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**TANDEM 425 AND 525 MAIN AND
RESERVE OWNER'S MANUAL**

AUG 2006

WARNING

1. TRAINING AND/OR EXPERIENCE ARE REQUIRED TO LOWER THE RISK OF SERIOUS INJURY OR DEATH.

NEVER USE THIS EQUIPMENT UNLESS YOU HAVE:

- A. READ THIS WARNING LABEL AND COMPLETED A "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS PARACHUTE ASSEMBLY.

--OR--

- B. READ THIS WARNING LABEL AND ALL APPROPRIATE OWNER/FLIGHT MANUALS, PACKING INSTRUCTIONS AND COMPLETED AT LEAST 500RAM AIR PARACHUTE JUMPS.
2. LOWER THE RISK OF DEATH, SERIOUS INJURY, CANOPY DAMAGE AND HARD OPENINGS BY NEVER EXCEEDING THE LIMITS SHOWN BELOW:

MAXIMUM DEPLOYMENT SPEED	150 KNOTS
MAXIMUM GROSS WEIGHT (JUMPER + CLOTHING + EQUIPMENT)	500 POUNDS
MODEL:	
SERIAL NUMBER:	
DATE OF MANUFACTURE:	

THIS PARACHUTE IS LIMITED TO PERSONS UP TO 227KG 500 LBS. FULLY EQUIPPED, AND UP TO 150 KNOTS.

!!!THE USER ASSUMES ALL RISKS!!!

PARACHUTE SYSTEMS SOMETIMES FAIL, CAUSING DEATH AND SERIOUS INJURY REGARDLESS OF HOW THEY ARE MAINTAINED, PACKED , DEPLOYED OR OPERATED.

MANUFACTURED BY

FLIGHT CONCEPTS INTERNATIONAL

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REMOVAL OF THIS LABEL VOIDS ALL WARRANTIES & CERTIFICATIONS

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APPROVED UNDER TSO C23c FOR CATEGORY "B" THIS PARACHUTE IS LIMITED TO PERSONS UP TO 227KG 500 LBS FULLY EQUIPPED, AND UP TO 150 KNOTS.

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ABOUT THIS MANUAL

Please read this manual thoroughly before assembling, packing, and using your Flight Concepts International, Inc. MAIN OR RESERVE canopy. This manual will provide you with important information that will help you better use this product.

POLICY STATEMENT

Flight Concepts International Inc. may change any of the announcements, information, policies, rules, or procedures set forth in this manual. This manual is updated as revisions occur and may not always reflect new or modified procedures and information. Statements in this manual may not be regarded in the nature of binding obligations on the manufacturer or the seller.

PARTS LIST FOR THE FLIGHT CONCEPTS INTERNATIONAL, INC. MAIN OR RESERVE

Each Flight Concepts, Inc. MAIN OR RESERVE Canopy includes the following components:

One (1) Canopy with suspension and control lines.

One (1) Slider.

Four (4) connector links (#5 Stainless-steel French Maillon Rapide).

One (1) copy of the Flight Concepts MAIN AND RESERVE Canopy
Owner's Manual.

STATEMENT OF COMPLIANCE

The policies in this manual comply with the Federal Aviation Administration's Regulation, Part 21.

REVISION LIST

First Edition: March 1994

Second Edition: Aug 2006

The 2006 Revision Supersedes All Previous Editions.

This is the first publication of this manual, there are no revisions.

This owner's manual and/or the packing instructions may be revised from time to time by Flight Concepts International, Inc. without notice. Product owners should contact Flight Concepts International, Inc. periodically to insure the currency of this publication.

It is the intention of Flight Concepts International, Inc. to aid in the education of skydivers and the general public about safe parachuting practices. Therefore, this manual may be reproduced in whole, or in part by anyone wishing to do so.

Flight Concepts International, Inc. welcomes all comments about this manual, as they will help us to make future editions more complete and easier to use. Please put your suggestions in writing and send them to:

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E-mail fci@flightconcepts.com

INSPECTION INSTRUCTIONS

NOTE: THE INSPECTION OF A FLIGHT CONCEPTS INTERNATIONAL, INC. MAIN OR RESERVE CANOPY PRIOR TO BEING ASSEMBLED INTO A PARACHUTE HARNESS/CONTAINER SYSTEM, OR DURING THE REPACK CYCLE CAN ONLY BE DONE BY THE MANUFACTURER OR AN FAA CERTIFIED SENIOR OR MASTER PARACHUTE RIGGER or EQUAVLENT. ADDITIONALLY, TO INSURE THE CORRECTNESS OF THE INSPECTION PROCEDURE, THESE INSPECTION INSTRUCTIONS MUST BE FOLLOWED EXACTLY.

