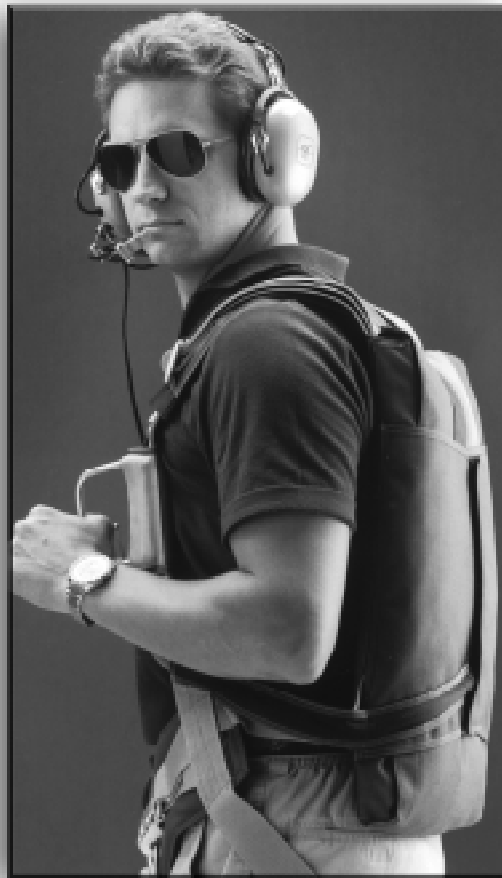




SOFTIE

EMERGENCY PARACHUTE SYSTEMS



OWNER'S MANUAL AND PACKING INSTRUCTIONS

THIS PAGE INTENTIONALLY LEFT BLANK

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 warning label and all appropriate owners / flight manuals, packing instructions.

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

Warning labels serial numbers and placard information, may be found in the following locations:

Ram-air parachute- center cell top skin at trailing edge.

Circular reserve canopies- rear panel.

Harness/container system- TSO label.

DISCLAIMER - NO WARRANTY

Because of the unavoidable danger associated with the use of the parachute system, the manufacturer makes **NO WARRANTY**, either expressed or implied. The system is sold with all faults and without any warranty of fitness for any purpose. Manufacturer also disclaims any liability in tort of damages, direct or consequential, including personal injuries resulting from a defect in design, material, workmanship or manufacturing whether caused by negligence on the part of the manufacturer or otherwise. By using this system, or allowing it to be used by others, the buyer WAIVES any liability of or by 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 system, before it is used, to the manufacturer within 15 days of the date of the original receipt of said system with a letter stating the reason for its return.

WARNING !

You can substantially reduce risk by assuring 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 designed, assembled, packed and operated so that you risk serious injury or death each time you use the system.

Do Not Purchase or use any parachute equipment designed, manufactured or sold by Para-Phernalia, Inc. unless you fully understand and voluntarily accept these risks.

Do Not Purchase or use any parachute equipment designed, manufactured or sold by Para-Phernalia, Inc. unless you agree to read completely, understand and follow all manufacturers instructions, recommendations, requirements and limitations.

Do Not Purchase or use any parachute equipment designed, manufactured or sold by Para-Phernalia, Inc. unless you have fully read , understand and accept this "Disclaimer - No Warranty - Waiver"

* * * * *

Owner's Record

Name: _____

Street: _____

City, State, Zip: _____

Country: _____

Softie Model: _____

Serial Number: _____

Date of Manufacture: _____

Date of Purchase: _____

Canopy Mfg.

Model and Serial Number: _____

Date of Manufacture: _____

Date of Purchase: _____

Notes

1. Serial numbers for both Softie and Canopy can be found as described in the Warning Placard found just inside the front cover on page 1 of this manual.
2. If you receive your Softie assembled and packed by either the manufacturer or a properly licensed Parachute Rigger, you will find the appropriate information listed on the Packing Data Card located in the pocket on the TSO label in the open area between the backpad and the top of the Softie container just behind the wearers neck.
3. The Packing Data card is your key to properly planning your repack schedule and requirements. Refer to Section 2.1.3 of this manual, for further information regarding these requirements.
4. A separate copy of this page should be kept on file by the owner. Do not complete the form above until you have fully read and understand the instructions, policies and limitations contained in this manual.

Table of Contents

Warning Placard -----	1
Disclaimer - No Warranty- Warning-----	2
Waiver -----	2
Owner's Record -----	3
Table of Contents -----	4
Customer Service Policy and Limits -----	8
1.0 General Information -----	9
1.1 Ally in the Sky -----	10
1.2 Softie letter of TSO authorization -----	11
1.3 Softie TSO authorization -----	12
1.4 Rigger qualifications -----	13
1.5 Softie parts list -----	14
2.0 User Information -----	15
2.1 Pre-flight procedures -----	16
2.2 Wearing the Softie -----	17
2.3 Rig cleaning -----	19
3.0 Compatibility of Components -----	20
3.1 Canopy compatibility -----	21
3.2 Volume -----	21
3.3 Softie volume chart -----	21
3.4 Optimum canopy selection -----	21
3.5 Canopy volume chart -----	22
3.6 Deployment type -----	23
3.7 Deployment bag and bridle -----	23
3.8 Industry weight / deployment speed limitations -----	24
4.0 Rigger Information -----	25
4.1 Parachute assembly inspection form -----	26
4.2 Round canopy packing instructions -----	29
4.3 Assembly -----	29
4.4 Softie closing loop lengths -----	30
4.5 Flaking and folding the canopy -----	31
4.6 Placing parachute in container -----	31
4.7 Softie Back -----	32
4.8 Softie Wedge -----	33
4.9 Softie Seat -----	35
4.10 Softie Chair -----	37
4.11 Softie Original -----	39
4.12 Closing container -----	41
4.13 Softie Back, Wedge, Chair and Original -----	41
4.14 Softie Seat -----	43
4.15 Installing the Softie Seat pad -----	45
4.16 Repair log -----	45

Para-Phernalia, Inc.

Customer Service Policy and Limits

Harness and Containers

PARA-PHERNALIA, INC. (PPI) will provide at no charge repair service for repairs determined to be the resultant from defects in material or workmanship for a period of SIX MONTHS from the DATE OF RECEIPT OF PRODUCT. Date of receipt and proof of purchase must be supplied to PPI by the customer with the item in order to be repaired free of charge.

Service Bulletins

PPI will perform all MANDATED Service Bulletins repairs or modifications due to SAFETY concerns free of charge. A fair market charge will be made for recommended Service Bulletin repairs or modifications.

Unauthorized Modifications/Alterations

PPI will charge for repair service when the damage is determined to be caused by unauthorized assembly, packing, modification, alteration or shipping of PPI products. PPI also reserves the right to refuse to repair any product so handled.

Improper Use or Abuse

PPI 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.

Product Limitations

PPI reserves the right to refuse to service equipment for which material and / or manufacturing patterns and specifications no longer exist.

Shipping of Returns for Repairs

Articles sent in for repair should be sent in with all original components as purchased from PPI. PPI may request and require additional information pertaining to the components sent. PPI will not be responsible for compatibility of components not sent with system for repair and or evaluation.

Replacement Parts - Recommendations

PPI will recommend replacement of harness and container 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 are available as a cost option to customers.

January, 1997

1.0 General Information



1.1 Ally in the Sky: Your Pilot Emergency Parachute

**by: Dan Tarasievich
President, Para-Phernalia, Inc.**

There is no question that a parachute can save your life during an emergency bailout situation. But, before you strap on that life-saving device, you need to familiarize yourself with your system. It is important to insure the proper fit of a system, know how to store the system, familiarize yourself with riggers who will maintain your system on the ground, and understand how to use the system in an emergency situation.

