



# Manual

## Style Expert

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## Description

The STYLE EXPERT is a “piggyback” rig, developed for the classic disciplines. It is a ring harness (ring at the rig at hip level), approved for all standard main and reserve canopies fitting in size and type. The rig has a maximum life span of 15 years from date of manufacture.

As main canopy, parachutes between 720 inch<sup>3</sup> and 870 inch<sup>3</sup> are recommended. As reserve canopies, parachutes between 400 inch<sup>3</sup> and 520 inch<sup>3</sup> should be taken.

The rig is equipped with an installation kit for the automatic activation device (AAD) Cypres®. The operating unit is stored well visibly in the neck region of the skydiver. Optionally, the rig can be delivered including a reserve static line (RSL).

The rig is manufactured by SPEKOM GmbH in 02782 Seifhennersdorf, Germany, in compliance with German standards and holds a German rating.

With the STYLE EXPERT, the deployment of the main canopy is carried out manually through a throw out pilot chute.

The handle arrangement at the rig complies with international standards:

- Manual deployment main canopy (throw out pilot chute) at bottom of container,
- Manual release of the main canopy (cut away pillow) top right of the main lift webbing,
- Manual deployment of the reserve canopy (steel reserve handle) top left of main lift webbing

**Attention: Deployment of the reserve canopy only with completely closed main canopy tray or completely cut away main canopy!**

## Comments

The manual is to give the licensed skydiver or rigger important reference for adequate maintenance of the device STYLE EXPERT and provide the skydiver with important information on the operation and maintenance of the ground readiness. Reading this manual does not substitute the training of a skydiver, packer or rigger. It is not meant to enable the holder to pack the reserve canopy without training.

**All activities listed in this manual may only be carried out by trained or admitted personnel. Non-obedience or deviation from this manual may lead to grave accidents.**

Regarding questions please contact us as manufacturer. We will be glad to give you state of the art advice.

## Completion

All parts and assemblies delivered by us are manufactured and tested in accordance with an existing company quality management. Nevertheless the rigger (or any other qualified person) is obliged to check all used assemblies for fitness and compatibility prior to completion.

Attachment and packing of the main and reserve canopy have to be carried out in compliance with the manufacturer’s instructions for this assembly.

## Inspection

Inspection of the rig is always necessary prior to completion and packing, after repairs and for the recurrent annual servicing. The inspection has to be carried out by qualified personnel. With usage of the rig outside Germany please obtain information on the respective legal requirements.

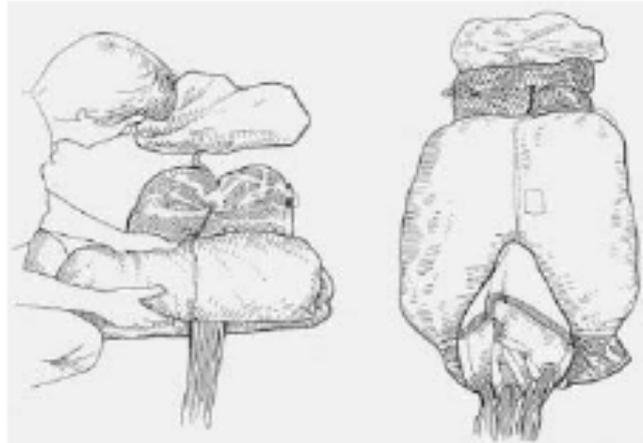
Please read the manual carefully prior to each action on the rig.

<b>Components of inspection</b>	<b>Instructions on inspection</b>
Risers, main lift webbing	Webbing breakage, seam breakage and fault, damage through Velcro® band, sign of wear
Main and reserve canopy releases	Proper position of handles, breakage and twists in cable; cable length and mobility, cable housing, pin, rings of RSL
Chest and leg straps	Webbing breakage, seam breakage and fault, damage through Velcro® band, sign of wear
Cut-away cable, housing	Velcro ® connection, cable breakage, cable ends and lengths, (metal) cable sockets, fouling of the cables and the cable housing, open cable ends
Container flaps	Rips in fabric, breakage of plastic inlays, binding
Grommets	Forming, stability, rifts and sharp edges
AAD / Cypres ®	Condition and location of pockets and cable routing (maintenance of Cypres ® according to manufacturer instruction)
Risers main canopy	Loop, 3-ring-system, seam breakage, signs of wear, hardening in the 3-ring area, steering toggles
Freebag and spring loaded pilot chute	Seam, Velcro ®, grommets, connection between bridle and pilot chute, spring pressure and condition of spring, damage of pilot chute
Container, main canopy and pilot chute and Bridle	Seam and material damage, grommets, pin, wear of lines, karabiner (static line), spring loaded pilot chute, throw out pilot chute, connection of components
Loops	Loop material (Cypres ®), condition and lengths
Grommets	Fastening, function and condition (sharp edged, corroding, forming)

