



Metamorfosi

Emergency Parachute

Owner's Manual



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AMENDMENTS

Version	Date	Changes
1	25 October 2013	Initial release
2	13 November 2013	Correct text for re-pack step 12
3	15 January 2014	Comments for storage, disposal, environment, harness check, operating limits.

DOCUMENT FORMAT

This document is formatted for double sided printing, the odd numbered pages have a wider margin on the left and the even number pages have it on the right. That allows for binding along the edge.

METAMORFOSI MODELS COVERED BY THIS MANUAL

Model	Number of Gores (suspension lines)	Weight [kg]	Area [m2]	Weight [Lbs]	Area [ft2]
Conar HG16	16	1.68	22.36	3.70	241
Conar HG18	18	2.02	28.38	4.45	305
Conar HG20	20	2.58	35.11	5.69	378

INTRODUCTION

Thank you for choosing the Metamorfofi Conar, an outstanding product. The patented design gives extraordinary performance to this emergency parachute.

This manual is for the HANG GLIDING version of the parachute. Please read this manual thoroughly. Verify that you have the right product, that it is correctly installed and properly maintained.

The ***Metamorfofi Conar hang gliding*** emergency parachute is only suitable for hang gliding. Other models are available for paragliding; contact your Moyes dealer for these. This emergency parachute is not suitable for any other purpose including paragliding, free fall and base jumping.

If in doubt about any aspect of your emergency parachute, consult your manual or seek advice from your Moyes dealer. Moyes are happy to help with advice and hints.

Since 1967, Moyes Delta Gliders have been on the cutting edge of hang glider development. A family owned business operating under homespun values, we provide a comprehensive international network to service all pilots. We work with some of the best pilots in the world to ensure that our equipment is built to the highest standards and stringently tested in order to improve performance and safety.

We wish you the very best flying,

The Moyes Team

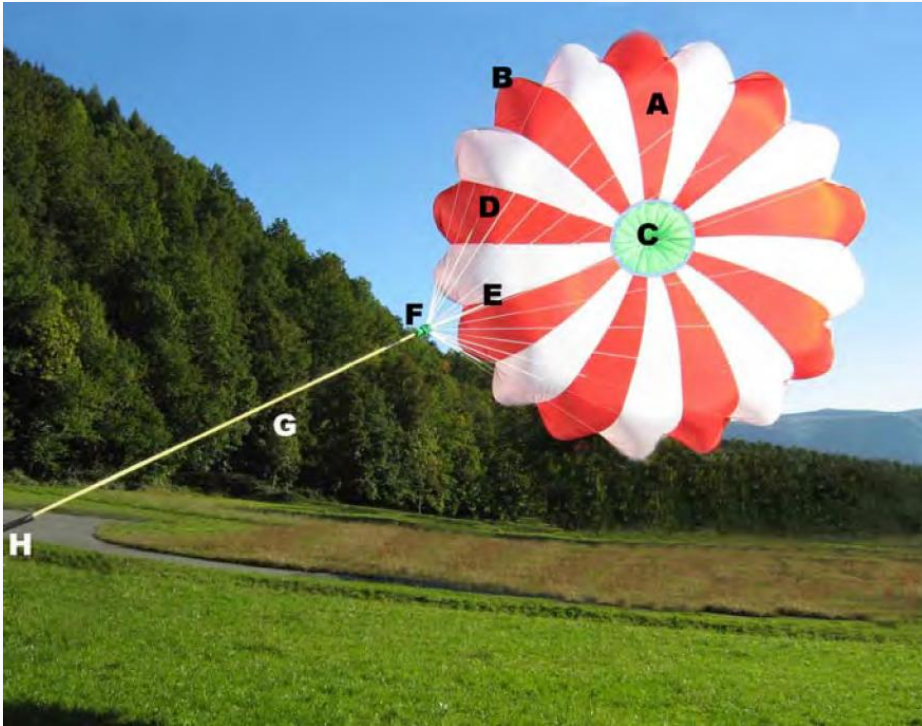


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CONAR PARTS TERMINOLOGY

- | | |
|----------------------------|---------------------------|
| A – Canopy | E – Pull down apex lines |
| B – Leading edge | F – Suspension lines sock |
| C – Reverse apex cone | G – Bridle |
| D – Suspension line (gore) | H – Sheath bridle |



PARACHUTE IDENTIFICATION

This section describes how to identify which parachute you have.

