Snip L Manual

Welcome to Easy Fly team and congratulations on the purchase of a SNIP parachute rescue system. You have made an excellent choice!

SNIP is proportionally shaped double surface rescue chute developed as second spare rescue chute for acro and cross country pilots. It has extremely fast opening characteristics thanks to its low weight, double cell design and short suspension lines. It was designed for situations involving malfunction of reserve chute or cases when main reserve chute entangles with canopy itself.

Development was completed with successful passing of SHV flying tests and loading tests.

Before your first flight with SNIP as a safety system, please study this manual thoroughly. It contains information critical to safe and easy operation of the system.

If you wish to be informed about the latest technical improvements and innovations as well as news about Easy Fly products, fill out the reply page and send it to us:

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Important

At the time of purchase, this reserve chute conforms to required certifications, any change made to the chute by purchaser invalidates the certification.

Manufacturer is not responsible for any damages caused by improper use.

The use of this paragliding safety system is at your own risk. Each pilot is responsible for his/ her own safety.

Technical specifications

SNIP comes with two modifications of front mount container. First - as a 29cm cylinder , 12cm in diameter, with possibility to attach instruments on top of it. Second - a container designed as instrument panel with map holder and compact 5l ballast pocket.

Technical description of reserve chute SNIP

Applications

SNIP was designed and tested as a second spare paragliding reserve chute. It was **not** designed or tested for use in skydiving or base jumping , and such as has to be used with [certified] paragliding harness only.

Components

- canopy, main and central lines, bridles
- outer and inner container
- two bridle straps used for attaching with harness's hanging points

Operational limits

Ten years fitness is guaranteed only if:
- manufacturer or authorized dealer service performs 5 year warranty check
- every 12 months repack is provided by manufacturer or authorized service
- after every use, when reserve chute was deployed, opened and flown, it was sent for check to manufacturer

Maintenance

- store reserve chute in dry and clean place
- due to used materials, avoid any direct sunlight. UV rays cause fast deterioration of canopy materials, so never expose it to extended direct sunlight
- check after flying in rain if reserve is damp. If yes, dry it immediately to prevent mildew damage
- if reserve gets in contact with salt water, rinse it as soon as possible with fresh water and dry it
- if soiled with grease, oil or other chemicals, it has to be send to manufacturer for check up. Grease, oil or chemicals can destroy materials.
- while in transport it should not be exposed to temperature above 50c

Repairs

- all repairs have to done by manufacturer. Any unprofessional interference or modification can cause reserve chute failure and manufacturer cannot be responsible for any of it

Checks

- before every flight it is necessary to check whether outer container is secured by reserve pins so it does not open spontaneously
- reserve chute has to be regularly repacked, thanks to used materials repack period can be extended to 12 months. IT IS NECESSERY TO MAINTAIN THIS PERIOD, if not repacked for extended time it can prolong the opening .
- every repack has to be kept on record in service book

Conditions of warranty

Manufacturer guarantees 6 year warranty from date of purchase:
- if every check and repacking has been properly filed in service book
- if all conditions for use, maintenance and repairs have been kept
- if chute was not exposed to extended UV radiation or otherwise destroyed

How to use it

- it's recommended to try a practice toss before first flight, so you can check proper function of outer container which is supplied with reserve chute SNIP
- force needed to pull chute from outer container should not exceed 5-10kg in any flight mode

Toss of reserve chute[RC hereafter] in step by step:
- pilot grabs with one hand handle of RC and with continuous smooth movement releases secure pins of outer container and throws away RC into open free space
- it is necessary to throw away the container with as much force as possible to shorten the opening time [it is mandatory to throw away the handle along with container]

Important : if SNIP is in its original front mount container it is possible to throw it away on either side with

either hand

- immediately after opening of RC you have to pull the main canopy towards yourself, so the RC and main canopy won't tangle together which could cause failure of RC
- for pulling down and folding of main canopy use the brakes or the last risers -'D' or 'C'- of the main canopy
- pull both brakes or both risers **simultaneously**, so there is no rotation of main canopy

Recommendations :

Practise how to use reserve chute at least mentally, so you are aware of procedures and mainly to be aware of reserve chute in time of need. The best practice and training is to take part in SIV clinic.

Canopy, suspension lines and bridles

The most important part of RC is its canopy. SNIP is designed as proportionally shaped canopy with central line and double air-filling to optimize the relation between the amount of used material and projected area. Canopy is constructed from 18 panels and 54 pcs.

What is double air-filling or double cell construction and what is it used for?

Basically it shortens the opening time of RC. After full opening of RC, the filling openings stay partially open and air is flowing through them against the movement of RC which results in lesser sink rate and greater stability.

Material used for RC has great affect on opening and flying characteristics. SNIP is made from french fabric Porcher Marine 90 82.

Other part of RC are lines, there are 16 main and two central lines. Their main characteristics are strength, ability to stretch and absorb part of the opening shock. Breaking strength of lines is: main - 220 daN, central - 370 daN, elasticity 33%. Bridle's breaking strength is < 2000 daN.

Inner container

Inner container is made from light but durable materials. It is connected with handle by two 6cm long straps, so after pulling out from outer container we have compact packet which can be easily and accurately thrown away with sufficient force. For safety and functional reasons the loops for attaching the lines are on outside of container, so the container stays at least 1.5m enclosed after toss. One reason to stay enclosed is to prevent immediate deliberate opening right after pulling out from outer container. Second - the RC starts to open in safe distance from pilot's aerodynamic wake. (RC's opening in a wake can cause delayed inflating or sticking of RC to pilot's body.). For these matters, change of inner container must be consulted with manufacturer!

Outer container

Outer container is designed for use with majority of modern harnesses. Reserve chute is attached to a chest strap through outer container's plastic buckle and bridles are clipped into harness's main hanging points - as shown on picture no.**

ATTENTION! For correctly functioning reserve chute BOTH bridles have to be connected to harness's main hanging points.