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Mustang

ASAP-S Series

**Powered Parachute Canopy
Owners Manual**



Edited by: Martin D. Ignazito

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DISCLAIMER - NO WARRANTY

Because of the unavoidable danger associated with the use of the herein referenced powered parachute canopy ASAP-S Series, the manufacturer makes NO WARRANTY, either expressed or implied. The powered parachute ASAP-S Series canopy is sold with all faults and without any warranty of merchantability and 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 product, or allowing it to be used by others, the buyer WAIVES any liability of the manufacturer for personal injuries or other damages arising from such use.

! IMPORTANT WARNINGS !

THE SPORT OF POWERED PARACHUTE (PPC) FLYING IS A POTENTIALLY DANGEROUS ACTIVITY!!

Participation as a pilot or occupant could result in injury and/or death to the participant. Each individual, regardless of experience, has the final responsibility for his or her own actions and safety while engaged in any aspect of PPC flying activities. All flying activities involve traveling through airspace with some amount of horizontal and vertical motion governed by the laws of physics and subject to unpredictable forces of nature. Flying is also highly dependent upon the skills of the pilot or instructor and the behavior of any students. Regardless of the quality of the equipment, materials used, knowledge or experience of the pilot in command, **THE RISK OF SERIOUS BODILY INJURY AND/OR DEATH IS ALWAYS PRESENT DURING THIS ACTIVITY.**

PPC vehicles using the ASAP-S Series canopy are constructed of numerous components, supplied by many different manufacturers. Each and every component must be inspected to ensure that it is in good working order. Aircraft Sales and Parts cannot guarantee the workmanship, suitability or airworthiness of any component of the PPC vehicle.

OBLIGATIONS OF THE OWNER

It is mandatory that you read this manual before assembly and use of the referenced powered parachute and its canopy. It is beyond the scope of this manual to teach you how to fly a powered parachute ultralight or develop the judgment required to determine safe or unsafe conditions prior to and during each flight. In addition, this manual is not a complete text on the care and maintenance of your powered parachute, its canopy, airframe and power plant. As such it is important that **you** seek out all information relevant to flying and maintaining powered parachute ultralights.

The following is a guide on procedures that should help lower, but not necessarily eliminate the risk of injury or death to yourself and others.

TRAINING: The training, experience and competence of the pilot of an ultralight vehicle are extremely important to flight safety.

NEVER use this equipment unless you have:

1. Read this manual, all owners/flight manuals, operating manuals and completed a "controlled program of instruction" for the powered parachute ultralight aircraft you will be flying.

- OR -

Read this manual and all owners/flight manuals, operating manuals, have 100 flight hours in a similar aircraft and have at least a current instructors or pilot's certificate from an FAA recognized authority.

2. Read and understand all applicable federal, state and local regulation pertaining to the operation of Ultralight aircraft. Reference Federal Aviation Administration Part 103 regulations governing ultralight vehicle operation and any applicable exemptions.

3. Read and understand the maintenance manual and the requirements of your particular powered parachute ultralight. Read and understand the pilot operating handbook and the requirements of your particular powered parachute ultralight.

4. Obtain instruction on weather and meteorology and their effect on flight conditions. This manual does not attempt to provide instruction on micro meteorology or the physics of flight. It is the responsibility of the pilot to obtain instruction in these topics and to study the conditions of any areas that will be traversed during a flight.

PREFLIGHT: Prior to every flight, the "Pilot in Command" is responsible for performing a complete preflight inspection of the vehicle and canopy to ensure that it is airworthy. The Pilot in Command/ Basic Flight Instructor is also responsible for providing proper training to any and all students.

FLIGHT: This canopy must always be FULLY INFLATED and free of any irregularities before take-off. All take-offs and landings must be made directly into the prevailing wind. All normal control inputs should be smooth yet deliberate. This canopy was designed specifically as the main canopy of a powered aircraft. No other use of this canopy is authorized.

POST FLIGHT: You should perform a post flight inspection on all components to check for wear and needed maintenance before packing and storage of your canopy.

MAINTENANCE: Maintenance of any aircraft or ultralight vehicle is extremely important to the safety of the pilot, instructor and students. It is the owner and pilot's responsibility that all scheduled inspections and maintenance be performed in strict compliance with the instructions of the airframe, engine and canopy manufacturers.

