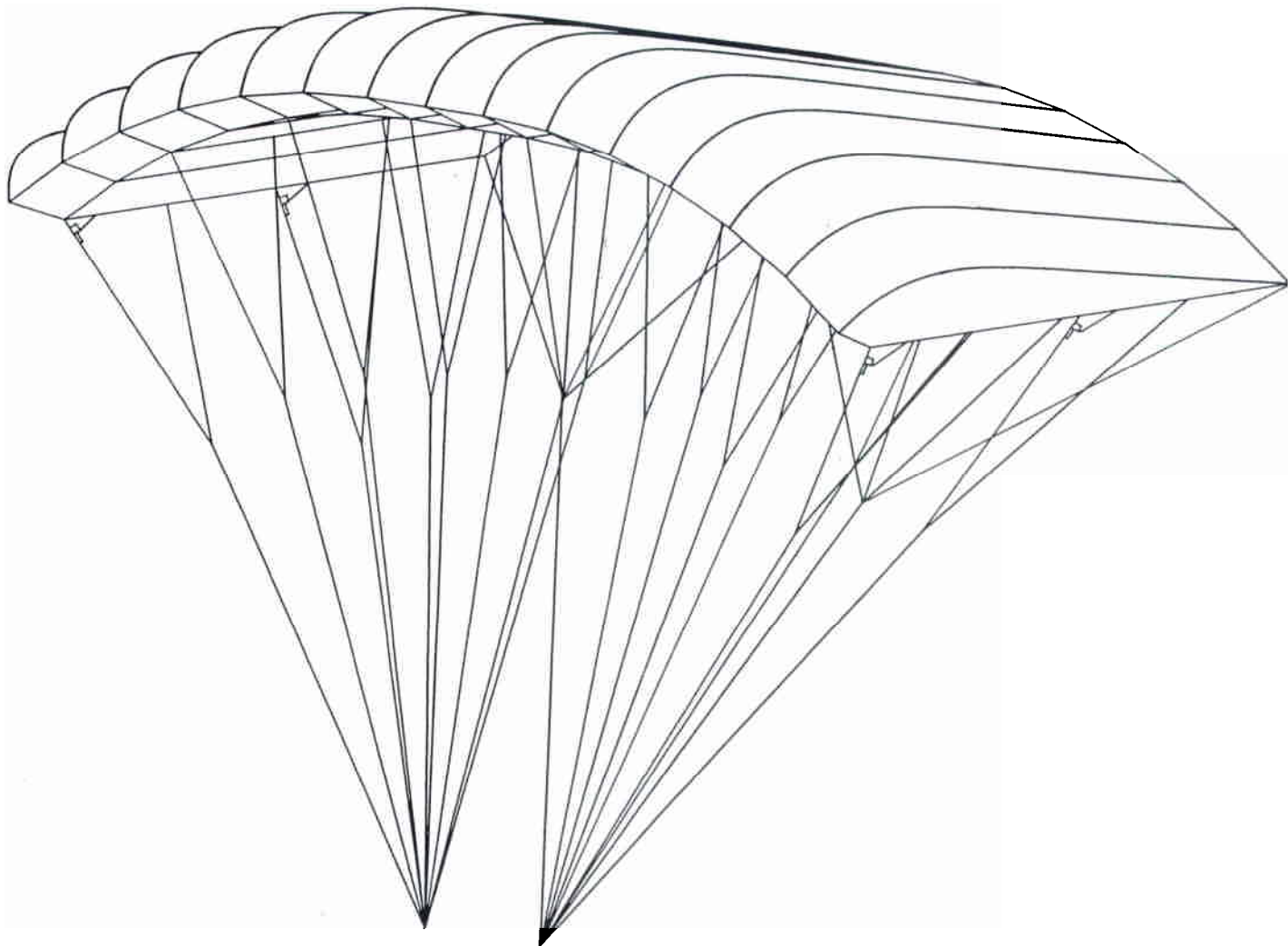


Amigo

***HIGH PERFORMANCE
7 CELL RESERVE***



PARACHUTE SYSTEMS SPECIALISTS



***FREE FLIGHT
ENTERPRISES, INC.***

571-A CRANE ST., LAKE ELSINORE, CA 92530

!! DISCLAIMER - NO WARRANTY !!

BECAUSE OF THE UNAVOIDABLE DANGER ASSOCIATED WITH THE USE OF THIS CANOPY, THE MANUFACTURER MAKES NO WARRANTY, EITHER EXPRESSED OR IMPLIED. THE CANOPY IS SOLD WITH ALL FAULTS AND WITHOUT ANY WARRANTY OF FITNESS FOR ANY PURPOSE. THE MANUFACTURER ALSO DISCLAIMS ANY LIABILITY IN TORT OF DAMAGES, DIRECT OR CONSEQUENTIAL, INCLUDING PERSONAL INJURIES RESULTING FROM A DEFECT IN DESIGN, MATERIAL OR WORKMANSHIP OR MANUFACTURING WHETHER CAUSED BY NEGLIGENCE ON THE PART OF THE MANUFACTURER OR OTHERWISE. BY USING THIS CANOPY, OR ALLOWING IT TO BE USED BY OTHERS, THE BUYER WAIVES ANY LIABILITY OF THE MANUFACTURER FOR PERSONAL INJURIES OR OTHER DAMAGES ARISING FROM SUCH USE.

