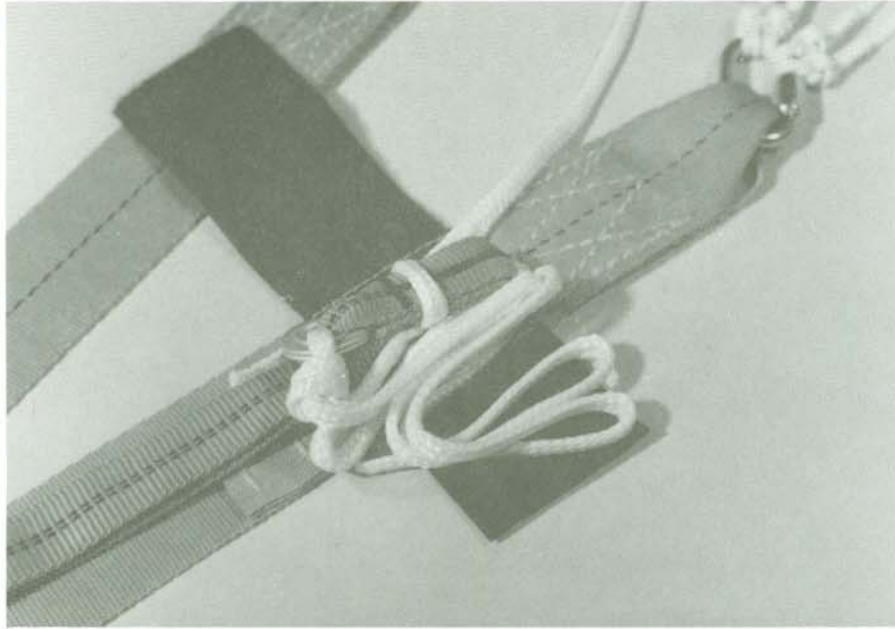
Figure D



Lock the deployment brake with the bartacked end of the toggle by inserting it into the loop, approximately one inch.

STEP 4

Figure E

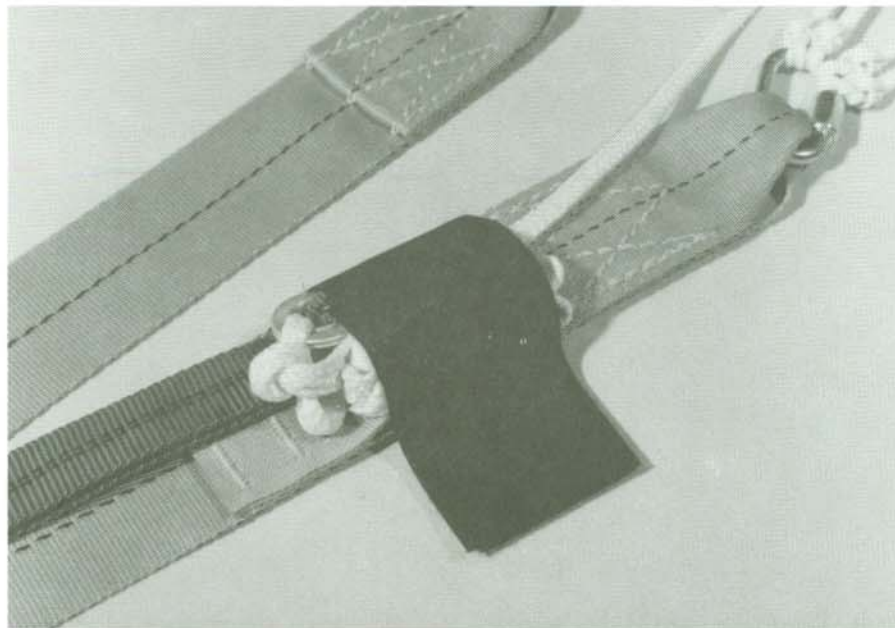


Place the excess line alongside the brake assembly.

NOTE: Do not cut off the excess steering line UNTIL you've jumped the canopy at least ten times and determined its stall point. It is usually advisable to leave about 12 inches of excess for future adjustments. See the **Para-Flite Ram-Air Flight Manual** for brake toggle adjustment procedures. Cutting the line off too short is the most common reason for having brake lines replaced.

