

WAYNO'S PACKING & GEAR SEMINAR

CONTAINER AT FIRST GLANCE

- BOC pouch - make sure the spandex is in good condition, with no holes and not too much stretching. Make sure the elastic mouth is tight and in good condition.
- RSL - watch where you connect it to, don't put it on the big ring of the 3-rings.
- Don't tuck the end of the reserve cable into the Velcro.
- Cutaway cables – make sure the metal is not frayed at the ends and make sure the plastic goes all the way to the end of the cable.
- Monthly Maintenance – is cutting away and cleaning your cutaway cables and flexing the webbing. It is called Monthly Maintenance for a reason, to do it every month.
- Dirt and dust gets into bendix tube/hard housings and can cause hard pulls. Best to keep your gear in a bag to protect from dust. (Can run the 3bloke test for examples)
- You need to know how to take your 3-rings apart and put back together otherwise you don't know what you are looking for when you give yourself a gear check each jump.
- When cleaning cables, use the right lubricant, if you don't know, don't use it.
- Soft housings on reserve can make it hard to cutaway, get hard housings.

WHEN STARTING TO PACK

- Put weight in your container, not at yoke as this can cause damage to the yoke and can also damage your Cypres.

SETTING BRAKES / BRAKE LINES / LINES

- If you have rubbers covering your rapide links, get rid of them as they can slip up the lines and even get caught on brakes, can cause a spiralling canopy close to the ground, fatality in the States?
- Brake lines get a lot of use and wear and they shrink.
- The length of your brake lines - when flying on full drive with toggles against rings, look up, the brake lines should be slack with a bow of about 100mm. If the tail of your canopy is being pulled down on full drive, they need lengthening.

- Fury break lines – can be from rough slider grommets, Velcro toggles. If you have Velcro toggles, get rid of them!
- Take out twists in brake lines. Twists makes the lines shorter. Lines have a memory.
- Excess brake line - stow it, don't stow it in the soft link, fatality in States?
- Different types of lines wear quicker and differently to others ie. Vectran & Spectra
- Lines shrink and go out of trim. Manufacturers recommend changing line set every 500 jumps.

CANOPY

- After set brakes, do a 4 line check.
- Make sure you risers are even, the lines at cascades are even.
- Sweat can be just as harmful as UV light. Try not to pack when sweaty and make sure your packer is wearing a t-shirt. Sweaty bodies damages your centre cell when laying on the ground.
- Centre pull ring on canopy - make sure it is hard up against grommet on bag and no canopy caught with it as this can cause damage/holes to the fabric.
- Cock the pilot chute before you put the canopy in the bag.

PILOT CHUTE

- Safety note - when sitting near the door in the caravan, especially when the door is a little open, watch out for your hackey/pilot chute moving. It can catch air and go outside the plane.
- Kill line – best to cock pilot chute before putting canopy in bag, otherwise you will grab canopy fabric later and damage the fabric.
- If you don't have a window to see if cocked, see a Rigger and get one.
- Best way of cocking is by pulling kill line out through this window.
- Kill lines shrink and can cause pilot chute in tow malfunctions. Need to lengthen the kill lines by about 6 inches every couple of hundred jumps.
- Pilot Chutes tend to have a lifespan of about 500 jumps???
- After you pack your pilot chute into the pouch, pull it half way out to test that it will come out easy, this will help to avoid hard pulls, high speed malfunctions.

MAIN D-BAG & CONTAINER

- Don't drag rig towards you when stowing lines, eg: worn webbing on risers
- Tube stowes - It is good practice to use tube stowes that are all the same size. The first 2 stowes are most important – if one breaks, replace them both at the same time.
- If using lacky bands, never double them. Closed grommets = bag lock.
- When putting bag in container, keep line loops/stowes separated so they don't catch on each other
- Put risers and lines down the side of the container, not underneath the reserve.
- Make sure your risers are firmly tucked away with good tuck flaps. If you have Velcro, make sure it is in very good condition, replace regularly.
- The grommets on the flaps - make sure that they can't catch a line.
- Main closing loop - make sure it is fingertrapped all the way to the knot with a washer. Make sure there is a knot that is not going to pull through washer.
- Does everybody know about finger trapping and how it works?

INTERCHANGING PARTS

- It is against manufacturers recommendations to interchange parts of containers with different brands, and this is for a good reason.
- Always ask a Rigger when swapping any parts, replacing bits etc. IF you are unsure, definitely ask somebody who does know.

WEAR AND TEAR - MAINTENANCE

- When packing, constantly scan your gear, look for problems, change
- If something, anything, needs attention, get it fixed NOW, not in 1 more jump.