IF THE BUYER DECLINES TO WAIVE LIABILITY ON THE PART OF THE MANUFACTURER, BUYER MAY OBTAIN A FULL REFUND OF THE PURCHASE PRICE BY RETURNING THE CANOPY, BEFORE IT IS USED, TO THE MANUFACTURER WITHIN 15 DAYS FROM THE DATE OF THE ORIGINAL PURCHASE WITH A LETTER STATING WHY IT WAS RETURNED.

!! WARNING !!

DANGER

EACH TIME YOU USE THIS CANOPY YOU
RISK SERIOUS BODILY INJURY OR DEATH.

DANGER

YOU CAN SUBSTANTIALLY REDUCE THIS RISK BY ASSURING THAT THE CANOPY HAS BEEN ASSEMBLED AND PACKED IN STRICT COMPLIANCE WITH THE MANUFACTURER'S INSTRUCTIONS, BY AN APPROPRIATELY RATED AND EXPERIENCED F.A.A. PARACHUTE RIGGER. YOU MUST ALSO OPERATE THE SYSTEM, AND THE CANOPY, IN STRICT COMPLIANCE WITH ALL OWNER'S MANUALS AND OPERATING PROCEDURES.

HOWEVER, PARACHUTE SYSTEMS SOMETIMES FAIL TO OPERATE PROPERLY EVEN WHEN PROPERLY ASSEMBLED, PACKED AND OPERATED, SO THAT YOU RISK SERIOUS INJURY OR DEATH EACH TIME YOU USE THE CANOPY.

!!WARNING!!

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

NEVER USE THE 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, AND UNDERSTAND, THIS WARNING LABEL AND ALL APPROPRIATE OWNERS/FLIGHT MANUALS, PACKING INSTRUCTIONS AND COMPLETED AT LEAST 100 RAM AIR PARACHUTE JUMPS.

2. SINCE THIS PARACHUTE IS APPROVED UNDER TSO C-23c, THE F.A.A. REQUIRES THAT THIS PLACARD SAYS:

"CATEGORY B: This parachute is limited to use by persons up to 115 kg (254 lb) fully equipped, and up to 150 knots",

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

MAXIMUM DEPLOYMENT SPEED

MAXIMUM GROSS WEIGHT
(JUMPER+CLOTHING+EQUIPMENT)

MODEL

SERIAL NUMBER

DATE OF MFR

WEIGHT

LBS. NET



FREE

FLIGHT

ENTERPRISES INC. LAKE ELSINORE, CALIFORNIA 92530 USA

17860 STRICKLAND AVE

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03-13-92	ECN 0001	INITIAL RELEASE	-	GDD

Amigo

**HIGH PERFORMANCE
7 CELL RESERVES**

INTRODUCTION

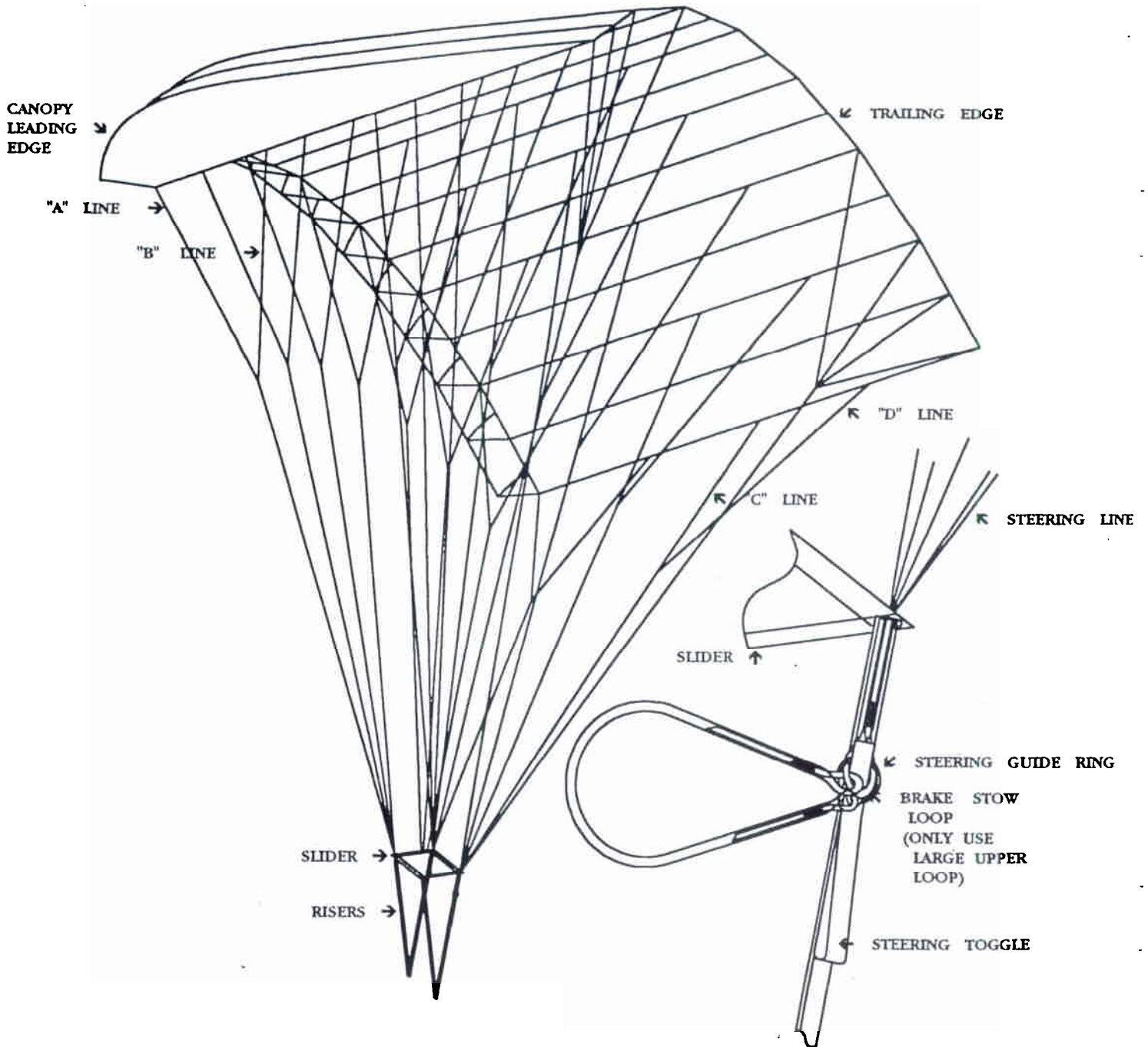
THANK YOU FOR CHOOSING A FREE FLIGHT ENTERPRISES, INC. CANOPY. WE FEEL THIS IS THE MOST ADVANCED RESERVE ON THE MARKET TODAY. AMIGO PROVIDES THE ULTIMATE IN DESIGN, WITH THE HIGHEST QUALITY MATERIALS AND WORKMANSHIP, AT A REASONABLE PRICE. THE COMBINATION OF SUPERIOR AIR FOIL DESIGN AND HIGH ASPECT RATIO RESULTS IN A HIGHER FORWARD VELOCITY AND ENHANCED FLARE CAPABILITIES.