The size of a parachute is very important. Your parachute system should be a size that can handle your weight, and not specifically the stated size of the parachute canopy. Some of today's 24' and 26' canopies will descend at a slower rate than the older and larger military parachutes. The correct size is absolutely mandatory when insuring safety.

Another important factor in familiarizing yourself with your system is knowing how to store the parachute. The longevity of your parachute is your responsibility and is almost entirely dependent on the proper maintenance and storage. When not in use store the parachute in a bag in well ventilated area away from direct exposure to sunlight, oils, and or acids. If you find that your parachute has come in contact with any unsafe conditions including wetness, have it inspected by a qualified rigger immediately.

While on the ground, besides good storage habits, get to know your parachute rigger. If you don't have a local rigger get referrals from a fellow pilot or the manufacturer of your system. Make sure that the rigger is familiar with your parachute system and has the proper packing and instructions manual before having it repacked. At the time of the repack ask your rigger to go over your parachute with you, Put it on and pull the ripcord. This will insure your

awareness of the force it requires. (A 22 pound pull is all that the TSO allows.)

Establish a preflight routine of inspecting your parachute. The condition of the parachute can be directly related to your safety. A small oversight could create a safety hazard. Check the fabric for stains or wear and mildew. Inspect the hardware to be sure snaps function properly and check for corrosion. Look for fraying or knicks in the webbing and inspect for broken or missing stitches. Do a pin check on the ripcord by lifting the pin protector flap and making sure the pins are straight, and extend through the closing loop at least 1/2" inch. Make sure that the handle extracts from the pocket easily. Also there should be no kinks or dents in the housing. Finally inspect the packing data card. Check the last date of the inspection and repack. FAA regulations require a parachute in use to have been packed within the last 120 days. This preflight routine is mandatory to maintain the safety of your parachute.

During an emergency is not a good time to start thinking about emergency procedures. Plan in advance and know the three most important variables in the decision to leave your aircraft: attitude, altitude, and airspeed.

Attitude is not only the attitude of your aircraft but also your personal attitude can effect your egress. A tumbling aircraft can be difficult to exit. Altitude is important because a higher altitude means a better chance of having a fully deployed parachute before impact. A general rule of thumb is if you have pack opening above 1000 ft. AGL, you will have a fully deployed parachute before hitting the ground. Airspeed will also determine your exit. 100 MPH is ideal for a fast parachute opening, however if you can trade off airspeed for altitude do so.

The primary cause of most unsuccessful bailouts are waiting too long to make the decision to bailout and not being prepared.

Using your parachute is most obviously your last option. Be familiar with your particular aircraft escape procedures and practice them often until they are second nature. You must be able to react instantly to save valuable time, altitude, and your life. If you don't have an emergency egress procedure for your aircraft the best time to develop one is before your next flight.

Once you have exited the aircraft, you will most likely be tumbling. The most important thing to do is pull the ripcord immediately and throw it away. It takes approximately 2-3 seconds for the parachute to fully deploy. Altitude used for complete deployment at terminal velocity is approximately 300-500 feet. That is not the altitude to initiate emergency procedures, but the distance required for deployment and opening.

Once the parachute is open, it is time to think about steering. Guiding an open parachute safely to the ground is a two fold operation. The newer parachutes on the market today are steerable and they have control toggles installed on each riser. To turn left, pull down on the left toggle and to turn right pull down on the right toggle. The forward speed of a round parachute is approximately 3-5 MPH and the 360 degree turn rate is about 6-10 seconds. First, use this forward speed and control of heading to maneuver away from any life threatening obstacles such as power lines or water hazards. Second, use the forward speed of the canopy to reduce ground speed at landing; by facing the canopy into the wind. Your rate of descent will increase during a turn, be careful not to make radical turns below 100 ft. AGL. Make only small corrections below that altitude to maintain heading. Square parachutes have a much higher turn rate, faster forward speed and are more maneuverable. They require that you face into the wind and flare (similar to an aircraft) for landing. Handled properly they land much softer than a round parachute.

Landing is the final act in the bailout and it is important to follow these instructions in order to avoid injury. Steer into the wind and don't attempt any radical turns below 100ft. Look out

towards the horizon and hold your knees and feet together tightly. Keep your knees slightly bent with your toes pointed down. Put your arms above your head holding on to the risers and as you contact the ground, roll in the direction you are moving when you land.

Try to avoid obstacles if possible. If you are going to land in a tree or power lines keep your knees and feet together and present the smallest possible profile to the obstacle. Also, turn your face to the side. In the event of a water landing, prepare for a regular landing except land downwind so your parachute will land out in front of you and not on top of you. Unfasten the leg and chest straps and swim upward away from the parachute so as not to get entangled in the lines. If you land during high winds, after landing roll onto your back and deflate the parachute by pulling in one; or two adjacent lines hand over hand to spill the air from and collapse the canopy. Also jettison the parachute harness and cover the parachute as to not re-inflate it. There is a lot to remember in a bailout so it is important that you plan ahead and review your plan of action in case of an emergency.

Parachute systems may seem like expensive cushions that we carry needlessly on our back or sit on without regard. That cushion, however is a highly specialized life saving device and is vitally important to your air safety. Get to know your parachute system and soon you will realize what an ally that cushion can be and why you should never leave the ground without it.

* * * * *

1.2 Softie Letter of TSO Authorization



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

JAN 10 2002
In Reply
Refer to: 1305-02-13

**Transport Airplane Directorate
Aircraft Certification Service**

1801 Lind Avenue S.W.
Renton, Washington 98055-4056

Mr. Daniel R. Tarasievich
President
Para-Phernalia, Inc.
19124 59th Drive NE
Arlington Airport, Building 4
Arlington, WA 98223

Dear Mr. Tarasievich:

Minor Changes to SOFTIE Line of Parachute Harness & Container

The Federal Aviation Administration (FAA) has received your letter, dated October 25, 2001, which forwarded drawings describing minor changes to the SOFTIE parachute Harness & Container. The drawings involved are Revision 1 of the following Para-Phernalia, Inc. drawing numbers: 20001, 20022, 20035, 20040, 20034, 20050, 20100, 20121, 20130, 20131, 20200, 20330, 20700, 20701, 20710, 20750, 20760, 20770, and 20774.

We concur that these changes constitute minor changes under Federal Aviation Regulation Part 21.611(a) and are in compliance with TSO-C23b.

If you have any questions, please contact Mr. Don Esford at (425) 227-2788.

Sincerely,

Angelos G. Xidias
Manager, Systems and Equipment
Branch, ANM-130S
Seattle Aircraft Certification Office

1.3 Softie TSO Certification

The Softie harness and container systems are approved under FAA TSO-C23b, Standard Category and certified for use in a variety of weight and speed combinations. Use limitations will depend on the canopy weight and speed limitations and the TSO category under which canopy certification was achieved. See section 3.8 for information concerning limitations of the canopy which has been assembled with the users Softie. For questions regarding limitations and certifications consult a qualified FAA Rigger or call Para-Pernalia, Inc. at 360-435-7220 or FAX at 360-435-7272.