STEP 4

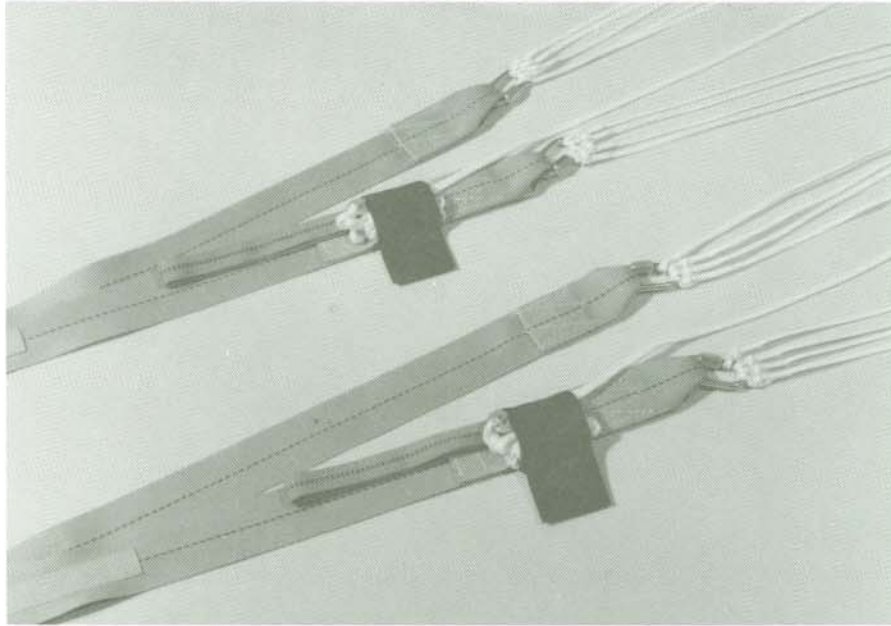
Figure F



Close the Velcro® keeper snugly around the toggle and the excess steering line.

STEP 4

Figure G

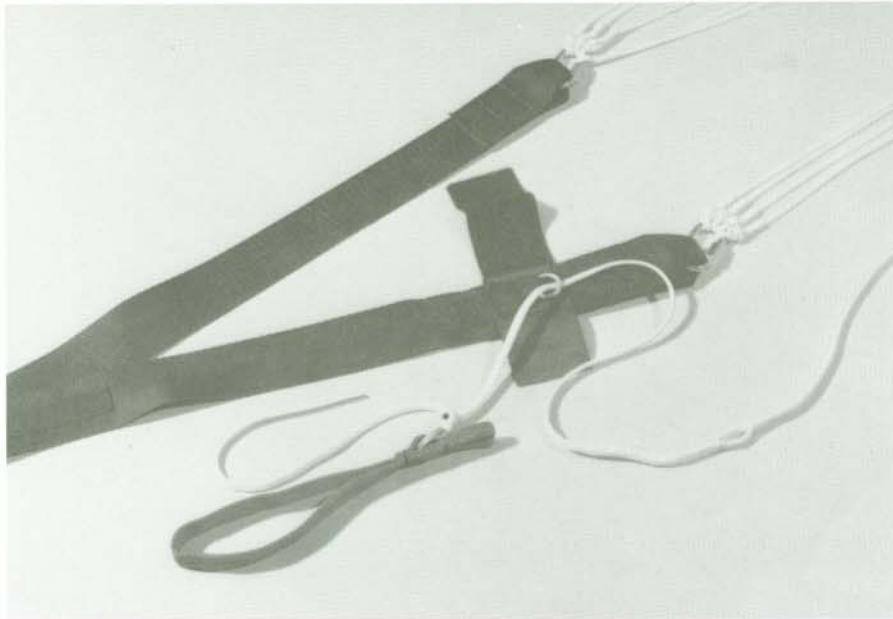


Repeat the process for the other side.
TO RELEASE DEPLOYMENT BRAKES, GRASP BOTH TOGGLES
SIMULTANEOUSLY AND PULL THEM DOWN SHARPLY!

LOCKING THE DEPLOYMENT BRAKES (SMALL GUIDE RING TYPE)