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**FREE FLIGHT ENTERPRISES, INC.
P.O. BOX 1419
LAKE ELSINORE, CA 92531
PHONE (714) 245-1734
FAX (714) 674-8490**

PARTS DESCRIPTION



EQUIPMENT CERTIFICATION AND LIMITATIONS

THIS CANOPY HAS BEEN TESTED AND APPROVED UNDER:

TSO-C23c, CATEGORY B

THE F.A.A. REQUIRES THE PLACARD TO STATE THAT THIS PARACHUTE IS LIMITED TO USE BY PERSONS UP TO 115KG (254 LB) FULLY EQUIPPED, AT UP TO 150 KNOTS. FOR ACTUAL LIMITATIONS, SEE ENCLOSED DATA SHEET.

RECOMMENDED MAXIMUM SUSPENDED WEIGHT

SUSPENDED WEIGHT IS DEFINED AS THE TOTAL WEIGHT OF THE PERSON, INCLUDING ALL EQUIPMENT, AS HE OR SHE EXITS THE AIRCRAFT. (SEE ENCLOSED DATA SHEET FOR SPECIFIC INFORMATION FOR YOUR CANOPY.)

USER QUALIFICATIONS

THIS DEVICE IS NOT A CONVENTIONAL PERSONNEL DECELERATOR AND REQUIRES A COMPREHENSIVE COURSE OF INSTRUCTION PRIOR TO USE. THE USER MUST HAVE RECEIVED ADEQUATE TRAINING ON THE USE OF GLIDING TYPE CANOPIES.

PRIOR TO USING THIS CANOPY, THE USER MUST READ AND FULLY UNDERSTAND THE OPERATION OF THE CONTAINER AND HARNESS ASSEMBLY. WITHOUT THIS KNOWLEDGE, ALL USERS ARE PROHIBITED FROM USING THIS CANOPY.

IT IS RECOMMENDED THAT ALL USERS MAKE AT LEAST ONE JUMP ON A DEMO CANOPY, IF AVAILABLE, TO ACQUIRE SOME KNOWLEDGE ON THE HANDLING CHARACTERISTICS. IF A DEMO CANOPY IS NOT AVAILABLE, THE USER IS AUTHORIZED TO MAKE ONE PRE-PLANNED JUMP WITH THIS CANOPY PRIOR TO PLACING IT IN SERVICE AS AN EMERGENCY OR AN AUXILIARY CANOPY. THIS CANOPY SHOULD BE ASSEMBLED AND PACKED BY AN APPROPRIATELY CERTIFICATED PARACHUTE RIGGER FOR THIS ONE AUTHORIZED TEST JUMP.

NEXT, THE BUYER SHOULD FAMILIARIZE HIMSELF WITH THE CANOPY HANDLING CHARACTERISTICS. ACCOMPLISH TURNS, BOTH SHALLOW AND STEEP, WITH GRADUAL AND ABRUPT STALLS. VIOLENT OR PROLONGED

STALLS ARE STRICTLY PROHIBITED. MINIMUM ALTITUDE FOR THESE MANEUVERS IS 1,000' AGL.

OPERATING INSTRUCTIONS

CONTAINER ACTIVATION

CONTAINER ACTIVATION MUST BE ACCOMPLISHED IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS, AT AN ALTITUDE SUFFICIENT FOR FULL CANOPY INFLATION TO OCCUR. THIS WOULD INCLUDE ENOUGH ALTITUDE TO ALLOW FOR BRAKE RELEASE AND MANEUVERING THE CANOPY TO A CLEAR LANDING AREA FOR A SAFE LANDING INTO THE WIND.