1.4 Rigger Qualifications

In order to pack and maintain this parachute system, the *FAA Senior or Master Rigger - or foreign equivalent* - must possess an appropriate rating endorsement to their certificate. All Softie models require a **Back** rating except the Seat model which requires a **Seat** rating endorsement. Because the **Back** models are also certified compatible with ramair parachutes when assembled with the Para-Pernalia ramair parachute deployment bag, the Rigger should be appropriately trained in the assembly and packing of these canopies prior to certifying the Softie for emergency use.

No certificated parachute rigger may -

- (e) Pack, maintain, or alter a parachute in any manner that deviates from the procedures approved by an FAA administrator OR the manufacturer of the parachute; or
- (f) Exercise the privileges of his certificate and type rating unless he understands the current manufacturer's instructions for the operation involved.

Note:

ANYONE who circumvents Para-Pernalia, Inc., assembly and packing instructions, or the packing instructions of the manufacturer of any of the component parts assembled with the Softie harness and container system, is in violation of FAR Part 65.129 and is therefore performing an illegal procedure.

1.5 Softie

Parts list

QUANTITY	DESCRIPTION
1	HARNESS/CONTAINER ASSEMBLY
1	SOFTIE RIPCORD - BACK (OR)
1	SOFTIE RIPCORD - SEAT
1	FREEBAG AND BRIDLE (SQUARE CANOPY ONLY)
1	PILOT CHUTE BRIDLE
2	STEERING LOOPS - (OR)
2	SQUARE CANOPY STEERING LOOPS (SQUARE CANOPY ONLY)
1	SAFETY STOW LOOP (SQUARE CANOPY ONLY)
1	CLOSING LOOP
1	PILOT CHUTE GROMMET STRAP
1	OWNER'S MANUAL AND PACKING INSTRUCTIONS
1	PILOT CHUTE - SUPPLIED ONLY WITH SOFTIE PURCHASED COMPLETE WITH PARACHUTE DIRECT FROM MANUFACTURER. PARA-PHERNALIA SUPPLIES COMPLETE SOFTIES WITH THE NATIONAL PARACHUTE INDUSTRIES - 357 MAGNUM PILOT CHUTE (OR EQUIVELENT). ONLY PILOTCHUTES WITH SIX (6) INCH DIAMETER BASE AND CAP ARE COMPATIBLE WITH THE SOFTIE SYSTEM.

NO SUBSTITUTION OF COMPONENT PARTS IS AUTHORIZED

2.0 User Information



2.1 Pre-flight Procedures

The Softie harness and container system is designed, tested, manufactured and delivered according to the highest possible industry standards. 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.

2.1.1 Before Each Flight You Should Check:

1. Ripcord and housing for tackings, damage, proper seating and / or obstructions.
2. Ripcord pins, cable, handle and pocket for proper seating, wear and / or damage.
3. All harness webbing and hardware for wear or damage.

Note:

IF ANY WEAR OR UNUSUAL CONDITION IS FOUND, CONSULT PARA-PHERNALIA, INC. OR A QUALIFIED PARACHUTE RIGGER IMMEDIATELY!

2.1.2 After Putting Your Rig On, Check:

1. Ripcord handle secure in its pocket.
2. Chest strap is properly threaded and running end secured
3. Leg straps are properly threaded and loose ends are stowed.

2.1.3 120 Day Maintenance

FAA Regulations require that: If you wear a parachute while operating an aircraft in US airspace or allow a passenger to wear a parachute while you are operating an aircraft in US airspace; which has not been certified as airworthy by an appropriately certificated FAA Senior or Master Rigger, you are in violation of the pertinent FAA Regulations.

During original assembly and packing and / or recertification, your rigger should thoroughly inspect your Softie to ensure that all components are in airworthy condition. This inspection should include:

1. Pilot chute, grommet strap, bridle and tackings, (deployment bag and safety stow if square canopy is employed),
2. Canopy fabric and lines (including orientation and continuity check).
3. Connector links tight.
4. Ripcord pocket secure.
5. Harness and container (including ripcord housing and tackings, and ripcord assembly).in good airworthy condition.

2.1.4 Major Alterations / Repair

Para-Phernalia, Inc. does NOT authorize major alterations or repairs to the Softie harness and container system. Any major alterations or repairs must be made by the manufacturer or a designated representative. Contact Para-Phernalia, Inc. at 360-435-7220 for the name of a properly certificated FAA Master Rigger in your area.

2.2 Wearing the Softie

There are five points of adjustment on the Softie harness

1. Shoulder adapters (two): Factory preset at medium adjustment. should be adjusted prior to donning the harness.
2. Chest strap (one): With either adjustable v-ring and snap hardware or thread through adapters.

Note:

THE PAD ON THE LEFT SIDE OF THE HARNES IS DESIGNED TO PREVENT THE CHEST STRAP FROM BEING THREADED THROUGH THE RIPCORDER HANDLE. WHEN THREADING THE CHEST STRAP WITH THE BUCKLE ON THE RIGHT SIDE OF THE HARNESS, BE AWARE THAT IMPROPER THREADING COULD RESULT IN AN IMPOSSIBLE RIPCORDER PULL.

3. Leg straps (2): With either v-ring and snap hardware or thread through adapters.

Note:

THE SOFTIE IS ALSO AVAILABLE WITH THE "A" HARNESS OPTION. IN THIS CONFIGURATION, NO CHEST STRAP IS PRESENT BUT THE SAME CAUTIONS REGARDING RIPCORDER HANDLE INVOLVEMENT WHEN MAKING HARNESS CONNECTIONS APPLY.
Figure 2.2

2.2.1 Fit

Your Softie should be, above all else, comfortable. But, the real reason any pilot or passenger in an aircraft is wearing a parachute is in case an emergency bailout becomes necessary. If that should happen, the person using the parachute will reduce the risk of problems during egress and opening if the harness is worn snugly around the body. Take the time to properly adjust the fit of your Softie whether for yourself or for a less experienced passenger. The following steps should be taken to insure proper fit.

Putting on the Conventional Harness:

1. Place the harness over the shoulders and hold each of the two (2) leg strap snaps snugly at each hip. If the main lift webbing is correctly adjusted, the shoulder adapters will sit just in front of the shoulder below the collarbone. The wearer should be able to stand erect and the container should not sit low on the back.
2. If necessary, remove the Softie to make any adjustments to the shoulder adapters and be sure to stow any additional riser exposed during adjustment.
3. With the Softie back on your shoulders bend forward and grasp the bottom of the container; raising the container so that it rests high on the back.
4. Reach between your legs and take hold of one of the leg straps.
5. Identify that it is either left or right. Remove any twists and fasten the leg strap v-ring adapter to the appropriate snap. The snap should “Snap” shut. Be sure that no clothing or other obstructions are caught in the snap.
6. Repeat steps 4 and 5 with the opposite leg strap.
7. Now stand erect and fasten the chest strap; either with the thread through buckle or with snap and adjustable v-ring. Tighten the chest strap but not so much as to distort the main lift webbing. Stow any free-end excess in the elastic band.
8. Reach down and grasp both leg strap free ends and tighten the leg straps. Stow any excess leg strap free-end in the elastic keeper. **Snug while standing erect is sufficient. When you sit down in the aircraft the harness will now feel loose and comfortable.**

Putting on the “A” Harness:

1. Place the harness over your shoulders and hold each of the leg strap loops at each hip. If the main lift webbing is adjusted correctly, the shoulder adapters will sit in front of your shoulder just under the collarbone.
2. If necessary, remove the Softie to make any adjustment to the shoulder adapters.. To make the main lift web longer - pull about 1” of the riser webbing out of the riser protector (velcro) flap and extend it thru the shoulder adapters. To make the main lift web shorter - run the main lift webbing up thru the shoulder adapters and stow the excess in the riser protector (velco) flaps.
3. With the Softie back on your shoulders bend forward and grasp the bottom of the container, raising the container so that it rests high on the back.
4. Reach between your legs and take hold of the left leg strap, remove any twists.
5. Bring the left leg strap between your legs and thread it thru the loop on your left hip (inside to out), then continue across your chest to the snap on the right side of your chest.
- 6 Repeat steps 4 & 5 with the right leg strap. The harness configuration should look as it does in figure 2.2
7. Stand erect and tighten the harness by pulling on the ends of the harness webbing. Stow any excess webbing in the elastic keepers.
8. When you sit down the harness will feel much looser due to the geometry of the “A” harness. When seated in the aircraft snug up the harness and restow the excess webbing.