Is it a Metamorfosi Conar ?

At the end of the bridle line, there is a manufacturing label with date, model, size and serial number.

If there is still some doubt, you may need to unpack the parachute and compare it with the other images in this manual. The Conar has a yellow braided rope bridle.

What model is it?

The hang gliding Conar has a black eye at the end of the bridle. The paragliding model has a shorter bridle with a quick link (maillon rapide).



Hang gliding



Paragliding



SINK RATE CHECK

If you have just purchased your Metamorfofi you would have done sink rate calculations to ensure that you have the appropriate size. If you wish to review these calculations, go to the “What size parachute do you need?” section later in this manual.

INSTALLATION IN YOUR HARNESS

Mount your Conar parachute into your harness according to the instructions from the harness manufacturer. If possible use the original Conar handle which is sewn onto the deployment bag. If you have to use the handle that comes with the harness, attach it to the small loop in the deployment bag. Remember that a long handle makes throwing difficult and the risk of tangling increases. The handle must not have Velcro hooks sewn on because they could stick to the lines and prevent the deployment bag from opening.



It is important to ensure the handle can be seen during flight, and be very easy to grasp, with your thumb, in any situation.

After each repack it is mandatory to check the extraction while hanging in your harness: it is no use having a good parachute if you cannot get it out!

The Conar is supplied with a sheet of UV Shielding 35cm x 45cm. Place this shielding over the packed parachute so that it sits between the pack and the outer skin of your harness. You may need to cut the shielding to make it fit.

Some basic points about installing the parachute.

- Make sure the parachute is connected to the harness, either at the carabineer or within the harness as specified by the manufacturer. If you become disconnected from the glider, at least the parachute will still be connected to you.
- Looping synthetic bridle webbing together can fail under shock load due to heat generated as it tightens. Your harness should have a suitable sheath at the connection point.

Instructions for installation into the Moyes Matrix harness and Moyes Contour harness are included in the manuals for those harnesses and can be downloaded from the Moyes website.



Installation checklist

- Verify installation is according to the harness manufacturers instructions.
- Make sure that all connections are secure.
- Use the original Conar handle.
- Verify that no moving parts (tilt adjustment, zips) are hindered by the installed parachute and straps.
- After each packing, a test extraction should be performed while you are lying in the harness.
- If you are not completely confident about the installing the emergency parachute into your harness, please contact the harness manufacturer/dealer to locate a trained professional.

DEPLOYMENT PROCEDURE

The decision to deploy your emergency parachute depends on the height you are flying. If you are high and the glider is not badly broken perhaps you can try to regain control of your wing, or you can wait a few seconds for a more favourable moment with the bag in your hand. However, if you are low, every second is precious! Beware of a severe spin: the centrifugal force could make you faint or you may be unable to move your hands to the handle. When you decide to go for the parachute, keep a cool head and execute quickly. **The way to achieve this is to practice regularly so all actions are instinctive.** The deployment sequence is the following:

1. Look at the handle.
2. Grab the handle with your thumb and then grasp firmly.
3. Force open the container by pushing the handle to open the container and pull out the inner bag.
4. Throw the parachute forcefully towards clear space
5. Get your feet out of your harness
6. Stabilise your wing by controlling possible oscillations
7. Firmly hang onto the wing and prepare for touch down

1) - Look at the handle to be sure to grasp it first time, a second attempt could cost precious altitude.

2) - Grab the handle with your thumb because this is the only sure way, particularly when flying with gloves. During each flight train by rehearsing these two first operations, being extremely careful to avoid accidental deployments!