POST CANOPY DEPLOYMENT

UPON CANOPY DEPLOYMENT, OBTAIN VISUAL CONTACT WITH THE STEERING TOGGLES. INSERT FINGERS INTO THE APPROPRIATE LEFT AND RIGHT STEERING TOGGLE AND PULL DOWN BRISKLY! THIS WILL TRANSITION THE CANOPY FROM THE STOWED BRAKE, POST-DEPLOYMENT CONFIGURATION TO THE NORMAL FLIGHT/LANDING CONFIGURATION.

CANOPY CONTROL

AFTER THE BRAKES ARE RELEASED, THE FIRST ACTION THE JUMPER MUST TAKE IS TO ASCERTAIN THE NEAREST SAFE, OPEN LANDING AREA THAT IS OBTAINABLE WITH THE GIVEN ALTITUDE AND WIND CONDITIONS.

LANDING

AFTER ARRIVING AT ANY LARGE, OPEN, UN-OBSTRUCTED, SAFE LANDING AREA, FACE THE CANOPY INTO ANY WIND PRESENT, AND SMOOTHLY PULL THE STEERING TOGGLES DOWN TO REDUCE FORWARD VELOCITY AND VERTICAL RATE OF DESCENT JUST PRIOR TO REACHING THE GROUND. MINIMAL FLARE IS REQUIRED IF THE WIND VELOCITY IS ABOVE 12 KNOTS.

HAVING THE CANOPY REACH THE FULL STALL CONFIGURATION PRIOR TO LANDING CAN CAUSE SERIOUS INJURY OR DEATH!

PARACHUTE RIGGER QUALIFICATION REQUIREMENTS

THE PARACHUTE RIGGER PACKING THIS CANOPY MUST HAVE A MINIMUM OF AN F.A.A. SENIOR PARACHUTE RIGGER CERTIFICATE WITH THE REQUIRED RATING COMMENSURATE WITH THE HARNESS AND CONTAINER ASSEMBLY TO BE USED.

PARACHUTE RIGGER EQUIPMENT AND MATERIALS REQUIREMENTS

THE PARACHUTE RIGGER PACKING THIS CANOPY MUST HAVE THE PACKING INSTRUCTIONS FOR BOTH THE CANOPY AND THE HARNESS AND CONTAINER, PHYSICALLY IN HIS OR HER POSSESSION, AND USE BOTH OF THEM WHILE PACKING!!

THE PARACHUTE RIGGER PACKING THIS CANOPY MUST HAVE ALL TOOLS REQUIRED BY THE PACKING INSTRUCTIONS OF THE MANUFACTURER OF THE HARNESS AND CONTAINER IT WILL BE PACKED INTO, IN HIS OR HER POSSESSION.

PARACHUTE RIGGER EXPERIENCED REQUIREMENTS

THE PARACHUTE RIGGER PACKING THIS CANOPY MUST HAVE PACKED A MINIMUM OF 100 RAM-AIR PARACHUTES INTENDED FOR INTENTIONAL USE. THE PARACHUTE RIGGER MUST ALSO HAVE PACKED 5 CANOPIES OF THIS TYPE INTO THE SAME TYPE HARNESS AND CONTAINER ASSEMBLY, ONE OF WHICH MUST HAVE BEEN DONE WITHIN THE PREVIOUS 120 DAYS. NON-COMPLIANCE WITH THIS REQUIREMENT IS A VIOLATION OF F.A.R. 65.129, AND VOIDS THE T.S.O. AUTHORIZATION.

REPACK CYCLE

REPACKS MUST BE ACCOMPLISHED IN A TIMELY MANNER, CONSISTANT WITH THE F.A.R.'S.

PACKING INSTRUCTIONS

ASSEMBLY

THIS CANOPY IS PRODUCED WITH THE FOLLOWING SUB-ASSEMBLY COMPONENTS.

CANOPY/LINES

P/N 900AMIGO(MODEL#())

SLIDER

P/N AMISLID(MODEL#())

#5 STAINLESS, MAILLON RAPIDE LINK (4EA.) P/N 7001005

THIS CANOPY MUST BE ASSEMBLED IN ACCORDANCE WITH THE CANOPY, AND HARNESS AND CONTAINER, MANUFACTURER'S INSTRUCTIONS. THE MINIMUM STANDARD IN THESE INSTRUCTIONS MUST BE TO TIGHTEN THE RAPIDE LINKS FINGER TIGHT, THEN 1/4 TURN WITH A WRENCH.

TOGGLE MARKINGS ARE BASED ON THE TOP OF THE GUIDE RING, 4" DOWN FROM THE TOP END OF THE REAR RISER.

ASSEMBLY INSTRUCTIONS

STARTING WITH THE CANOPY NOSE FACING NOSE UP, IDENTIFY AND PICK-UP THE "A" LINE, RIGHT OR LEFT. FOLLOW THE CHORDWISE SEAM TO THE "B" LINE, ENSURING THAT NO OTHER LINES ARE ROUTED BETWEEN. CONTINUE THIS OPERATION TO THE CENTER OF THE CANOPY. HOLDING THE FOUR LINES THAT HAVE BEEN CHECKED, RUN DOWN THE LINES TO THE SLIDER, ASSURING THAT THE LINES GO THROUGH THE APPROPRIATE FRONT GROMMET, LEFT OR RIGHT, AND ATTACH TO THE RAPIDE LINK IN SEQUENCE. REPEAT THIS OPERATION, BEGINNING AT THE OPPOSITE SIDE OF THE CANOPY.