Figure 2.2

If you have any questions regarding proper fit consult a qualified rigger or parachute dealer or call Para-Pernalia, Inc. at 360-435-7220. Or FAX at 360-435-7272.

2.3 Rig Cleaning - CORDURA®

Note:

These cleaning tips are for container only and are to be used for spot cleaning only. Para-Pernalia, Inc. does not recommend attempting to clean major stains without the assistance of a qualified rigger. Furthermore Para-Pernalia, Inc. does not in any way recommend the end user attempt to clean the harness or the parachute components of the Softie system.

Table IV - CORDURA Recommended Stain Removal Methods*

STAIN	REMOVAL METHOD
Coffee, Fruit Juice, Milk, Soft Drinks, Tea, Tabasco Sauce, Wine, Urine Catsup, Chocolate, Blood	Detergent ¹ /blot/water/blot Detergent/blot/ammonia ² /blot/water/blot
Mustard Spicy mustard (turmeric), Kool- Aid®	Detergent/blot/vinegar ³ /blot/water/blot 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 colorfastness. Optimum cleaning will be achieved by not overwetting 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 center. This process should be repeated until the spot is removed or there is no further transfer to the cloth.

¹Detergent.....One teaspoon neutral powder detergent (e.g. Tide or All) in 1 pint warm water.

²Ammonia.....A 3% solution.

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

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

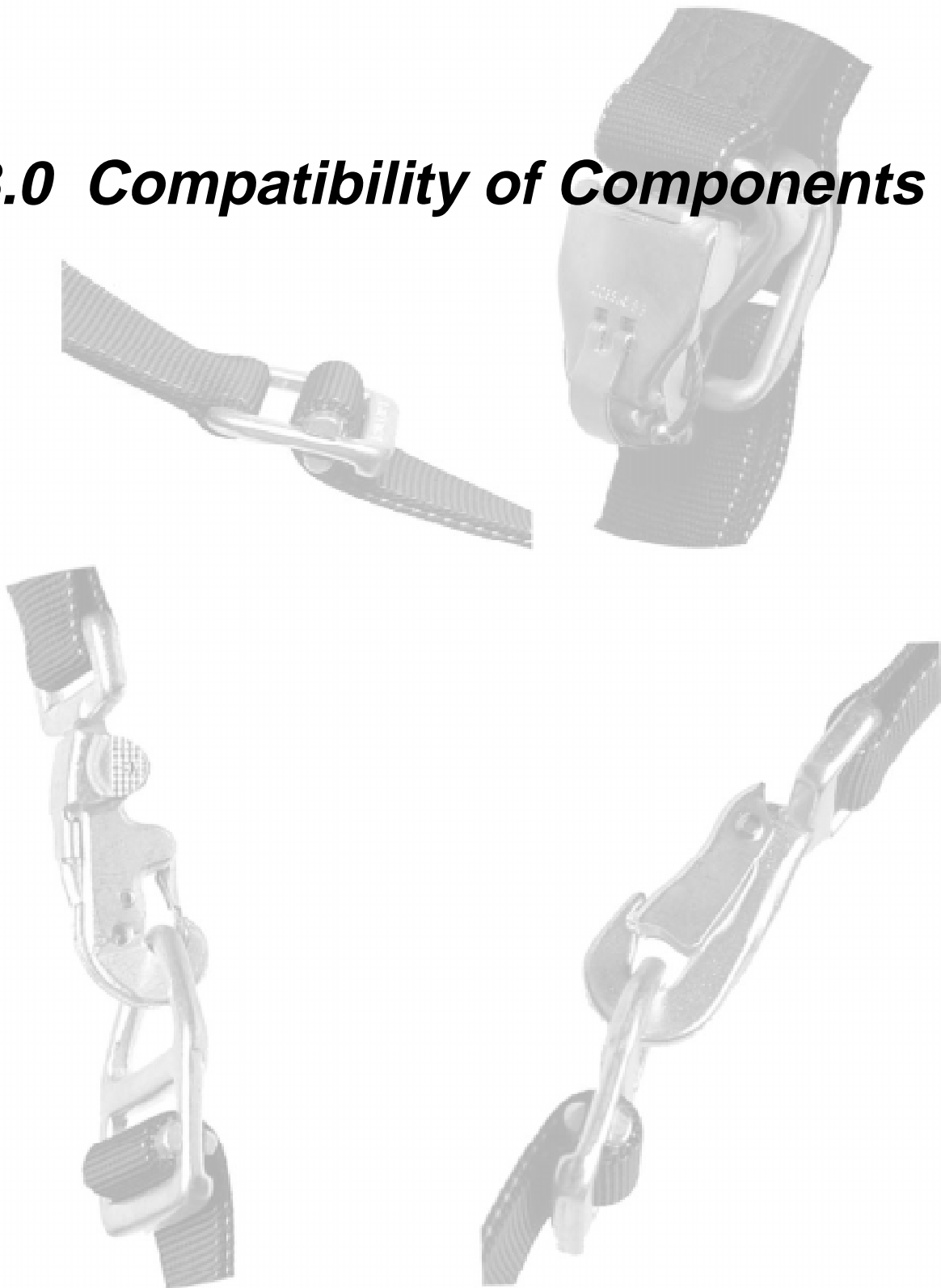
⁵Paint remover.....Paint remover with no oil in it.

NOTE: Oily and greasy stains — In addition to the recommended method, some stains (e.g. 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.

THIS PAGE INTENTIONALLY LEFT BLANK

3.0 Compatibility of Components



3.1 Canopy Compatibility

In order to determine whether a particular canopy is compatible with a Softie harness/container assembly, there are several requirements that have to be met. They are volume, deployment type, TSO certification, and placard limitations.

3.2 Volume

The volume of a canopy is determined by using the standard Parachute Industry Association (PIA) volume measurement as determined by PIA technical standard 104 in its most current edition. By cross referencing this measurement to Para-Phernalia, Inc. Container Volume chart, section 3.5, compatibility may be determined.