STEP 4

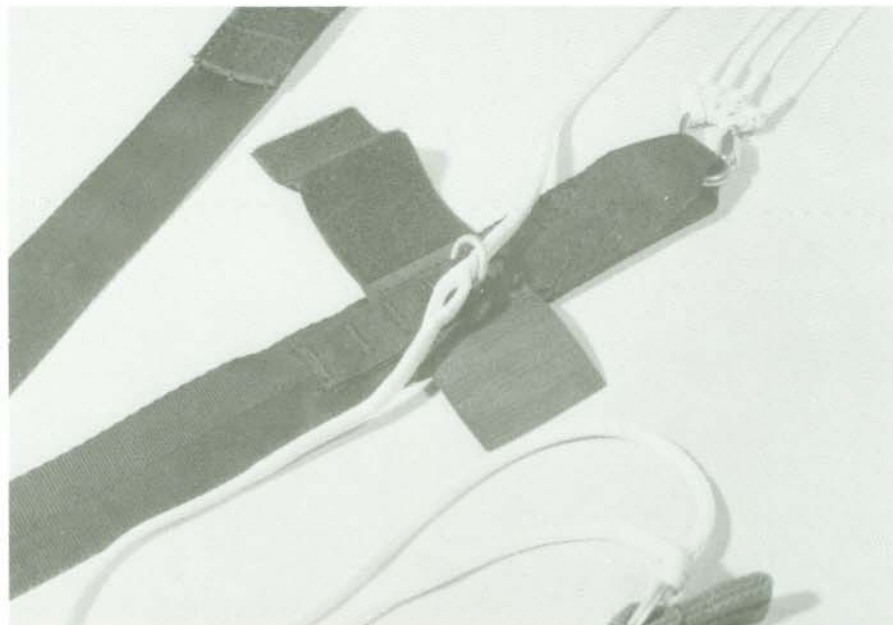
Figure A'



Open the Velcro® keeper and locate the toggle, the ring and the finger-trapped loop in the steering line.

STEP 4

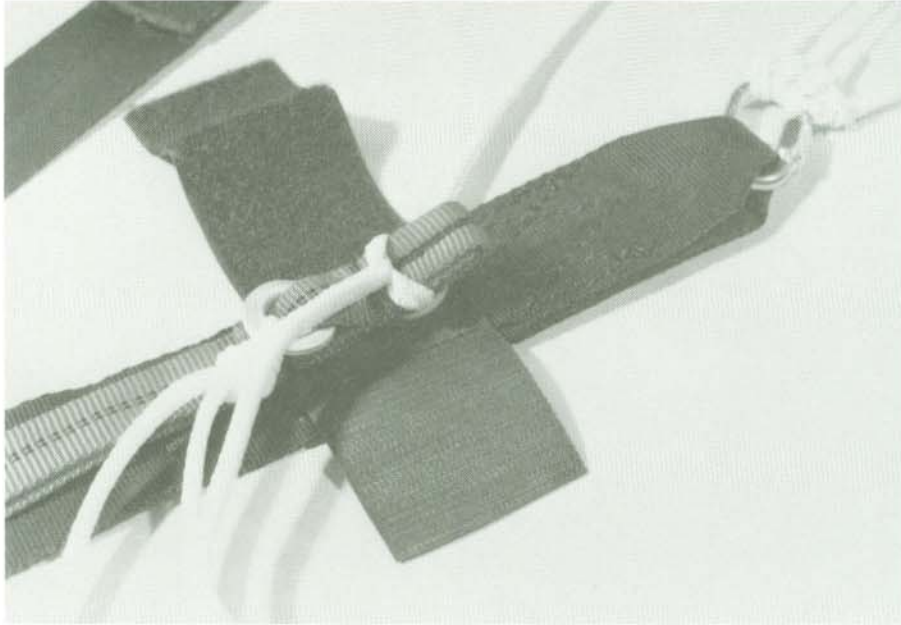
Figure B'



Pass the fingertrapped loop through the ring.

STEP 4

Figure C'



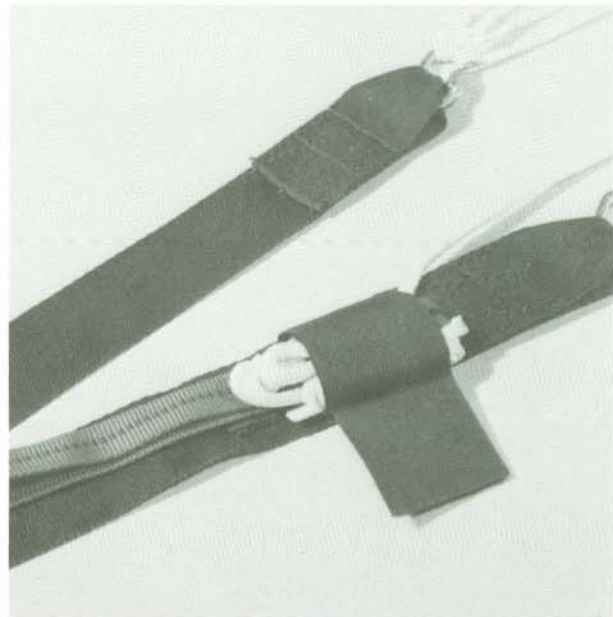
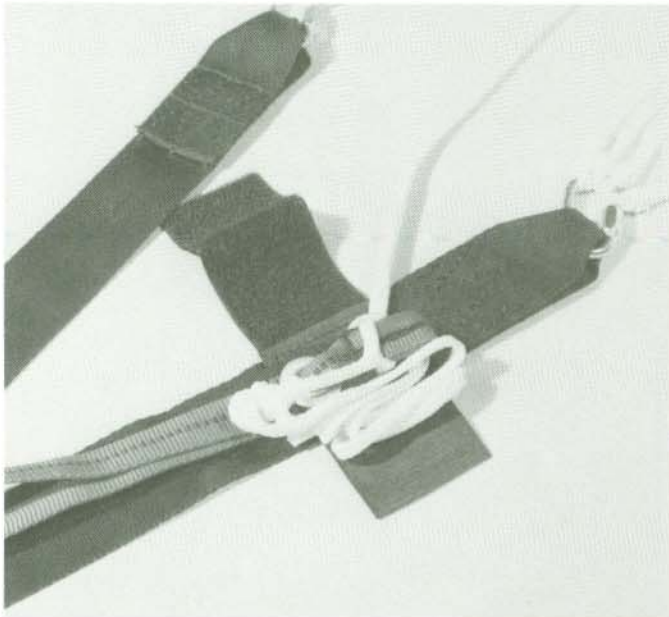
Lock the deployment brake with the bartacked end of the toggle by inserting it into the fingertrapped loop, approximately one inch.