ROTATE THE CANOPY 180 DEGREES, PICKING UP A "D" LINE, RIGHT OR LEFT. FOLLOW THE INSTRUCTIONS IN THE ABOVE PARAGRAPH (EXCEPT USE THE APPROPRIATE REAR GROMMET).

ATTACH THE STEERING LINES BY PICKING UP AN OUTSIDE CONTROL LINE, LEFT OR RIGHT. PICK-UP THE OTHER 3 CONTROL LINES ASSURING THAT THERE ARE NO OTHER LINES ROUTED BETWEEN THESE. FOLLOW THE STEERING LINE DOWN TO THE SLIDER, ROUTING IT THROUGH THE REAR SLIDER GROMMET, LEFT OR RIGHT. INSERT THE LINE THROUGH THE STEERING LINE GUIDE RING (4" FROM TOP OF RISER), AND ATTACH THE TOGGLE WITH A FINGER TRAP. BARTACK THE FINGER TRAP, OR SEW A 3"

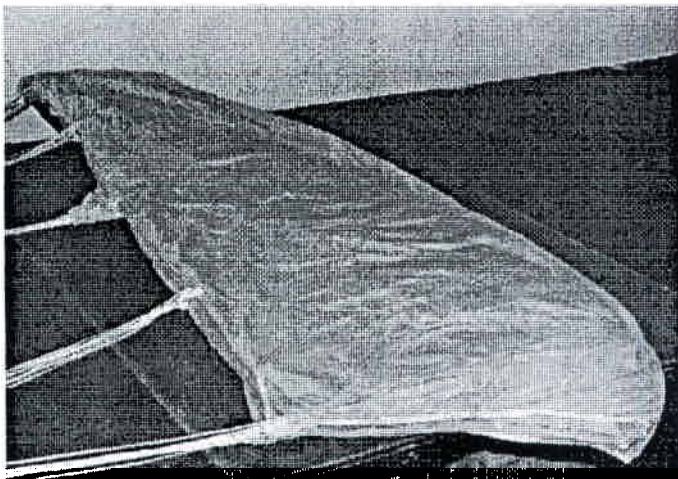
SINGLE NEEDLE, 301 STITCH, V-T-295 T/2, C/A, SIZE E, 7-11 S.P.I.. REPEAT ON THE OPPOSITE STEERING LINE. IF A SEWING MACHINE IS NOT AVAILABLE, ATTACH TOGGLE WITH OVERHAND KNOT AND FINGER TRAP EXCESS CONTROL LINE. NOTE: MARK FOR CONTROL LINE LOOP IS PLACED AT LOOP END.

PERFORM A COMPLETE CONTINUITY CHECK OF ALL SUSPENSION LINES. CHECK TRIM DIMENSIONS (PER DATA SHEET), USING EQUAL TENSION.

INSPECT THE CANOPY, SLIDER, LINKS AND ALL SUSPENSION LINES FOR AIR-WORTHINESS.

PACKING

FLAKING THE CANOPY



AFTER PERFORMING A FULL CONTINUITY CHECK, CHECK HARNESS AND CONTAINER FOR PROPER ORIENTATION. THEN, FLAKE THE CANOPY BY LAYING IT ON EITHER SIDE AND PULLING ON THE TOP SURFACE AT EACH OF THE NON-LOAD BEARING RIB SEAMS. PULL EQUAL TENSION TO ALL LINES.

STACKING THE CANOPY

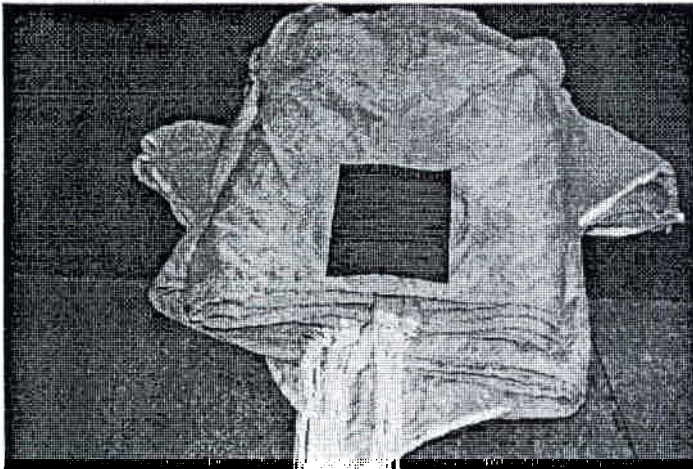


GRAB THE TOP SURFACE KEEPING ALL LINES TENSIONED AND STACK THE "B" LINE GROUP ON TOP OF THE "A" LINE GROUP MOVING THE MATERIAL FOLD TO THE OPPOSITE SIDE OF THE TAIL. STACK THE REMAINING "C" AND "D" LINE GROUPS ON TOP OF THE MATERIAL FOLD OPPOSITE THE "B" LINE MATERIAL FOLD.

BRAKE STOWAGE

BRAKES MUST BE STOWED IN ACCORDANCE WITH HARNESS AND CONTAINER MANUFACTURER'S INSTRUCTIONS. AS A MINIMUM, BRAKES MUST BE STOWED IN THE DEPLOYMENT CONFIGURATION DURING PACKING IN A MANNER THAT WILL ASSURE THAT THEY DO NOT RELEASE PREMATURELY DURING DEPLOYMENT. TOGGLES MUST BE INSERTED IN BRAKE STOW LOOPS PROVIDED, FOR DEPLOYMENT, OR THE T.S.O. AUTHORIZATION IS VOID! IF HARNESS AND CONTAINER MANUFACTURER'S INSTRUCTIONS ARE NOT CLEAR, OR IF THEY SEEM CONFLICTING, CONTACT THE CANOPY MANUFACTURER FOR FURTHER INSTRUCTIONS.