DO NOT USE ANY TYPE OF CLAMPS TO TEST, PACK OR MAINTAIN THIS PARACHUTE SYSTEM. PLACING CLAMPS ON PARACHUTES IS DETRIMENTAL TO THE PARACHUTE FABRIC. THE ACCEPTABLE PRACTICE FOR TESTING FABRIC IS THE THUMB TEST. THIS TEST CAN ALSO BE ACCOMPLISHED BY GRASPING THE FABRIC IN EACH HAND AND SNAPPING OR POPPING THE FABRIC VIGOROUSLY

STEP 1.) Insure that all of the correct parts were received by checking the parts list.

STEP 2.) Prior to assembly, visually inspect each topskin and bottomskin panel for any defects, rips, stains, or any other damage to the canopy or its seams. If the canopy is being inspected after a deployment, be sure to inspect each panel very carefully for any possible damage that may have occurred during use.

STEP 3.) Visually inspect each rib. Start at the leading edge and move to the trailing edge by looking inside each half cell. Inspect for any sign of defects, rips, stains, or any other damage to canopy or its seams.

STEP 4.) Visually inspect each cascade (finger-trapped line connection) to insure that they have been stitched correctly. Insure that all of the suspension lines are looped tightly onto the attachment point tapes on the bottomskin of the canopy. If a suspension line is not looped tightly, lightly pull the line away from the line attachment loop to tighten the knot around the line attachment point.

STEP 5.) Inspect the MAIN OR RESERVE slider for correct installation. (See Figure 1.) **NOTE:** The reinforcement tape should face the canopy and there should not be any type of hole in this slider what so ever.

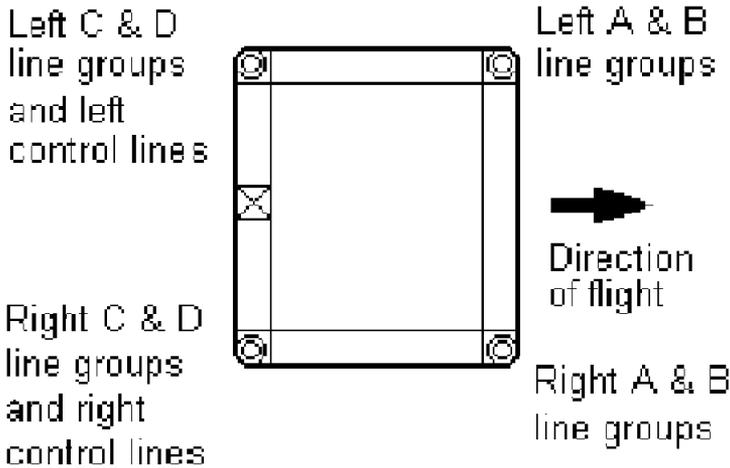


Figure 1.
(Top view of MAIN OR RESERVE slider)

If the canopy is being inspected after a deployment, be sure to inspect the slider carefully for any damage, particularly around the inner surface of the grommets and the reinforcing tapes immediately around the grommets.

STEP 6.) Inspect the connector links, they should be #5 stainless steel "Maillon Rapide" French links. The safe working load imprinted on the link should be 450 KG. Look for burrs, nicks or any other abnormality that may indicate a flaw in the link. If you find any type of burr, it can be removed with fine emery cloth. **WARNING!** Do not use substitute links.

STEP 7.) Anchor all four connector links to the same point. Pull tension on the lines to perform a trim check according to the trim specifications chart for the particular canopy model. (See "Trim Specifications" in this manual)

STEP 8.) Inspect the suspension lines and the control lines for proper continuity. Look for any frayed or damaged areas. If the canopy is being inspected after a deployment, be sure to inspect the lines carefully for any damage, particularly around the connector links. Each line group must be routed to its connector link without any twists, and without passing under, around, or through any other line group.

STEP 9.) Inspect the harness/container system according to the manufacturer's instructions. Inspect the control line guide rings on the back of the MAIN OR RESERVE rear risers, to insure smoothness, and to look for cracks or burrs.

NOTE: To assure the proper trim when the brakes are set, measure the distance from the fold at the top of the MAIN or RESERVE rear riser to the control line guide ring. The ring must be attached 4" below the fold and on the back of each rear riser. This is a P.I.A. (Parachute Industry Association) standard. If the ring is attached at a different measurement, the break setting of the MAIN or RESERVE canopy must be modified to insure correct canopy trim is maintained. (Contact Flight Concepts International, Inc. for additional instructions)

The MAIN or RESERVE inspection process is now complete, the canopy may be assembled on to a harness/container system if no problems were discovered.