NOTE: Do not insert the brake toggle past its bartacks. It may cinch up and become difficult to release the brakes. Snug up the brake setting by tugging lightly on the canopy side of the brake rings.

NOTE: Do not cut off excess steering line UNTIL you've jumped the canopy at least ten times and determined its stall point. It is usually advisable to leave about twelve inches of excess for future adjustments. See the **Para-Flite Ram-Air Flight Manual** for brake toggle adjustment procedures.

STEP 4

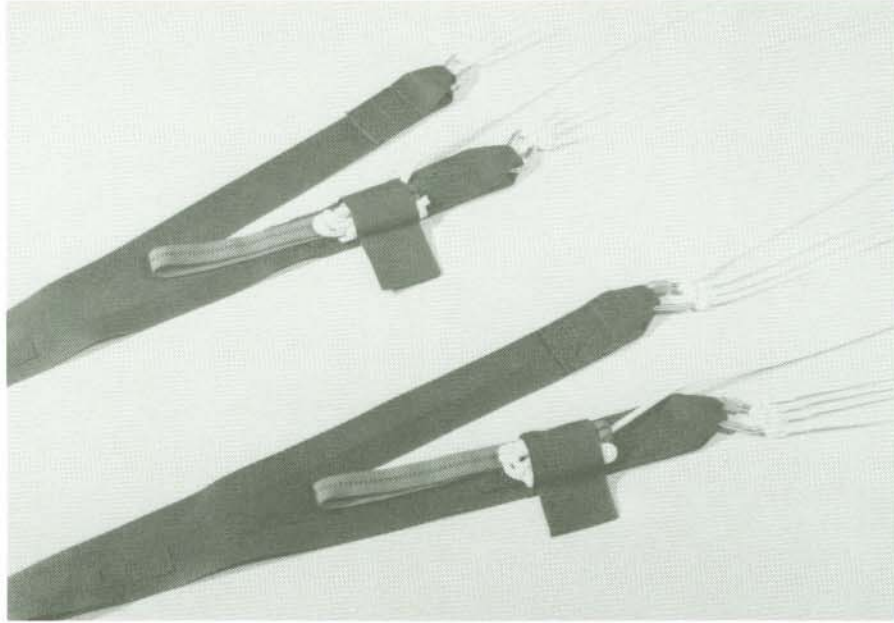
Figure D'



Place the excess line alongside the brake assembly and close the Velcro® Keeper.

STEP 4

Figure E'



Repeat the process for the deployment brake on the other side.

ROLL PACKING THE CANOPY

STEP 5

Figure A



Fold the nose back on itself.

STEP 5

Figure B



Make another fold so that the A lines are in line with the B lines as shown.

STEP 5

Figure C



Proceed to the tail of the canopy. Flake the individual tail panels, keeping the steering lines in line with the D lines, until the entire tail is flaked. Make sure that the steering lines are taut and that the canopy material is cleared from the lines.

STEP 5

Figure D



Make a fold so that the steering lines and D lines are in line with the C lines.

STEP 5

Figure E



Take the slider by its center and pull it up until the grommets contact the slider stops.

STEP 5

Figure F



Now take the front folds and fold again into the center. Notice that the slider must also make a fold.

STEP 5

Figure G



The last fold is made by taking the tail folds (*left side as viewed from the container*) and folding over the nose folds as shown. This is the appearance of the canopy before it is 'S' folded into the deployment bag. Note that it is approximately the WIDTH of the bag.