DRESSING THE TAIL



STARTING AT THE OUTBOARD STEERING LINE, (LEFT OR RIGHT) TENSION THE LINE, AND PLACE IT ON THE MAIN GROUP OF LINE (A-D), WITH THE MATERIAL FOLDED OUTBOARD (3PLCS.). CENTER THE TAIL ABOVE THE GROUP OF LINES (A-D), AND MAKE THE REMAINING MATERIAL FOLD TO THE OUTSIDE, AROUND THE PREVIOUS FOLDS OF THE TRAILING EDGE. REPEAT ABOVE OPERATION ON THE OTHER SIDE OF THE TRAILING EDGE.

STOW SLIDER

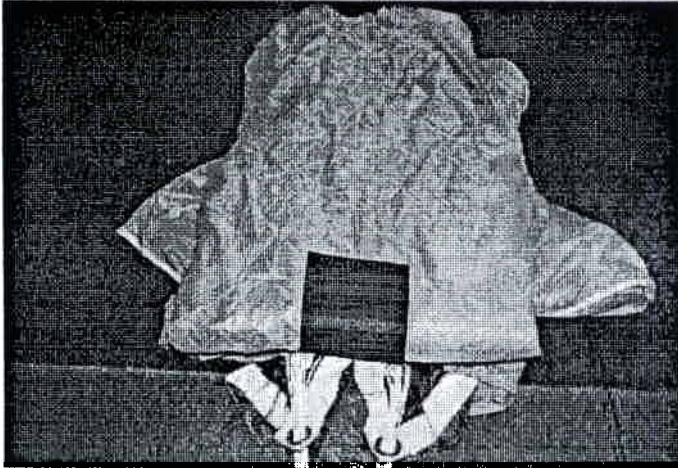


DETERMINE THAT THE SLIDER IS ORIENTED CORRECTLY TO LINE GROUPS, AND MOVE IT TOWARDS THE CANOPY, HOLDING IT BY THE CENTER, UNTIL THE FRONT GROMMETS CONTACT THE "A" LINE SLIDER STOPS. REAR GROMMETS DO NOT CONTACT SLIDER STOPS WHILE PACKING. STOW THE SLIDER, ABOVE THE LINE GROUP, UNDER THE TRAILING EDGE.

DEPLOYMENT BAG PREPARATION

ACCOMPLISH ANY PREPARATIONS REQUIRED BY THE HARNESS AND CONTAINER MANUFACTURER.

FOLD CANOPY



PLACING ONE HAND UNDER THE CANOPY, MAKE A SMALL "S" FOLD; DO NOT INCLUDE THE SLIDER.



ENSURE NOSE IS SPLIT AND EXPOSED.



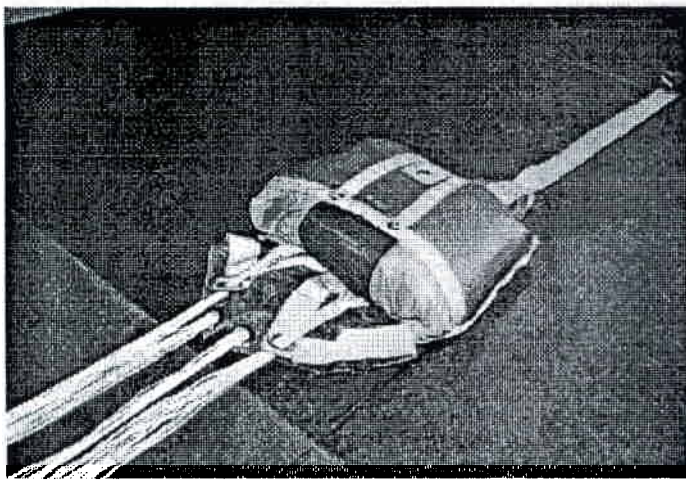
SPLIT THE TOP SURFACE INTO THE RIGHT AND LEFT SIDE BY FOLLOWING THE CENTER SEAM FROM TAIL TO NOSE, SEPERATING THE FOLDS TO THEIR RESPECTIVE SIDES.



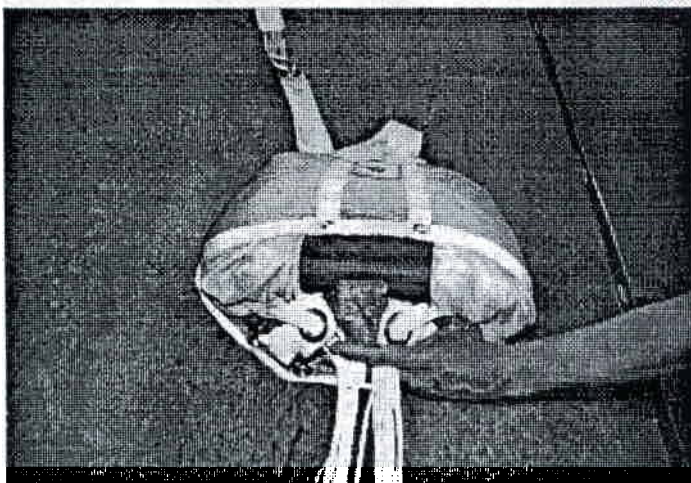
ROLL THE CENTER SEAM (FROM THE TOP), AND TUCK MATERIAL INTO THE SMALL "S" FOLD.