**FLIGHT CONCEPTS, INC. CANOPY SPECIFICATIONS
AND PERFORMANCE DATA**

MODEL	FCI-T-425	FCI-T-525
SIZE (SQ. FT.)	425 SQ. FT.	500 SQ. FT.
MRMSW (LB.)*	450 LBS.	500 LBS.
SPAN (FT.)	30.75 FT.	37.05 FT.
CHORD (FT.)	13.7 FT.	13.7 FT.
WEIGHT (LB.)	17 LBS.	21 LBS.
ESTIMATED PACK VOLUME (in ³) **	900 CU. IN.	1100 CU. IN

The Flight Concepts International, Inc. RESERVE canopy meets or exceeds all of the tests specified by SAE Aerospace Standard 8015-A, and are approved for Category “B” under the FAA TSO C-23c. (For additional information about these standards contact Flight Concepts International, Inc)

* Manufacturer’s Recommended Maximum Suspended Weight (defined as: Jumper + Clothing + Equipment) jumping in near perfect conditions.

** With 1500 Micro line.

The fabric type for all Reserves is: F-111 (1.1 oz Nylon Ripstop, 0-3 CFM)

The line type for all Reserves is: I500lb. Micro Line

The fabric type for all Mains is: Zero Prosimy and F-111 (1.1 oz Nylon Ripstop, 0-3 CFM)

There is a line chose for Main Canopies I500 lb. Micro Line or 525 lb. Dacron

TRIM SPECIFICATIONS (in inches)

MODEL	FCI-T-425	FCI-T-425
TOTAL "A" LINE LENGTH	185 in.	231 in.
A TO B	3.5 in.	4.0 in.
A TO C	12.0 in.	11.25 in.
A TO D	25.25 in.	23.5 in.
A TO TAIL No.# 1 & 6 w/Brakes set	31.0 in.	20.0 in.
A TO TAIL No.# 2 & 4 w/Brakes set	25.75 in.	15.0 in.
A TO TAIL No.# 3 & 5 w/Brakes set	13.0 in.	8.0 in.

The line differential specifications in this chart are given under the condition that all four connector links are anchored at the same point, and that the control line guide rings on the MAIN or RESERVE rear risers are 4" below the upper fold at the end of the riser.

These dimensions can be verified (See Figure 1.) by placing the "B", "C", and "D" line groups, and the control lines on top of the "A" line group.

The steering lines on the tail will have three different dimensions can be verified with the Trim Specifications tables above.

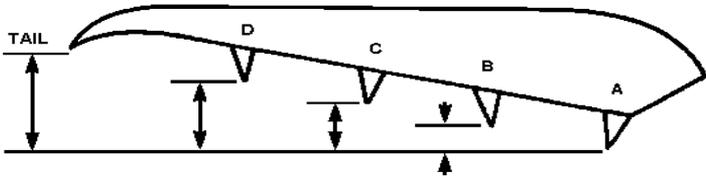


Figure 1.

ASSEMBLY INSTRUCTIONS

NOTE: THE ASSEMBLY OF A FLIGHT CONCEPTS INTERNATIONAL, INC. TANDEM RESERVE CANOPY TO A PARACHUTE HARNESS/CONTAINER SYSTEM CAN ONLY BE DONE BY THE MANUFACTURER OR AN FAA CERTIFIED SENIOR OR MASTER PARACHUTE RIGGER OR YOUR COUNTRY'S EQUIVALENT. ADDITIONALLY, TO INSURE THE CORRECTNESS OF THE ASSEMBLY PROCEDURE, THESE ASSEMBLY INSTRUCTIONS MUST BE FOLLOWED EXACTLY.

STEP 1.) Complete the inspection of the MAIN or RESERVE canopy as described in the "INSPECTION INSTRUCTIONS" section of this manual.

STEP 2.) Hang the MAIN or RESERVE canopy from its tail or lay it on its left side. (See Figure 1.)

