STRONG ENTERPRISES

ASSEMBLY, PACKING, AND MAINTENANCE MANUAL

FOR

DUAL HAWK TANDEM

Stock No. 114702
Part No. 1165-4

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STRONG ENTERPRISES
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DISCLAIMER OF WARRANTIES

There are NO WARRANTIES which extend beyond the description of the parachute in the flight manual, and neither the seller nor any agent of the seller has made any affirmation of fact or promise with respect to the parachute except those that appear therein.

The liability of the seller is limited to the duty to replace defective parts found upon examination by the manufacturer to be defective in material or workmanship within seven days after purchase and found not to have been caused by any accident, improper use, alteration, tampering, abuse or lack of care on the part of the purchaser.

This is a high performance parachute, and it must be packed in accordance with the instructions in this manual.

CONTENTS

1. INTRODUCTION

1.1 SCOPE. This manual contains the manufacturer s instructions for assembling, packing, maintaining, and operating the Strong Enterprises Dual Hawk Tandem Parachute system.

1.2 DESCRIPTION. The Dual Hawk Tandem Parachute System is a dual harness, dual container, back-mounted assembly designed for free fall and open-canopy instructional applications. It allows two people, an instructor in the rear and a student in front, to jump using one extra large main parachute while having the back-up reliability of an equally large reserve parachute.

The assembly consists of the Dual Hawk Tandem "pilot" harness and container assembly; a "passenger" harness assembly; a gliding Master main canopy, with drogue chute and deployment bag; and a gliding Master reserve canopy, with pilot chute and deployment bag, along with related risers, ripcords, cutaway handles, and accessories.

1.2.1 SYSTEM OVERVIEW. The assembly consists of the Dual Hawk Tandem harness and container assembly with primary and secondary main ripcords, a reserve ripcord, and a cutaway handle; a student harness; a gliding Master main canopy with drogue stabilization chute (including integrated bridle sail and deflation line), and deployment bag; and a gliding Master reserve canopy with pilot chute, bridle, and deployment bag. The packed system, ready to jump (less automatic actuation device and oxygen system) measures 26" long x 16" wide x 8" thick, and weighs 47 pounds.

1.2.2 HARNESS AND CONTAINER ASSEMBLY. The Dual Hawk Tandem containers are made of nylon Cordura material. The container has an elastic pouch built onto the bottom of the pack to house the drogue. The drogue is attached to the pilots harness between the main and reserve containers. The harness is made with type VII webbing throughout. The main riser attachment point is a 3-D ring designed specifically for tandem applications. This 3-D ring allows for separate loading of the pilot and passenger harness under the main or reserve canopy. The assembly includes pilot main ripcord, passenger main ripcord, reserve ripcord, and cutaway handle. Optionally, the system may be fitted with an automatic actuation device. The KAP-3 or the FF-2 Height Finder may be used at the drogue attachment point for the main.

1.2.2.1 PASSENGER HARNESS. The passenger harness is made of type VII webbing throughout and utilizes two 5,000 pound test snaps for primary attachment to the pilot harness. Two lower attachment points utilize 2,500 pound test adjustable quick ejector snaps. Ripcord pockets provide for the passenger s main ripcord and a dummy reserve ripcord for training.

is 40 1/2 inches long consisting of a cable with one pin, a Martin Baker type handle and a cable extension with ball swage beyond the tip of the pin to accommodate the loop of the secondary ripcord or an automatic actuation device. While the primary and the secondary ripcords could be interchanged for tandem jumping, when only one main ripcord is used, it must be the primary one.

1.2.2.3 SECONDARY RIPCORD. The pilot's override ripcord is 39 inches of yellow plastic-coated 1/16" diameter cable terminating with a loop. The ripcord's Martin Baker type handle is located on the jumper s right main lift web for a right hand outside pull.

1.2.2.4 RESERVE RIPCORD. The ripcord is a dual-cable type utilizing a small angled "D" handle. The shorter cable is 25 inches while the longer cable is 26 1/2 inches; both are terminated by a single locking pin.

1.2.2.5 CUTAWAY HANDLE. The soft cordura "pillow" attaches onto the right hand outside main lift web of the pilot harness and has two coated cables extending from it. The cables are 13 inches and 42 inches long.

1.2.3 MAIN CANOPY. The Master main gliding canopy is a high performance parachute. The canopy has nine cells with a planform of 425 square feet of surface area. Fabric is 1.1 ounce non-porous ripstop nylon; suspension and upper control lines are 510 pound polyester (Dacron), lower control lines are 800 pound polyester; reinforcing tapes are 1/2-inch wide nylon; the canopy comes on #6 rapide links. The canopy is reeted with a sail slider. The Master is specifically designed to handle two people and loads up to 500 pounds.

1.2.3.1 MAIN DEPLOYMENT BAG. The bag is lightweight cotton with four grommets on the locking flap and a velcro closing strip on one face to facilitate packing. Approximate dimensions are 13 x 9 x 5 inches.

1.2.3.2 DROGUE. The drogue is an eight-foot hemispherical design with an open diameter of 4 feet. A soft handle is located at the apex. The flag (drogue bridle) is 12 feet long, made of 1 inch Kevlar, with a deflation line installed.

1.2.3.3. DROGUE STATIC LINE AND BAG. The drogue static line bag is built of lightweight cotton with and elastic closure at one end and a pull closure at the other. The static line is eight feet long or 5/8 inch tubular and has a slide snap fastener. A pouch at the snap end of the static line provides for static line stowage.

1.2.4 RESERVE CANOPY. The Master reserve gliding canopy is virtually identical in design to the Master main but some materials are different. 550 pound Kevlar tape is used for reinforcement; 700 pound Kevlar cord is used for suspension and upper control lines.

1.2.4.1 RESERVE DEPLOYMENT BAG. The "free" type bag is ripstop nylon with four grommets on the locking flap, and four stows on each side. Approximate flat dimensions of the bag are 12 x 19 inches.

1.2.4.2 RESERVE BRIDLE. The bridle consists of a 13-foot length of type XII nylon webbing.

1.2.4.3 RESERVE PILOT CHUTE. The reserve pilot chute is a spring type 36-inch high-drag pilot chute of ripstop nylon with the lower portion meshed.

1.3 TABULATED DATA.

SYSTEM	
Weight	47.5 lbs.
HARNESSES & CONTAINER	
Weight	17.5 lbs.
CANOPIES	
Span	31.5 ft
Chord	13.5 ft
Area	425 sft
Aspect ratio	2.3
L/D	3/1
Weight (main, less risers)	14 lbs
Weight (reserve)	13 lbs
Canopy Fabric	1.1 oz
Suspension line material (main)	510 Dacon
Suspension line material (reserve)	700 Kevlar
Number of upper control lines	4 ea side
Number of lower control lines	2 ea side
Number of stabilizers	2
Slider dimension (inches)	36 x 37
Forward Speed (400 lb)	26 mph
Rate of descent	10-16 FPS
Maximum suspended weight	500 lbs
Minimum altitude	1000 ft.
Deployment velocity range	0-175 kt
PILOT CHUTE	
Diameter	36-in dia
Crown	6 inches
Spring length	30 inches

2. INSPECTION

2.1 GENERAL. We are justly proud of our quality control, but prior to assembly, just as with any canopy, the rigger should inspect the canopy inside and out for any flaws or mistakes in construction. Line lengths being especially critical in gliding canopies, these should also be checked. This includes the steering lines and brake settings.

2.1.1 LEFT-RIGHT REFERENCES. All references to left or right are based on the wearer/jumper's left or right unless otherwise specified.

2.1.2 SUSPENSION LINE REFERENCES. The "A" lines are at the nose of the canopy, with "B", "C", and "D", identifying those lines progressing toward the tail. Upper and lower control lines may be identified as "E" and "F" lines in that order. "G" lines connect the lower control lines to the toggles.

2.2 PRE-PACKING INSPECTION. A thorough inspection is required at every repacking. This can be done by turning the harness face up, standing on a chair, holding the top leading edge of the canopy at shoulder height and spreading each cell apart to look inside. Inspect each panel for burns, tears, or stains. Inspect all seams and tapes for damage. Outside, check for stretch or distortion of lines; insure that the lines are straight and that the risers are not twisted. The slider should be closely inspected for smoothness of the grommets.

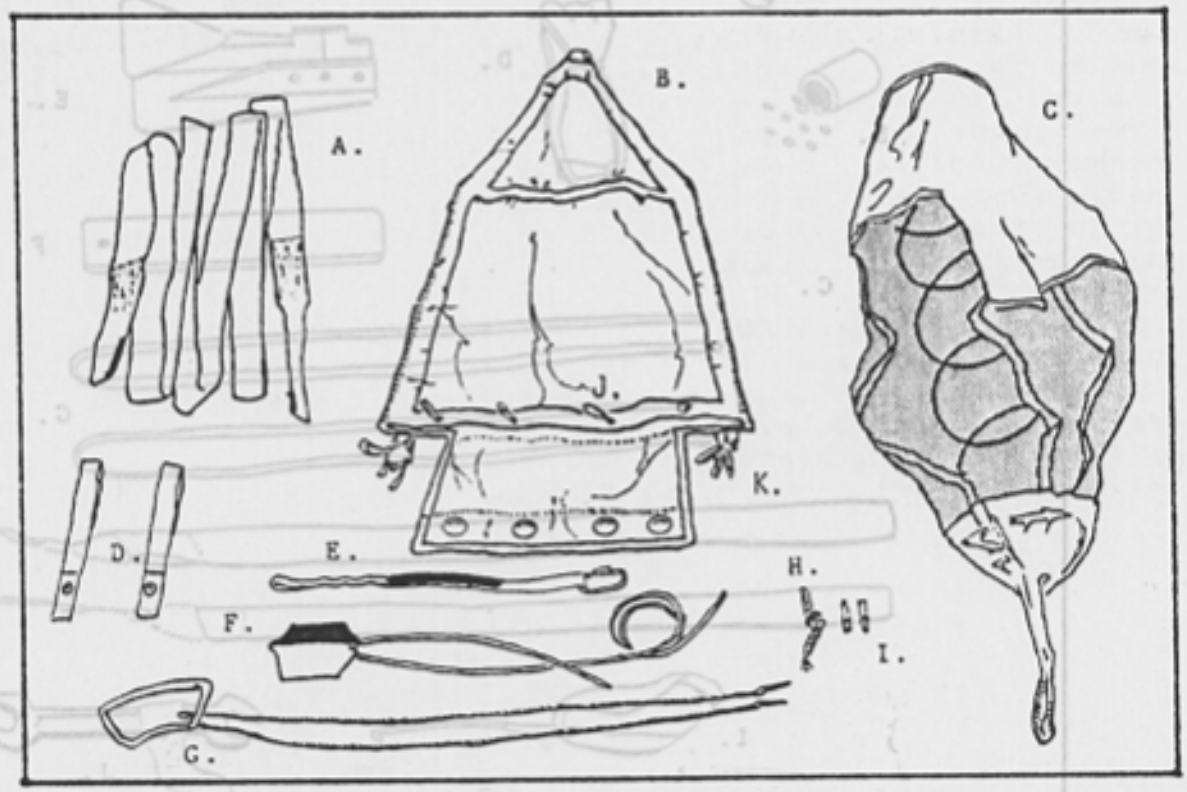
2.3 PRE-JUMP INSPECTION. Prior to donning the harness each jumper should inspect the overall appearance. The Tandem pilot should inspect the containers, the security of all the ripcords and cutaway handle, the drogue riser and the position of the ripcord pin, three-ring release assemblies, harness adjustments, packing data card, etc..

3. ASSEMBLY AND PACKING

3.1 GENERAL. We strongly recommend that the rigger packing these canopies be completely familiar with gliding type parachutes. Although we are not requiring a special rating, the owner/jumper should be sure that the rigger does thoroughly understand a gliding parachute. Having a square reserve on backwards would be a serious matter!

