TALON 2

OWNER'S MANUAL
AND PACKING INSTRUCTIONS

WARNING !

1. Training and/or experience are required to lower the risk of serious bodily injury or death.

NEVER use this equipment unless you have:

A. Read the warning label and completed a "controlled program of instruction" in the use of this parachute assembly.

- OR-

B. Read the owners manuals, packing instructions and completed at least 100 ram-air parachute jumps.

2. Lower the risk of death, serious injury, canopy damage and hard openings by never exceeding the limits shown on the warning label.

Warranty

PARACHUTES AUSTRALIA expressly warrants that these goods will be free from defects arising from faulty material and workmanship. The liability of Parachutes Australia is limited to the replacement of defective parts found upon examination to be defective in material or workmanship within 6 months of purchase. This warranty does not apply to goods which have:

a) Not being used in accordance with the express or implied instructions and specifications of Parachutes Australia .
b) Altered or repaired in any way.
c) Been subjected to abuse, misuse, abnormal stress or strain, or neglect of any kind.
d) Become directly or indirectly defective from wear and tear.
e) Been used after the discovery of any defect or defiance which has not been rectified by Parachutes Australia after the purchaser has notice of such defect or deficiency.

Parachute Australia will not accept goods returned without prior arrangement.

!!! WARNING !!!

You can substantially reduce risk by ensuring that each component of the system has been assembled and packed in strict compliance with the manufacturer's instructions, by obtaining proper instruction in the use of this system, and by operating each component of the system in strict compliance with owner's manual. 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 system.

DANGER	Each time you use this parachute system you risk serious bodily injury or death.	**DANGER**

TALON 2 P/N 6111 - (2) S/N _____

DATE OF MANUFACTURE: _____

REVISION: _____

DATE: _____

Manufactured by

Parachutes Australia

22 Bosci Road,
Ingleburn NSW Australia 2565
Under Licence from:-
Rigging Innovations Inc USA

☎ ***Telephone: (02) 98295355***

🖷 ***FAX: (02) 98291300***

💻 ***E-mail: sales@parachutesaustralia.com***

This manual designed and produced by
Parachutes Australia

TABLE OF CONTENTS

Section 1.0

General Information

Talon 2 Certification

Several levels of TSO certification are in use today. Older parachute systems are built under TSO C23b in the Low Speed Category. Newer systems are built under TSO C-23c in either Category A, B, or C depending upon weight and speed limits. The TALON 2 harness and container systems are approved under FAA TSO-C23c, Category B: and limited to use by persons up to 116 kg (254 lb.) fully equipped, and up to 130 knots.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

U.S. Department of Transportation
Federal Aviation Administration

NORTHWEST MOUNTAIN REGION
Western Acft. Cert. Office
PO Box 92007
Los Angeles, CA 90009-2007

AUG 19 1985
Rigging Innovations Inc
Mr. Sandy R. Reid, President
236 E. Third St.
Perris, CA 92370

Gentlemen:

Rigging Innovations, Talon Dual Parachute Harness & Container Assembly
Part Number 6111-( ); Technical Standard Order C23c

Your application for authorisation to use Technical Standard Order (TSO) procedures, reference your letters dated June 14, 1985, and July 29, 1985 have been reviewed. The certification of conformance with the requirements of the Federal Aviation Regulations (FAR) Part 21, Subpart O, TSO-C23c is acceptable.

The following technical data are considered to fulfil the requirements for TSO authorisation and are being retained in our files:

Talon Owner's Manual, dated June 14, 1985
Rigging Innovations, Inc. Test Summary PER 4.3.2.1., TSO-C23c dated July 2, 1985

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

Effective this date you are authorised to use TSO procedures for the subject dual parachute harness and container assembly and you may identify this article with the applicable TSO markings as required by TSO-C23c.

As a TSO manufacturer, you are required to report any failure, malfunction, of defect related to your TSO in accordance with the provisions of FAR 21.3. You must also notify the FAA when you no longer manufacture a TSO approved article as required by 21.613(b).

This authorisation pertains only to manufacturing operations at the above address and this office must be notified in advance of any proposed relocation to preclude interruption while awaiting quality control approval of your new facility

Sincerely,

CHARLES I. BIGMER
for Manager, Western Aircraft
Certification Office

Rigger Qualifications

To pack and maintain this parachute system, the *FAA Senior or Master Rigger - or foreign equivalent -* must possess a BACK rating endorsement to his or her certificate. Since **these systems are certified only with square reserve parachutes** the rigger must be trained to pack ram-air parachutes prior to certifying the `Talon 2` system for emergency use.