3.3 Softie Volume Chart

Note:
Volume references are in cubic inches / cubic centimeters (cm)

Softie Model	Minimum Volume	Maximum Volume
180 Back (Micro)	275 / 4506	400 / 6555
240 Back (Mini)	375 / 6145	525 / 8603
275 Back (Mini)	TBA	TBA
180 Wedge (Micro Wedge)	275 / 4506	400 / 6555
240 Wedge (Mini Wedge)	375 / 6145	525 / 8603
275 Wedge (Mini Wedge)	TBA	TBA
180 Seat (Seat)	375 / 6145	525 / 8603
240 Seat (Seat)	375 / 6145	525 / 8603
275 Seat (Seat)	TBA	TBA
180 Chair (Long Micro)	275 / 4506	400 / 6555
240 Chair (Long)	375 / 6145	525 / 8603
275 Chair (Long)	TBA	TBA
Original	550 / 9013	825 / 13,520
1 cubic inch = 16.387 cubic centimeters		

3.4 Optimum Canopy Selection

A large percentage of Softies are delivered Complete, packed and ready to use in your aircraft. However because an FAA licensed Parachute Rigger is authorized to “mix and match” approved components, there are many different parachutes which may be assembled with and which will fit in each of the many styles and sizes of Softie containers offered by Para-Phernalia, Inc. The name of each Softie container is based on the maximum allowable suspended weight of the canopy which best fits in that style and size. Example: Back 240 assembled and packed with a Free Flight Enterprises - Preserve 1A provides optimum pack density and has a maximum suspended weight of 240 lbs with a maximum deployment speed of 150 knots.

3.5 Canopy Volume Chart

Note:

The volume references in this table are furnished by voluntary testing on the part of members of the Parachute Industry Association in accordance with PIA Technical Standard 104. Due to variations in materials and design, these volumes are subject to change without notice and can in no way guarantee any accuracy in regards to your specific canopy. Generally speaking these volumes will be accurate only to within about 20%.

Manufacturer	Model	Volume
Free Flight Enterprise	Amigo 134	365
	Amigo 152	380
	Amigo 172	408
	Amigo 206	481
	Preserve 1A	440
	Preserve III	384
Glide Path International Flight Concepts International	Cricket Reserve	347
	Firelite Reserve	426
	Fury Reserve	538
	Maverick Reserve	468
	Sharpchuter Reserve	503
National Parachute Industries	Phantom 24	386
	Phantom 26	435
	Phantom 28	472
Para-Flite	Swift Reserve	413
	Swift Plus 145 Main	330
	Swift Plus 175 Reserve	410
	Swift Plus 225 Reserve	524
Performance Designs	PD-126R Reserve	296
	PD-143R Reserve	363
	PD-160R Reserve	388
	PD-176R Reserve	447
	PD-193R Reserve	470
	PD-218R Reserve	496
	PD-253R Reserve	551
Precision Aerodynamics	Microraven 120	268
	Microraven 135	308
	Microraven 150	375
	Super Raven 1	401
	Super Raven 2	429
	Super Raven 3	515
	Super Raven 4	570
Strong Enterprises	G2R	421
	G3R	490
	Hobbit 162 Reserve	314
	Lopo Lite	405
	Lopo Mid-lite	443
	Lopo (Military)	487

3.6 Deployment Type

There are currently 5 different canopy deployment methods in common use. The following is a list of these types with a description and examples.

Type 1: Canopy first deployment. Lines are stowed vertically / horizontally in the container. *Example: T-7A chest pack.*

Type 2: 2 bite diaper, Strong diaper, half diaper: Split line group - one or two stows lock diaper, compensated by off-setting stows of other line group in container with remainder of lines stowed in the container. *Example: Early Strong Lopo Diaper, Pioneer “K” series reserves.*

Type 3: Ascutto diaper, Piglet diaper: Full diaper with line stows horizontally across diaper left to right, perpendicular to radial seams. *Example: Piglet Featherlite, Phantom Series Reserves.*

Type 4: Handbury, Preserve or Strong Full Diaper: Wraps around skirt of canopy with two or three locking stows and remainder of line stowed vertically, parallel with radial seams. *Example: Preserve 1 & 3, Strong Lopo Lite, and Hobbit Reserves.*

Type 5: Free Bag: Canopy stowed in bag and lines stowed on/in bag. *Example: PD reserve Canopies, Super Raven M series, Tempo.*

NOTE:

The Softie harness and container system is approved for use with all types of deployment systems. However, Para-Phernalia, Inc. strongly recommends some type of “sequenced” diaper or bag deployment be used with round or square canopies respectively to better ensure pilot safety during actual use. These packing instructions assume a type 4 diapered canopy will be installed in the Softie.

3.7 Deployment Bag and Bridle

Only Para-Phernalia, Inc. or Free Flight Enterprises deployment bags and bridle assemblies of the correct size and that are properly labeled for volume are compatible with the Softie. **No other deployment bags are approved for use with the Softie system.**

Note:

The following data, section 3.8 Industry Weight/Deployment Speed Limitations, covers only current production parachutes and only those manufacturers who placard their products. For those canopies not listed, it is suggested that you contact the canopy manufacturer directly or Para-Phernalia, Inc. for an update to this list.

3.8 Parachute Industry Weight / Deployment Speed Limitations

Manufacturer	Model	Max. Deployment Speed (knots)	Max. Gross Weight (lbs.)
Free Flight Enterprise	Amigo 134	150	145
	Amigo 152	150	164
	Amigo 172	150	185
	Amigo 206	150	225
	Preserve 1A	150	240
	Preserve III	150	180
Glide Path International/	Cricket Reserve	130	160
Flight Concepts International	Firelite Reserve	150	190
	Fury Reserve	150	200
	Maverick Reserve	150	195
	Sharpchuter Reserve	150	235
National Parachute Industries	Phantom 24	140	145
	Phantom 26	140	180
	Phantom 28	140	200
North American Aerodynamics	NAA 22	130	190
	NAA 26	130	250
	Swift Main	130	180
	Swift Reserve	130	180
	Swift Plus Reserve	150	200
	Safety Flyer	130	160
Performance Designs	Safety Star	130	180
	PD-126R Reserve	150	151
	PD-143R Reserve	150	171
	PD-160R Reserve	150	192
	PD-176R Reserve	150	211
	PD-193R Reserve	150	232
Precision Aerodynamics	PD-218R Reserve	150	254
	PD-253R Reserve	150	254
	Microraven 120	130	131
	Microraven 135	150	137
	Microraven 150	130	153
	Super Raven 1	130	185
Strong Enterprises	Super Raven 2	130	222
	Super Raven 3	130	254
	Super Raven 4	130	254
	G2R	130	175
Strong Enterprises	G3R	130	225
	Hobbit 162 Reserve & Main	130	150
	Lopo Lite	140	175
	Lopo Mid-lite	140	225
	Lopo (Military)	140	225

THIS PAGE INTENTIONALLY LEFT BLANK

4.0 Rigger Information



4.1 - Parachute Assembly Inspection Forms

! Note: Count all Tools Before Starting Assembly		Qty:
Manufacturer:		4.1.1 - Harness and Container Inspection Checklist
Model:		
Date of manufacture:		
Serial No.		
Initial After Each Item If No Discrepancies Are Found		Initials
1.	Main lift web and Risers	
2.	Chest, diagonal and leg straps	
3.	Harness hardware and connectors	
4.	Ripcord, handle pocket, cable housing and tacking	
5.	Container flaps and grommets	
6.	Closing loop length	
7.	Grommet strap	
8.	Comments:	

4.1 - Parachute Assembly Inspection Form

! Note: Count all Tools Before Starting Assembly		Qty:
Manufacturer:		4.1.2 - Round Canopy and Pilot chute Inspection Checklist
Model:		
Date of manufacture:		
Serial No.		
Initial After Each Item If No Discrepancies Are Found		Initials
1.	Connector links	
2.	Suspension lines	
3.	Steering lines and Toggles	
4.	Canopy	
5.	Diaper and rubber bands	
6.	Apex lines	
7.	Bridle and tacking	
8.	Pilot chute and grommet strap tacking	
9.	Packing card and information	
10.	Comments	

4.1.3 - Assembly of Round Canopy

	Initial After Each Item If No discrepancies Are Found	Initials
1.	Inspection of canopy and Container completed (sections 4.1.1 & 4.1.2)	
2.	Continuity of all lines	
3.	Connector links tightened properly	
4.	Steering lines tied to toggles on mark	
5.	Steering line length equal to each other	
6.	Packing card filled out	
7.	Grommet strap and bridle tacked	
8.	Packed according to manufacturers instructions	
9.	Reserve pin sealed	
10.	Comments:	

Manufacturer:	4.1.4 - Square Reserve Canopy, Bag and Pilot Chute Inspection Checklist
Model:	
Date of manufacture:	
Serial No.	