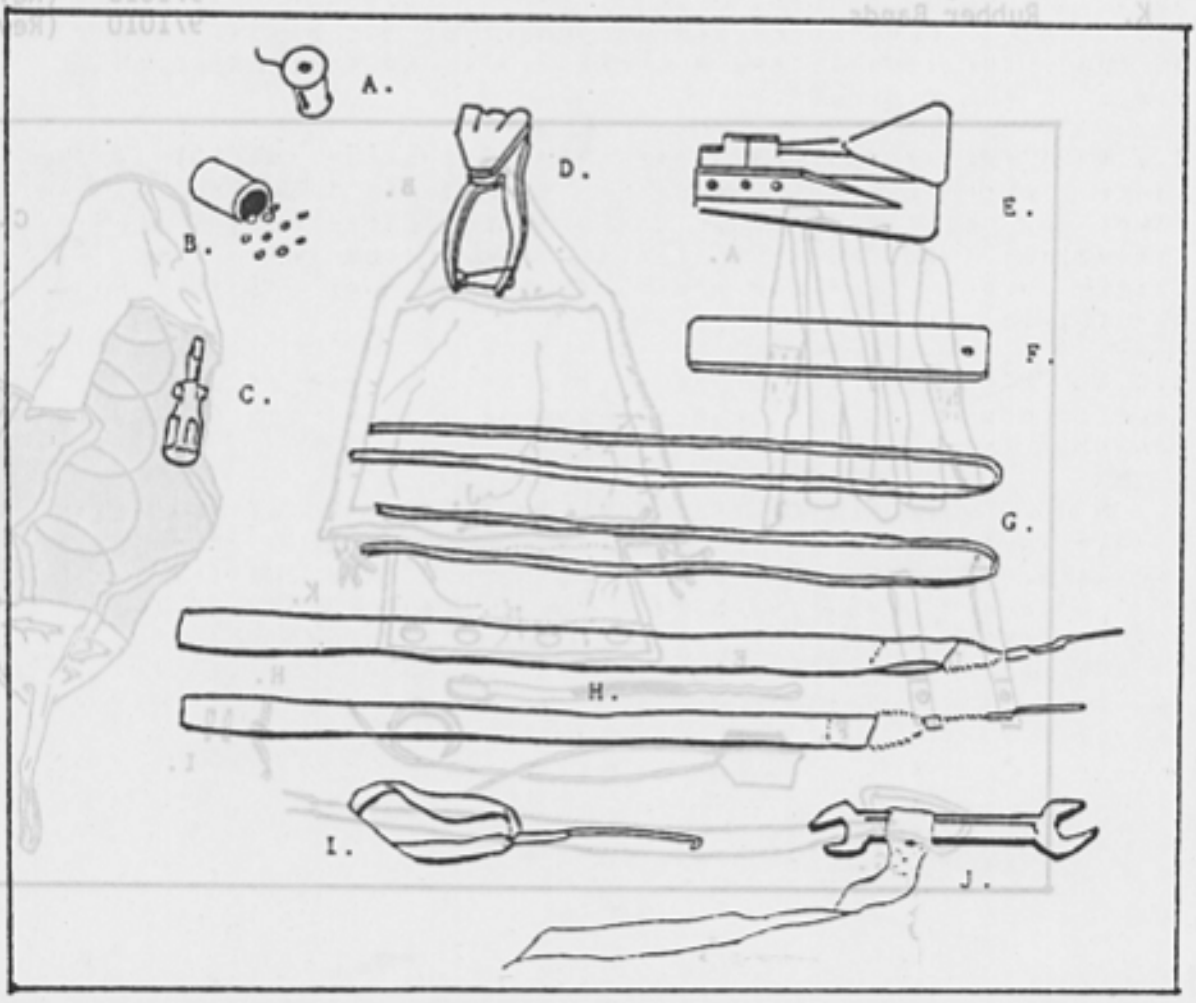
3.1.1 PARTS LIST

		Stock No.	
A.	Bridle, reserve, 13-ft	810320	
B.	Free bag, reserve	730324	
C.	Pilot chute, Grabber	790130	
D.	Toggle, reserve (set of 2)	866040	
E.	Reserve static line lanyard	780610	
F.	Cutaway handle	826007	
G.	Reserve ripcord	61825010/26410	
H.	Elastic hesitator loop	861035	
I.	Reserve closing loop (2 ea, 1")	861511	
J.	O-rings	971015	(Rev. 1)
K.	Rubber Bands	971010	(Rev. 1)



3.1.2 TOOL LIST

A. Seal thread
B. Lead seals
C. Screwdriver
D. Seal press
E. Connector link separator
F. Fid
G. Pullup cords (2)
H. Temporary pins (2)
I. 3-ring bodkin (hook)
J. Open end wrench, 7/16"



3.2 ASSEMBLING RESERVE CANOPY. The Dual Hawk Tandem harness is built with four reserve risers to accommodate the Master reserve on "L" links. The back of each rear riser is equipped with a guide ring and velcro for steering toggles.

3.2.1 LAYOUT. Lay the harness and container on a smooth clean surface as if the wearer were face down, head toward the canopy. Lay the canopy out and straighten the line groups and the slider. The front "A" and "B" line groups go to the front risers, the "C" and "D" line groups go to the rear risers. The smooth side of the grommets in the slider goes toward the harness.

3.2.2 ATTACHING LINKS. Attach the connector links to the corresponding risers temporarily, check all individual lines on each link to insure proper sequence, then tighten the links.

3.2.3 CONTROL LINES. Clear each set (left and right) of upper control lines (steering lines). Lower control lines should pass through the rear grommets of the slider (clear of the suspension lines) and through their respective guide rings on the rear risers.

3.2.4 STEERING TOGGLES. Attach the steering toggles to the lower control lines by inserting the looped lower end of the lower control line through the grommet in the toggle from the velcro side, and then passing the bottom end of the toggle through the loop and cinching the loop snugly around the toggle.

3.2.5 TRIAL INFLATION. If practical, the rigger should then carefully inflate the reserve as a final continuity and assembly check.

3.2.6 BAG, BRIDLE AND PILOT CHUTE. Pass the 13-foot long bridle webbing through the deployment bag's loop, then pass the large-loop end of the webbing through the smaller loop end and cinch snug. Next pass the large-loop end of the bridle through the pilot chute's loop, and then pass the entire pilot chute through the large loop of the bridle. Caution: This assembly must not be attached to the reserve canopy.

3.3 PACKING MASTER RESERVE CANOPY.

3.3.1 INTRODUCTION. Parts of these packing instructions are similar to those shown in other manuals. This method has worked best under all speeds and conditions tested. The basic difference is that this method utilizes a combination of flopping and stacking the canopy.

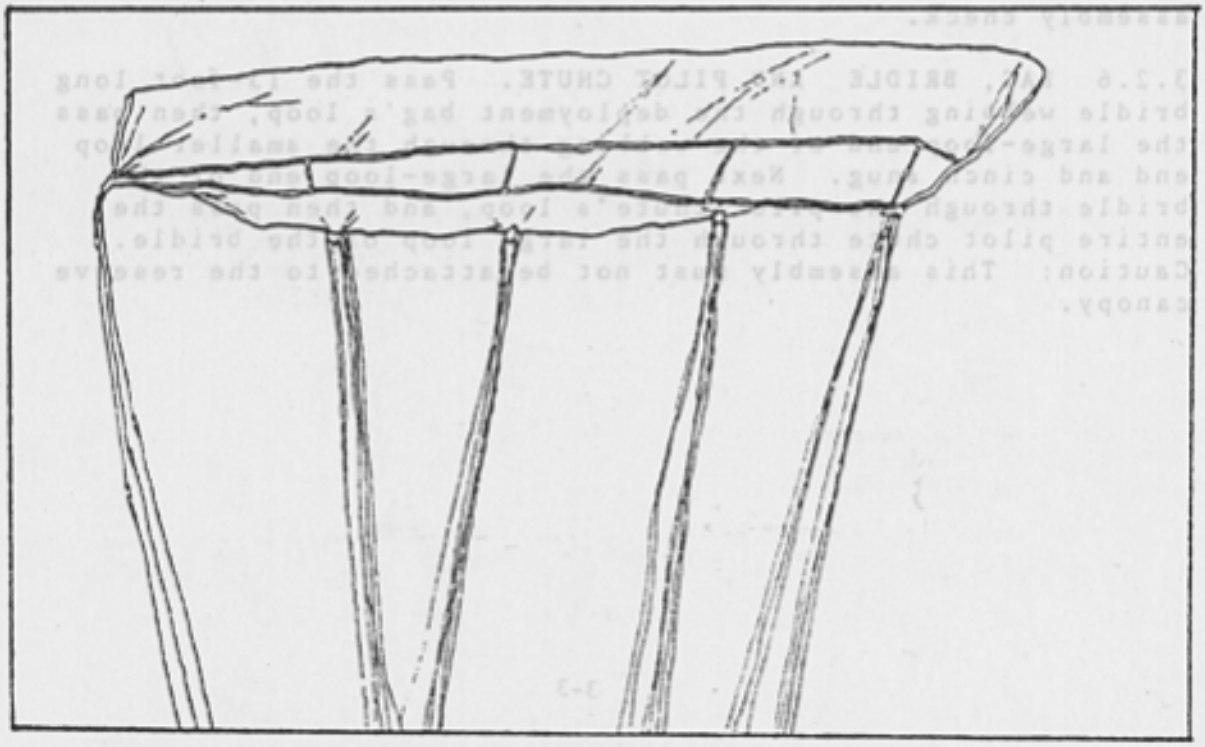
3.3.2 REPACK CYCLE. 120 days as required by FAR 91.15.

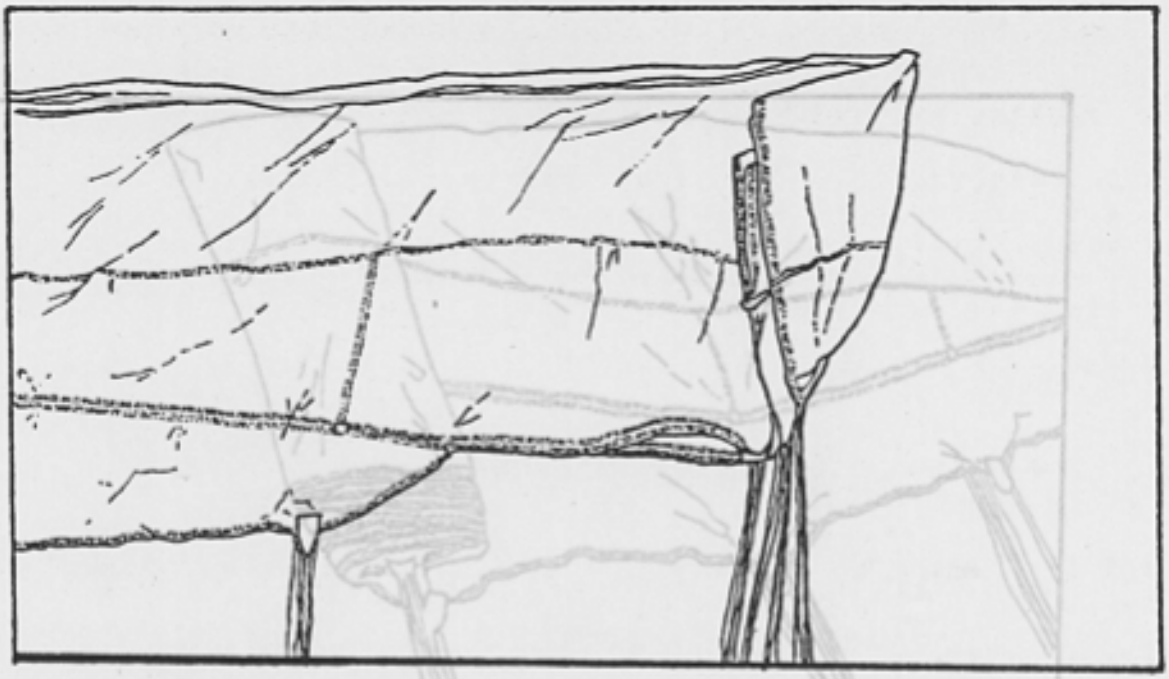
3.3.3 LAY THE CANOPY OUT on its side, nose to the right, tail to the left, when viewed from the harness looking toward the canopy.

