

Parachute Systems Specialists



**FREE
FLIGHT
ENTERPRISES
INC.**

USER MANUAL

PRESERVE I : Model FFE 201 (-D)

PRESERVE III : Model GE 21 (-B)

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Inspect the Canopy before Putting into Service

Insure that the canopy is assembled properly, in accordance with the Harness and Container Manufacturer's Instructions. Check the connector links for proper tightness. The minimum standard in these instructions must be to tighten the Rapide Links finger tight, then 1/4 turn with a wrench. Assembly must be done with Gore 20 to the rear of the user when under the open canopy. Insure that there are steering toggles installed. Check for any damage to canopy material or suspension lines. Check for any stains or possible soiling by chemicals. Determine that there are no foreign objects inside the canopy or entangled with the suspension lines.

Using the Parachute

The use of the rear risers gives the best turn rate for steering the parachute to a safe landing. If the user is unable to use the rear riser steering, the toggles and steering lines will give the user the ability to maneuver the canopy to a safe landing. The only difference is the need to turn the canopy into the wind for a safe landing at a higher altitude than if using the rear risers.

Care and Maintenance

- No major repairs or any alterations are authorized. Any repairs done 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 factory.
- Repairs such as a small patch (less than 9" dimension of the largest damaged area) may be accomplished by a certificated senior or master parachute rigger. The repairs must be done in accordance with the procedures in the Poynter's Parachute Manual.
- Any damage with a maximum dimension of 1/2" or less can be repaired using a single inside-patch made from MIL-C-44378 cloth. The patch shall be a minimum of 2" and folded under at edges 1/2" on each side. Sew with a single needle sewing machine 1/16" from edge. Use a single row, 301 stitch, 7-11 s.p.i., with V-T-295 Type II, Class A, Size E Thread, overstitched a minimum of 1/2". Do not remove damaged material.
- Repairs shall be limited to one per gore and three per canopy.

Parachute Rigger and Repack Requirements

In order to pack and maintain your Preserve, you must use an FAA Senior or Master Rigger, or foreign equivalent that has the appropriate rating endorsement as part of their certificate. The U.S. Federal Aviation Administration ("FAA") regulations state that reserve parachutes must be packed within 180 days before the date of use.

Parachute Life

We have established a 20-year service life from the date of manufacture on our Preserve I, III, and V parachutes. With this information, it is up to the FAA Parachute Rigger to inspect and certify the parachute airworthiness, and this includes making the decision on repacking an older parachute. There are no FAA regulations governing the life limit of a reserve parachute.

Packing

1. Layout and Inspect

Place the canopy on the packing table and connect tension devices at both container and apex. Inspect the canopy as described on page 3. Flake the canopy in accordance with procedures from the Poynter's Parachute Manual. Check the skirt band and apex band to assure that they are straight. Check each gore to assure that they are properly flaked and not tucked into themselves or another gore. See View 1.



View 1

2. Align Tapes

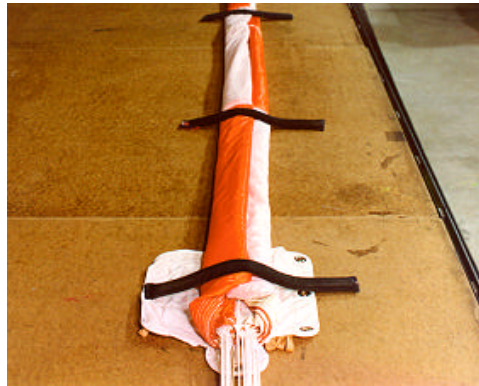
Align the tapes at the skirt and fold 45 degrees and parallel with the main seams. See View 2.



View 2

3. Fold the Canopy

Fold the canopy lengthwise in thirds. Fold the canopy once more to the center in fifths. Place shot bag or packing weights on the canopy. See View 3.



View 3

4. Container

Pull the container towards the canopy and form a loop of suspension lines above the top of the diaper. Leave enough room to close the diaper. See View 4.



View 4

5. Suspension Line

Form a loop of suspension lines, making them no more than 1-1/2" long. Close the diaper, starting with the top grommet. Close the center grommet. See View 5.



View 5

6. Bottom Grommet

Bring the rubber band from the bottom stow through the bottom grommet on the side flap. See View 6.



View 6

7. Close Diaper End

Close the end flap over both of the side flaps using a stow no more than 1-1/2" long. See View 7



View 7

8. Complete Packing

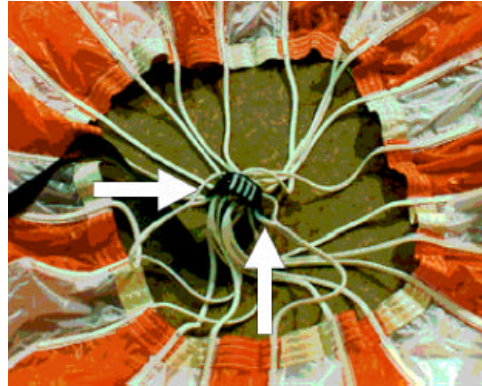
Finish stowing the remainder of the suspension lines. Use stows no more than 1-1/2" long. Complete the packing procedures using the instruction provided by the manufacturer of the container and harness. See View 8.



View 8

9. Final Steps

It is mandatory that the pilot chute and bridle be installed through both of the positioning loops on two vent lines and around all of the other vent lines. It must be secured with either a bowline knot or stitching at least equal to the strength of the bridle material. It must have a loop adequate to prevent the bridle from tightening on the vent lines. See View 9.



View 9

Safe and happy flying!