3) - Force open the container by pushing the handle, this enables you to open the container progressively and completely with little effort.

4) - Throw the deployment bag forcefully into clear space extending the lines quickly and minimising the chance of tangles. If, for any reason, the parachute doesn't open immediately, shake hard on the bridle to help it out. In cases where the glider is still flying predominantly straight, it is better to throw backwards. If a wing is broken you will probably go into a spin: throw the reserve in the direction of the spin and towards the outside; the centrifugal force will help your throw. If you get tangled in the glider, it is essential to look for clear space before throwing. If tumbling, throw forcefully along the axis of rotation to avoid the bridle being rolled around the glider.

5) - Get your feet out of your harness to better absorb the landing impact.

6) - Stabilise the wing if you have time. After deployment of your parachute you might end up at the rear of your wing and you will likely encounter a violent spin. You must stop the spin by getting your weight closer to the nose of the hang glider.

7) - Hang on tight to your wing. If possible, climb on the control bar, or the keel if inverted. Prepare yourself for landing but do not shield yourself from the impact with your hands. If your wing is not too badly broken up, try reducing your sink rate by pushing the control bar forward with your feet. Be aware that harnesses with dorsal plates will reduce the ability of your spine to flex absorbing the impact: land

with your body slightly sideways. Remember that you will not be able to control your direction and you cannot choose where to touch down.

Emergency parachutes are a possible chance of safety, not a guarantee...

Here are some links to deployment videos to give you some idea of what happens.

<http://www.youtube.com/watch?v=rH14a6UDxVY&noredirect=1>

<http://vimeo.com/68791399>

<http://vimeo.com/22146182#at=0>

Here is a short video of a drop test from an aeroplane of the Metamorfofi Conar 16 by Moyes and Metamorfofi Conar 18. The 18 was tested with a 140kg (308lbs) of weight and the 16 was tested with a 100kg (220lbs) of weight

http://www.youtube.com/watch?v=RIghwt4_nIU&noredirect=1

Operational Limitations

- This emergency parachute is for HANG GLIDING only and is not suitable for any other purpose including paragliding, free fall and base jumping.
- According to the EN 12491 the parachute should not be used above speeds of 32m/s or 115km/h.
- The maximum combined weight that can be attached to the emergency parachute is

Model	Max Weight [kg]	Max Weight [Lbs]
Conar HG16	198	436
Conar HG18	220	485
Conar HG20	300	661

PACKING INSTRUCTIONS

The quick and correct opening sequence of the parachute depends on proper packing. We recommend that you engage an experienced rigger to pack it as described in this manual. You must use the original Conar deployment bag. You can obtain these directly from Moyes or a Moyes dealer. Incorrect packing will probably cause malfunctions. If you are packing the Conar yourself, follow these directions VERY CAREFULLY. The parachute should be packed at least every 12 months. As rough surfaces or jewellery could damage the lines or canopy, take off all rings, watches and bracelets. You will need two people, a long length of string and an area that is clean, dry and smooth such as a floor, large table or sheet. A low humidity environment is good.



1 The stretched line in the photo is attached to the pull down apex (it is made up of three or four parallel lines depending on parachute size). It keeps the apex down and holds down the vertex of the reverse apex cone. **Be careful: the apex lines must be inside the canopy,** as shown in the picture on the left.

2

Thread the "long string" through all the loops that are approximately at the middle of the Kevlar seam reinforcements at the top of the canopy. Take care to do it consecutively counting gore by gore to avoid missing one.

It's very important to use a long string so it's never forgotten.



3

Make a knot to hold all the loops together.





4 Position the apex inside the canopy by gently pulling the apex line while your assistant is helping from the top.



Pull the light sock right down towards the bridle knot to free the lines.



Take two consecutive lines on the canopy and be sure they are free for the entire length.
- If two consecutive lines are free, all the others will be too.
- If they are not free the bridle went through the suspension lines and you will have to untangle them: pull two consecutive lines sideways to guess where the bridle is tangled.