3.3.3.1 ORIENT THE HARNESS face down, head toward the canopy.

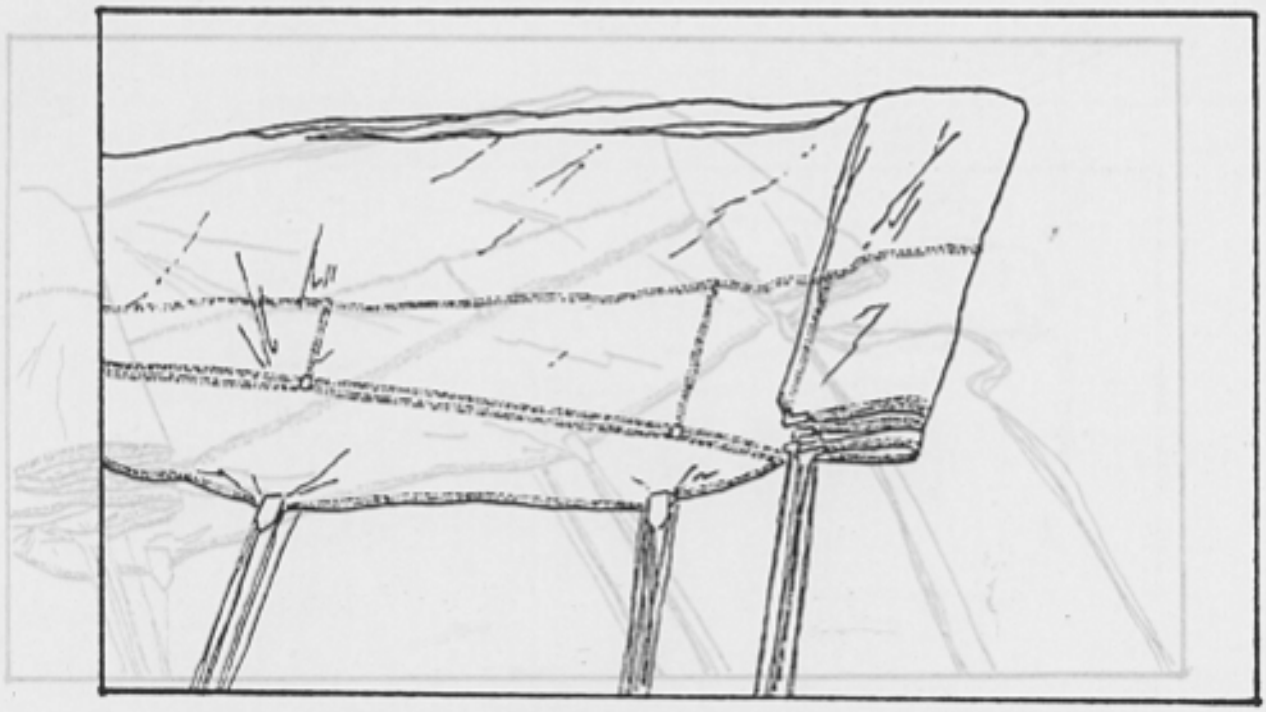
3.3.3.2 CLEAR THE LINES of twist and tangles. Confirm suspension line continuity by tracing the lines from each quadrant of the canopy to their proper sequence on each riser. Insure that the control lines are clear of other lines and that they pass through the rear grommets of the slider as well as through the guide ring on each reserve riser. Position slider near connector links.

3.3.4.1 CLEAR THE NOSE with a combing motion, picking up the center seam of each cell, and pleating each cell all the way to the tail.

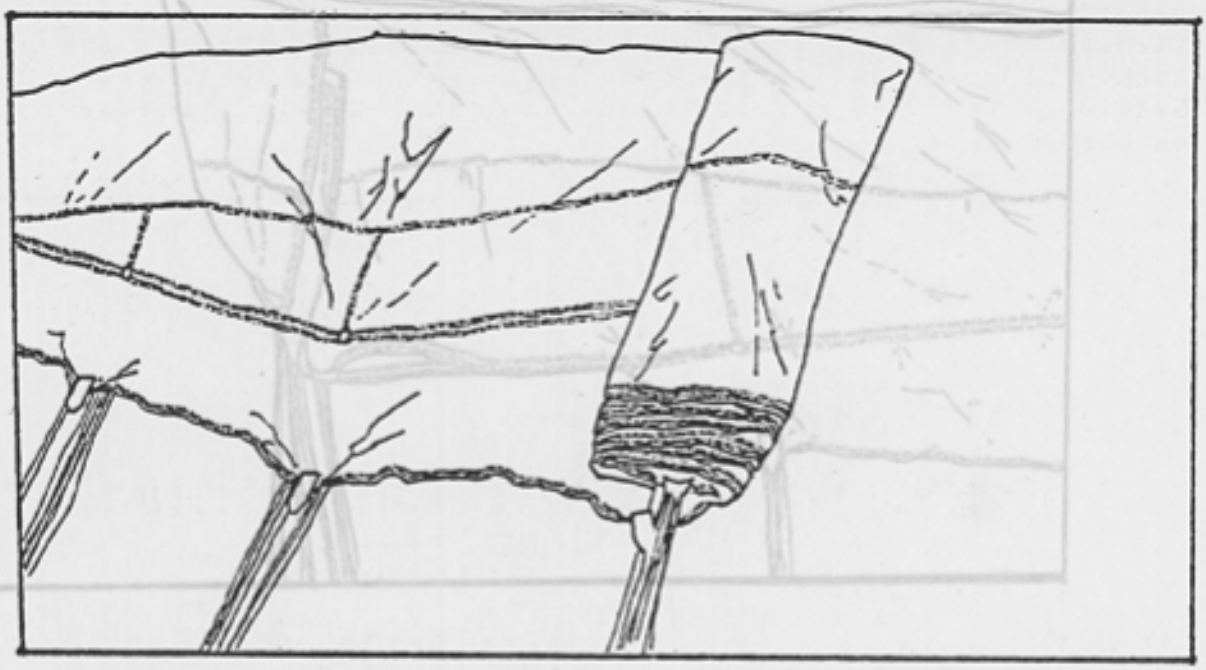




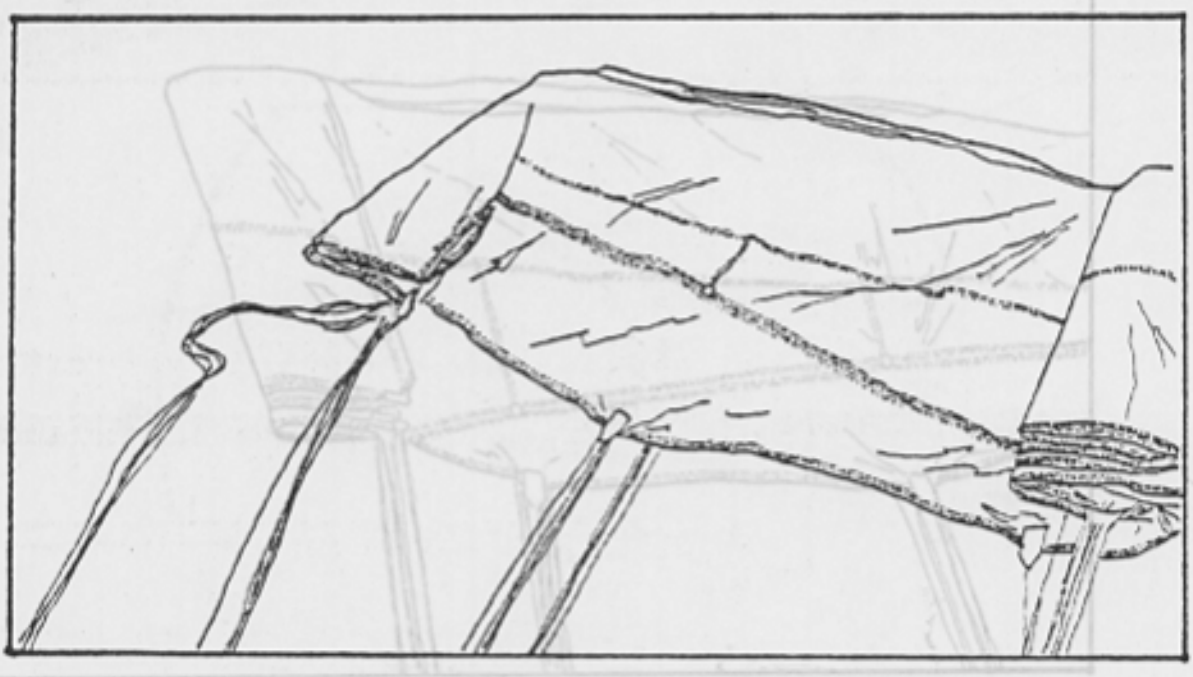
3.3.4.2 FOLD NOSE to the A lines.