	Initial After Each Item If No Discrepancies Are Found	Initials
1.	Risers	
2.	Connector links	
3.	Sliders & Grommets	
4.	A-lines and attachment points	
5.	B-lines and attachment points	
6.	C-lines and attachment points	
7.	D-lines and attachment points	
8.	Steering lines and toggles	
9.	Canopy cells and cross ports	
10.	Slider stops (on canopy)	
11.	Deployment bag and safety stow	
12.	Bridle line	
13.	Pilot chute and gromet strap	
14.	Packing card and information	
15.	Comments:	

4.1.5 - Assembly of Square Reserve Canopy

Initial After Each Item If No discrepancies Are Found		Initials
1.	Inspection of canopy and Container completed (parts A & C)	
2.	Continuity of all lines	
3.	Slider on correctly	
4.	Rapide link barrels tightened properly	
5.	Steering lines tied to toggles on mark	
6.	Steering line length equal to each other	
7.	Safety stow on deployment bag installed	
8.	Pilot chute and grommet strap attached and tacked	
9.	Packing card filled out	
10.	Packed according to manufacturers instructions	
11.	Reserve pin sealed	
12.	Comments:	

! Note: Recount all tools used after assembly and packing is completed to ensure that none were left in the canopy or container. Qty:

--

Signature:	Date:
-------------------	--------------

Print Name and Seal Symbol:

Signature:	Date:
-------------------	--------------

Print Name and Seal Symbol:

General Comments:

4.2 Round Canopy Packing Instructions

Prior to installing and packing any canopy into the Softie, the rigger must thoroughly read and understand these instructions. The Rigger must also make the determination of proper compatibility regarding volume, deployment type and placard information. Only those canopies that have been assigned a weight and speed limitation by the manufacturer are approved for use in the Softie. Refer to **Section 3.3 - Softie Volume Chart and Section 3.8 - Parachute Industry Weight / Deployment Speed Limitations** for installation of proper canopy for customer needs.

If you should have any questions as to compatibility or weight and speed limitations, call Paraphernalia, Inc. at (360) 435-7220 or FAX (360) 435-7272.

NOTE:

Minimum qualification; FAA Senior or Master Parachute Rigger or foreign equivalent.

4.2.1 Inspection

4.2.2 Softie and Components

Inspect according to checklist, section 4.1.1

4.2.3 Parachute

Inspect according to checklist section 4.1.2 (Round) 4.1.4 (Square)

4.3 Assembly - *Assemble an approved type and size parachute to the Softie harness and container system ensuring the following:*

- 4.3.1 Canopy and container are face down on an appropriately sized and surfaced packing table.
- 4.3.2 Line continuity is correct.
- 4.3.3 Connector links assembled and tightened according to manufacturer's instructions. If Maillon links are used, tight is usually considered to be finger tight plus one quarter turn of the barrel. **WARNING:** If Maillon Rapide links are too tight, barrels will crack.
- 4.3.4 You may mark connector links with a "tell tale" dot of nail polish or equivalent.
- 4.3.5 Steering lines are routed correctly.
- 4.3.6 Insert steering lines through guide rings on backside of rear risers.
- 4.3.7 Attach steering toggles to end of steering line.
- 4.3.8 Tack steering toggles to rear risers with double strand of seal thread and tie with surgeons knot.
- 4.3.9 Check closing loop length. (See section 4.4.).
- 4.3.10 Insert closing loop through grommets in pack tray stiffener plate.
- 4.3.11 Install ripcord. Insert ripcord into ripcord housing at left main lift web. Secure ripcord handle in ripcord pocket; located between the two layers of the main lift webbing below the chest strap.
- 4.3.12 Install rubber bands on canopy diaper.
- 4.3.13 Straighten apex of canopy.

- 4.3.14 Attach upper end of bridle (small loop) to loop at base of pilot chute with larks head knot. No tacking is required at upper end of bridle.
- 4.3.15 Attach long loop end of bridle to apex of canopy with larks head knot and tack with five (5) wraps single strand of heavy duty tacking thread . Tack at center of large loop with single (1) wrap double strand of tacking thread.
- 4.3.16 If square parachute is being assembled, attach Pilot chute to large loop at top of bridle (opposite deployment bag). Tack at center of large loop with single (1) wrap double strand of tacking thread.
- 4.3.17 Install grommet strap (provided) on pilot chute cap. Be sure the grommet strap is centered and one end is on Pilot chute canopy reinforcement tape nearest the spring swage located on the top coil of the spring. Use double wrap, double strand of heavy duty tacking thread four (4) places.

Note:

Tacking thread may be nylon 5 cord coated with beeswax or resin coated braided tacking thread or equivalent.

4.4 Softie Closing Loop Length Chart

Note:

All length references are in inches. Tolerance is +/- 0.25
Do not tie a knot to shorten the closing loop

Softie model	Loop Length
180 Back (Micro)	8.5" / 22 cm
240 Back (Mini)	8.5" / 22 cm
270 Back (Mini)	8.5" / 22 cm
180 Wedge (Micro Wedge)	8.5" / 22 cm
240 Wedge (Mini Wedge)	8.5" / 22 cm
270 Wedge (Mini Wedge)	8.5" / 22 cm
180 Seat (Seat)	10.5" / 27 cm
240 Seat (Seat)	10.5" / 27 cm
270 Seat (Seat)	10.5" / 27 cm
180 Chair (Long Micro)	8.5" / 22 cm
240 Chair (Long)	8.5" / 22 cm
270 Chair (Long)	8.5" / 22 cm
Original	10.0" / 25.4 cm

4.5 Flaking and Folding

Apply tension between apex tie loop and connector links. Double check the apex to ensure even tension. Flake, fold and stow the lines on the diaper of the canopy according to manufacturers instructions. If you have any questions about particular canopy applications call Para-Phernalia, Inc. at 360-435-7220 or FAX at 360-435-7272.

Note:

The old design Long Softie model requires slightly different long (parallel to radial seams) folds of the canopy. See Figure 4.10. The new Long Softie design with wall and pad, packs the same as the mini or micro.

Note:

Where the end user is concerned, the two most important features of any emergency parachute pack job are comfort and thickness. Unless you are packing for a steady client and are already familiar with their particular needs, it is wise to question the user as to his or her satisfaction with the previous pack job. **Always make every effort to keep the diaper and line stows as flat and uniform as possible to ensure maximum comfort and minimum thickness for the user.**

Note:

The design of the Softie container allows the Rigger to reverse the “left” and “right” instructions in the following section 4.6.

4.6 Placing Parachute in Container - Place parachute in container according to the following steps:

Notes:

1. Refer to Volume for Container (section 3.3) and Canopy (section) to ensure proper fit.
2. Refer to Label on Data card Pocket for Softie model information.