'S' FOLDING THE CANOPY INTO THE DEPLOYMENT BAG

STEP 6

Figure A



Make a 10" 'S' fold at the bottom of the canopy so that the slider grommets end up at the bottom of the fold. Make sure that the slider does not slip down the lines.

STEP 6

Figure B



Make a second 'S' fold (approximately the *DEPTH* of the deployment bag).

STEP 6

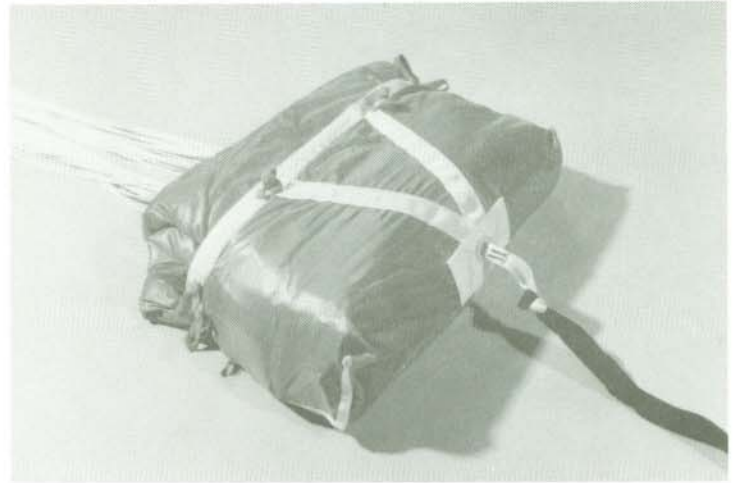
Figure C



Now lift the 'S' fold made in the previous step and fold it in half so that the top of the canopy is folded UNDER and even with the bottom fold. The canopy is shown as it appears before it is inserted into the deployment bag. Note the position of the bridle attachment point. HELPFUL HINTS: You'll find it easier to maintain the shape of the folded canopy if you put your knees on top of the canopy. Never allow air to enter the folded canopy. Constantly smoothing the air out of the folded canopy will make it much easier to insert it into the deployment bag.

STEP 6

Figure D



Bearing the previous hint in mind, insert the canopy into the deployment bag. Work the canopy into the corners. With the palm of the hand, press the bag in the center forcing the canopy out to the side so a 'brick-like' appearance is maintained. Kneel at the top of the bag and with both hands squeeze the canopy towards you, while pushing the top edge of the bag away from you.

STEP 6

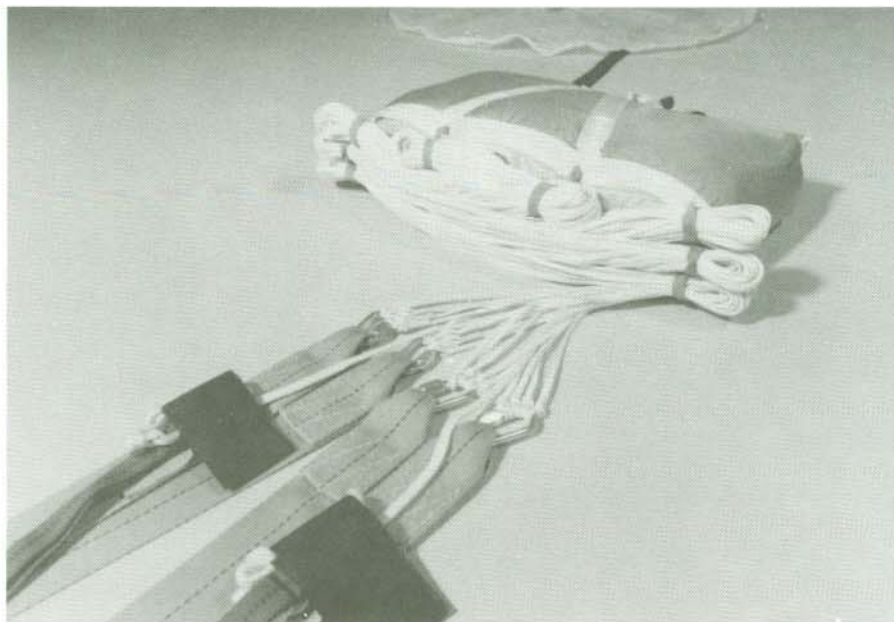
Figure E



Starting in the center, close the locking flap with the lines stowed in rubber bands with approximately one inch bights.

STEP 6

Figure F



Continue stowing the suspension lines, alternating left and right, until there are approximately 6 to 8 inches of suspension lines left.