3.3.4.3 FOLD NOSE again, halfway to the B lines.

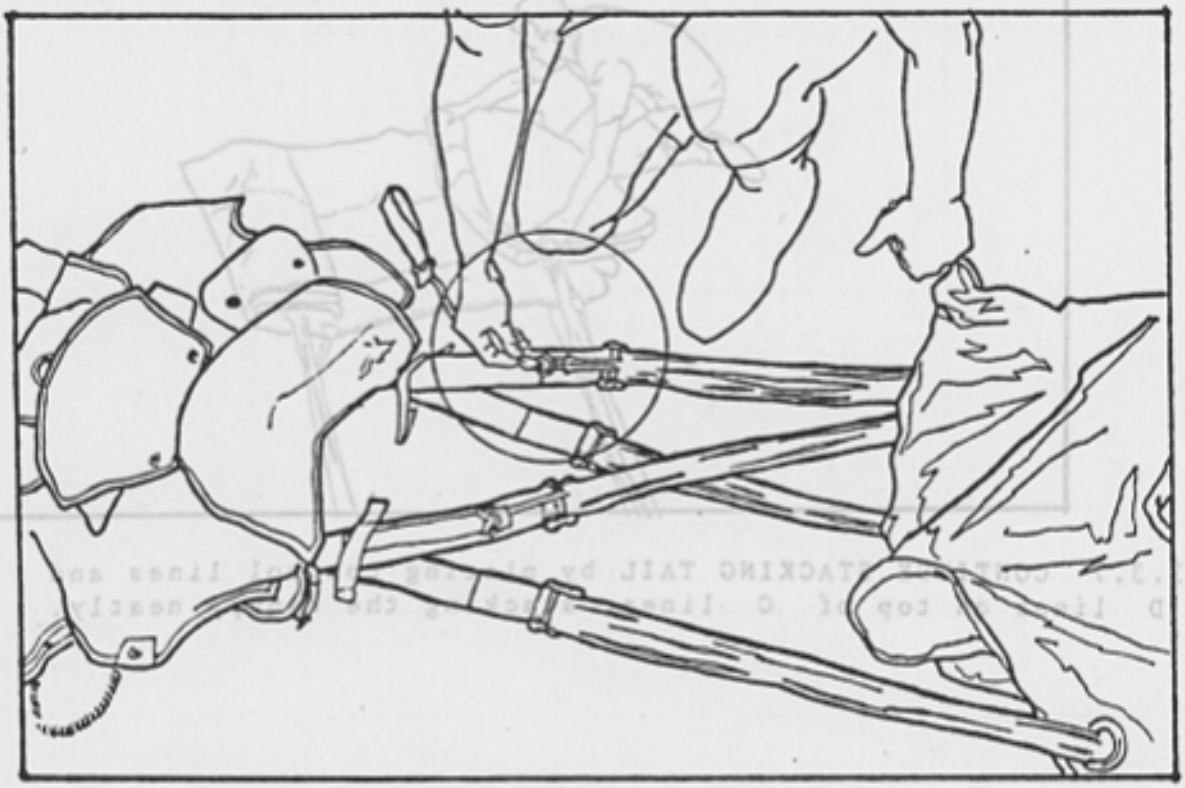


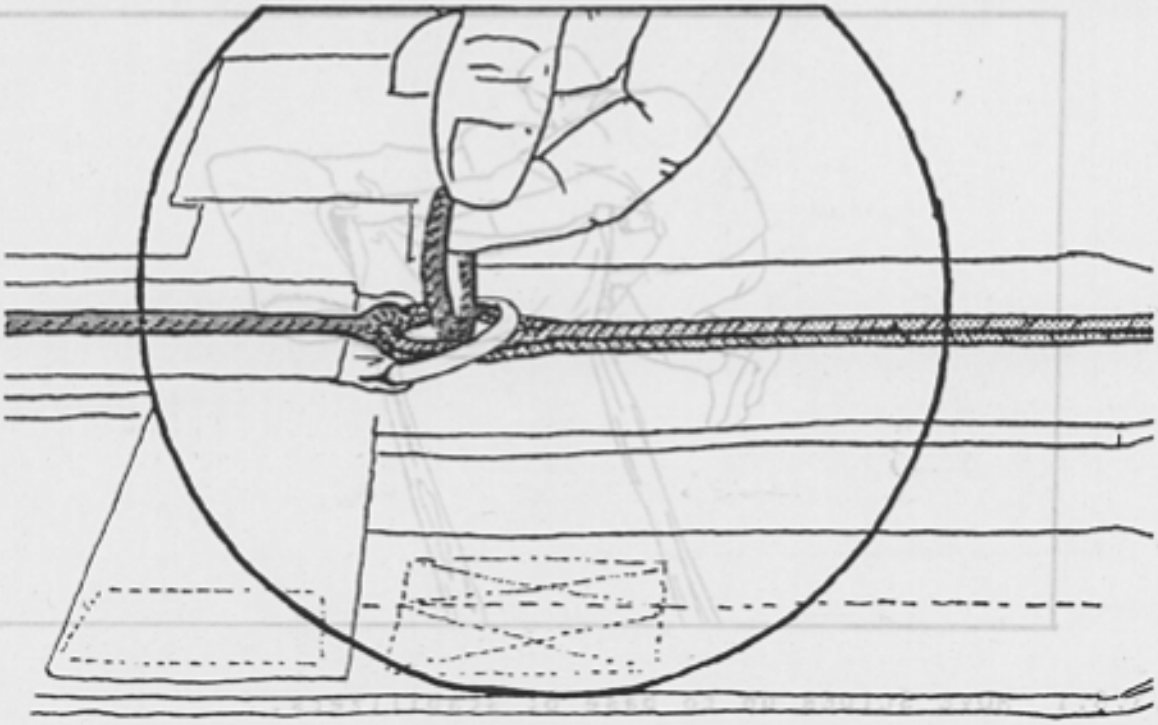
3.3.4.4 FOLD NOSE again, to B lines.



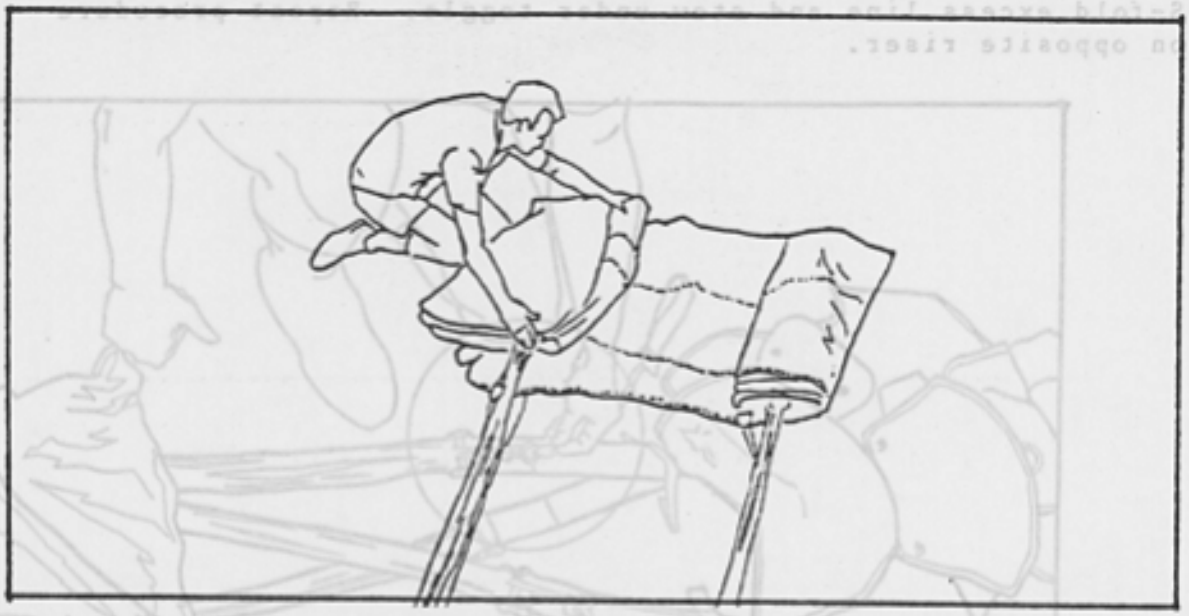
3.3.4.5 STACK TAIL on top of D' lines so control lines are at D lines. The line attachments on the tail should be placed on top of the D line slider stops. Smooth out the canopy.

3.3.5 SET BRAKES. Pull one control line through guide ring until both brake loops (built into lower control line) are just below steel guide ring on rear riser. Bring locking loop (on riser) up through both brake loops, and pass through guide ring. Insert stiff end of toggle through the locking loop up to the grommet. Velcro the toggle to riser. S-fold excess line and stow under toggle. Repeat procedure on opposite riser.



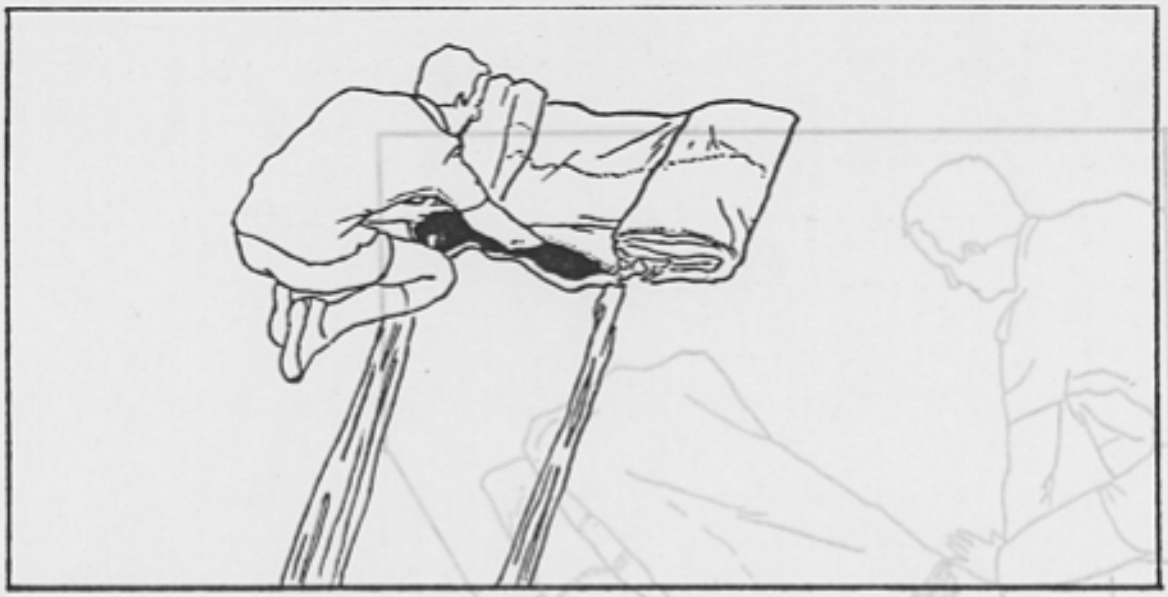


3.3.6 VISUALLY CHECK LINES. They should all be straight, with no slack between canopy and harness.

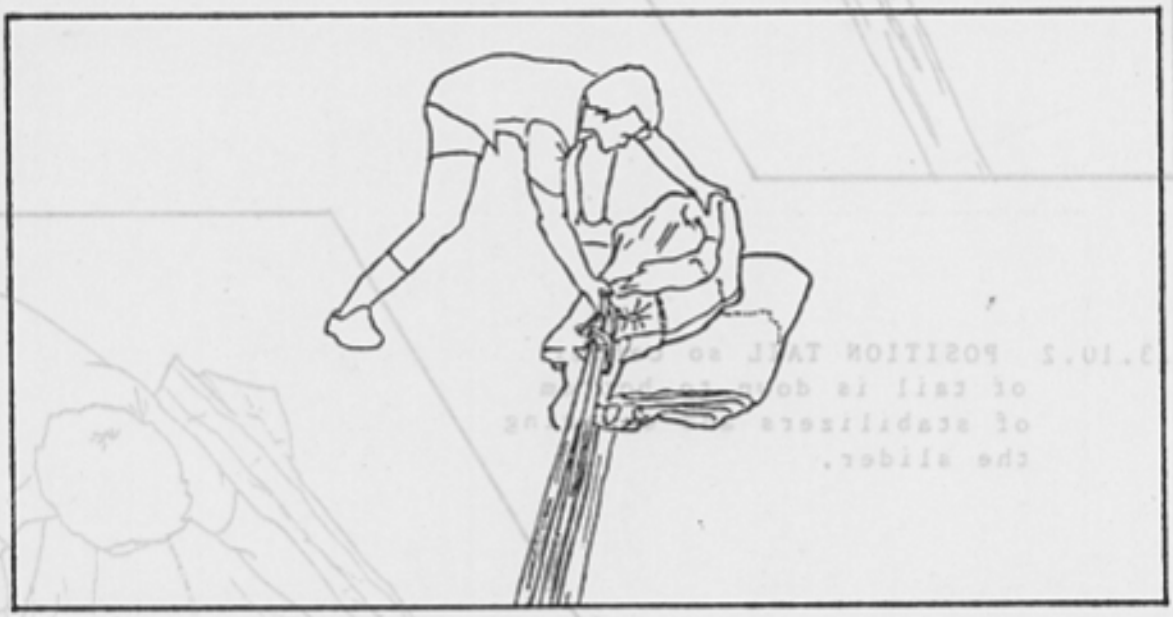


3.3.7 CONTINUE STACKING TAIL by placing control lines and D lines on top of C lines, stacking the canopy neatly.

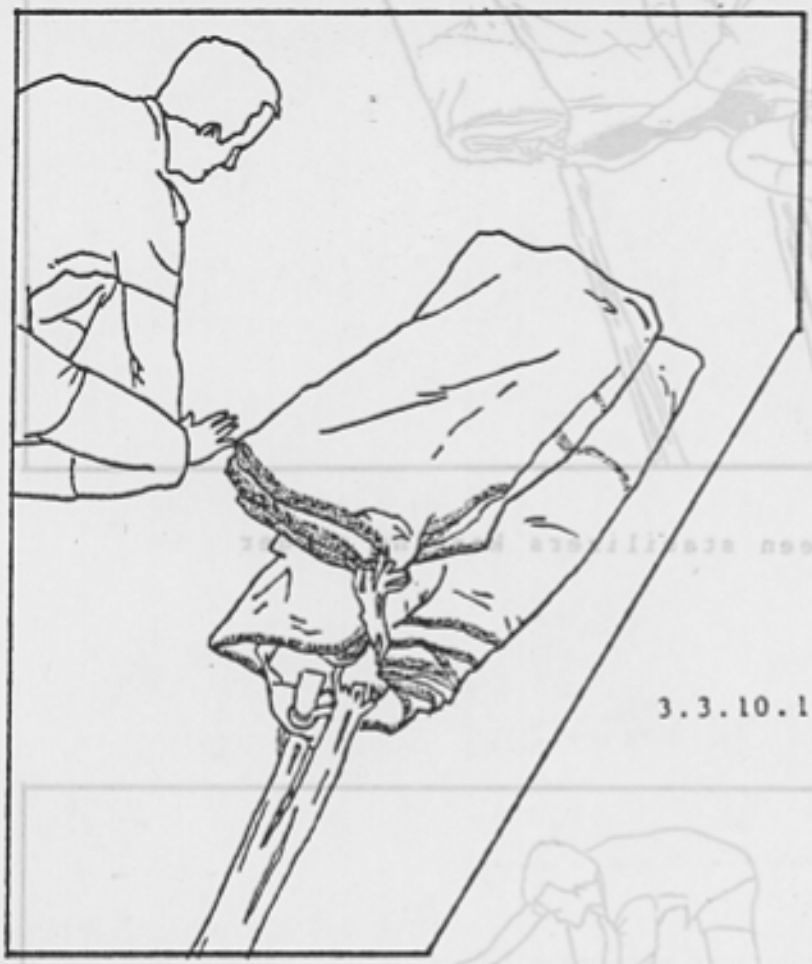
3.3.8.1 MOVE SLIDER up to base of stabilizers.