FAR Part 65.127( )No certificated parachute rigger may -

(e) Pack, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator OR the manufacturer of the parachute; or

(f) Exercise the privileges of his certificate and type rating unless he understands

(g) the current manufacturer's instructions for the operation involved.

ANYONE who circumvents Rigging Innovations, Inc. instructions is in violation of

FAR Part 65.127 and is, therefore, performing an illegal procedure.

"Am I Qualified to Use this Equipment?"

As the new owner of a Parachutes Australia. TALON 2 parachute system, before you use it, it is very important that you can answer yes to several questions. Only by doing so can you be assured that you have the necessary training and/or experience to safely utilise modern parachute equipment of this type.

Question 1: *Does my experience level and /or training qualify me for using this equipment?*

Advanced equipment such as the TALON 2 have features requiring a certain level of experience and training in order to be used safely.

Question 2: *Have I been briefed or trained in the operation of this equipment by qualified personnel such as an Instructor or Licensed Rigger?*

If you have progressed to the level where you are qualified to jump advanced equipment, or if you have been trained on other types, there may be certain features of this system that you are unfamiliar with. Make sure that you have received a thorough briefing from a certified Instructor or Rigger for the type of equipment you are about to jump.

Question 3: *Does the equipment fit properly?*

Can you see and / or reach the main deployment handle, 3-ring release handle, reserve ripcord and RSL? This equipment, is built in a variety of container sizes, lengths, and widths, and a custom pre-sized harness. These configurations along with options such as a BOC main deployment, make compatible sizing to the individual extremely important to the safe operation of the system. If the system does not fit properly, the handles may be inaccessible or may move during the jump thereby causing problems in the air.

The above questions have dealt with your ability to safely jump this ***PARACHUTES AUSTRALIA*** product only. If you have answered "Yes" to all the questions, you should feel comfortable using PA equipment. However, there are additional factors that may influence your decision and ability that do not relate to PA products. If you have any questions or feel uneasy about using this harness and container system, do not hesitate to ask a qualified Parachute Instructor, APF Packer A , Rigger, or contact Parachutes Australia (02) 98295355 for any further information or training you feel necessary.

PARACHUTES AUSTRALIA

Customer Service Policy and Limits

Harness and Containers

PA will provide no charge repair service for repairs that PARACHUTES AUSTRALIA has determined to result from defects in material or workmanship for a period of **6 months from the date of purchase**. Date of purchase and proof of purchase must be supplied to PA by the customer with the item in order to be repaired free of charge.

Safety

PA will perform all Mandatory Service Bulletins repairs or modifications due to SAFETY concerns free of charge.

Unauthorised Modifications/Alterations

PA will charge for repair service when the damage is caused by unauthorised modification or alteration of the product. PA reserves the right to refuse to repair any product so modified or altered.

Improper Use

PA will charge for repairs that results from improper use, or from abuse such as exposure to chemicals, saltwater, improper washing, improper packing, excessive exposure to sunlight, or negligence on the part of the user (ie. jumping already damaged equipment).

Limits

PA reserves the right to refuse service on equipment for which materials and / or manufacturing patterns and specifications no longer exist.

Configuration

Articles sent in for repair should be sent in with all parts. PA may request and require additional information pertaining to the product.

Accessory Part - Replacement

PA will recommend replacement of component parts based on inspection when safety is a factor due to normal wear and tear or maintenance of the product.

Product Improvement

Product improvements will be available as an option to customers.

September 1997

Table I. Parts List -

QUANTITY	DESCRIPTION	Part Number
1	HARNESS/CONTAINER ASSEMBLY	6111-( )
	CONTAINER ASSEMBLY	4111-(2)
	HARNESS ASSEMBLY	5111-(2)
1	STEALTH RESERVE PILOT CHUTE	B021-ST
1	SQUARE RESERVE FREEBAG AND BRIDLE	B001-(T1-8)
1	SAFETY STOW LOOP	2911-(2)
1	RESERVE RIPCORD	H115
2	RESERVE STEERING TOGGLES	B002-TR
1	RESERVE CLOSING LOOP	B076
1	MAIN CLOSING LOOP	B075
2	MAIN RISERS	B016( )
2	MAIN TOGGLES	B002-TM
1	3-RING RELEASE HANDLE	H096-T
1	MAIN DEPLOYMENT BAG	B011(T1-8)
1	MAIN PILOT CHUTE & BRIDLE	B047-TB
1	RSL LANYARD	B006
1	OWNER'S MANUAL	A065

NO SUBSTITUTION OF COMPONENT PARTS IS AUTHORISED !