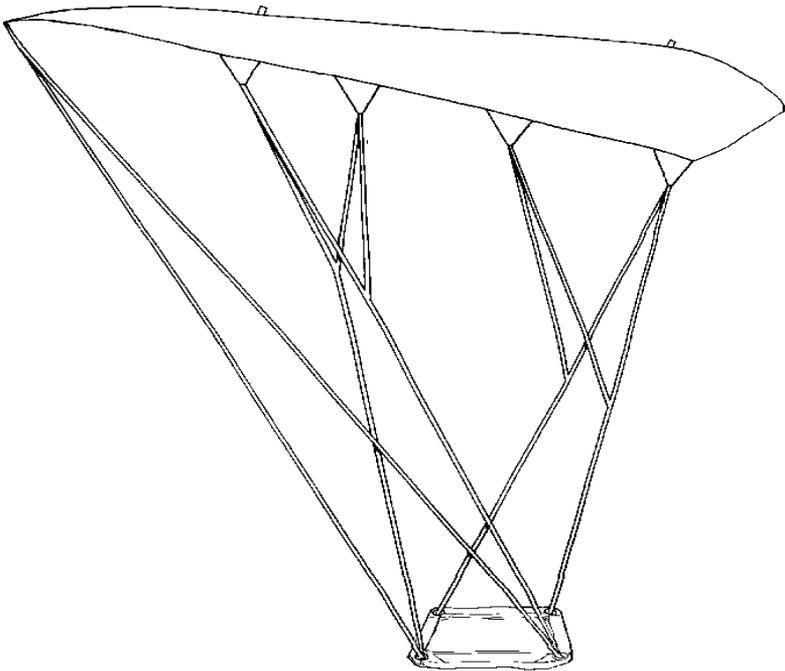


Figure 1.

STEP 3.) Attach the canopy line groups to the correct MAIN OR RESERVE risers of the harness/container system by folding the loop of the MAIN or RESERVE risers (to the inside) to the interior width of the connector link. (See Figure 2.)

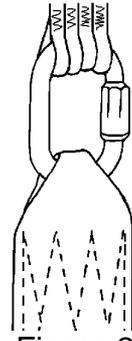


Figure 2.

Insure the barrels of the connector links are facing to the inboard side of the MAIN or RESERVE risers. There are two steps to tighten the barrels. First, finger tighten the barrels of connector links, then tighten the barrels an additional one-quarter (1/4) turn using a 3/8" wrench. **WARNING!** Do not over tighten the connector links.

STEP 4.) Route the canopy control lines through to the control line guide rings. (See Figure 3.) **WARNING!** The control lines must pass directly through their respective control line guide-rings on the back of the rear risers.

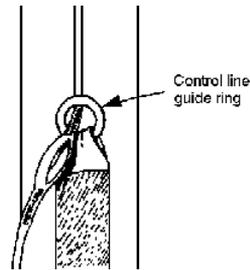


Figure 3.

STEP 5.) Attach the toggles to the control lines at the mark set at the factory using the harness/container system instructions provided by the manufacturer. If there are no instructions for attaching the toggles to the control lines, use the instructions in the "TOGGLE ASSEMBLY INSTRUCTIONS" section of this manual.

STEP 6.) Conduct a "continuity check" to insure that the line groups are not twisted, and that the control lines are routed directly from the trailing edge of the canopy through the correct rear grommets of the slider. **WARNING!** The control lines must not pass under, through or around any of the suspension line groups.

TOGGLE ASSEMBLY INSTRUCTIONS

Step 1.) Pass the control line through the grommet of the toggle

Step 2.) Form a bite in the control line at the mark set at the factory.
(See Figure 1.)

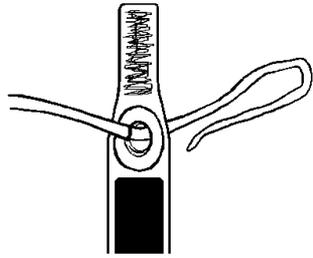


Figure 1

Step 3.) Form a loop for the toggle by tying an overhand knot (using the instructions in the Parachute Manual by Dan Poynter) approximately one and one-quarter inch (1-1/4") from the factory mark.
(See Figure 2.)

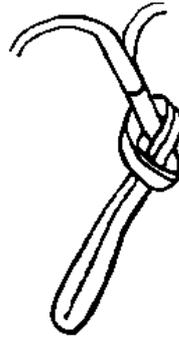


Figure 2

Step 4.) Fingertrap the running the end back into the control line.

Step 5.) Insert the **BOTTOM OF THE TOGGLE** into the loop and pull the toggle through the loop until the knot passes through the grommet in the toggle. (See Figure 3.)



Figure 3

PACKING INSTRUCTIONS

NOTE: THE PACKING OF A FLIGHT CONCEPTS INTERNATIONAL, INC. MAIN OR RESERVE CANOPY TO A PARACHUTE HARNESS/CONTAINER SYSTEM CAN ONLY BE DONE BY THE MANUFACTURER OR AN FAA CERTIFIED SENIOR OR MASTER PARACHUTE RIGGER OR YOUR COUNTRY'S EQUIVALENT. ADDITIONALLY, TO INSURE THE CANOPY IS PACKED CORRECTLY, THESE PACKING INSTRUCTIONS MUST BE FOLLOWED EXACTLY.