3.3.8.2 STOW SLIDER between stabilizers keeping slider spread out.

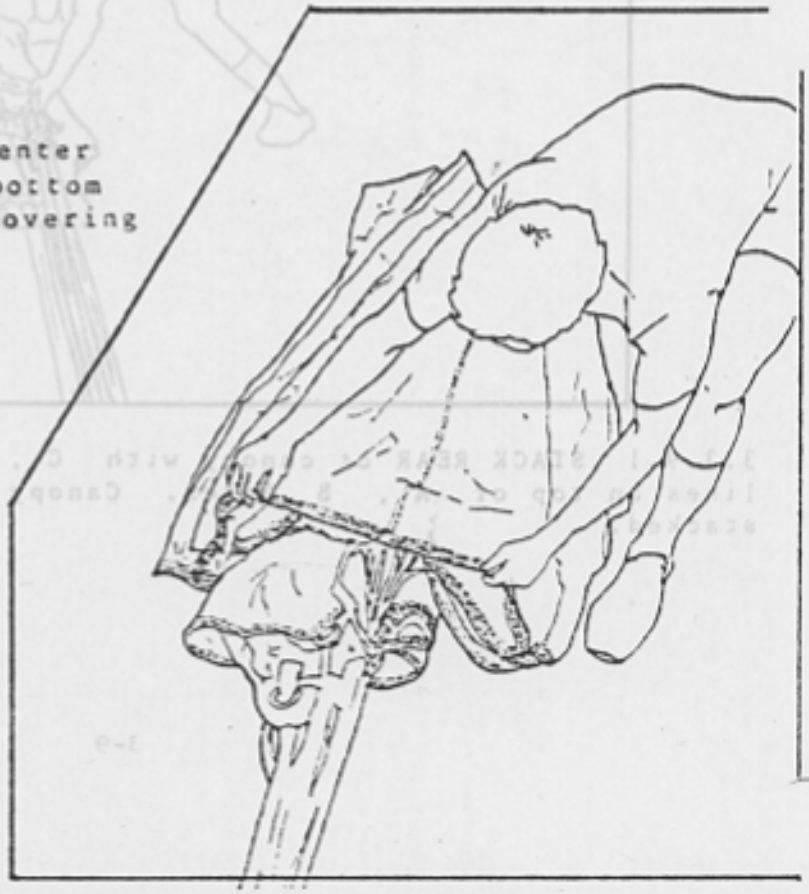


3.3.9.1 STACK REAR of canopy with C . D and control lines on top of A . B lines. Canopy is now neatly stacked.

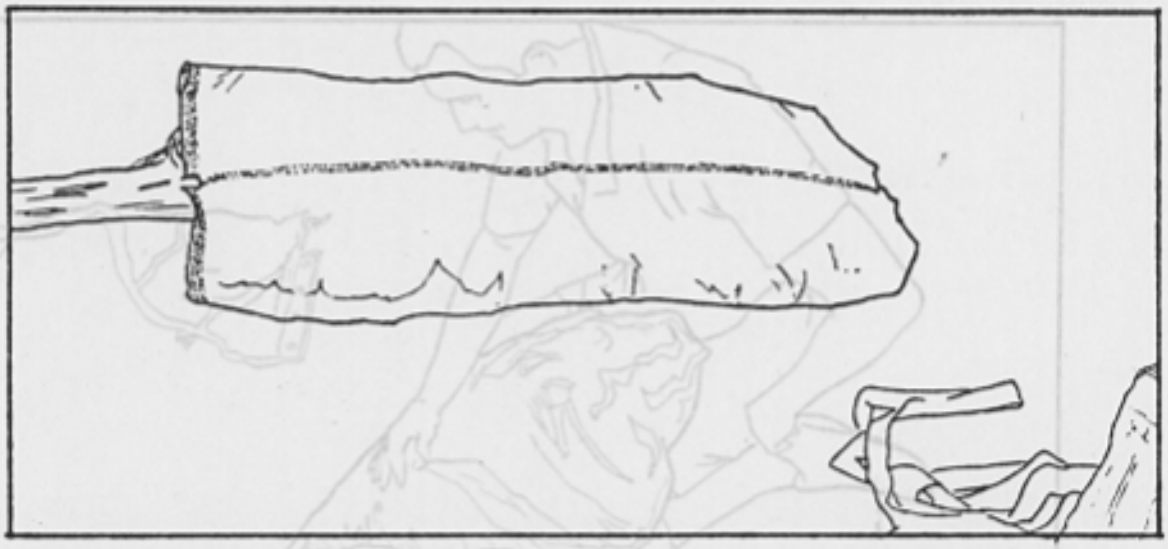


3.3.10.1 SPLIT TAIL to each side.

3.3.10.2 POSITION TAIL so center of tail is down to bottom of stabilizers and covering the slider.

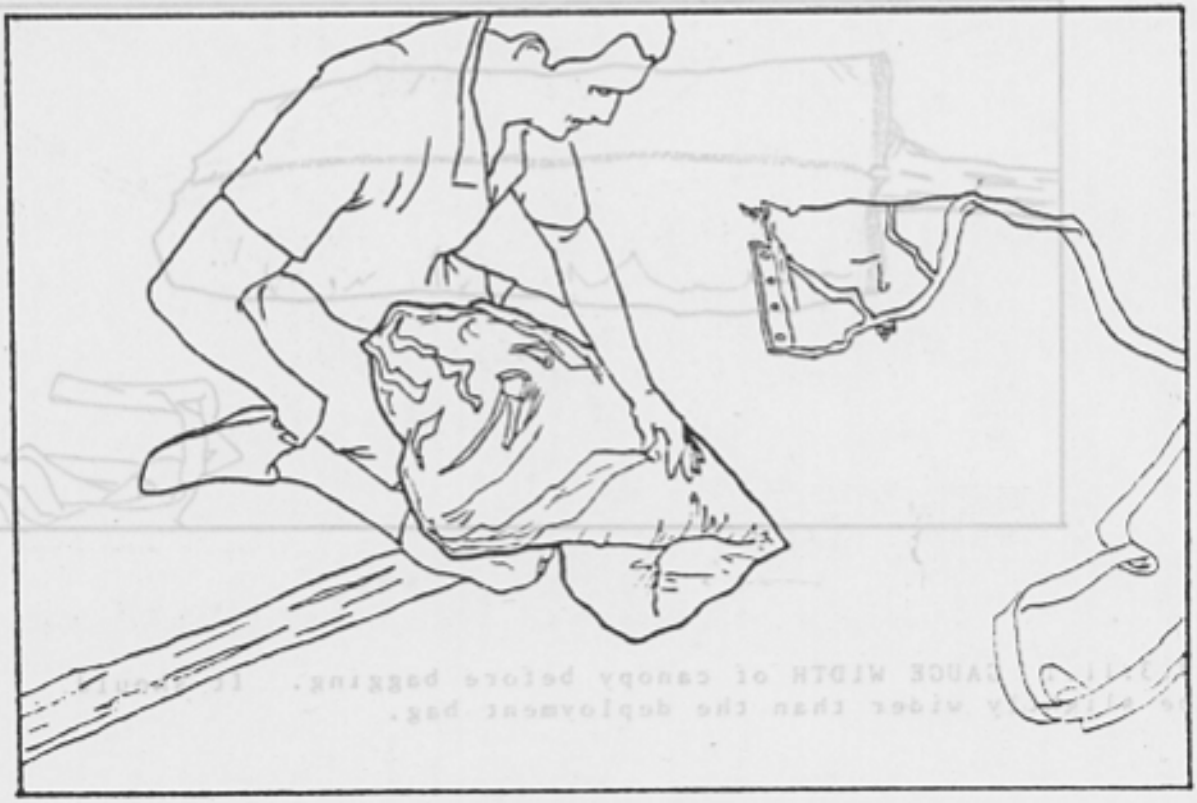


3.3.10.3 WRAP TAIL around each side to make a smooth roll.

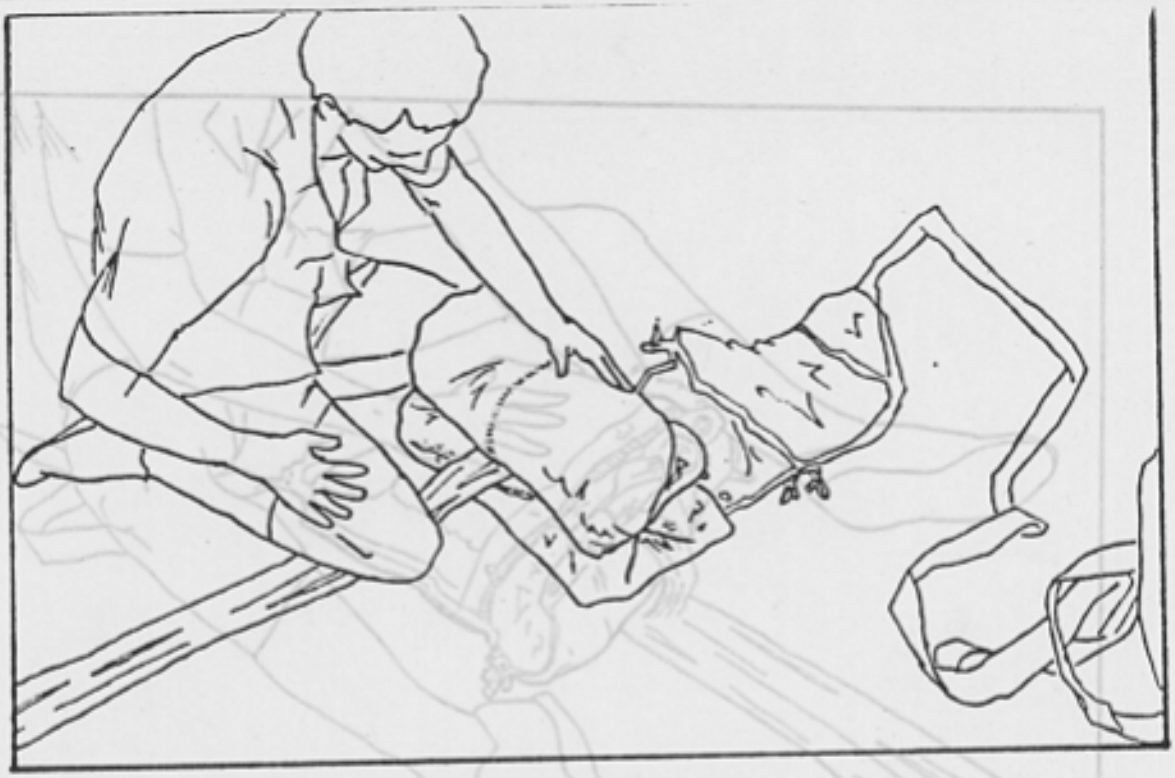


3.3.11.1 GAUGE WIDTH of canopy before bagging. It should be slightly wider than the deployment bag.

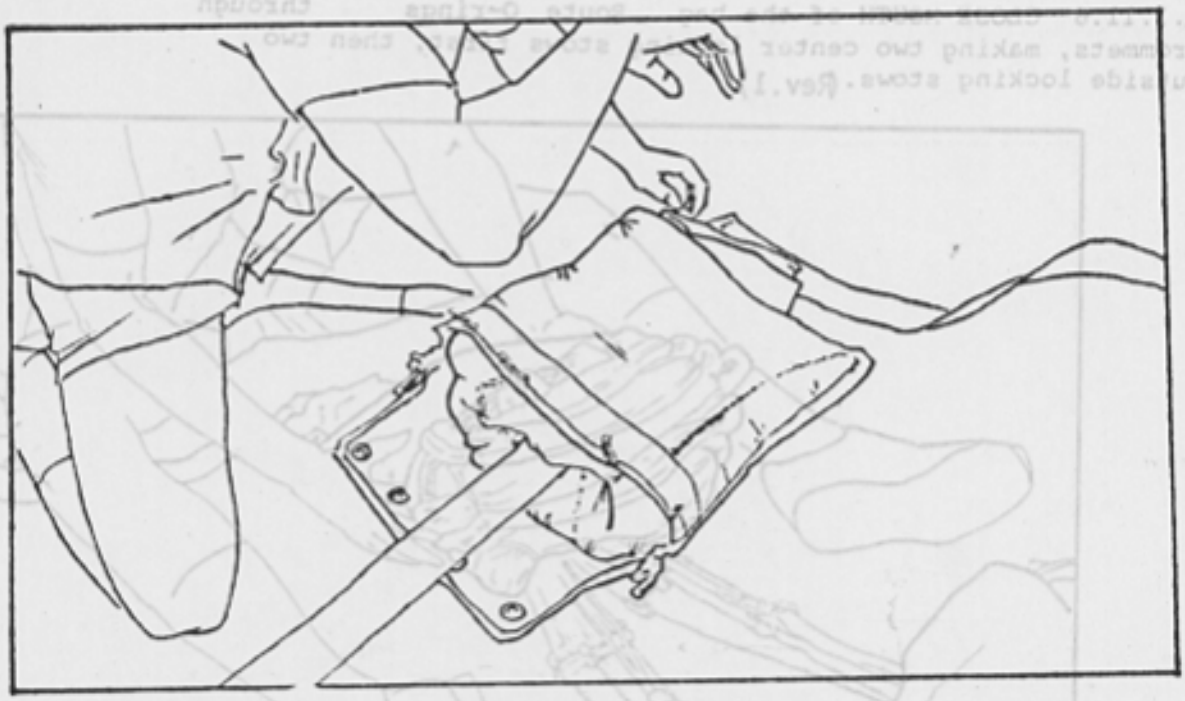
3.3.11.2 "S" FOLD the lower portion of the canopy approximately 12 inches. (One "S".)