Section 2.0

Component Compatibility

Canopy Compatibility

IMPORTANT It is imperative that that the rigger and the owner understand what canopies are compatible with a particular model of Parachutes Australia harness/container Assembly. *IF INCOMPATIBLE CANOPIES ARE USED WITH THIS TALON 2 SYSTEM, IT COULD FAIL TO OPERATE AS DESIGNED RESULTING IN SERIOUS INJURY OR EVEN DEATH TO THE USER..*

Reserve Compatibility

To determine whether a particular reserve canopy is compatible with a TALON 2 harness/container assembly, there are several requirements that must be met. They are pack volume, deployment type, TSO certification, and placard limitations.

Volume

The pack volume of a canopy is determined by using the standard Parachute Industry Association (PIA) volume measurement as determined by PIA Technical Standard TS-104 in its most current edition.

By cross referencing this measurement to the Parachutes Australia Main/Reserve Container Volume, Table II, the volume compatibility may be determined.

IMPORTANT NOTES ON VOLUME REFERENCES

Parachutes Australia maintains the PIA canopy volume measurement study. If PA has not tested a particular make and model canopy in our volume chamber we cannot be responsible for its fit in a given size container. We will accept orders for specific size rigs if no reference to canopy make or model is made. However, if canopy sizes are stated on an order form then PA will determine what is the best container size for those canopies.

Proper container sizing is one of the more difficult processes in determining the correct size of main to reserve canopy compatibility. Volume testing by the Parachute Industry Association has shown a volume variable of up to 20% for a given canopy model.

The PIA canopy volume may be based on a single sample and should serve only as a rough guide in selecting the correct size of container to canopy. Factors such as temperature, humidity, age, number of jumps and packing technique affect the volume of a given canopy.

Reserve canopy technology has not progressed at the same pace as main canopies. Often, the reserve canopy volume determines the container size. Today's high performance main canopies allow jumpers to fly much smaller volume canopies than an appropriate size reserve canopy for the individual's weight and experience.

PA generally takes a conservative approach when selecting the appropriate container size for a given canopy combination. PA sizes containers a little on the loose side to ease packing, while making the TALON 2 more comfortable and durable.

The customer should tell PA the type of packing and fit that suits their experience and requirements. ie. firm, ideal or soft pack. Write the customers' preference on the order to assist PA in meeting the customer's expectations.

PA will not assume responsibility for fit if a customer specifies a particular container size that may be marginal for the canopy combination.

Deployment Bag and Bridle

Only a Parachutes Australia reserve deployment bag and bridle assembly of the correct size and properly labeled with B001 (T1-8) is compatible with the Talon 2. **No other deployment bag is approved for use with the TALON 2 system.**

Table II. TALON 2 Main/Reserve Container Volumes
All numbers refer to the cubic inch volume of the containers.

Container size	Volume
T0 Reserve/Main	250/275
T1 Reserve/Main	275/300
T2 Reserve/Main	375/375
T3 Reserve/Main	300/325
T4 Reserve/Main	375/420
T5 Reserve/Main	415/475
T6 Reserve/Main	475/550
T7 Reserve/Main	550/650
T8 Reserve/Main	600/700

Section 3.0

User Information

3.1 Main Container Packing Instructions

Assembly

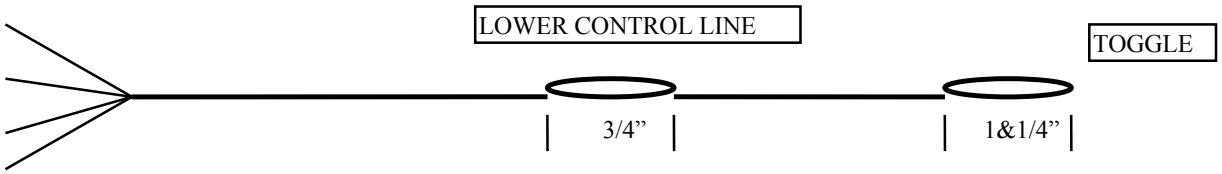
Step 1 Lay out main parachute, flake canopy, and check lines for straightness and continuity.

Step 2 With line check complete, attach connector links to main risers (nose of canopy on front riser, tail on rear riser). Note that risers are marked on back with an L or R to designate left and right. Double check that you have the proper riser on the appropriate side of canopy.

Step 3 Route steering lines through guide rings on rear risers. Attach steering toggles to lower control lines in accordance with canopy manufacturer's instructions or standard practice. Double check that toggle is secure and knot will not slip.

CAUTION: Some canopies have brake setting loops large enough that they can pass over and below
the toggle loop where the control line attaches, or over and below the knot which forms the loop for attaching the toggle. Either occurrence may cause difficulty releasing the brakes.

