

# FACTOR

Dear Customer

Thank you for choosing a Paratec FAQTOR canopy. We are confident that you'll like it in every aspect of its flight envelope. Your FAQTOR has been designed, tested and built with utmost care under the highest Quality Assurance Certification in the Industry : The JAR 21 G, issued by the JAA ( Joint Aviation Administration of the European Union ).

In addition to the flight testing we do with all of our parachutes, Paratec always drop tests each new model of main parachute according to the latest TSO Standards. This normally only complies with reserves and harness container systems as you probably know !

We feel though that your main parachute is the component of your system you use primarily and should therefore be tested in the same way as the other components of your parachute system.

Makes sense ?... We thought so !!

Should you, for any reason have difficulties or problems, we urge you to immediately contact us or your lokal Paratec dealer.

May we suggest you read the information provided below to fully understand your parachute, before you use it for the first time.

## General

The FAQTOR family of main canopies points at the advanced to experienced group of skydivers, who look for the combination of well balanced performance and everyday use capability.

## Concept

The FAQTOR combines a double trapezoidal wing shape with highly sophisticated aerodynamics and low manufacturing tolerances, resulting in an ideal blend of performance, safety and dependability. With a just slightly tapered front leading edge, it will deliver straight on heading openings, yet keeping it agile and fun to fly.

## Flight Characteristics

The FAQTOR has a rather flat full glide. It reacts promptly to toggle input and executes turns just as desired. There is no over or underturning which makes it very predictable to the pilot, especially during fast landings. It has an excellent slow flight ability which will give you those extra metres of swoop.

In turns, the canopy loses a fair amount of altitude and stays in the dive. The diving phase is not as pronounced as in some X-braced models on the market, yet long and steep enough to enable you to make your last turn in a fairly high and therefore safe altitude. Again, we wanted a predictable, well balanced parachute for a wide range of skydivers and not a "one trick pony".

The FAQTOR is hardly to stall and will give you lift for every centimetre of toggle range.

## IMPORTANT:

We have chosen long steering lines for those who like to do front riser landings. If you are not used to such a toggle setting or only do toggle input landings, you may set the toggles higher on the steering line by simply performing a so called "laying 8" around your toggle grommet. This will shorten the steering line by aprox. 6 cm. Refer to the pictures below. Just be advised that, If you have done this modification that your canopy has now a tendency to "buck ", since you are pulling the trailing edge and the leading edge down at the same time.



Start with the steering line by feeding it up from below the grommet.  
Perform a loop around the right half of the grommet and bring it up through the grommet again.



Now turn to the left side of the grommet, repeating the same procedure on this side.  
Bring the end loop of the steering line over the toggle and tighten the line by feeding it back through the grommet.



The result should then look like this, the laying 8

## Opening characteristics and packing procedure

Openings on modern ram air parachutes are more and more a case of personal impressions and preferences. They are felt on an individual basis. It can range from ..."I want 400 metres of sniveling phase to ..."when I release the pilot chute, I want to feel that there is a parachute devoloping over my head".

This makes it very hard for every manufacturer to cater to all of these preferences.

We believe, that the openings on your Faqtor can't get any better. You will feel being decelerated, but without this "controlled malfunction" above your head, called snivel. You will also not experience a instant inflating canopy which hardly sees any slider action.

FAQTOR openings are „just right".

If you follow the packing steps shown below, you will get these openings everytime you deploy your canopy :

1. Flake your canopy and perform S - folds from line group to line group as in a normal Pro Pack.
2. Clear all stabilizers right and left
3. Sort out your upper control lines, making sure they stay in the centre of your pack job to avoid steering line overs. To enhance this, crossover the last part of the stabilizers to form a wall between the D-lines and the tail.
4. Pull up the tail, and bring it around the left and right side of your pack job.
5. Grasp all 9 cells and push them moderatly into the centre of your parachute.
6. Pull the slider out completely and position it in front of the pack job.

7. Roll the tail tightly, making sure the rolled tail sits firm against the slider grommets, then lay the parachute down.

8. Dress it to the width of your bag, perform your S - folds and continue according to the rig manufacturers instructions ( we are sure you know all of this stuff )

1 & 2



3



4 & 5



6



7



# Operations Limitations

<b>FAQTOR Gröse</b>	<b>MSW* MIN in kg</b>	<b>MSW* MAX in kg</b>	<b>MPOS** in KIAS</b>	<b>VOL in cui</b>
<b>97</b>	<b>53</b>	<b>82</b>	<b>150</b>	<b>260</b>
<b>110</b>	<b>60</b>	<b>90</b>	<b>150</b>	<b>290</b>
<b>120</b>	<b>65</b>	<b>98</b>	<b>150</b>	<b>320</b>
<b>135</b>	<b>74</b>	<b>110</b>	<b>150</b>	<b>360</b>
<b>150</b>	<b>82</b>	<b>123</b>	<b>150</b>	<b>390</b>

\* Maximum Suspended Weight

\*\* Maximum Pack opening Speed