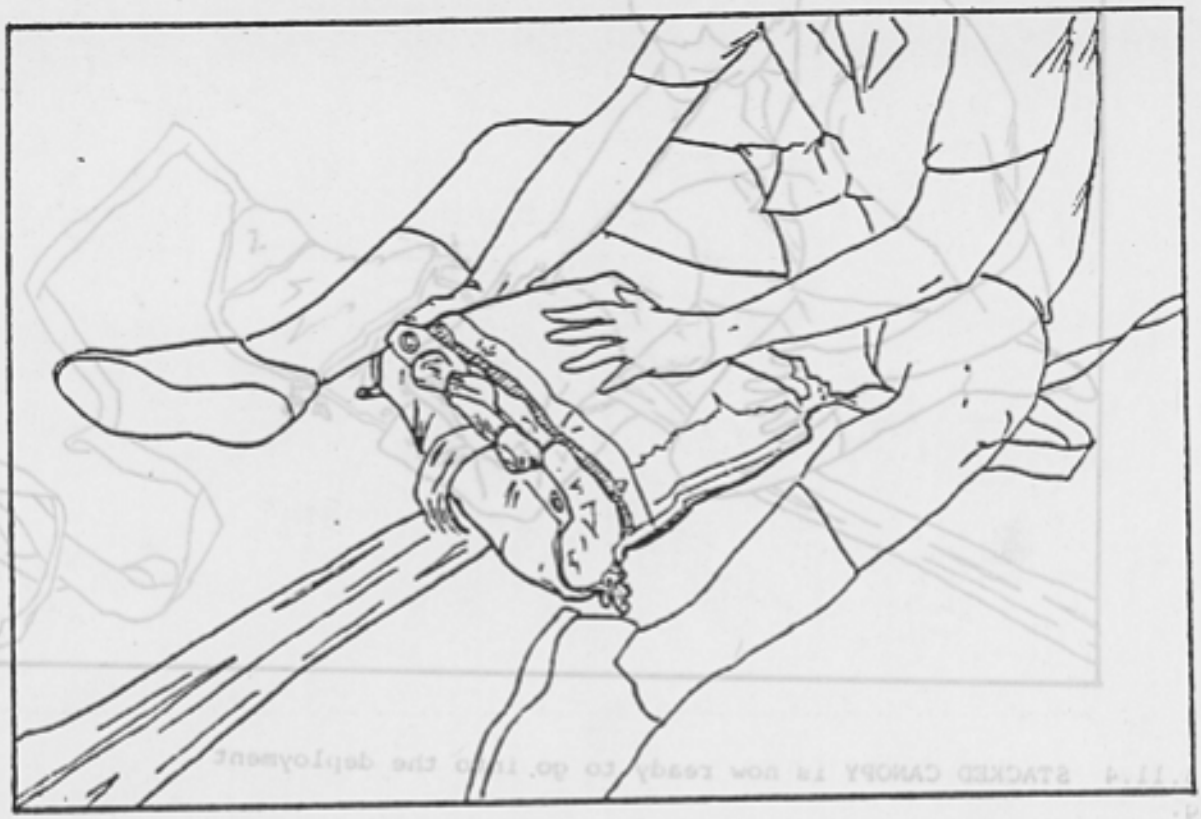
3.3.11.3 "S" FOLD the balance of the canopy on top of first "S" fold. (One "S".)



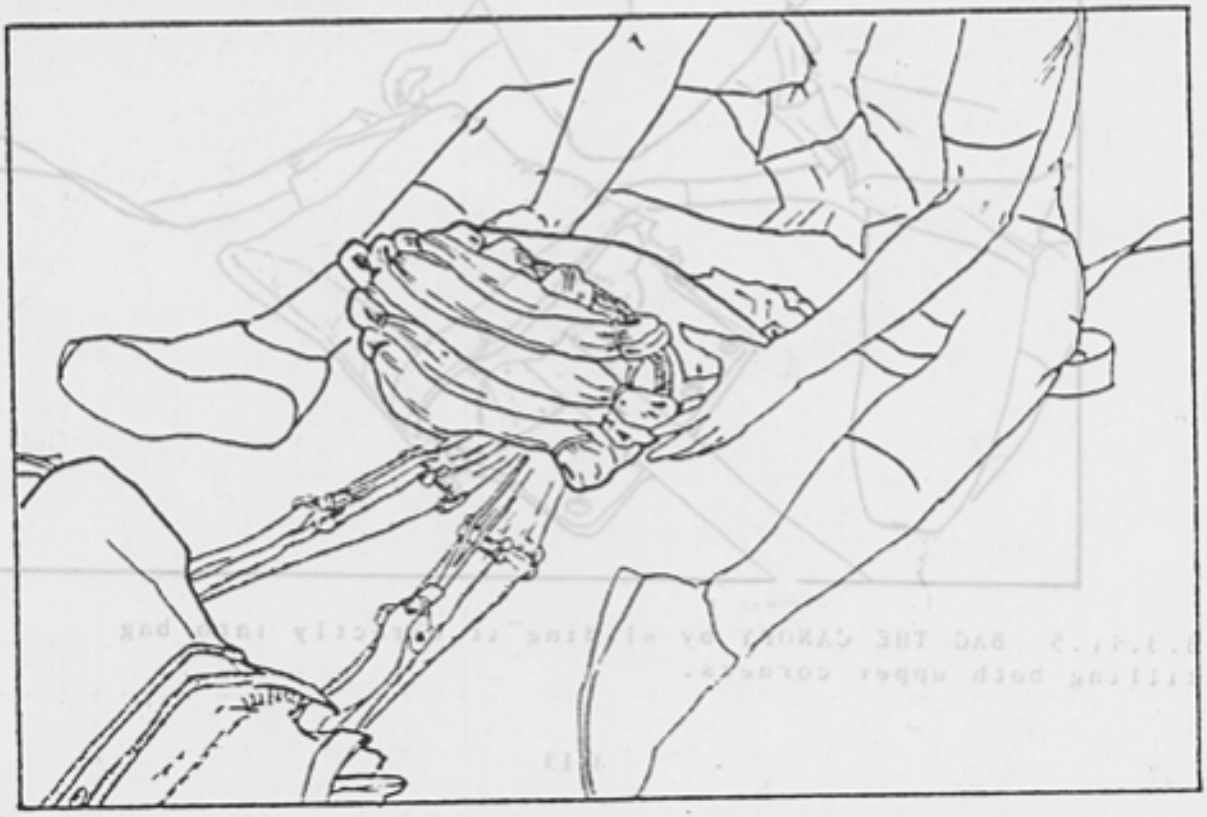
3.3.11.4 STACKED CANOPY is now ready to go into the deployment bag.



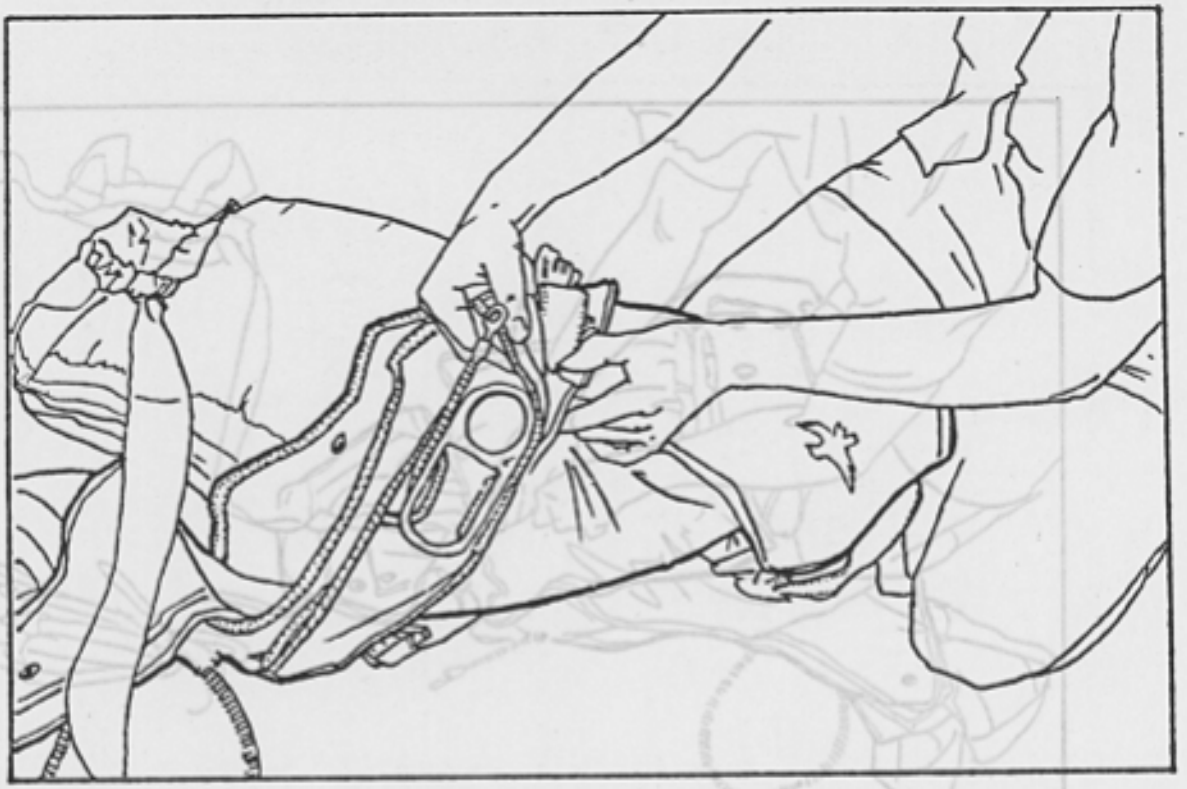
3.3.11.5 BAG THE CANOPY by sliding it directly into bag filling both upper corners.