Step 4 Check that elongated diameter of canopy brake-setting loop and toggle-attach loop is 3/4" max. Zigzag, hand stitch, or re-tie loops as needed to reduce the loop length to 3/4 inch.



KILL-LINE COLLAPSIBLE BRIDLE

WARNING: Improper installation or use of the kill-line pilot chute can lead to high speed malfunctions which may be fatal. Kill-line pilot chutes MUST be cocked each time the parachute is packed.

Remove connector link from bottom end of bridle. Route main bridle down through grommet in center of bag. Pull both short loops through grommet. (*Figure 1)*

Attach the connector link through both short loops . Tighten the connector link finger-tight plus 1/4 turn. Pass the loop at the bottom end of bridle through the canopy attachment point (loop or ring) . Remember to route the white kill line through the middle of the link. (*Figure 2)*

Pass the Pilot chute, bridle and deployment bag through the end bridle loop forming a knot at the canopy bridle attachment point. (*Figure 3)*

To cock kill-line pilot chute, elongate bridle by pulling pilot chute handle while holding bag down with one foot (*Figure 4)* Check window on bridle near pin. A cocked pilot chute will show green kill-line in the window.

Install rubber bands or Tube Stoes onto main deployment bag.
The main parachute is now ready to pack according to canopy manufacturer's instructions.

Figure 1

Figure 2

Figure 3

Figure 4

Step 8 Set deployment brakes by pulling steering lines down until locking loops are just below guide rings on main risers Insert main toggle upper end into locking loop on steering line and into fabric loop above the guide ring. Stow excess steering line as deemed appropriate by length.

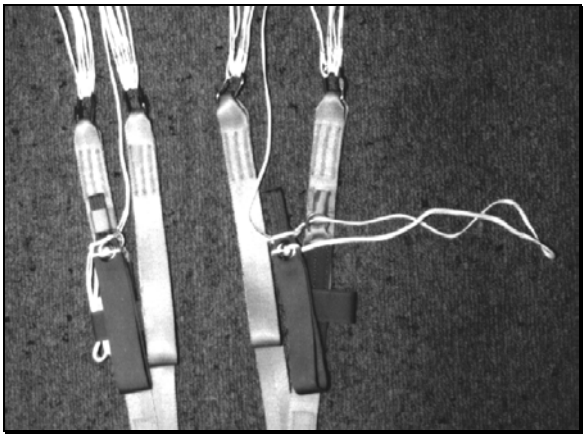


Figure 5

Packing

Step 1 When packing the main canopy, dress it approximately 4" wider than bag (2" each side) to fill out sides and not concentrate bulk in the center. For best appearance, bulk must be distributed evenly in the bag. Route lines out the center and lock the two center locking stows. Lock the two outer locking stows and finish stowing lines to within 18" of connector links.

Step 2 Press air out of bag at this time to flatten bag prior to placing it in container. Place bag at bottom of main container. Route main risers over shoulders and deep into riser cover channels on either side. Main toggles face inboard.

Step 3 Place bag into main container with lines to bottom of container. (*Figure 6*) **FAILURE TO PLACE LINES TO THE BOTTOM OF CONTAINER COULD RESULT IN A PILOTCHUTE IN TOW.** Kneeling on bag, push it into corners of container while pulling up on side flaps.

Main Container Closing

Step 1 Route main bridle across top of bag and out upper left corner of container with yellow Velcro on the bridle matched with the yellow Velcro on flap 1.
Step 2 Close main flaps in the order stamped on each flap. #1 - Top ; #2 - Bottom ; #3 - Right side ; #4 - Left side . Pull flaps into place and lock with curved pin (Figure 7)

Figure 6

Figure 7

FOLDING THROW-OUT PILOTCHUTE

Step 1 Place pilot chute on a flat surface with the handle down and spread to its full size. Fold pilot chute in half. (*Figure 8)*

Step 3 Fold pilot chute into thirds and S-fold bridle on top as shown. (*Figure 9)*

Step 4 Fold pilot chute into thirds again so the result is a flat package about the same width as spandex pocket. (Figure 10)

Step 6 Slide pilot chute into spandex pocket so that only handle protrudes. Close tongues of the pin cover flap taking care to slide the tongues from each side to the middle not bending the tongues straight under. (Figure 11)

NOTE: Avoid damage to Cypres cables. Do not stand the rig on its top during packing.

Figure 8

Figure 9

Figure 10

Figure 11

3.2 3-RING™ RELEASE ASSEMBLY

Threading 3-Ring™ Release Housings

The TALON 2 3-Ring™ system utilises a combination of non-metallic Teflon™ lined channels and flexible metal housings. This combination of materials called *hybrid housings,* ensures smooth, consistent release forces. Threading release cables is different from full metal housings but may be easily done without special tools.