4.7 Softie Back (Mini, Micro, or Long)

4.7.1. Lay the risers in the container and close the riser covers on the yoke and shoulder pads.

4.7.2. Insert pull-up cords (two(2)) into both ends of closing loop.

Note:

If line stows in container are required, install rubber bands on pack tray stiffener and stow the lines according to canopy manufacturers instructions.

4.7.3. Turn the skirt of the canopy 90 degrees and lay one edge of the diaper even with the top edge and inside the pack tray. **Figure 4.7.3.**

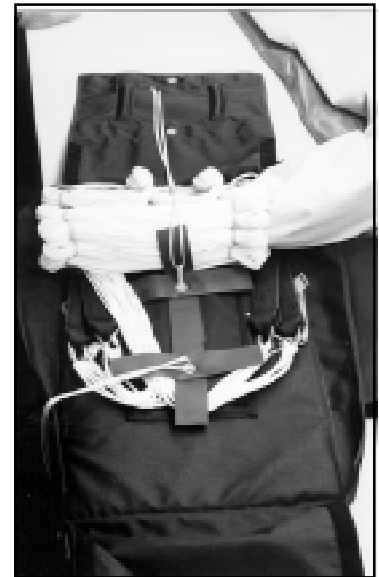


Figure 4.7.3



Fold the canopy down one side of the container so that it extends four (4) inches beyond the bottom edge of the container.

Figure 4.7.4.

4.7.4. Let the canopy pivot just above the diaper into the upper corner of the container as the as the fold described in 4.7.3. is made. Be sure to leave enough canopy and diaper in the upper corners to fill out the container. **Figure 4.7.4.**

Figure 4.7.4

4.7.5. Slide remainder of canopy toward the center of the container and make a fold toward the empty bottom corner of the container.

Figure 4.7.5. Both lower corners should now contain an equal amount of canopy fabric.

4.7.6. Slide remainder of canopy sideways again; toward the empty upper corner of the container. **Figure 4.7.5.**



Figure 4.7.5

4.7.7. Make two folds between the lower edge of the diaper and the lower end of the closing loop. **Figure 4.7.7.**



Figure 4.7.7



Figure 4.7.8

4.7.8. Lay the remainder of the canopy and apex across the middle of the container between the two (2) ends of the closing loop and fold in an appropriate manner to fill in the empty area of the container on the pack tray stiffener below the diaper. **Figures 4.7.8 and 4.7.9**



Figure 4.7.9

4.8 Softie Wedge

4.8.1. Lay the risers in the container and close the riser covers on the yoke and shoulder pads.

4.8.2. Insert pull-up cords (two(2)) into both ends of closing loop.

Note:

The Softie Wedge is designed to be used with a Preserve I, Preserve III, or square canopy only.

4.8.3. Move the skirt of the canopy to a lower corner of the Container.

4.8.4. lay the diaper so that the top side (line stows) are face up in the container.

4.8.5. At the same time turn the canopy 90 degrees so that the radial seams are parallel to the bottom edge of the container. **Figure 4.8.3.**

4.8.6. Make three (3) “S”-folds back and forth across the container below the closing loop. Make each of these folds just outside (about two (2) inches) the edge of the container. This will provide adequate bulk in the lower portion of the container. **Figure 4.8.3.**



Figure 4.8.3



Figure 4.8.7

4.8.7. Lay the lower pull -up cord over the canopy folds toward the bottom end of the container. **Figure 4.8.7.**

4.8.8. Make two (2) more “S”-folds across the container between the two (2) ends of the closing loop. Make these folds slightly shorter than the folds below the bottom loop but, still just outside the container (about one (1) inch). **Figure 4.8.7.**

4.8.9. Lay the upper pull -up cord over the canopy folds toward the bottom end of the container. **Figure 4.8.7.**

4.8.10. Continue “S”-folding the remainder of the canopy to fill the upper portion of the container. These folds should be right at the edge of the container. **Figure 4.8.7.**

4.8.11. Make last fold back toward the middle of the container. **Figure 4.8.11.**

4.8.12. Lay the Pilot chute and bridle toward the lower end of the container. **Figure 4.8.11.**



Figure 4.8.11

4.9 Softie Seat

4.9.2 Lay the risers in the container and close the riser covers on the yoke and shoulder pads.

4.9.2 Close riser channels on back pad. **Figure 4.9.2**

Note:

If line stows in container are required, install rubber bands on pack tray stiffener and stow the lines according to canopy manufacturers instructions.



Figure 4.9.2



Figure 4.9.3

4.9.3. Insert pull-up cords (two(2)) into both ends of closing loop. **Figure 4.9.3.**

4.9.4. Place the skirt of the canopy approximately two (2)'' beyond the front left corner of the container, the skirt will now be on its side along the front of the container, with the line stows facing toward the center of the container. **Figure 4.9.4.**



Figure 4.9.4

4.9.5. Fold number one (1) should be 4" beyond the front right side.
Figure 4.9.5.



Figure 4.9.5

4.9.6. Fold number two (2) should be 4" beyond the left side with the canopy placed between the closing loops. **Figure 4.9.6.**

4.9.7. Fold number three (3) should be 4" beyond the right side with the canopy placed between the second grommet and the rear wall. **Figure 4.9.6.**



Figure 4.9.6

4.9.8. Fold number four (4) should be 4" beyond left side. **Figure 4.9.8**

4.9.9. Fold number five (5) should be even with the right rear corner. **Figure 4.9.8.**

4.9.10. Fold number six (6) should be even with the left rear corner. **Figure 4.9.8**



Figure 4.9.8

Note:

Folds five (5) and six (6) shall not extend beyond the container.

4.10 Long Softie (old style container length 35")

Note:

The long folds (parallel to the radial seams) of the canopy should be made as shown in figure 4.10 to better fill the bottom of the container.

4.10.1. Lay the risers in the container and close the riser covers on the yoke and shoulder pads.

4.10.2. Insert pull-up cords (two(2)) into both ends of closing loop.

4.10.3. Turn the skirt of the canopy 90 degrees and lay one edge of the diaper even with the top edge and inside the pack tray. **Figure 4.10.3.** Find the point on the canopy above the top edge of the container equal to the length of the container plus about four (4) inches.



Figure 4.10



Figure 4.10.3

4.10.4. Lift and move that point on the canopy to about Four (4) inches beyond the bottom of the container letting the canopy pivot just above the diaper into the upper corner of the container as the move is made. Be sure to leave enough canopy and diaper in the upper corners to fill out the container. **Figure 4.10.4.**



Figure 4.10.4



Figure 4.10.5

4.10.5. Because of the special long folds made in the canopy, (**Figure 4.10.**) both lower corners should now contain an equal amount of canopy fabric. **Figure 4.10.5.**

4.10.6. Slide remainder of canopy sideways; toward the other side of the container. **Figure 4.10.5.**

4.10.7. Make two folds between the lower edge of the diaper and the lower end of the closing loop. **Figure 4.10.7.**



Figure 4.10.7



Figure 4.10.8

4.10.8. Lay the remainder of the canopy and apex across the middle of the container between the two (2) ends of the closing loop and fold in an appropriate manner to fill in the empty area of the container on the pack tray stiffener below the diaper. **Figure 4.10.8.**

4.11 Softie Original (C-9, T10R, or 26' Navy Conical)

Note:

Para-Phernalialia, Inc. requires the use of diaper deployment for round canopies. See Section 3.6 Deployment Type for important information on canopies and diapers.