Stretch back the nylon sock; lay the canopy out and keep the two ends (bridle knot and string) under light tension.



Grasp all the suspension lines with one hand and check that all the knots are at the same height.

8



9

Open the canopy by flaking the gores consecutively while counting them one by one. At the same time your assistant should place one hand well inside each gore and neatly lay out the upper part of the canopy from the inside.

Repeat number 9 to get it perfect. After flaking all the gores, the canopy should be as shown. Count the number of gores.

10



11

Flake half of the gores to the other side as shown. Check that the number of gores per side is the same.

12

Take one of the top gores (left or right, doesn't matter) and open it to make the wind channel, as shown in the picture.



13

After this operation the canopy looks like the picture



14

To increase reliability fold the sides at 45°. This will slightly delay the opening of the corners, thus forcing the inflation through the wind channel. The leading edge fold should be in line with the wind channel but not overlapped.



15

Fold the outside edges onto the wind channel as shown, but do not overlap them otherwise you will increase the bulk.



16

Fold the canopy in half along the central axis and open the mouth of the wind channel.

To do this properly you have to fold the canopy and open the mouth at the same time.

17

After this operation the canopy looks as in this picture. Note the leading edge of the wind channel is in line with the side of the canopy.



18

Get the air out by pushing it towards the leading edge (on the other end there is no way out).

19

Undo the knot and **remove the string** from the loops.

It's very important to use a long string so it's never forgotten.





20

Fold over the top 20 cm (8") of the canopy as shown in the picture.

21

Carefully fold it again so that the fabric remains evenly arranged inside the fold as shown in the picture.



22

Make the first "S" fold (make another one for the **Conar 20** and **22**).



23

Make another "S" fold getting the forward edges in line with the leading edge and all the back edges aligned to make a rectangle. If it is not perfect, repeat the operation from number 20 by unfolding and beginning again at the top of the canopy.



24

Lay the five flap inner bag on the floor with the handle on the opposite side of the lines. Check the condition of the four rubber bands attached to the deployment bag and replace if necessary.

Do not connect the bag to the canopy with a string: it could get tangled during a deployment!



25

Place the canopy onto the bag and thread the elastic string through the eyelet on the opposite fifth flap - like the picture.



26

Pull the elastic string through the two side flap eyelets.



27

Pass the suspension lines through the elastic string making a loop of about 3 cm (1 1/4 inches) as shown in the picture. (A small finger should be able to go inside the loop).

To avoid any chance of the lines getting tangled, the loop should face you as shown in the picture.

28

For the **16 and 18** gore **Conar** parachutes, take **half** the length of the lines from the edge of the deployment bag to the nylon tube (for the **20 and 22** gore models take **one third** of the length) and fold the lines in a figure of eight. Take care not to twist the lines.



29

Secure the first half (first 1/3 for the **Conar** 20 and 22) of the suspension lines with the two lower rubber bands through the figure of eight loops as shown in the picture.

30

Repeat the operation with the rest of the suspension lines up to and including the lines sock. Secure the loops with the next two rubber bands.

As the **Conar** 20 and 22 have longer lines there are three pairs of rubber bands so you have to repeat the operation once more to get to the sock.



31

Take the elastic string again from the first loop on the suspension lines and pull it through the fourth flap eyelet.

32

Secure the elastic string with a 3cm (1 ¼" inches) loop of bridle, after folding it as shown in the picture (one finger test again).

To avoid possible tangling, place the new loop away from you (in the opposite direction of the first loop).



33

Arrange the package so that the canopy is completely protected by the deployment bag.



34

Fold the bridle in a figure eight and secure one end using the side rubber band. (Replace it, if necessary). The deployment bag is now ready to be fitted into the harness, according to the manufacturer directions.



MANDATORY WARNINGS

1. Once you have the parachute in the harness it is mandatory to check that you can easily extract the deployment bag from the harness.
Hang in your harness and check the extraction!
2. The deployment bag is extremely important for parachute reliability:
use the original Conar deployment bag. Contact Moyes if you need a new one.
3. Beware: if your **Conar** has a **maillon rapide** fixed at the end of the bridle it is a paragliding rescue parachute, not a hang gliding one.