DEVIATION FROM THE MANUFACTURER'S MAINTENANCE INSTRUCTIONS OR ALTERATION TO ANY COMPONENT OF THE CANOPY IS NOT AUTHORIZED.

THE RESPONSIBILITIES OF THE PILOT ARE NOT LIMITED TO THOSE STATED ABOVE, AS SUCH, THE PILOT SHOULD MAKE EVERY EFFORT TO CONSULT THE PROPER AUTHORITY AND ORGANIZATION IN THE SAFE USE OF POWERED PARACHUTE ULTRALIGHTS.

INTRODUCTION

Congratulations on the purchase of your new ASAP-S Series Canopy. You have chosen what we believe to be the highest quality and best performing product of its type.

Your product satisfaction and safety are important to us. As such, this manual provides information on the assembly, maintenance and use of the ASAP-S Series canopy.

IT IS CRITICAL TO FLIGHT SAFETY THAT THIS CANOPY IS ONLY USED ON APPROVED VEHICLES. NEVER MAKE ANY MODIFICATION OR REPAIR TO THE CANOPY, SUSPENSION LINES, OR STEERING SYSTEM UNLESS SPECIFICALLY DIRECTED BY INSTRUCTION IN THIS MANUAL OR THROUGH WRITTEN APPROVAL DIRECTLY FROM AIRCRAFT SALES AND PARTS.

If you have any questions or comments relative to your ASAP-S Series canopy please address them to:

www.ppccanopies.com

Box 995

Vernon, BC, Canada V1T 6N2

Phone: 250-549-1102

FAX: 250-549-3769

E-mail: asapltd@uniserve.com

Aircraft Sales and Parts PARACHUTE DESCRIPTION AND TERMINOLOGY

Description.

The ASAP-S Series powered parachute canopy is constructed from a top and bottom surface which are connected by profiled ribs. One top and bottom panel, between two connecting ribs are called a cell. Each of these cells has an opening on the lower side of the leading edge. The cells fill with air under pressure forcing the panels to take the shape dictated by the airfoil section of the ribs. The ribs are reinforced with tape above the line hook-up points. On both wingtips there are stabilizers that increase the span wise tension and also improve the Yaw stability.

IMPORTANT!

ALL REFERENCES TO THE RIGHT (STARBOARD) OR LEFT (PORT) SIDES OF THE CANOPY ARE TAKEN FROM THE PILOT'S POINT-OF-VIEW

Terminology

Span: The planform distance from canopy tip to canopy tip measured at the quarter chord.

Chord: The straight line distance from the forward most portion of the airfoil leading edge, to the trailing edge.

Upper Surface: The entire top surface of your canopy.

Lower Surface: The entire bottom surface of your canopy.

Airfoil Ribs: There are two types of airfoil ribs incorporated in your ASAP-S Series Powered Parachute Canopy, Load Ribs and Non-load Ribs. Both are designed to

maintain the desired airfoil shape of your canopy. All internal airfoil ribs are also cross ported to allow the transmission of air pressure between cells during inflation and to provide pressure equalization during flight.

Load Ribs: Ribs with line attachment loops and reinforcements designed to transfer load into the rib.

Non Load Ribs: Ribs positioned between Load Ribs to maintain the desired airfoil shape.

Cell: Bounded by the upper and lower surfaces, the length of the chord and the distance between adjacent Ribs.

Stabilizer: Fabric panels extending down from each canopy tip to enhance directional stability.

Suspension Lines: Your **ASAP-S Series** Powered Parachute Canopy has four primary suspension lines attached chordwise to each Load Rib:

See the line layout drawings for details.

Connector (Quick) Links: Your **ASAP-S Series** Powered Parachute Canopy is assembled and delivered with all suspension lines already on four Stainless Steel Maillion Rapide, connector links, often referred to as "Quick Links".

IMPORTANT!

THIS IS A CRITICAL FLIGHT SAFETY ITEM! USE CONNECTOR LINKS SUPPLIED BY AIRCRAFT SALES AND PARTS OR YOUR POWERED PARACHUTE MANUFACTURER ONLY!

Connector Link Sleeves: These 2 1/2" polyvinyl or surgical tubing sleeves position the lines on the connector links and minimize suspension line wear.