Step 1.) After inspecting and assembling the Flight Concepts International MAIN OR RESERVE canopy and the harness/container system, lay the canopy out on a smooth clean floor on its left side. (See Figure 1.) The harness must be placed facing down, with the top toward canopy. Clear all cells at the leading edge (nose) of the canopy. Insure that the top mid-seams of each of the cells are even with one another and lying flat from nose to tail.

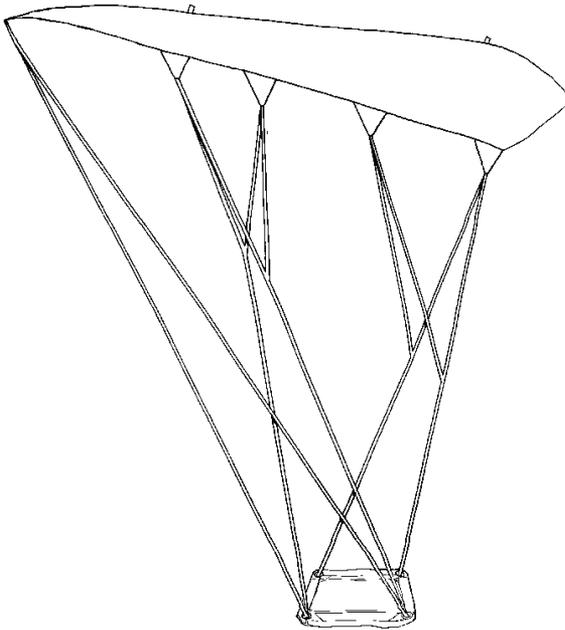


Figure 1.

Step 2.) Clear the control lines. Insure the control lines pass directly from the trailing edge of the canopy, through the correct grommets in the slider, and directly through the control line guide rings. **WARNING!** The control lines must not pass under, through, or around any of the suspension line groups.

Step 3.) Insure the suspension line groups are routed correctly through the slider grommets to their respective connector links, and are placed on the link correctly. **WARNING!** The suspension line groups must not pass under, through, or around any of the other suspension line groups. Each time the canopy is packed, insure that each connector link is tightened correctly.

Step 4.) Set the brakes by pulling the control line down through the guide ring until the brake loop "cat-eye" just passes through the guide ring. (See Figure 2.)

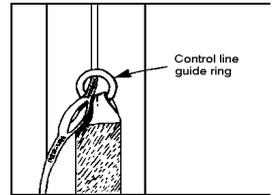


Figure 2.

Step 5.) Insert the stiffened upper portion of the control toggle through the loop and pull the control line back up tightly against the ring guide. (See Figure 3.) "S" fold the remaining break line next to the control toggle and stow it in the Velcro loop provided. Mate the Velcro on the control toggle with the Velcro on the riser.

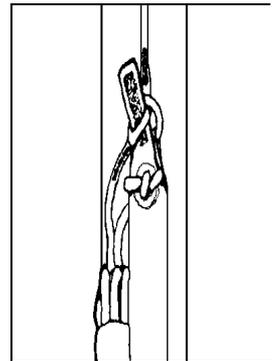


Figure 3.

Insure both deployment brakes are set before continuing the pack-job. **NOTE:** It is considered good practice to tack the toggle to the riser with one turn of seal thread. This may prevent a premature brake release during the RESERVE deployment. Most modern RESERVE risers are equipped with Velcro for the control toggle. If the RESERVE risers do not have any Velcro, install an additional tack at the bottom of the control toggle. Tack only the bottom layer of the control toggle to the RESERVE riser using one turn of seal thread.

Step 6.) Anchor the harness /container system and apply tension to the lines. Step between the right and left line groups and grasp the right line groups in the right hand and the left line groups in the left hand. Push the slider toward the canopy, and walk forward. Pick up the canopy by the suspension lines and allow it to hang downward (See Figure 4.) Push the slider up as far as it will go until each slider grommet comes to its respective slider stop on each stabilizer.

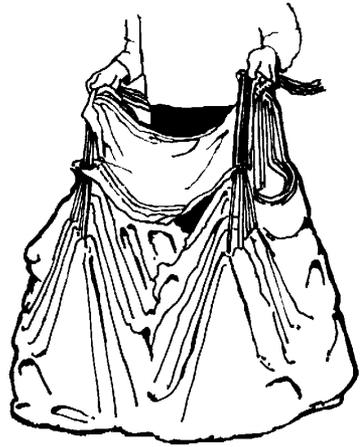


Figure 4.