Step 1 Thread cable on release handle through fabric channel created by chest strap and then through channel located under the 3-Ring™ cover on right side of harness. Both cable ends should then protrude from top of cover next to right 3-Ring™ hardware. Fasten release handle to Velcro on back side of right main lift web just below chest strap. (*Figure 12)*

NOTE: On *Multi-flex* harnesses (with two harness rings on each side) cables do not pass through chest strap but enter a fabric channel beginning just below chest strap at corner of right shoulder pad.

Step 2 Thread long cable into metal housing on right side and out left side just short of left side fabric release cable channel. *(Figure 13)*

Figure 12

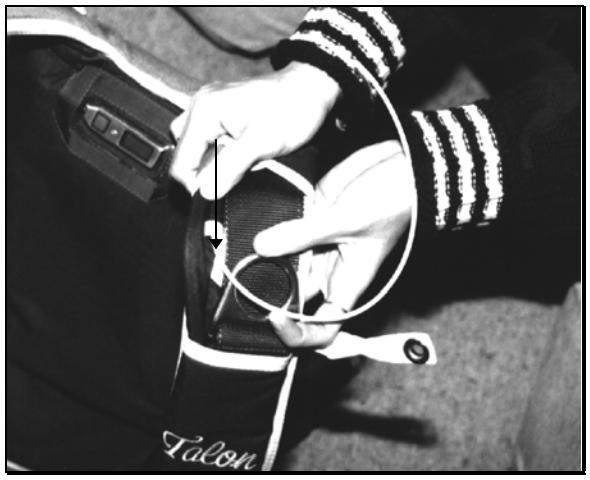


Figure 13

Step 3 Thread right and left cables through fabric release cable channels with grommets on ends. (*Figure 14)*

Step 4 Route fabric channel on left side underneath Type 8 back strap and under reserve risers just above 3-Ring™ hardware. (*Figure 15)*

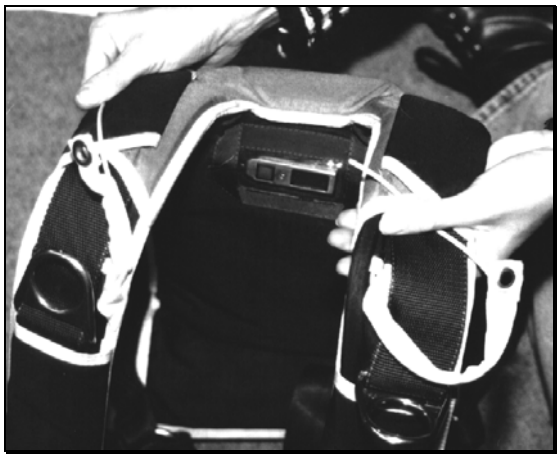


Figure 14

Figure 15

Assembling 3-RING™ Release with Type-8 Standard-ring and Type-17 Mini-ring Risers

Step 1 With riser rings and loop facing away from harness, pass larger riser ring through harness ring from the rear and fold riser ring upward. (*Figure 16)*

Step 2 Pass small riser ring through middle ring and fold small ring upward. (*Figure 17)*
Step 3 Pass loop from top to bottom around small ring and through riser grommet. Double check that loop goes only around the small ring and not second ring also. Do not twist loop. (*Figure 18)*

Step 4 Place grommet on end of fabric release cable housing over loop and hold it in place while pushing yellow cable through loop (Figure 19). Stow loose end of yellow cable in channel on back side of riser.

Step 5 Repeat Steps 1 through 4 with other riser.

Step 6 Connect RSL snap shackle to left main riser. Route RSL lanyard directly from bottom pocket to riser ring. Avoid entangling RSL with anything else.

Double check risers for correct assembly. Inspect from side. (*Figure 20)* Only 1 item through each ring, all rings lay parallel and white loop routed through only 1 ring.