CARE AND MAINTENANCE

Avoid sunlight

The ultra violet (UV) radiation in sunlight is harmful to plastics. Avoid leaving your harness and parachute in direct sunlight. UV will pass through your harness to the parachute, so make sure you use the UV shielding supplied with the parachute. Ordinary car or truck window glass only filters out approximately 37% of the UV wavelength that is harmful to plastics (300 to 400nm wavelength). A one week exposure to strong sunlight may reduce the fabric strength by approximately 25%.

Avoid damp

If the parachute gets wet or damp it must be repacked. If it was wet with salt water you must rinse it off thoroughly with fresh water. Hang it up in a dark room and let it dry and air completely before repacking. Keep the parachute in a dry and cool place to avoid mould developing. When repacking, try to pick a day of low humidity.

Repack frequently

Repack the parachute every 6 months. Regular repacking is the best way to become familiar with the packing procedure and keep the parachute fully operational. In this manual we have tried to give you as much information as possible but cannot replace experience: we still recommend that the manufacturer or an approved rigger pack the parachute.

If there are any signs of wear or damage have it checked by an expert. When packing the canopy take particular care not to enclose any leaves, twigs, insects or any kind of object that could damage the materials.

Clean carefully

Cleaning could be more harmful than the stain! Always handle the fabric carefully and treat the smallest area possible. Most stains can be avoided by immediately wiping the area with an absorbent cloth. Use clean lukewarm water and sponge gently. If necessary, you can use a mild neutral detergent; let it sit on the stain 3-5 minutes, sponge gently and then firmer if needed. **Never use full strength detergent.** Rinse carefully to remove any remains of detergent. **Do NOT use bleach** or products containing bleach, it will weaken the fabric! **Do NOT use any solvent**, such as gasoline, acetone, trichloroethylene, mineral spirits, paint thinner, petrol, etc. - as they may damage the parachute.

Use factory spares

Use only original factory supplied parts. The correct working of the parachute system depends upon the balance between strength, dimensions, elasticity and aerodynamic characteristics of all of its parts. Contact Moyes Gliders if you require a new deployment bag or other parts.

Storage

Store away from sunlight, humidity and high temperature. The parachute must be stored in a dry, well ventilated place, out of direct sunlight, and there should be no chemicals or solvents near by. The temperature should be stable between 10 and 30 degrees Celsius, and the relative humidity should be between 20 and 75%. Be careful that vermin or insects cannot nest or chew on the parachute. After a period of storage you must check and repack the chute according to the procedure in this manual.

Repairs

Only use Moyes Gliders or a Moyes approved repair facility/ rigger. For damage assessment and repairs, contact Moyes Gliders or your Moyes dealer. They can arrange repairs with the manufacturer or a Moyes approved repairer. Do not attempt your own repairs.

PARACHUTE AGEING AND REPLACEMENT

The life expectancy of the Conar parachute is 10 years provided that it is cared for as described in the Care and Maintenance section.

Synthetic materials deteriorate with age, particularly after exposure to sun and moisture. The Conar has been designed with UV protection by making the protective bridle sheath and the optional outer containers from black-coated fabric. The parachute is covered with an aluminium UV protection sheet. However, total UV protection is impossible and we recommend that the parachute be inspected by the manufacturer periodically for premature ageing.

A parachute has a maximum lifespan even if it is carefully maintained. The materials age invisibly; after 10 years it will not be completely reliable and should be replaced.

Disposal & Responsibility

When your Metamorfoosi has reached the end of its service life, ensure that it is disposed of in an environmentally responsible manner. We recommend that you return the parachute to Moyes Gliders and we will dispose of it properly.

Take care that the discarded parachute is not returned to service, risking the safety of other pilots.