Step 7.) Step out from between the line groups and hold them in one hand. Clear the bottom seams of each cell with the "knife edge" of the hand. (See Figure 5.) This must be done between the "A", "B", "B" & "C", and "C" & "D" line groups. Clear the seams of each cell to the left and right. After all the seams are cleared on each side of the canopy, clear the trailing edge between the control lines.

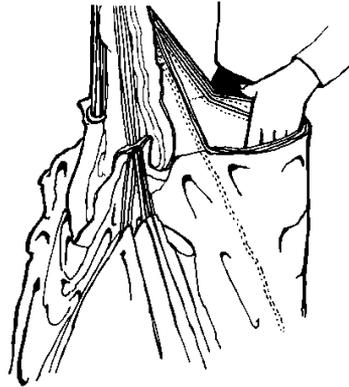


Figure 5.

NOTE: Figure 6. is a graphic representation of what the canopy folds should look like when Step 7 is done correctly. The bottom surface of the canopy and the control lines will be symmetric. Clear all cells at the nose and insure the canopy is facing back toward the harness/container system.

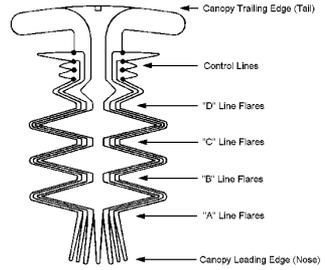


Figure 6.

Step 8.) Place the trailing edge of center cell (indicated by the Data-panel) under the thumb and lift the canopy. (See Figure 7.)

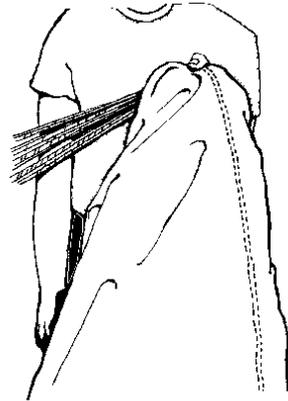


Figure 7.

Step 9.) Gather the leading edge of the canopy together with the other hand approximately 12 inches from the top skin trailing edge. (See Figure 8.)



Figure 8.

Step 10.) Maintain the grip on the canopy and gently swing the canopy outward and away. Place the canopy on the floor and apply tension to the lines. **NOTE:** If the canopy is placed on the floor with a twisting motion, it will not spread out evenly. Insure the nose is facing downward toward the floor. The center seam of the center cell (indicated by the data panel) should be in the center of the canopy bundle. (See Figure 9.)

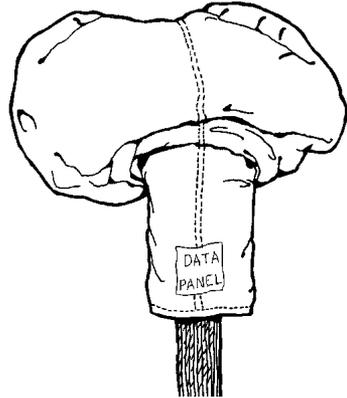


Figure 9.

Step 11.) Kneel on the trailing edge of the center cell of the canopy and center the middle seam of the center cell in the middle of the canopy bundle. "Cocoon" fold the bundle by spreading the center cell of the RESERVE canopy to the approximate width of the RESERVE free-bag and tuck the outer edges of the material under the bundle. (See Figure 10.) Prepare the free-bag in accordance with the manufacturer's instructions supplied with harness/container system.

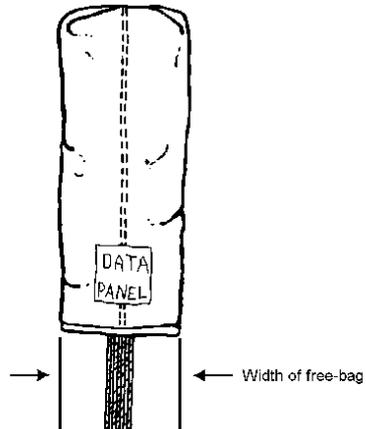


Figure 10.

Fold the RESERVE canopy and place it into the free-bag in accordance with the harness/container manufacture's instructions. Use the harness/container manufacture's instructions for the rest of the pack-job.

WARNING! It is very important that the locking stows on the RESERVE free-bag be stowed correctly. If the locking stows are loose, the RESERVE suspension lines may strip out of the free-bag stow pouch prematurely. This is known as the "Table-cloth trick" effect, and could leave the RESERVE canopy in the container.