## Packing instructions main container

Connection and packing of the main canopy are carried out in accordance with the manufacturer instructions

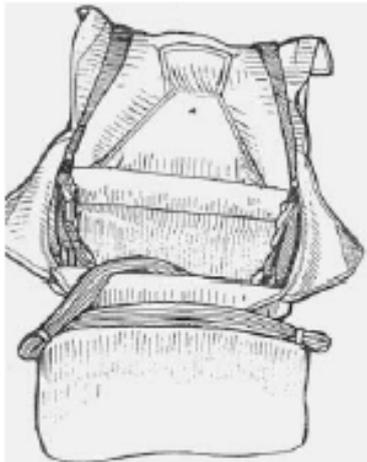
After the line check place the canopy with an s-fold in front of the POD, in the width and height of the POD. Place as little lines in-between the canopy fabric (fig. below).



Pull the POD slightly underneath the folded canopy and shove latter carefully into former. Do not change position and order of the packed canopy. Then lead lines as whole out of the middle of the POD and close the POD with the elastics and stow the lines with the elastics alternately right and left inside, right and left outside (fig. below) through the grommets. Stow the rest of the lines in consecutive order using the elastics. Pay attention to stowing length of 1 – 1 ½ inch and avoid twisting of the lines.



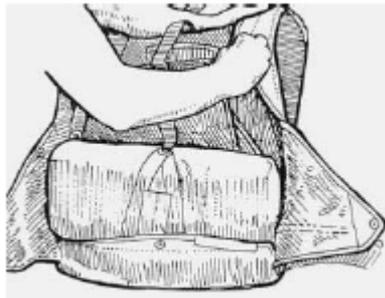
Place the closed POD behind the container. Afterwards place the risers down to the left and right along the reserve container with the steering toggles facing towards the reserve container (without twisting). Watch for free run of the risers with risers / lines being lead along the outer wall of the container (fig. below left).



Place POD into main container tray of the rig with the lines at the bottom of container. Then take the side flaps and push the bundle down (fig. top right).

**Attention: do not twist/turn lines or POD!**

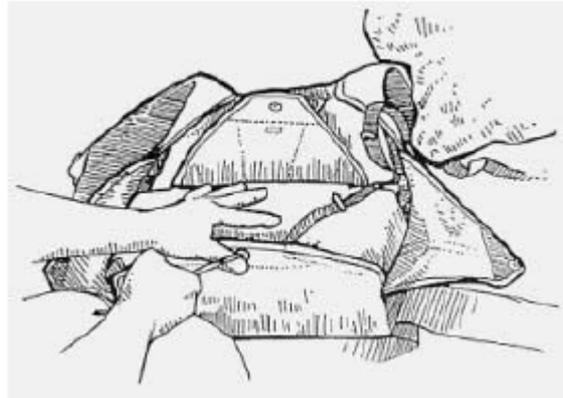
Now close the flaps over the risers and route bridle out of the right top corner of the



container tray (fig. below).

Afterwards pull a pull-up cord through the closing loop at the bottom flap of the container.

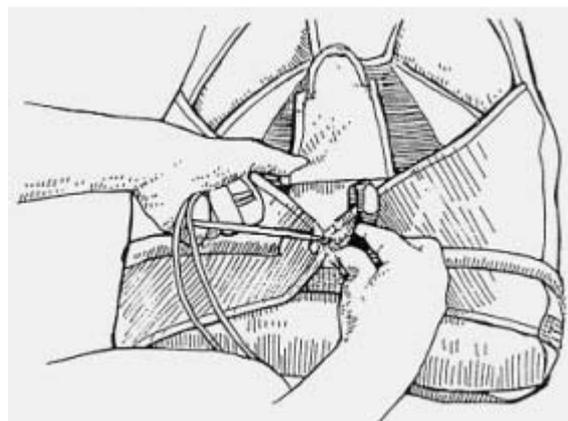
**Prior to packing check the condition of the loop! Preliminary opening can cause grave accidents.**



Now pull the pull-up cord through the grommet of the opposing top flap and pull it on top of the bottom flap until the closing loop is pulled through the grommet. If necessary fix the loop with a plug. Assist squeezing the bundle by tapping it with the flat hand if necessary. That prevents your POD from damage (fig. below).