Technical & Materials Data

1/Fabric Type:

Nylon Ripstop cloth made of Nylon 6.6 High Tenacity Yarn with Polyurethane coating.

Weight: 42+/- 1.5 gr/m²

Breaking Strength (Kg/5 cm): Warp 42+/-4, Weft 36+/-4

Tearing Strength (Kg) : Warp 3.0 , Weft 3.0

Air Permeability (CC/CM²/SEC) : Less than 0.03

2/Reinforcement Tape / Line attachment Tape

Made of Nylon 6.6 High Tenacity Yarn

Weight : 8.6 gr/m

Breaking Strength : 200 Kgs (Min.)

Width : 15mm +/- 1.5mm

3/Sewing Thread

Made of High Tenacity Polyester Yarn

Denier : 250 Denier 2 Ply

Breaking Strength : 3.0 Kgs

4/Suspension Lines

Made of Superaramid core with Polyester cover

(#)(Diameter/Breaking Strength):

(1) 2.3mm/300 Kgs

(2) 2.0mm/220 kgs

(3) 1.7mm/180 kgs

(4) 1.5mm/140 Kgs

(5) 1.2mm/80 Kgs,

5/Lower control lines (Steering)

Made of High Tenacity Nylon Yarn

Diameter: 5mm

Breaking Strength : 700 Kgs (Min.)

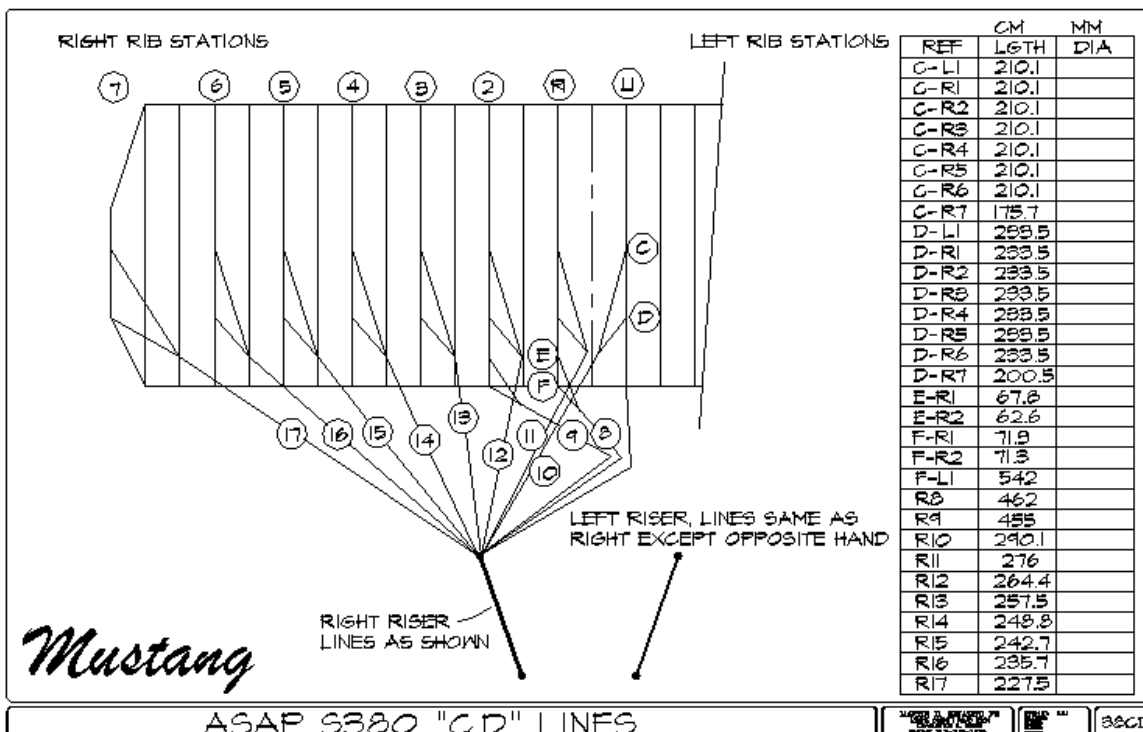
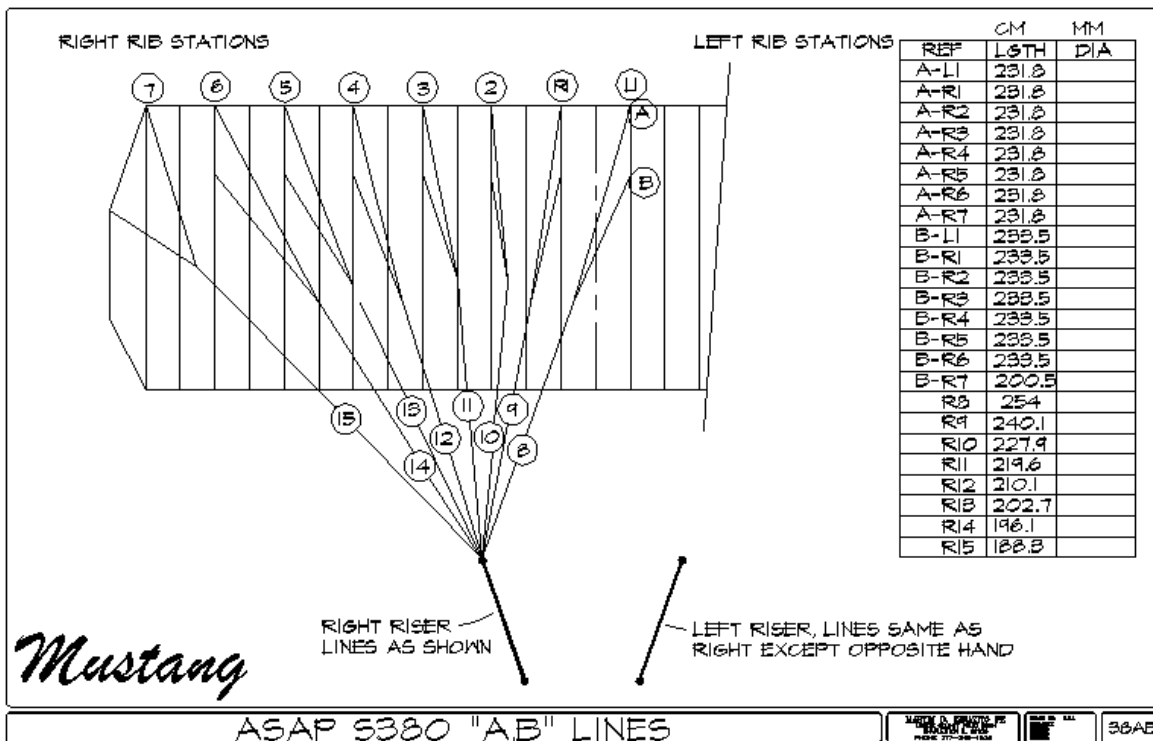
6/The canopy consists of Cells and Chambers, Loaded Ribs & Non-Loaded Ribs. The number varies for each size of S Series canopy. See the line drawings in this manual for details.