Step 12.) After the pack-job is completed, **COUNT YOUR TOOLS!** Account for any and all temporary pins and pull-up cords. Seal the container with a rigger's seal and log the pack job in accordance with FAA Regulations. Insure that all the necessary information is reported on the Packing Data Card.

REPAIR INSTRUCTIONS

1. Minor repairs may be made to an Flight Concepts International, Inc. MAIN OR RESERVE canopy by an FAA certificated Senior or Master Parachute Rigger or equivalent provided that the repairs are completed with the same type of materials used in the original manufacture, and the quality of workmanship is comparable to that displayed in the original construction of the canopy. Any damage to the fabric of the topskins, bottomskins, ribs, or slider must be repaired using a "proper patch" (also called a rigger's patch). For detailed instructions on most types of patches, refer to THE PARACHUTE MANUAL by Dan Poynter. The use of Ripstop tape or any material which includes gum or other adhesive is **NOT** acceptable. Stitching on patch repairs should be 6 to 9 stitches per inch, using nylon "E" thread. The following repairs are considered major repairs, and must be accomplished by a certificated FAA Master Rigger, the manufacturer or the equivalent:

- (a) Any panel replacement
- (b) Any line replacement
- (c) Any patch larger than ten inches by ten inches (square)
- (d) Any patch should be placed on the outside

2. If a slider is damaged around the area of one of the grommets, it is advisable to replace the slider rather than repair it. A damaged slider grommet may be replaced only if the grommet can be removed without damaging the reinforcing tape fabric around it. The replacement must be a #8 brass rolled-rim spur grommet. No other type of grommet is acceptable. Occasionally a grommet will sustain minor damage to its inside surface when it strikes a connector link. If a scar or burr results, it may be repaired with very fine sandpaper or emery cloth, then the inside of the grommet must be polished to its original smoothness. Any roughness on the inner surface of the grommet could slow the deployment of the canopy and/or damage the lines.

LIST OF MATERIALS AND REPLACEMENT PARTS

Repair materials and replacement parts for any Flight Concepts International MAIN OR RESERVE are available from Flight Concepts International, Inc. and are normally shipped the same day as they are ordered. These items include:

1.1 oz. Ripstop canopy fabric

525 lb. Dacron Line, 900 lb. Dacron Line, 725 lb. Micro Line, 1000 lb. Micro Line 1500 lb. Micro Line

Assorted tapes and webbing

Nylon "E" thread

Sliders

Slider Grommets

Connector Links

For additional information concerning parts, repairs, prices, and delivery times, contact our Customer Service Department by phone at (770) 279-7733, fax 770-279-7729 or E-mail, fci@flightconcepts.com. Monday through Thursday between 8:00 am and 4:00 p.m. Eastern Time.

OPERATING INSTRUCTIONS

1. Although it is not always possible in an emergency situation, it is desirable to have a good "face to earth" body position for the deployment of a MAIN OR RESERVE parachute. It is considered ideal to be slightly head high during and just after pilot-chute activation. This allows the pilot-chute to be swept off the back of the jumper by the relative wind as quickly as possible. During the rest of deployment, try to keep your shoulders as level as possible to help keep the left and right line groups loading evenly during deployment.
2. As the opening canopy pulls you head high, visually check the canopy to insure that the deployment is complete. Grasp the control toggles and pull them down sharply to release the brakes. If there is an end cell closure, or if the slider has not come all the way down the lines to the connector links, pump the control toggles by pulling them downward and returning them to full flight . This will usually clear any end cells closure and/or bring the slider down. Repeat if necessary.
3. As soon as possible after releasing the brakes (if time and altitude permit), find the stall point of the canopy by pulling down the toggles slowly until you feel the canopy stop flying and start to "fall off" backwards. (Recover from the stall by smoothly bringing the toggles back up to shoulder level.)
4. A properly deployed and functioning canopy can be controlled with the control toggles by simply pulling down on the right toggle to turn right or pulling down on the left toggle to turn left. As long as one toggle is pulled down further than the other toggle the canopy will continue to turn in the direction of the lowest toggle. The further the toggle is pulled down, the faster the turn will be. Stalls and turns should be executed only when altitude permits time to recover from the maneuver and altitude to perform a smooth, controlled final approach and landing. **WARNING!** no stalls below 500 feet, and no turns should be done below 500 feet. (Except for minor course corrections on final approach.)
5. A soft landing can usually be made by landing into the wind, and using a "Flaring Technique". This procedure is accomplished by pulling both control toggles downward smoothly to the full brake position just before landing. (Full brake position is usually with the toggles just above the stall point.) With the canopy facing into the wind and at full flight (toggles up as far as you can reach) start the flare when your feet are approximately 10-12 feet off the ground (depending upon the speed of the wind) smoothly bring the toggles down to the full brake position.