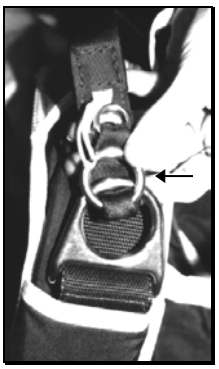


Figure 16

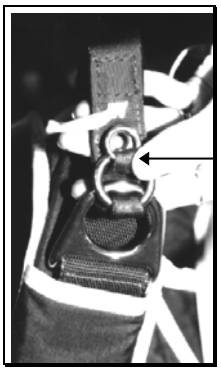


Figure 17

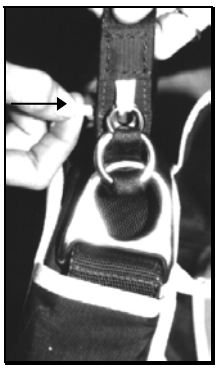


Figure 18

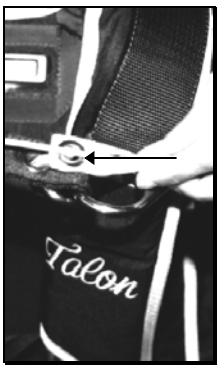


Figure 19

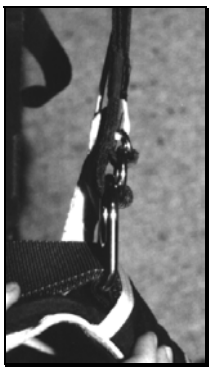


Figure 20

Assembling 3-RING™ Release with Type-17 Reverse Risers

Step 1 Begin with smooth side of riser facing forward. With riser rings and loop facing towards harness, pass larger riser ring through harness ring from front and fold middle ring upward. (*Figure 21)*

Step 2 Pass small riser ring through middle ring and fold small ring upward. (*Figure 22)*

Step 3 Route locking loop upward through small ring and through grommet located on tab. Double check loop only passes through small ring and not second ring also. Do not twist loop. (*Figure 23)*

Step 4 Place grommet on end of fabric release cable housing over grommet in tab sewn to riser and allow locking loop to protrude through last grommet. Push end of cable through loop. Stow loose end of cable in channel provided on back side of riser. (*Figure 24)*

Step 5 Repeat Steps 1 through 4 with other riser.

Step 6 Connect RSL snap shackle to left main riser. Route RSL lanyard directly from bottom pocket to riser ring. Avoid entangling RSL with anything else.
Double check risers for correct assembly. Inspect from side. (*Figure 25)* Only 1 item through each ring, all rings lay parallel and white loop routed through only 1 ring.

Figure 21

Figure 22

Figure 23

Figure 24

Figure 25

3 Reserve Static Line Lanyard (RSL) System

Concept:

The Reserve Static-line Lanyard or RSL system is a lanyard attached from the left main riser to a ring around the reserve ripcord cable. Upon jettisoning a malfunctioned main canopy the lanyard automatically pulls the cable which pulls the pin on the reserve ripcord. This results in activation of the reserve with a minimum loss of altitude. Through the use of the RSL system, a greater degree of safety is realised.

It must be stressed however, that the RSL is simply a backup to manual activation of the reserve ripcord <u>In the event of a malfunction, the jumper must pull the reserve ripcord manually even though the RSL may activate the reserve faster.</u> There have been fatal cases where the RSL has been disconnected but the jumper waited for the RSL activation.

Installation - TALON 2

The TALON 2 RSL System must be installed when the reserve is packed since the reserve ripcord MUST pass through the ring as the ripcord is installed.

Step 1 Install ring end of RSL lanyard first. Mate ring end of lanyard to Velcro on underside of reserve top flap (#4 flap). Route ripcord through metal housing and through ring on RSL lanyard. Route ripcord pin through opening in underside of reserve top flap (*Figure 26)* and out between inner and outer layers. (#4 flap)

Step 2 Insert stiffened end of RSL lanyard into sleeve which protrudes from inside upper corner of 3-Ring cover. Loose end of RSL lanyard with snap shackle faces forward. (*Figure 27)*

Step 3 Attach RSL snap shackle to ring on left riser. *(Figure 28)*
It is important that lanyard is routed directly from pin to left riser without passing under, around or through any housings or other attachments. **INCORRECT RSL ROUTING WILL RESULT IN POTENTIALLY FATAL CONSEQUENCES!**

If you have any doubts or questions about routing or installation of the Reserve Static-line Lanyard System, the TALON 2 should not be jumped until it has been inspected by a competent Rigger familiar with the system.

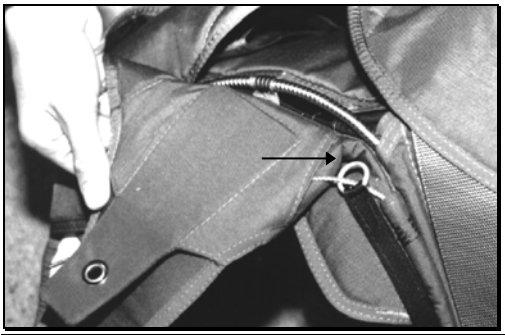


Figure 26

Figure 27

Figure 28

3.4 Harness Adjustments and Fitting

The TALON 2 is designed to have only three points of adjustment. They are, chest strap, and the two leg straps. Your TALON 2 may be fitted with "Floating" leg pads . These pads should be placed to best fit wearer needs just prior to final tightening of the leg straps. After optimum comfort location is chosen, the pads can be hand-tacked or stitched in place. All other harness dimensions are fixed. Adjustments should be made in the following manner:

Note:
Parachutes Australia articulated harnesses (F.A.S.T and Multi-Flex) offer superior fit and comfort when worn properly. Please pay special attention to the following instructions, especially regarding rig placement high on your back. Your articulated harness should be worn TIGHT! Loose adjustment is magnified by the articulation at the rings. Learn to adjust your harness snugly on the ground and you will feel the advantage in the air and under canopy.