FOLD THE OUTSIDE MATERIAL, AROUND THE LEFT AND RIGHT SIDE, SHAPING THE EARS IN PREPARATION FOR INSERTING INTO THE BAG.

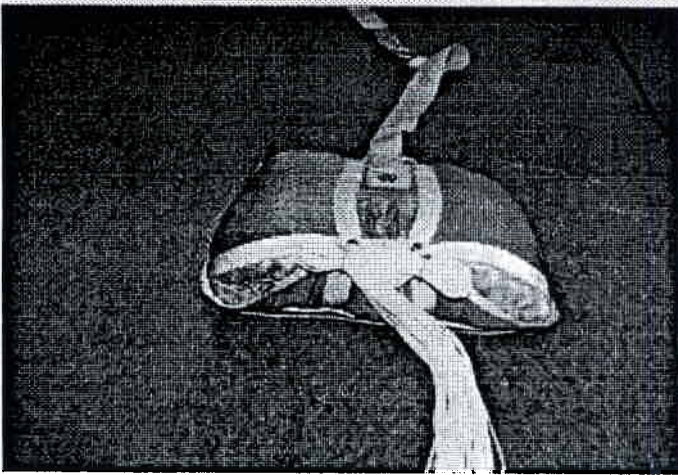
BAG INSTALLATION



INSERT THE CANOPY INTO THE BAG, USING THE EARS TO FILL THE TOP CORNERS OF THE BAG. KEEP THE AREA AROUND THE GROMMETS IN THE BAG CLEAR OF CANOPY MATERIAL.



"S" FOLD THE EXPOSED PORTION OF THE SLIDER INTO THE BAG, WITH A VERTICAL FOLD; AVOID CONTACTING THE CANOPY WITH THE SLIDER GROMMETS.



CLOSE THE BAG WITH THE END FLAP, LOCKING IT WITH TWO LINE STOWS, INSURING THE BIGHTS ARE ADEQUATE TO KEEP THE BAG CLOSED UNTIL LINE STRETCH.

STOW THE LINES INTO THE POUCH PER THE HARNESS AND CONTAINER MANUFACTURER'S INSTRUCTIONS.

CLOSING THE CONTAINER

PLACE THE CANOPY, IN THE BAG, INTO THE CONTAINER IN ACCORDANCE WITH THE HARNESS AND CONTAINER MANUFACTURER'S INSTRUCTIONS.

COMPLIANCE WITH INSTRUCTIONS

THIS CANOPY MUST BE ASSEMBLED, PACKED, AND OPERATED IN ACCORDANCE WITH BOTH CANOPY, AND HARNESS AND CONTAINER MANUFACTURER'S INSTRUCTIONS. ANY DEVIATION FROM THIS REQUIREMENT VOIDS THE T.S.O.

MAINTENANCE

OPERATOR PREVENTIVE MAINTENANCE

ABRASIONS - ALL SHARP OR ROUGH OBJECTS SHOULD BE AVOIDED AT ALL TIMES. CARE SHOULD BE TAKEN TO NOT ALLOW ANY HEAVY WEIGHT TO BE PLACED ON A CANOPY WHILE IT IS ON THE GROUND, WHILE BEING PACKED, OR AT ANY OTHER TIME.

CHEMICALS - AVOID ALL CHEMICALS. ACID AND SOLVENTS OF UNKNOWN SPECIFICATIONS SHOULD NEVER BE ALLOWED NEAR A CANOPY NO MATTER FOR HOW SHORT A DURATION.

FOREIGN OBJECTS - NO NATURAL FOREIGN OBJECTS SHOULD BE ALLOWED TO COME IN CONTACT WITH PARACHUTE MATERIAL. ANY SUCH OBJECTS CAN LEAD TO MILDEW IF MOISTURE IS PRESENT.

TEMPERATURE - ANY AREA THAT CANNOT BE ASSURED OF MAINTAINING A TEMPERATURE NEAR AMBIENT SHOULD BE AVOIDED. PROLONGED EXPOSURES TO TEMPERATURES IN EXCESS OF 180° F. CAN CAUSE SEVERE DEGRADATION TO THE MATERIAL.

REPAIRS

NO MAJOR REPAIRS OR ANY ALTERATIONS ARE AUTHORIZED. ANY REPAIRS ACCOMPLISHED IN THE FIELD MUST BE OF A NATURE THAT NO DISASSEMBLY OF ANY PORTION OF THE CANOPY IS REQUIRED. ANY SUCH MAINTENANCE MUST BE RETURNED TO THE MANUFACTURER FOR EVALUATION AND REPAIR.

REPAIRS SUCH AS ADDING A SMALL PATCH (LESS THAN 9" DIMENSION OF THE LARGEST DAMAGED AREA) MAY BE ACCOMPLISHED BY ANY APPROPRIATELY CERTIFICATED SENIOR OR MASTER PARACHUTE RIGGER WITH THE FACILITIES TO DO SO. THE REPAIRS MUST BE ACCOMPLISHED IN ACCORDANCE WITH THE PROCEDURES IN THE POYNTER'S PARACHUTE MANUAL.