Close left and right side flaps accordingly. The flaps are now being closed with the pin of the bridle of the pilot chute.

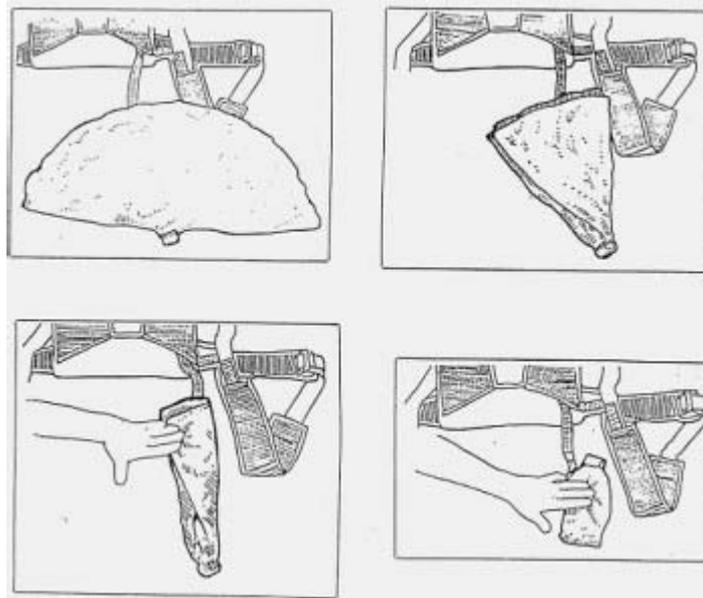


## Closing of the container, version through out pilot chute

After closing the container with the pin pull the pull-up cord out of the loop. Place the pilot chute at the right bottom of the container and untwist the bridle. Now route the bridle underneath the right closing flap to the right bottom corner of the bundle. Fix the bridle with the tab underneath the right flap.

Afterwards place the pilot chute onto the top skin of the pilot chute and the loose bridle on top of the round bottom skin.

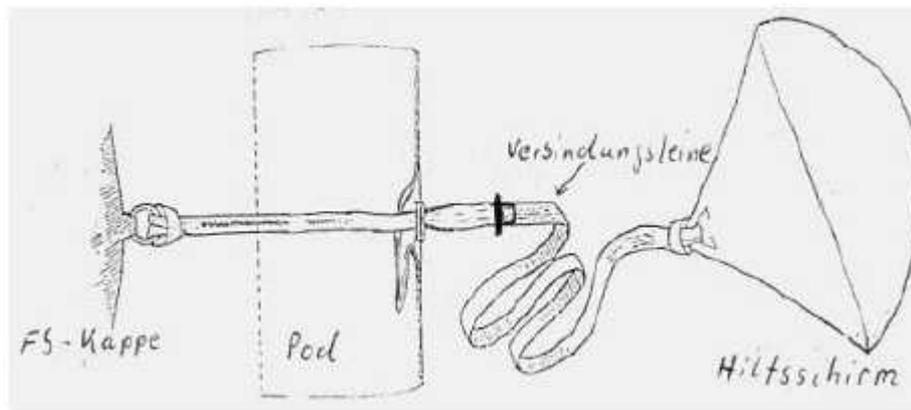
Halve the pilot chute with the grip being visible. Afterwards fold the pilot chute twice (fig. below) until the width of the pilot chute pocket is reached. Now s-fold the bottom part of the pilot chute so the length of the pocket is reached. Then shove the pilot chute into the pocket. Pay attention that the bridle doesn't wrap around the pilot chute!