When this is done correctly, the canopy will immediately change its angle of attack and this flattening of its angle of attack will allow for a very soft landing.

6. Varying wind speeds and other weather conditions may dictate variations of this technique. When in no wind conditions, it may be helpful to start the flare about six feet higher and then bring the toggles down just slightly slower, thus allowing the canopy more time to slow it's forward speed before landing. In higher wind conditions it may not be necessary to bring the toggles down quite as far to produce a flared landing.

7. If an emergency situation has left you with no time to release the brakes, it is possible to control the canopy by pulling down on the rear risers. The canopy will turn in the direction of the riser being pulled downward. However, you must be very cautious when attempting a flared landing with the rear risers, particularly when the brakes are still set. **WARNING!** A riser flare can produce a very sudden stall, and it only takes a few inches of pulling to cause a stall! For this reason, the rear riser-flare should only be attempted in an emergency situation.

8. After landing, the canopy will normally deflate if there is little or no wind. However, if the wind is strong, there still exists the danger of being dragged by the inflated canopy. If you are landing in strong winds, release one of the toggles immediately upon landing, and pull the other toggle (hand over hand if necessary) until the canopy has deflated.

9. Avoid landing downwind of trees or large buildings. Large ground objects produce turbulence which can be dangerous to a parachutist on final approach. It is considered good practice to fly your canopy at quarter-brakes if you expect to encounter turbulence.

CANOPY CARE

These suggestions have been provided to help you prolong the life of your parachuting equipment.

1. Avoid dragging any part of the parachute across the ground. Do not pack on rough surfaces, such as concrete.
2. Do not leave the canopy exposed in the sun any longer than is absolutely necessary.
3. Do not wash the canopy. Over time it will increase the porosity, which will reduce the performance of the parachute. If it is necessary to remove grease spots, or any other type of stains, use mineral spirits on small areas.
4. Have your Flight Concepts International MAIN OR RESERVE canopy inspected and maintained by a FAA certified Senior or Master Parachute Rigger in accordance with FAR Part 105.43 or the equivalent in your country.
5. If you must store your gear for a prolonged time frame, store the canopies, unpacked, in plastic bags. Insure the storage room is dry and that it has a constant moderate temperature to prevent mildew and damage from extreme heat.
6. Do not use Ripstop Tape or any other material that includes gum or other adhesives to make small repairs.
7. **DO NOT USE ANY TYPE OF CLAMPS TO TEST, PACK OR MAINTAIN THIS PARACHUTE SYSTEM. PLACING CLAMPS ON PARACHUTES IS DETRIMENTAL TO THE PARACHUTE FABRIC. THE ACCEPTABLE PRACTICE FOR TESTING FABRIC IS THE THUMB TEST. THIS TEST CAN ALSO BE ACCOMPLISHED BY GRASPING THE FABRIC IN EACH HAND AND SNAPPING OR POPPING THE FABRIC VIGOROUSLY.**
8. **If your country's repack cycle is different than FAA PART 105, it is acceptable to follow your country's recommended repack cycles.**

WARNING - DISCLAIMER - NO WARRANTIES

The user assumes all risk! This Flight Concepts International, Incorporated product is a high performance parachute. Serious injury or death can result from the use, attempted use, or misuse of this parachute, regardless of how it was maintained, packed, or deployed. This product is sold without warranty or suitability for any particular purpose, either expressed or implied. The manufacturer does not guarantee the reliability, dependability, or performance of this product. Furthermore, no one should attempt to use this product, or wear it as an parachute unless that person has received training in the use of this type of parachute by a qualified Instructor. **NOTE:** It is a violation of FAA Regulations to use this canopy as an emergency parachute, unless it has been inspected, and packed by an FAA certified Senior or Master Parachute Rigger within the preceding one-hundred-twenty (120) days.

If your country's repack cycle is different than FAA PART 105, it is acceptable to follow your country's recommended repack cycles.

Additionally, it is understood and agreed upon that by the use of this product by the Buyer or any other subsequent user of this product, that the manufacturer and the seller shall not be deemed or held accountable, upon or under any guarantees or warranties, expressed or implied, statutory, by operation of law or otherwise, beyond that expressed herein. It is further understood that the purchase or use of this product constitutes an assumption of any and all risk associated with such use.