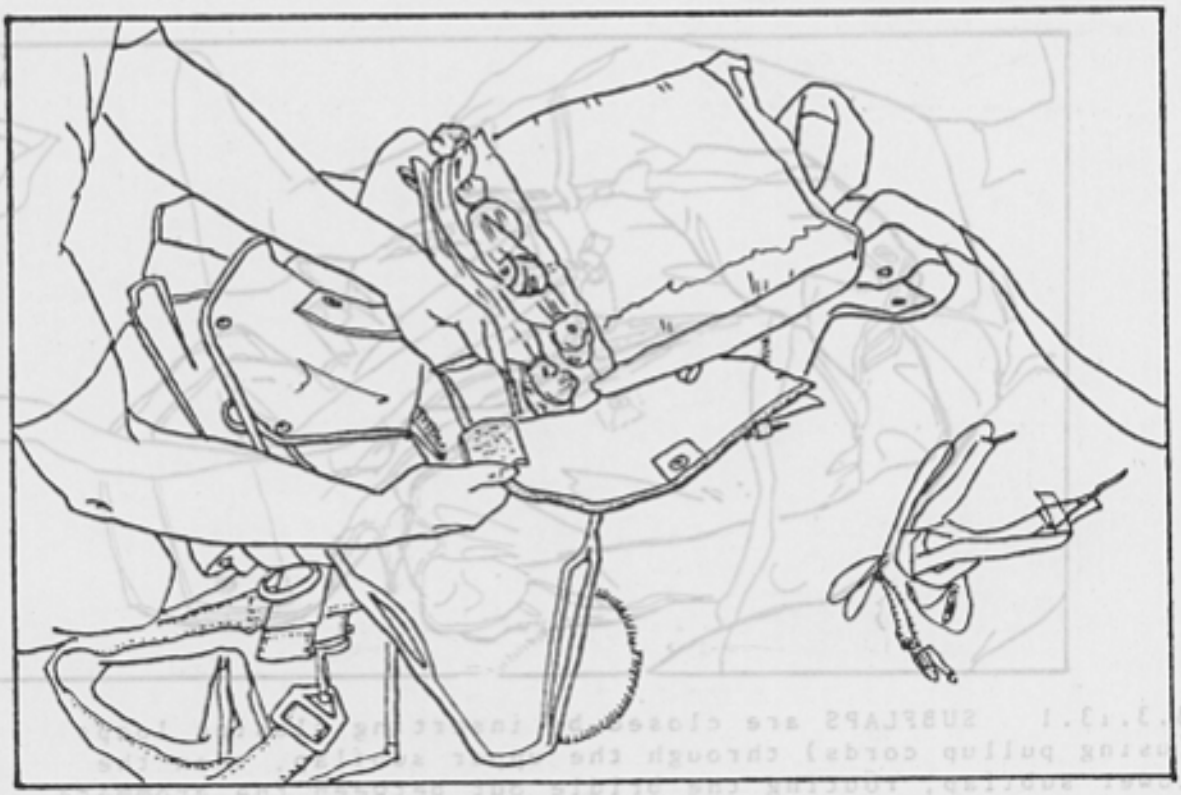
3.3.11.6 CLOSE MOUTH of the bag. Route O-rings through grommets, making two center locking stows first, then two outside locking stows. (Rev.1)



3.3.11.7 STOW REMAINDER OF LINES to within 12 inches of risers. Pound the top of the bag with a fist to create a wedge shape.
Rubber bands should be doubled. (Rev.1)



3.3.12.1 PLACE BAG INTO CONTAINER and secure riser flaps over reserve risers.



3.3.12.2 MATE VELCRO at each lower corner of container.

3.3.12.3 SMOOTH BAG into corners of container. Fold top vane of bag back on top of bag.

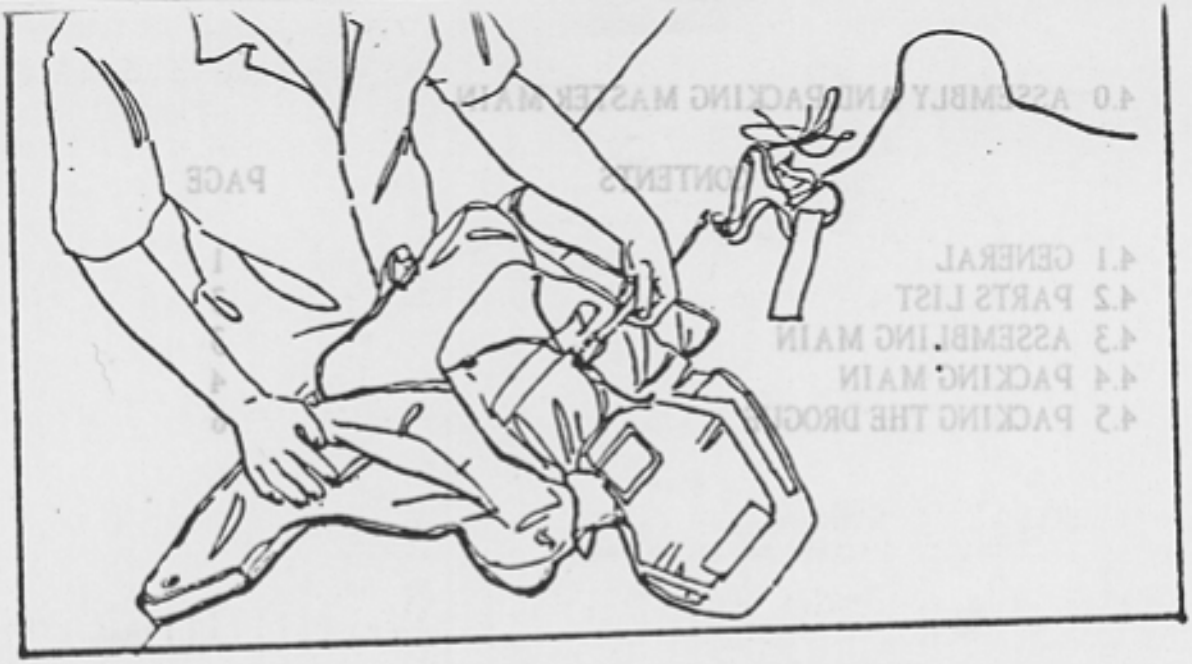
3.3.13.1 SUBFLAPS are closed by inserting closing loops (using pullup cords) through the upper subflap, then the lower subflap, routing the bridle out between the grommets. Insert the elastic hesitator loop through the center grommet and secure the subflaps with a bight in the bridle line. Form this bight six inches from the bag by doubling the bridle back onto itself, then fold the end across to half the width of the webbing. Now insert no more than 1.5" through the elastic hesitator loop. Insert temporary pins to hold the closing loops.

3.3.13.2 CLOSE SIDE FLAPS and insert temporary pins.

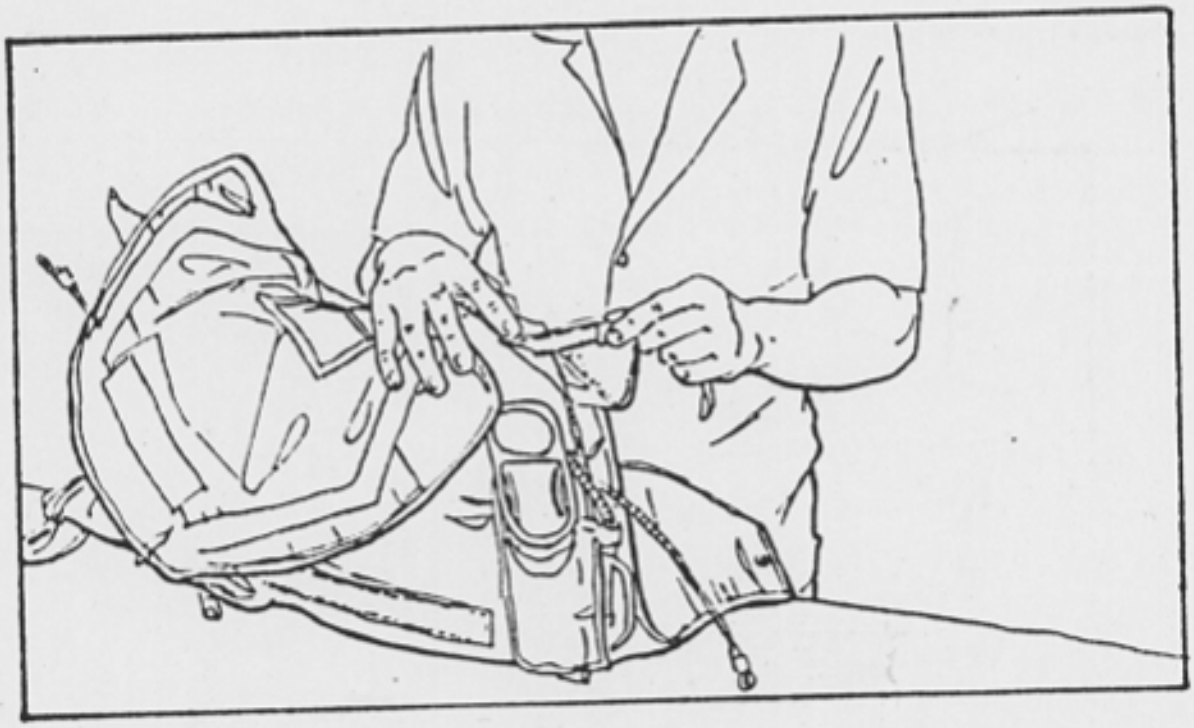
3.3.13.3 S FOLD BRIDLE line on top of the subflaps in seven-inch folds. Spread it out between side flaps.

3.3.13.4 POSITION PILOT CHUTE in center of the lower subflap, below the grommets, and compress. Thread pullup cords through grommets in bottom flap. Close and insert temporary pins.

3.3.13.5 TOP FLAP is closed last using pullup cords. The short cable goes to the closest grommet. Route the cables thru both rings located above the grommets. Seat the pins through the loops. Remove temporary pins. (Rev.2)



3.3.13.6 REMOVE PULLUP CORDS slowly. Install #5 rapide link with static line lanyard around ripcord cables BETWEEN the two rings located above the grommets. (Rev.2)

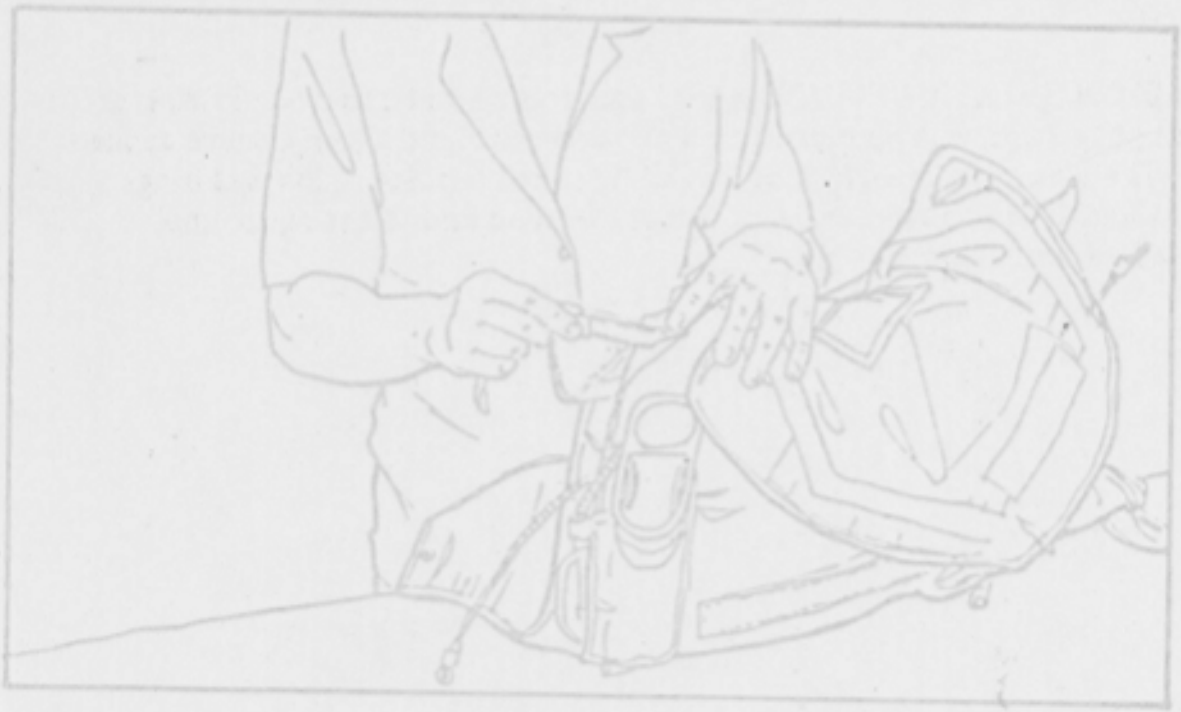


3.3.14 DRESS THE CONTAINER Route the reserve static line lanyard along Velcro to 3-D ring. Seal the furthest pin. Fill out data card and personal log. Close the pin flap. Inspect the complete container. Count your tools.