## Connection of pilot chute, POD, bridle and main canopy

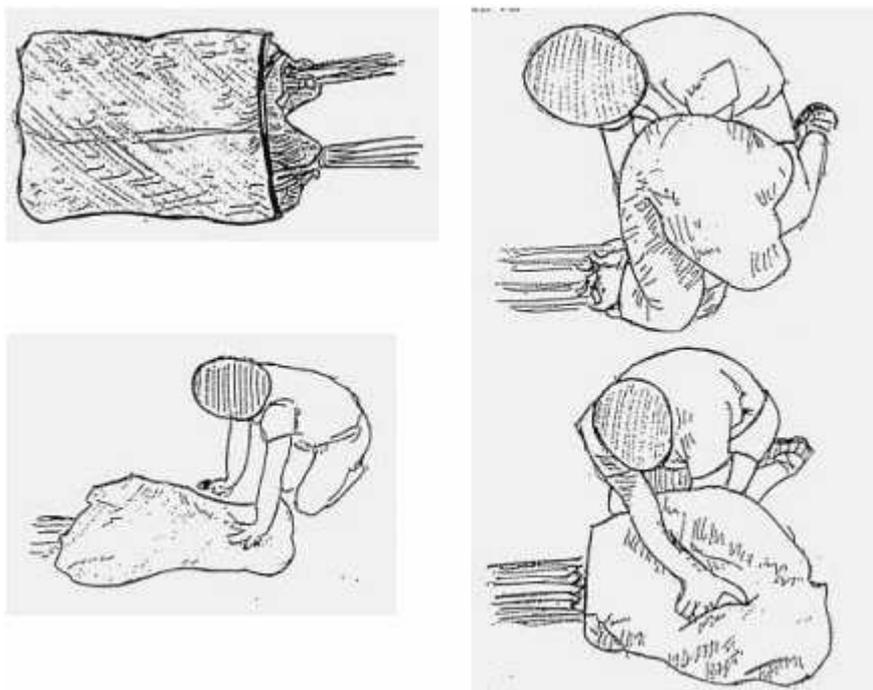
The bridle is pulled through the grommet at the bottom end of the POD and is attached to the main canopy by a figure eight knot. The stopper on the line has to remain outside the POD, and the short end of the bridle has to face the canopy. On the long end of the bridle the pilot chute is also connected by a figure eight knot (fig. below).

**Please check the correct connection after each reassembly of the components.**

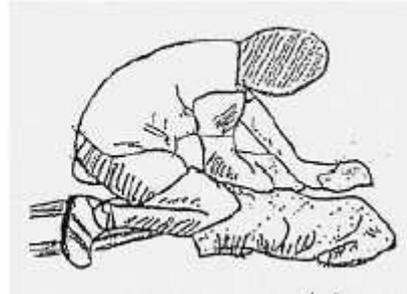
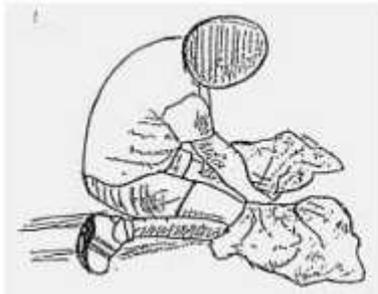


### Packing instructions reserve container

For packing the reserve canopy please follow the instructions in the manufacturer's manual. After line check place an s-folds at the bottom part of the canopy, approximately the width of the slider (fig. below).



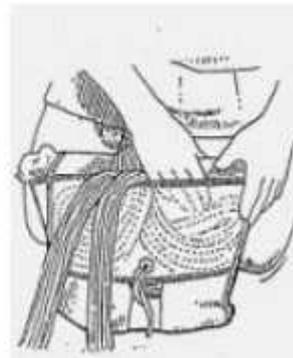
Carefully place the freebag below the reserve canopy, at level with the bottom end of the canopy, the open side facing the lines. Fix the closing flap with the knees, divide the canopy in the middle in v-shape and place the rear part of the canopy into the freebag. Prior pull the closing tool for the reserve loop (T-bodkin) through both grommets (fig. below).



Wrap both ends of the folded canopy with the top skin of the canopy and also place that inside the freebag to the right and left. Route the lines out the middle of the freebag and close the flap with the bungee and the first two line stows (fig. bottom left).