ANY DAMAGE WITH A MAXIMUM DIMENSION OF 1/2" OR LESS MAY BE REPAIRED USING RIPSTOP NYLON TAPE. IT MUST BE SEWN ON BOTH SIDES OF THE DAMAGED AREA WITH A SINGLE NEEDLE SEWING MACHINE, WITH A 301 STITCH, 7-11 S.P.I., WITH V-T-295, SIZE E, T/2, C/A. AN OPTIONAL SINGLE SIDED PATCH MAY BE USED, SEWN AS SHOWN IN THE POYNTERS PARACHUTE MANUAL. THE PATCH SHOULD BE PLACED ON THE OUTSIDE OF THE BOTTOM SURFACE, ON EITHER SIDE OF THE TOP SURFACE.

NOTICE

THIS CANOPY IS AUTHORIZED TO HAVE ONE INTENTIONAL JUMP MADE WITH IT. IT IS ALSO AUTHORIZED TO MAKE FIVE (5)! EMERGENCY JUMPS ON THIS CANOPY, AFTER WHICH IT MUST BE RETURNED TO THE MANUFACTURER FOR AN INSPECTION AND ANY REQUIRED UPDATES. THE INSPECTION WILL BE ACCOMPLISHED FREE OF CHARGE, UNLESS THERE ARE NECESSARY REPAIRS THAT MUST BE MADE TO RESTORE THE CANOPY TO SERVICE.

Amigo

**HIGH PERFORMANCE
7 CELL RESERVES**

SUPPLEMENTAL DATA SHEET FOR AMIGO OWNERS MANUAL

MODEL		134 REV(-A)
SQ. FT.		136
SQ. METER		12.64
MAX. SUSP. WEIGHT	/LB* /KG*	145 66
MAX. AIRSPEED	/MPH /KIAS PER HOUR	172.5 150
NO. CELLS		7
WEIGHT	/LB /KG	5.0 2.3
PACK VOLUME CU. IN.		330
ASPECT RATIO		2.4

* SUSPENDED WEIGHT IS DEFINED AS THE TOTAL WEIGHT OF THE PERSON, INCLUDING ALL EQUIPMENT, AS HE EXITS THE AIRCRAFT.

LINE TRIM TABLE: THE "A" IS LINE MEASURED FROM THE SUSPENSION LINE BEARING POINT (CONN. LINK), TO THE NEAREST CANOPY MATERIAL (OUTSIDE FOLD OF RIB SEAM).

NOTE: EDGE LINES ARE APPROX. 1/2" SHORTER

A LINE LENGTH	115 11/16"
B LINE = A LINE +	2 7/8"
C LINE = A LINE +	9 5/16"
D LINE = A LINE +	18 5/8"
STEERING FULL FLIGHT = A LINE +	24 11/16"
DEPLOYMENT CONFIG. = A LINE +	7 3/8"

6FEB96



U.S. Department
of Transportation
**Federal Aviation
Administration**

**TRANSPORT AIRPLANE DIRECTORATE
AIRCRAFT CERTIFICATION SERVICE
LOS ANGELES AIRCRAFT CERTIFICATION OFFICE**
3229 EAST SPRING STREET
LONG BEACH, CA 90806-2425

AUG 25 1992

Free Flight Enterprises Inc.
P. O. Box 1419
Lake Elsinore, California 92531

Gentlemen:

**Free Flight Enterprises Inc.
Technical Standard Order C23c.**

Your application dated August 11, 1992, requesting the issuance of a Technical Standard Order (TSO) authorization in accordance with the procedural requirements of Federal Aviation Regulation (FAR) Part 21, Subpart O, has been reviewed. Based upon your data and statement of conformance certifying your article has met the requirements of FAR Part 21, Subpart O, and the minimum performance standards of TSO C23c (Ref. FAR 21.305(b)), authorization is hereby granted for the following:

<u>Model</u>	<u>Part Number</u>	<u>Description</u>
AMIGO 134	900AMIG0134()	Steerable Parachute, Category B

The technical data submitted with your application have been accepted as fulfilling the requirements for your TSO authorization and will be retained in our files.

The quality control procedures contained in your quality control manual, currently on file at the Los Angeles Manufacturing Inspection District Office, and your statement that those procedures will be applied to the manufacture of the subject article at the above address, are considered adequate in accordance with FAR 21.143.

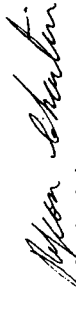
Effective this date, your authorization to use TSO procedures is extended to include this parachute. You may identify this article with the applicable TSO markings as required by TSO C23c.

As a recipient of this TSO authorization, except as provided in FAR 21.3(d), you are required to report any failure, malfunction, or defect in any product or part manufactured by you or your contracted suppliers, and which you have determined has resulted or could result in any of the occurrences listed in FAR 21.3(c).

The report should be communicated initially by telephone to the Manager, Technical and Administrative Support Staff; ANM-103L, (310) 988-5300, within 24 hours after it has been determined the failure has occurred, and followed up with a written notice. FAA Form 8010-4 (Malfunction or Defect Report) or other appropriate format is acceptable in transmitting the required details. As required by FAR 21.613(b), you must also notify the FAA when you no longer manufacture a TSO approved article.

This authorization pertains only to manufacturing operations at the above address. This office must be notified in advance of any proposed name change or facility relocation to preclude interruption while awaiting quality control approval of that facility.

Sincerely,


Frederick Lee
Manager, Los Angeles Aircraft
Certification Office