1. Put rig on and fasten chest strap. Fasten and tighten leg straps to snug but not tight. Bend forward at your waist and hoist your rig from the bottom so it sits high on your back. Adjust floating leg straps so that front end of pad is within 3-4" of metal leg strap adaptor. Tighten leg strap the rest of the way.

Stow loose ends of leg straps in elastic keeper and in the opening at end of pad so they will not flap in free fall or be mistaken for pilot chute, release or ripcord handles. Keeping elastic keepers up against the hardware will prevent leg strap tension changes which sometimes occur during your ride to altitude.

2. Locate the following and familiarise yourself with their visual and physical location:
   a) Main Pilotchute handle.
   b) **3**-Ring Release handle.
   c) Reserve Ripcord handle.

Release and ripcord handles should be far enough forward that they are easy to see and grab.

3. Practice pulling pilot chute out of pouch while lying on your stomach to ensure that you can pull it. Make sure that you are satisfied with pull force needed to extract pilot chute from spandex pocket.

4. The hip junction or FAST Ring should be near the top of your pelvis. When suspended, a 2 or 3 inch gap is normal between your shoulder and shoulder pad. You should be able to reach toggles easily and collapse slider while hanging under canopy.

Note:
If you have any questions about these instructions, you should seek the help of a certified Rigger or contact Parachutes Australia on Ph (02) 98295355

3.5 Maintenance Procedures

The TALON 2 begins its life as one of the finest pieces of parachute equipment you can buy. It is up to the owner to maintain it in top condition. Below are certain areas that you and/or your rigger should check on a regular basis to ensure proper operation and long life of your equipment.

Before Each Jump You Should Check:

1. All ripcord and 3-Ring™ housings for tackings, damage or obstructions.
2. Reserve ripcord pins, cables, handles and pockets for proper seating, wear and/or damage.
3. Main deployment activation devices for wear and placement. Also check routing of bridles for twists, etc.
4. Main risers routed smoothly over shoulders and riser covers closed properly.
5. 3-Ring™ release mechanism assembled properly and excess cable stowed properly.
6. All harness webbing and hardware for wear or damage.
7. **All flaps closed in proper sequence and tucked in.**

Note:
IF ANY WEAR OR UNUSUAL CONDITION IS FOUND, CONSULT PARACHUTES AUSTRALIA OR A QUALIFIED PARACHUTE RIGGER IMMEDIATELY!

After Putting Your Rig On, Check:

1. Reserve ripcord handle secure in its pocket.
2. Chest strap is properly threaded and free end secured.
3. Leg straps are properly threaded and free ends are stowed. Floating leg pads positioned for best comfort.

3-Ring™ Release Maintenance

The following procedure should be done weekly or every 25 jumps, whichever comes first. If rig is subjected to unusual abuse, such as exposure to excessive dust or sand, or if it is dragged, it should be inspected immediately.

Step 1 OPERATE RELEASE SYSTEM ON THE GROUND. Pull release cable completely out and disconnect risers.

Step 2 While the system is disassembled, closely inspect it for wear.

a. Check nylon loops on risers to be sure they are not frayed.
b. Check Velcro on release handle and harness to insure that it will adequately hold handle.
c. Check stitching that holds harness hardware to main lift web and hand tackings that hold cable housings in place.
d. Check metal housing ends for sharp edges or deformation.

Step 3 VIGOROUSLY TWIST AND FLEX riser webbing on each side where it passes through the big ring to remove any *set* or deformation in webbing. Failure to do this might result in a hesitation when the release is activated with a low-drag malfunction such as a streamer or bag-lock.

Step 4 Check inside of release housing for gravel or other obstructions. Use the cable to dislodge gravel. Inspect housing/channels for dents or cuts or other damage.

Step 5 Reassemble system properly, in accordance with instructions given in this manual. Double check it. Do a continuity check to make sure canopy is straight and risers are not reversed.

Regular, careful and thorough compliance with this maintenance procedure will prolong the life of the 3-Ring™ release system, and help to ensure its operation during breakaways.