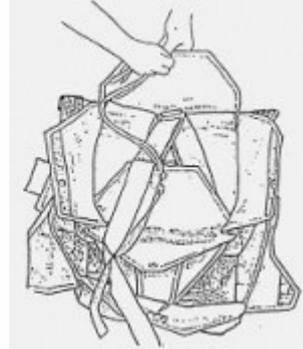
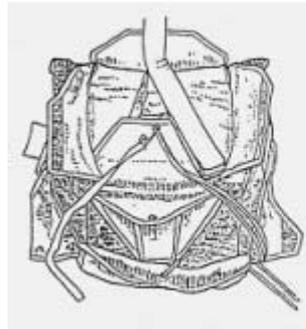
Afterwards stand up the freebag and stow the remaining lines in neat s-stows inside the line pocket (fig. bottom right).

**Avoid twists and damage of the lines by the Velcro ®!**

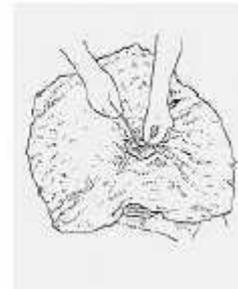
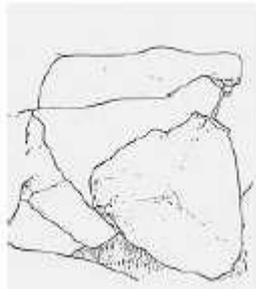
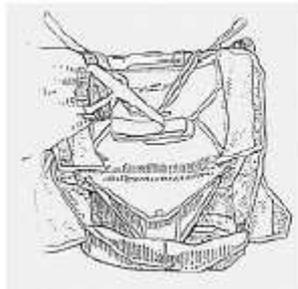


Place the freebag into the reserve container tray of the rig, watching for a clean routing of the risers. Pull the pull-up cord for the reserve loop through the grommets of the POD, using the T-bodkin. Push the POD especially into the bottom corners and then route the pull-up cord through the grommet of flap # 1 (inside bottom flap) of the reserve container.

Slope the bridle in v-shape and evenly underneath flap # 1. Leave approximately 1 m of the bridle stick out of the packaging and close flap # 2 (inside top flap) of the reserve container. Fix the loop with a plug (fig. below).



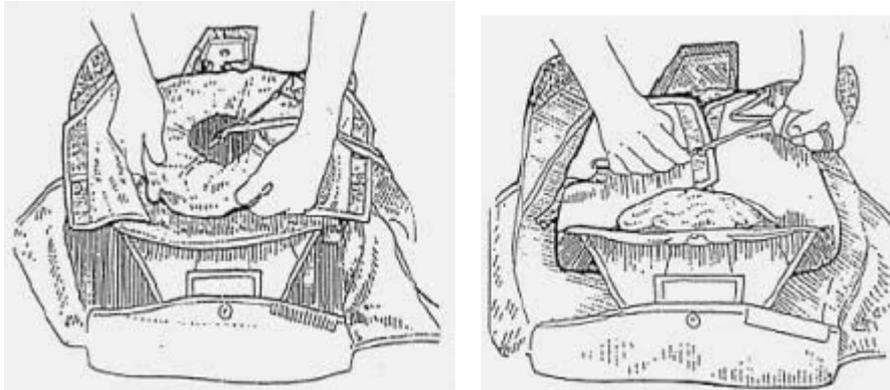
Place the remaining bridle with s-slopes on top of flap # 2 of the reserve container and pull the pull-up cord through the pilot chute. Watch for free run of the pull-up cord through the spring loaded pilot chute without running through the spring! Stand the pilot chute up in the middle of the two closed flaps (# 1, 2) and push it together. With the pull-up cord, pull the loop through the pilot chute and fix it with the plug (fig. below).



Then carefully remove the fabric caught in the spring and place it underneath the pilot chute top, slightly rolled in (fig. bottom left). Then close flaps # 3 (left side flap) and # 4 (right side flap) of the reserve container (fig. bottom right).