ENVIRONMENTALLY RESPONSIBLE BEHAVIOUR

This is a reminder about practising our sport in a way that protects and respects the environment. Never walk outside the marked trails, never leave anything behind, make no unnecessary noise and do respect the biologic balance of the area. The launch is an area where particular care must be taken to avoid negative impact on the environment. Be extremely careful in areas of high fire danger, one spark can become catastrophic for the community. Vehicle exhaust systems can easily set fire to long grass.

WHAT SIZE PARACHUTE DO YOU NEED?

This section will help you determine the parachute size that you should use.

The sink rate under canopy is calculated as the equivalent of jumping from a given height. A jump from a height of 1.3 metres (4.3 feet) is acceptable for the average pilot. Use this calculation to see what your jump height would be.

Calculation for Conar parachutes only

1. First, determine your clip-in weight in kilograms. That is your weight with harness when you clip into your glider. It should NOT include the weight of the glider. Use your clip-in weight in the calculation below.

2. **Equivalent Jump Height = $4 \times \text{Weight} / \text{Gores}^2$**

(Gores is the number of suspension lines on the parachute: 16, 18, or 20)

Example:

80 kg clip-in weight and using a Conar HG16 (it has 16 gores)

Jump height = $4 \times 80 / (16 \times 16) = 1.25$ metres

So for this person clipping in at 80kg and using a Conar HG16, it would be like jumping from a height of 1.25 metres.... that's good.

Alert! The above calculation is for metric units (kilograms and metres). For pounds and feet you must use this calculation;

Height (feet) = $6 \times \text{Weight (lbs)} / \text{Gores}^2$

Class 5 rigid wings! For Class 5 rigid wings (e.g. ATOS, Stalker) add half of the wing weight to your clip-in weight calculated at step 1.

Further considerations

- Depending on your physical status you may be able to tolerate a harder or softer landing. The maximum "equivalent height" for a fit athletic pilot is about 1.80 m and, excluding special cases, we suggest not to go below 1 metre.
- A smaller parachute will open faster, but its sink rate may be too high and you may hurt yourself.
- If your parachute is too big the landing will be softer, but if you are too low the parachute might not open in time.
- The Conar is a fast opening parachute and there is no need to trade sink rate for opening time.

ABOUT THE CONAR DESIGN

This section offers additional information about the Conar which may be of interest to the owner but it is not mandatory reading.

The Conar emergency parachute meets the Moyes standard for safety and performance. It is EAPR tested and accredited to EN 12491 / LTF 35/03 requirements, a standard broadly accepted in Europe. EAPR is the European Academy of Parachute Riggers. LTF is short for *Lufttüchtigkeitsforderungen* which is German for *airworthiness requirements*.

Fast opening

In our opinion hang glider reserves must open very quickly, even at low descent speeds. There are two main reasons for this:

- pilots often fly close to the ground and ridge rotor or dust devil turbulence is a major cause of tumbling.
- even if the accident happens with some altitude, hang glider pilots may lose time trying to throw the reserve with a broken hang glider.

To obtain fast opening times at low speeds while maintaining a low sink rate, we used these design criteria:

- **Reduced Surface Area:** under the same conditions a smaller parachute has a faster opening time.
- **Low Weight:** the throw is easier and the lines unfold faster; the reduced inertia also helps the canopy to open quickly even at very low airspeeds.
- **Pulled Down Apex:** increases the lift coefficient and compensates for the reduced surface area. Smaller area reduces the opening time.
- **Reverse Apex Cone:** (**Conar** patent) further reduces sink rate by 20%, increases stability, reduces impact energy by 40% and, on average, reduces opening time by 10%. The fabric cone inside the Conar Apex forces airflow alongside the cone and then through a narrow slot. The airflow is accelerated over the upper surface creating a “Venturi effect” which creates lift.
- **Packing system:** The opening sequence is controlled by the packing. To avoid malfunctions the canopy deploys in a strict order: first the central wind channel opens quickly and the folded canopy corners open next. This is so efficient that once the lines are extended, the canopy opens completely in just a few meters’ travel.