Note:
IF ANY WEAR OR UNUSUAL CONDITION IS FOUND, CONSULT PARACHUTES AUSTRALIA OR A QUALIFIED PARACHUTE RIGGER IMMEDIATELY!

120 Day Maintenance

Your Rigger should thoroughly inspect your TALON 2 at every repack cycle to insure that all components are in airworthy condition. ***These areas should include:***

1. Reserve pilotchute, bridle, deployment bag, housing, and ripcord.
2. Reserve canopy fabric and lines.
3. Reserve connector links tight.
4. Ripcord pocket secure.
5. Main bridle and pilot chute.
6. Harness and container in good airworthy condition.
7. Flex-Ring buffers. Inspect inside of buffers for excessive wear. (*Figure 35)*

Buffers are designed to absorb wear before the harness webbing. The inside should look shiny and smooth and may be discoloured from hardware finish. If buffers are cut or frayed, it may be caused by damaged hardware or foreign matter (dirt) imbedded in the material. If wear is excessive, rig should be grounded and returned to Parachutes Australia for repair.

Major Alterations / Repair

Parachutes Australia does NOT authorise major alterations or repairs to the Talon 2 harness and container systems. Any major alterations or repairs must be made by the manufacturer or a designated PA repairer. Contact ***Parachutes Australia on (02) 98295355***, for the name of a PA repairer in your area.

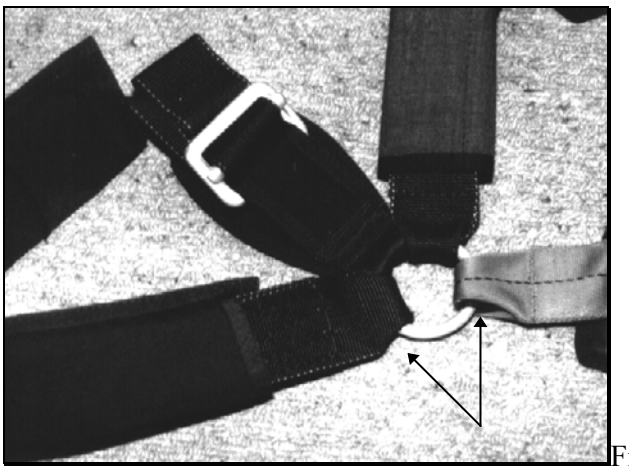


Figure 29

3.6 Rig Cleaning - CORDURA®

Table III - CORDURA® Recommended Stain Removal Methods *

STAIN	REMOVAL METHOD
Coffee, Fruit Juice, Milk, Soft Drinks, Tea, Tobacco Sauce, Wine, Urine	Detergent[1] /blot/water/blot
Catsup, Chocolate, Blood	Detergent/blot/ammonia[2]/blot/water/blot
Mustard	Detergent/blot/vinegar[3]/blot/water/blot
Spicy mustard (turmeric), Kool- Aid®	Solvent[4]/blot/detergent/blot/vinegar/blot/water/blot
Cooking oil, Crayon, Lipstick, Mayonnaise, Motor oil, Show polish	Solvent[4]/blot/detergent/blot/water/blot
Chewing gum	Freeze with ice cube/ scrape/solvent/blot/ detergent/blot/ water/blot
Furniture polish, Ink (Permanent)	Paint remover[5]/blot/solvent/blot/detergent/blot/ ammonia/blot/vinegar/blot/water/blot
Furniture polish, Shoe polish	Seek the help of a professional upholstery cleaner

Notes on Cleaning Agents

The following procedures should be used with all cleaning agents. A clean, white cloth dampened with the recommended cleaning agent should be used in an inconspicuous place to test for colour-fastness. Optimum cleaning will be achieved by not over-wetting the cloth and by turning it frequently to keep it clean. Rings can be avoided by working from the outer edge of the spot toward the centre. This process should be repeated until the spot is removed or there is no further transfer to the cloth.

[1]Detergent.....One teaspoon neutral powder detergent (eg. Tide or All) in 1 pint warm water.

[2]Ammonia.....A 3% solution.

[3]Vinegar.....White vinegar or a 10% acetic acid solution

[4]Solvent.....Dry cleaning fluid - preferably 1.1.1 trichlorethane

[5]Paint remover.....Paint remover with no oil in it.

NOTE: Oily and greasy stains --- In addition to the recommended method, some stains (eg. perspiration/body oils) respond well to dry cleaners such as "HOST" (Racine Industries), "CAPTURE" (Milliken) and "K2R" (Texize). Carefully follow directions on the label.

*Recommendations based on fabrics finished with Du Pont Teflon® WBC Soil and Stain Repellent for CORDURA®. The methods were effective on stains that were allowed to sit untreated overnight. Removal is usually easier when stains are cleaned immediately.