4.11.1. Lay the risers in the container and close the riser covers on the yoke and shoulder pads.

4.11.2. Insert pull-up cords (two(2)) into both ends of closing loop.

4.11.3. Turn the skirt of the canopy 90 degrees and lay one edge of the diaper even with the top edge and inside the pack tray. **Figure 4.11.3**. Find the point on the canopy above the top edge of the container equal to the length of the container plus about four (4) inches.

4.11.4. Lift and move that point on the canopy to about four (4) inches beyond the bottom of the container letting the canopy pivot just above the diaper into the upper corner of the container as the move is made. **Figure 4.11.3**. Be sure to leave enough canopy and diaper in the upper corners to fill out the container.



Figure 4.11.3

Note:

Diapers for military canopies are available from Para-Pheranalia, Inc.

4.11.5. Slide remainder of canopy toward the center of the container and make a fold toward the empty bottom corner of the container and beyond by about four (4) inches. **Figure 4.11.5**. Both lower corners should now contain an equal amount of canopy fabric.

4.11.6. Slide remainder of canopy sideways again; this time toward the empty upper corner of the container. **Figure 4.11.5**.



Figure 4.11.5



Figure 4.11.7

4.11.7. Make two folds between the lower edge of the diaper and the lower end of the closing loop. **Figure 4.11.7.**



Figure 4.11.8

4.11.8. Lay the remainder of the canopy and apex across the middle of the container between the two (2) ends of the closing loop and fold in an appropriate manner to fill in the empty area of the container on the pack tray stiffener below the diaper. **Figure 4.11.8.**

4.12 Closing the Container

Note:

Only two (2) temporary pins should be used to close a Softie. This requires removing them compulsory for performing the next steps until they are replaced with the ripcord pins.

The methods described for placing the canopy in the container for the variety of Softie models which preceded will distribute most canopies in a manner well suited to both form and function. However, minor variations in folds required for pilot comfort or for bulk distribution peculiar to some canopies is both allowed and encouraged.

Take care to keep the canopy fabric clear of the closing loops, pull up cords, and grommets while closing the container.

4.13 Softie Back, Wedge, Chair, and Original

4.13.1 Close bottom flap of container first, threading lower pull-up cord through grommet at upper end of bottom flap. **Be sure to place the canopy protector flaps into position as shown in Figure 4.13.1**

4.13.2. Close top flap being sure to push canopy and diaper into corners of container while closing. Thread the upper pull-up cord through the upper grommet on the top flap. Thread the lower pull-up cord through the lower grommet on the top flap; again being sure the canopy protector flaps are in position as in **Figure 4.13.1**.

4.13.3. Pull lower pull-up cord through both grommets until closing loop appears.

4.13.4. Install temporary pin in lower closing loop. **Figure 4.13.4**

4.13.5. Pull upper pull-up cord through grommet until upper closing loop appears.



Figure 4.13.1



Figure 4.13.4

4.13.6. Install temporary pin in upper closing loop. **Figure 4.13.6**



Figure 4.13.6



Figure 4.13.7

4.13.7. Compress the Pilot chute between the rubber bumpers and be sure all of the Pilot chute canopy fabric is tucked into the coils of the spring. Thread the pull-up cords up through the grommets in the grommet strap. Removing one temporary pin at a time, Pull up the closing loops and secure the Pilot chute in place with the two temporary pins. **Figure 4.13.7**

4.13.8. Close the Velcro on the top and bottom flaps.

Note:
Be sure that the hook velcro does not contact lines or canopy fabric.

4.13.9. Close the right side flap using the temporary pin instructions from **section 4.13.7**. Always maintain high visibility of temporary pins. **Figure 4.13.9**.



Figure 4.13.9



Figure 4.13.10

4.13.10. Close the left side flap removing one temporary pin at a time and installing the ripcord pins. Seal the upper pin in the accepted manner. **Figure 4.13.10**.

4.13.11 Using the Checklist, sections 4.1.1 and 4.1.5, be sure you have removed all tools from the container system. Close the pin cover flap. **Figure 4.13.11**

4.13.12. Fill in the appropriate information on the packing data card and your log book and install packing data card in the packing data card pocket.



Figure 4.13.11

4.14 Softie Seat

4.14.1 Close the rear flap of the container first. **Be sure to place the canopy protector flaps into position as shown in Figure 4.13.1.** Close the front flap second and use temporary pins to hold the flaps closed; **again being sure the canopy protector flaps are in position as in Figure 4.13.1.** Always maintain high visibility of the temporary pins. **Figure 4.14.1**

Note:

Only one pass of the canopy shall run between the two (2) closing loops; creating a pocket for the Pilot chute. **Figure 4.14.1.2**



Figure 4.14.1



Figure 4.14.1.2

4.14.2. Compress the Pilot chute between the rubber bumpers; being sure the Pilot chute canopy fabric is tucked into the coils of the spring. Thread the pull-up cords up through the grommets in the grommet strap. Removing one temporary pin at a time, Pull up the closing loops and secure the Pilot chute in place with the two temporary pins. **Figure 4.14.2**



Figure 4.14.2

4.14.3. Take this opportunity to check canopy distribution and simulate how the corners of the container will fill out once the container is completely closed. Make any necessary adjustments at this time. **Figure 4.14.3.**



Figure 4.14.3

4.14.3 Place the pad on the back of the container and attach the snaps at the rear corners of the container first.

4.14.4. Roll the number one fold up and in on the right side. Repeat with the number three fold. **Figure 4.14.4.**

Note:
When rolling the folds into position, use the edge of the container as a guide. The canopy fabric will naturally expand outward to fill the corners of the container.



Figure 4.14.4

4.14.5. Repeat section 4.14.4 on the left side of the container with fold numbers two (2) and four (4).

4.14.6. Close the right side flap using the same temporary pin removal instructions as in section 4.14.2. **Figure 4.14.6.**

4.14.7. Close the left side flap removing one temporary pin at a time and installing the ripcord pins. Seal the upper pin in the accepted manner.

4.14.8. Using the Checklist, sections 4.1.1 and 4.1.5, be sure you have removed all tools from the container system.

4.14.9. Fill in the appropriate information on the packing data card and your log book and install packing data card in the packing data card pocket.



Figure 4.14.6

4.15 Installing the Softie Seat Pad

4.15.1. Turn the container over so that the pin protector flap is face down on the table.

4.15.2 Orient the pad so that the leg strap slot is facing the same direction as the front flap of the container and the snaps are face down.

Note:

There are 4 snaps across the front edge of the container and pad. There are two snap across the rear.

4.15.3 Place the pad on the back of the container and attach the snaps at the rear corners of the container first.

4.15.4 Route the leg straps through the slot in the pad and attach the snaps at the front of the slot.

4.15.5 Attach the snaps at the front corners of the pad.

4.16 Repair Log for: Softie Serial Number _____

Model _____

Note:

Keep this manual as a permanent record of repairs. Or make a copy of this page and present it to your rigger if repairs are needed. File returned report.

Note:

FAA regulations make distinctions between alterations and major and minor repairs. Consult Para-Phernalia, Inc. or your rigger for information regarding the required rating and authorization for alterations and repairs made to your Softie.

Date	Place	Signature	Seal	Repair performed



SOFTIE

Emergency Parachute Systems

by

Para-Phernalia, Inc.

19124 59th DRIVE BUILDING #4

ARLINGTON AIRPORT

ARLINGTON, WA 98223

360-435-7220 * 360-435-7272

www.softieparachutes.com