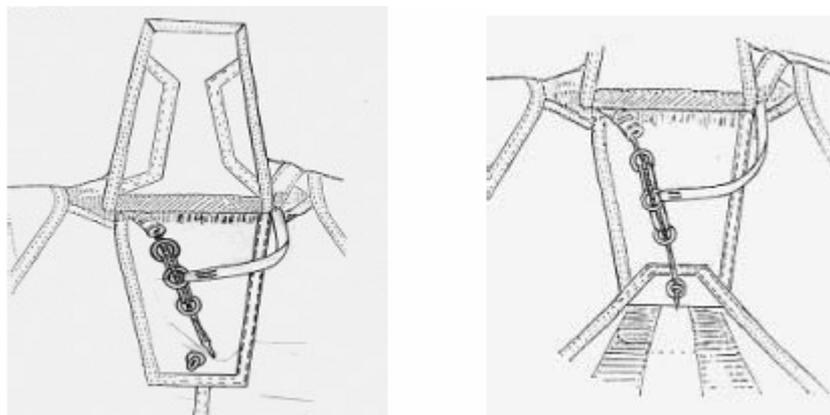
**Attention: with installed Cypres® the loop also has to be pulled through the Cypres® Cutter attached to flap # 4!**

Fix the flaps with the plug.



Next close flap # 5 (top outside flap) and flap # 6 (bottom outside flap) of the reserve container. Also fix the flaps with the plug. Assist the packing by tapping the container with the flat hand (fig. below).

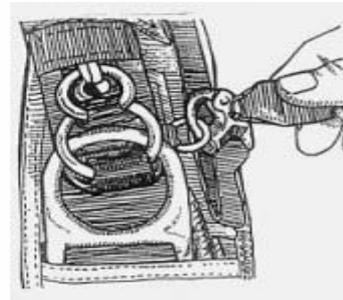
Then route the pin of the manual deployment cable first through the three rings of the RSL (option) with the ring of the line needing to be in the middle, and then through the closing loop. The slack of the RSL needs to be shoved neatly underneath the top closing flap of the reserve container.



Pull the pull-up cord out of the loop underneath the pin; otherwise the pin might get damaged. Again check the state of the closing pin, the mounting and the connection of the RSL and the ground readiness of the reserve cable.

**The reserve canopy is to save your life in case of accident!**

Once again check the situation and connection of the RSL with the riser of the main canopy (fig. below)!

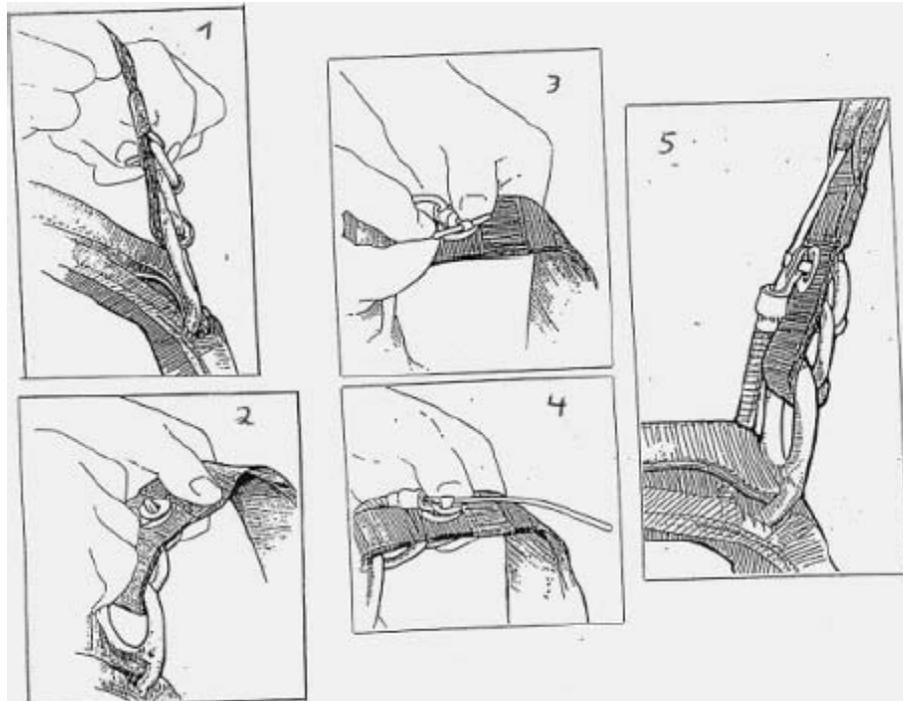


## Mounting the 3 - ring system

Prior to each mounting an with the routine inspection as well as after possible hard opening shocks the release system is to be checked at the following places:

- Housing:
- Fixing of the ends
  - Twists or sharp bends with the housing
  - Sharp-edged or deformed grommets
  - Loose ends
  - Length of the housing
- Big ring
- Right size of the ring together with the used riser
  - Deforming, burr or corrosion
  - Correct and intact mounting
- Release cable:
- Length of the cable
  - Cleanliness and mobility within the housing
  - Breakage within the cable, deforming or dirty ends
- Riser:
- State of seams, grommets
  - Length and state of loops
  - State and size of the ring

Below the correct mounting of the 3-ring system is shown.