4.0 ASSEMBLY AND PACKING MASTER MAIN

CONTENTS PAGE

4.1 GENERAL. The packer packing this parachute should be completely familiar with gliding type parachutes and preferably be checked out as a Tandem Pilot.
The MASTER main parachute will be jumped by two people. The reliability/ confidence level dictate that the parachute be packed according to the instructions by competent packers thoroughly trained in this procedure.



performance parachute. The canopy has nine cells with a planform of 425 square feet of surface area.
The canopy is specifically designed to handle two people and/or load up to 500 pounds. See section 1.3 for tabulated performance data on main canopy. Material specific specifications are as follows:

1. Fabric is 1.1 ounce non-porous ripstop nylon.
2. Suspension lines and upper control lines are 510# dacron.
3. Lower control lines are 800# dacron.
4. Links are 4 each #6 Rapide Link.
5. Risers are type VIII. 3-ring type. (Type VII, optional)
6. Sail slider reefed.

4.1.2 MAIN DEPLOYMENT BAG. The bag is lightweight cotton with four locking grommets on the locking flap, with a velcro closing strip on one face to facilitate packing. Approximate dimensions are 13 x9 x5 inches. Support straps cross over the top of the bag for attaching the drogue. Bungees are used for suspension line stows.

4.1.3 DROGUE. The drogue is an eight-foot hemispherical design with an open diameter of three feet. A soft (PUD) handle is located at the apex for hand deployment. The flag (drogue bridle) is twelve feet long, made of one inch Kevlar, with a deflation line installed. The drogue can also be static line deployed.

4.1.4 DROGUE STATIC LINE AND BAG. The drogue static line bag is built of lightweight cotton with an elastic closure at one end and a pull closure at the other. The static line is eight feet long of 5/8 inch tubular nylon webbing and has a slide snap fastener. A pouch at the snap end of the static line provides for static line stowage.

4.2 PARTS

PART	PART NUMBER
1. Dual Hawk Tandem Harness and Container.	114700
2. Master Main canopy with risers and toggles.	410064
3. Drogue with flag and MAK deflate line.	480016
4. Main deployment bag.	720521
5. Main Closing Loop.	861010
6. Cutaway Handle.	862007
7. Primary Ripcord. *	673400109
8. Secondary Ripcord. *	693390000
9. Drogue riser *	834601
10. Drogue Riser, updated	834601
11. Drogue Release Ripcord 2 ea	678390000
12. Drogue riser through-loop	861515

*Update as of November 10, 1987

See Section 3.0 for Master Reserve Component Parts List.

4.3 ASSEMBLING MAIN. Lay the Master Main canopy on left or right side up.

Note: To assure even wear on the canopy alternate left and right side up during packing.

Attach the canopy risers to the harness. Do a complete continuity check. Connect the reserve static line lanyard to the Swedish link.

4.3.1 DROGUE ATTACHMENT. Secure the drogue bridle to the deployment bag with a larks head knot, by looping it through the bag bridle attachment. Run the MAK line through the #8 grommet at the top the bag, around the reefing ring located at the bridle attachment on top of the canopy, and back up through the grommet. Attach the MAK line to a #5 rapide link using a larks head knot at the drogue bridle attachment point.

4.4.1 Arming the drogue. Grasp the pad at the drogue apex and pull the drogue to full extension. Reach in, under the drogue cap, and pull the slack in the deflation (MAK) line up into the drogue body. Check MAK-line at the deployment bag to insure that there are no twists in it. (if the MAK-line rubs against itself during deployment it will be damaged). Twists in the MAK-line can be removed by taking it off the link, removing the twists, then reinstalling the line.

4.4.2 Folding the main.

Fold the nose to the A lines.

Fold nose again, halfway to the B lines.

Fold nose again to B lines.

Fold the tail over to the C lines. The control line attachment at the tail should be placed on top of the C line slider stops. Smooth out the canopy.

4.4.3 Set brakes. Pull the control lines through guide ring until both brake loops (built into lower control line) are just below the steel guide ring on rear riser. Bring locking loop (on riser) up through the guide ring and pass through both brake loops. Insert stiff end of toggle through the locking loop, up to the grommet. (Brakes can be set before folding the nose).

Fold the toggle between the middle and lower hand holds and tuck the lower end of the toggle into the toggle pocket located on the riser. S fold excess steering line and stow inside velcro keeper. Repeat procedure on opposite riser.

Straighten out the control line groups by pulling them tight from the top of the canopy.

Fold D lines on top of C lines, keeping lines tight.

4.4.4 Installing the slider. Move slider up to base of stabilizers. Make sure the grommets go all the way to the slider stops. Keep line twists above the slider.

Stow slider between stabilizers keeping slider spread out.

Fold both the nose and the tail of the canopy one more time to the center. The last fold will be the nose on top of the tail section. This leaves the canopy in one long fold slightly wider than the width of the deployment bag.

4.4.5 Stacking the canopy. 'S' fold the lower portion of the canopy approximately 12 inches (one 'S'). 'S' fold the remainder of the canopy on top of the first 'S' fold.

The stacked canopy is now ready to go into the deployment bag.

4.4.6 Bag the canopy by sliding it directly into the bag filling both inner corners. Place the reefing ring up against the #8 grommet.

4.4.7 Stowing the lines. Close mouth of the bag. Route the bungee loops through the center grommets making two center locking stows first, then make sure the plastic sleeves are slid up the bungee toward the lines by stretching the bungee to fullest capacity, then sliding the plastic sleeve up to secure the stow. Next, stow the two outside locking stows.

Stow the remainder of the lines with the bungee loops sliding the plastic sleeves up against the lines after each stow.

Note: At the top of the bag there is a pocket with extra bungee material and plastic sleeves.

Place deployment bag into container, lines facing to the bottom of the container, drogue bridle towards the reserve.

4.4.8 Setting the Drogue. The drogue bridle is routed out the top right hand side of the container. Close the bottom flap, then the top flap, seat the closing loop temporarily with the flex pin.

Lift the containers up at the sides splitting the containers in half, exposing the drogue riser. Inspect the drogue riser. Insert the coated cable from the passenger cable housing into one end of the continuous (locking) loop. Assemble the 3-ring. Route the other end of the locking loop through the bottom grommet around the small ring on the 3-ring assembly and back through the top grommet. Insert the coated cable from the pilot cable housing through the locking loop and stow the cables into the channels provided. Close the protective cover.

Note: When using ripcords with pin and loop Assemble the 3-ring, passing the 3-ring locking loop over the smallest ring and through both grommets. The loop of the secondary ripcord is placed directly onto the pin of the primary ripcord. Seat the pin of the primary ripcord through the 3-ring locking loop.

Secure the primary ripcord at the terminal ball with a rubber band using a larks head knot. Close the protector flap around the cables.

side flaps, left side first and pin with flex pin located on the drogue bridle.

Mate the pile velcro located next to flex pin on bridle to hook velcro on right side flap. Seat excess flex pin into retaining loop. Close protector flap.

4.5 PACKING THE DROGUE. Pick up drogue by the pud and lay the drogue half pie shape with the pud next to the drogue spandex pocket with the velcro hook on the pud facing up.

Grasp the top of the flag (bottom of mesh) in your right hand. Grasp the bottom of the mesh in your left hand and slide your left hand upwards, gathering in all the top part of the mesh.

Place the top part of the mesh on top of the drogue cap just up against the pud. Fold the mesh in half, and place the top of the flag up against the pud also. S fold the flag to the dimensions of the mesh pouch as laid out, leaving the bottom of the flag up against the pud.

Fold the lower portion of the cap into a locking fold, along the lower edge of the bridle folds.

Fold the left and right sides (3" to 4" folds) towards the center.

The finished rectangle should resemble the dimensions of the spandex pouch, with the pud located for proper attachment to the bottom of the main container.

Stow the drogue in the spandex pouch located underneath the main container. Be sure to mate the hook velcro on the pud to the pile located inside the spandex pouch.

Pat to shape the pouch with your hand.

Mate the velcro pile located on the flag bridle to the hook that runs up the side of the main container.

Stow the excess bridle underneath the drogue riser flap located between the main and reserve container.

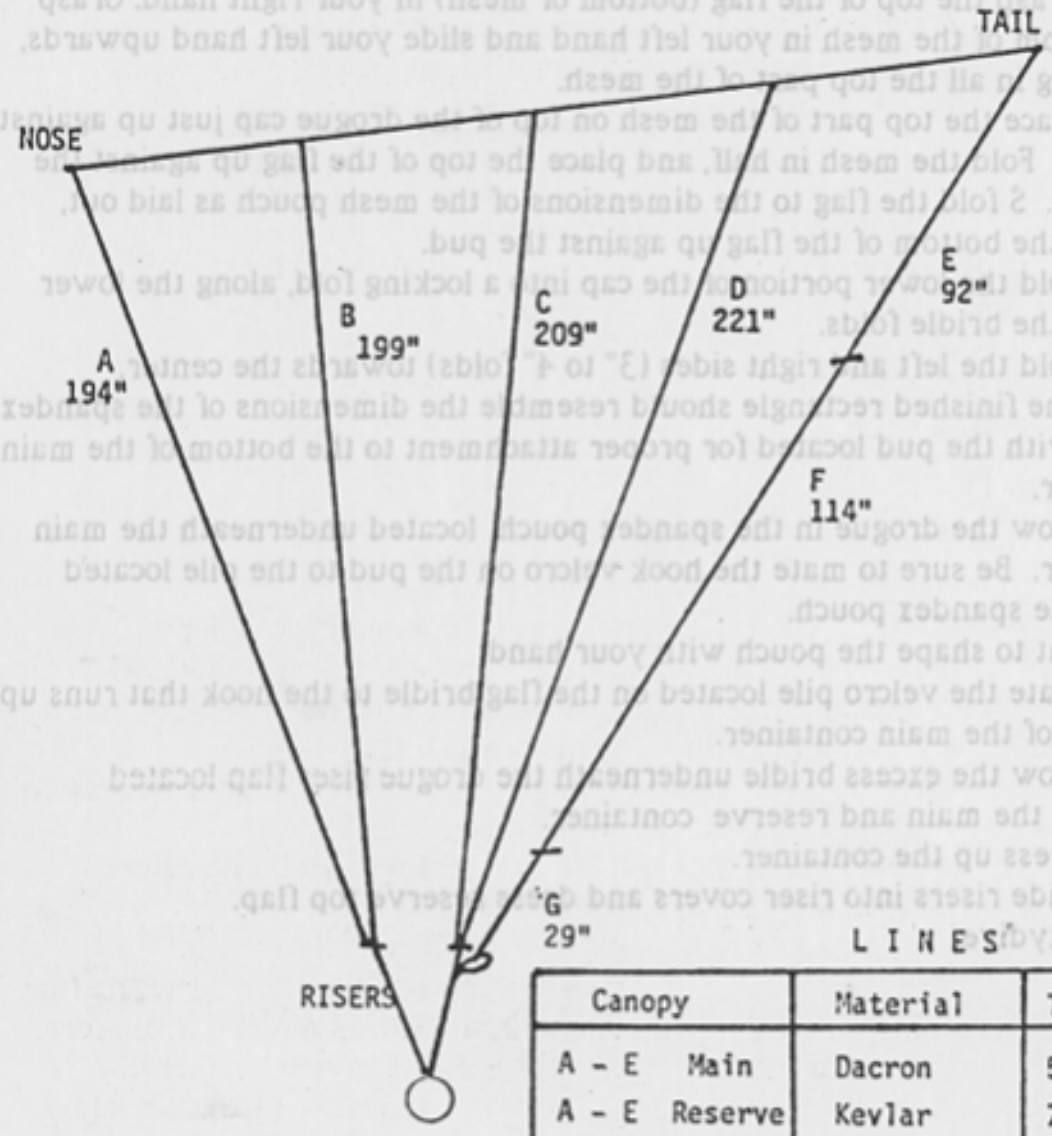
Dress up the container.

Slide risers into riser covers and dress reserve top flap.

Skydive.

REVISIONS

LETTER	DATE	DESCRIPTION	APPROVED



LINES

Canopy		Material	Test	Part Numbe
A - E	Main	Dacron	510#	965015
A - E	Reserve	Kevlar	700#	967150
F	Both	Dacron	800#	966100
G	Both	Dacron	510#	965015

FOR LINE LENGTHS AND SPECIFICATIONS

STRONG ENTERPRISES
11236 Satellite Blvd.
Orlando, Florida 32809

PROJECT MASTER CANOPIES

410064 MASTER MAIN
430085 MASTER RESERVE

DRAWN Ted Strong 5/86

ECKED

ENGINEER

APPROVED

SIZE A | 6.4

SCALE none

SHEET 1 OF 1