Reliability

The fast and reliable opening of the Conar relies on the correct opening sequence of “bridle-lines-canopy”. To reduce the risk of lines tangling or releasing prematurely they are contained in separate compartments of the deployment bag with a light nylon sock holding the lower lines (which slides down or splits on deployment). To reduce the chance of a line getting tangled, there must be a long bridle. To get a better sink rate and stability, there must be long suspension lines. But, to be fast

opening, the sum of lines plus bridle should be short. The “line-bridle” resolves this problem by increasing the length of the bridle only when it is needed, both reducing the chance of a line getting tangled and allowing a faster opening time. The Conar bridle is made of braided High Tenacity Nylon to better withstand opening shock and possible damage due to the glider wreckage during opening. (Tenacity is a measure of the material’s ability to resist additional tearing once a tear has started)

Structural resistance

The hang gliding Conar is a very strong, light parachute system designed specifically for hang gliders. The Conar uses many sophisticated materials including high tenacity, low porosity parachute grade fabric, Kevlar-29 seam reinforcements and Nylon® HT lines and bridle for better energy absorption. However, the **Conar** emergency parachute **is not suitable for free fall terminal speed** (an unlikely situation while hang gliding if using proper hang straps). Free fall parachutes operate at very high vertical speeds so the opening sequence is delayed to reduce the opening shock. If the Conar were optimised for free fall use it would not operate satisfactorily in hang gliding emergencies.

DISCLAIMER

It must be understood that the use of this emergency parachute is a *possible chance of safety, not a guarantee of safety.*

Taking into consideration the inherent risk in flying hang gliders, it must be understood that the Manufacturer and the Seller do not assume any responsibility for accidents, losses, direct or indirect damages following the use or misuse of the product. This parachute is provided “as is” without a warranty of any kind. All express or implied representations and warranties are hereby excluded.

It must be clearly understood that this is an emergency system designed exclusively to be used as a last chance to reduce the hang glider and pilot's sink rate after an accident during flight. It is not suitable for any other purpose and, in particular, it is not suitable for paragliding, free fall or base jumping. It must only be used by pilots who completely understand the characteristics and the limits of the hang glider, harness and the emergency parachute in a hang gliding system. Read this manual carefully but do not consider it exhaustive: it can't be! We do not guarantee results and assume no obligation or liability whatsoever in connection with the information given in this manual. The Conar parachute is delicate and can be easily damaged or rendered ineffective by accidents, alterations, modifications, mistakes, shocks, corrosion, improper or excessive use, insufficient or improper maintenance and ageing, all of which potentially cause malfunctions for which the Manufacturer and the Seller cannot be considered responsible. Any parachute may have a malfunction, fail to open in time or rupture at excessive speeds. Even if it opens correctly the emergency parachute may cause death or serious injuries to the pilot and other people as well as damage to property. Remember that once the parachute deploys, you will not be able to steer or control your direction.

To get a fast and reliable deployment it is extremely important to repack the parachute every 180 days, according to this manual and using the original Conar deployment bag. Because of normal ageing any emergency parachute must be periodically checked by the manufacturer or an authorized rigger and, although carefully maintained, it must be replaced every ten years. The liability of the Seller is limited to replacement of parts found upon examination by the Manufacturer to be defective in material or workmanship, within two years from the date of manufacture and which have not been caused by accidents, tampering, ageing, alterations or misuse. In any case, possible damages suffered by the Buyer and User shall be settled by the cost of the above mentioned replacement. The Manufacturer and the Seller cannot in any way be considered responsible for deaths, injuries, material damage, or any kind of consequent damage. With the purchase and/or use of the product, the Buyer and the User subscribe to the above mentioned without recourse.

PURCHASE RECORD

Please complete this section for future reference.

Model and Size	
Purchase Date	
Serial Number	
Dealer (purchased from)	
Dealer Address	

MAINTENANCE & HISTORY LOG

Record all history here, repacks, maintenance, deployments.

Date	Work Completed	By

----- End of Manual – Happy flying! -----