## Storage, maintenance and repair

### Storage

The canopies are to be stored in dry, dust free, well ventilated and sun proof rooms. The temperature in the rooms is to be kept between 10 and 25° C, the medial humidity between 30 and 70 %.

The canopies should be stored in cupboards or on shelves observing the following minimum distances:

- Above floor 25 cm
- Off heater oven 100 cm
- Off outside wall 50 cm
- Off separation walls 100 cm

The canopy documents should be kept together with the canopies. In the storage room no materials may be kept that through their properties may attack or destroy the canopy material (e.g. fats/greases, acids, oils or other chemicals). The room is to be kept vermin free.

### Maintenance

All canopy systems are to be checked through and aired out periodically (at least once a year). The ventilation time takes at least six hours. For airing out the canopy efficiently is hung up at the tail end. This way the canopy is stretched out in its total length and can be shaken frequently.

In case a canopy is not needed for jumping operations it should be stored appropriately. The canopies are packed according to the packing instructions. The lines will be daisy-chained and tied with a bit of a line. Prepared in that manner, the canopies are rolled in.

The rig is to be put into the gear bag in a way that the canopy does not make contact with the metal fittings of the rig and that the spring loaded pilot chute lays freely and uncocked.

In case of staining of the canopy through dirty water or muddy soil, the canopy is to be rinsed – changing the rinsing water several times – and dried, without wringing the canopy. Dry the canopies carefully, do not tumble and do not expose to direct sunlight. When contact with seawater, act accordingly.

Oil or grease stains are to be treated carefully with mild detergent and to be rinsed with clear water.

## **Repair**

With gear-related repairs the “Manual on Repairs of Canopies for Use by Man”, editor: Saechische Spezialkonfektion GmbH Seifhennersdorf, is binding.

## **Inspection**

All components of the canopy system are to be inspected periodically. The inspection may be carried out by the manufacturer, and acknowledged aeronautic enterprise or a rigger or packer admitted for air sporting equipment.

Maintenance, repairs and packing of the rig may only be carried out by personnel admitted by the respecting country. Owner and skydiver have to obtain information on the respective laws and rules. Specon GmbH only provides minimum requirements in this manual. Maintenance and inspection periods as well as the respective personnel are listed in the following table.

<b>Kind of Maintenance</b>	<b>Manufacturer</b>	<b>Rigger</b>	<b>Master Rigger</b>	<b>Maintenance Clearance</b>
Assembly and check for compatibility	Yes	Yes	Yes	Prior to any maintenance work
12 month check and reserve repack	Yes	Yes	Yes	<ul style="list-style-type: none"> <li>- Prior to each maintenance</li> <li>- At least every 12 months</li> <li>- After each reserve ride</li> <li>- After faulty treatment</li> </ul>
Minor repairs	Yes	Yes	Yes	
Major repairs, 24-month check	Yes	No	Yes	

Minor repairs are change of components without need for sewing on supporting parts, and repairs on non-supporting parts, such as tapes, Velcro® patches, tabs and comparable parts.

All other repairs are considered and treated as major repairs. This includes especially replacement of parts and panels of canopy material, and lines attached to the canopy, as well as the replacement of parts of metal fittings and repairs on the carrying material system of the rig.

Major repairs are to be documented and require a revision by a master rigger.

## **Fittings and Spare Parts**

<b>Name</b>	<b>Part number</b>
Steering toggle	50-468/01
Cut-away handle	500-50-104
Pilot chute (BOC)	50-393/01
Bridle pilot chute	50-390/06
POD main canopy	50-377/06
Divided POD main canopy	50-377/08
Riser main canopy	50-423/03
Freebag	50-360/04
Spring loaded pilot chute reserve canopy	50-144/17
Opening cable reserve canopy	500-50-113
RSL complete	50-679/01