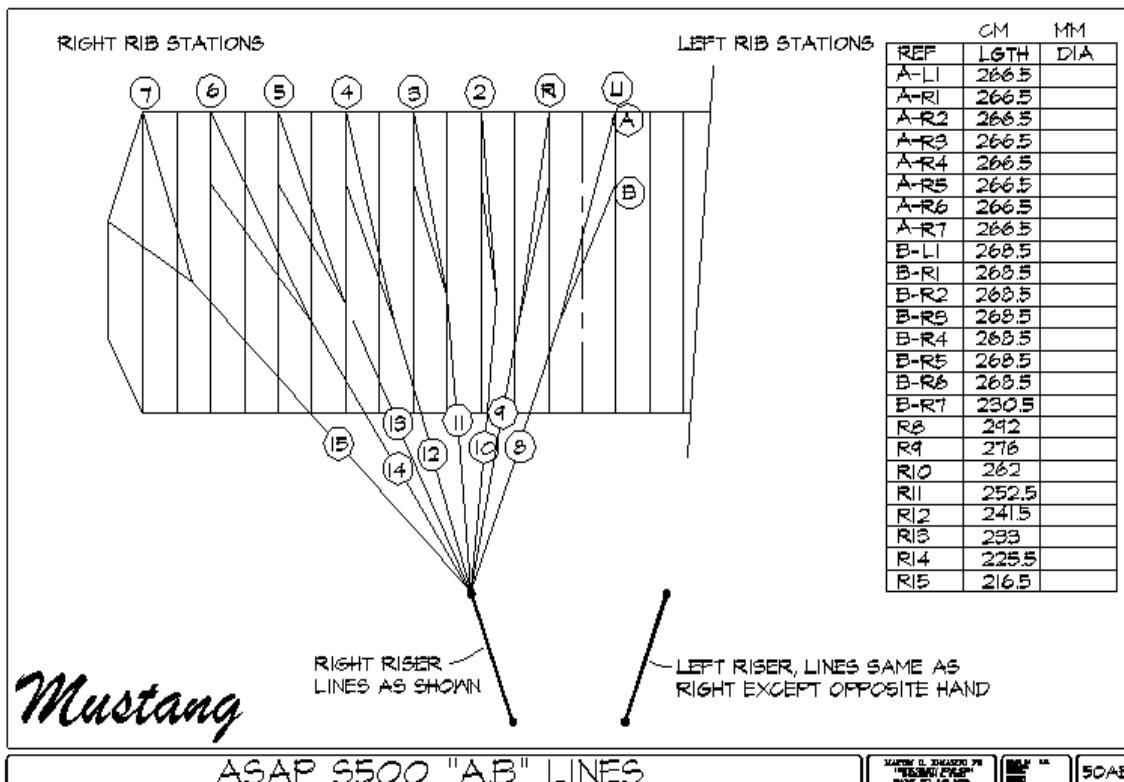
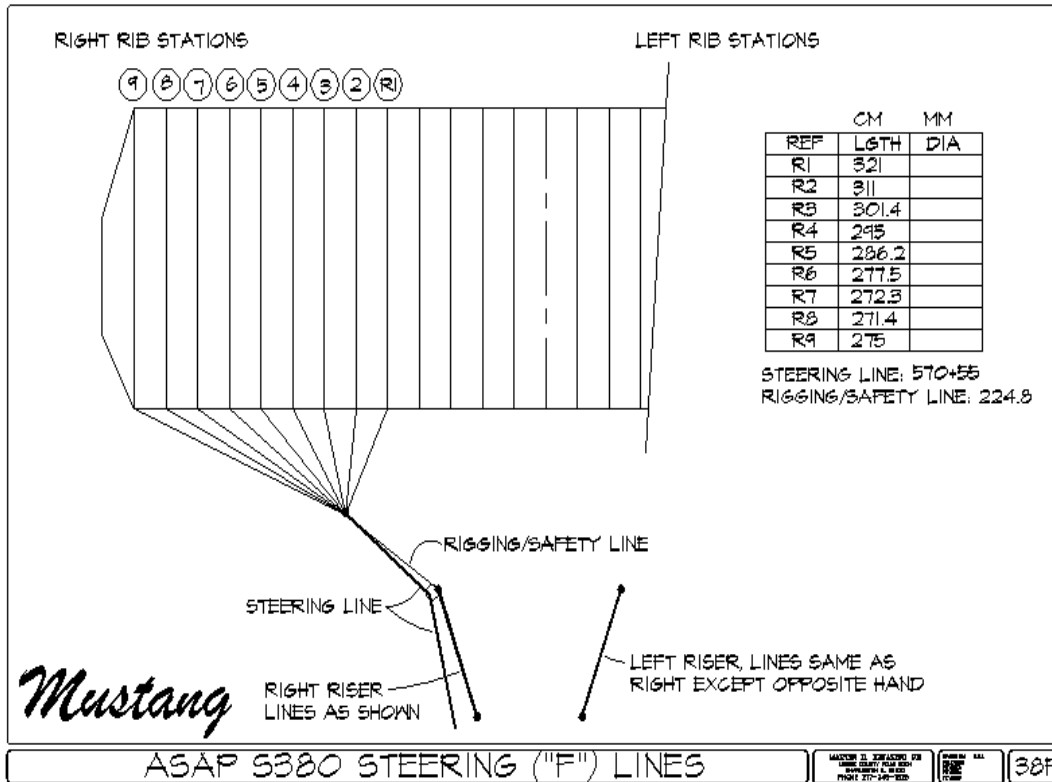
7/Maillon Rapid Links Stainless steel

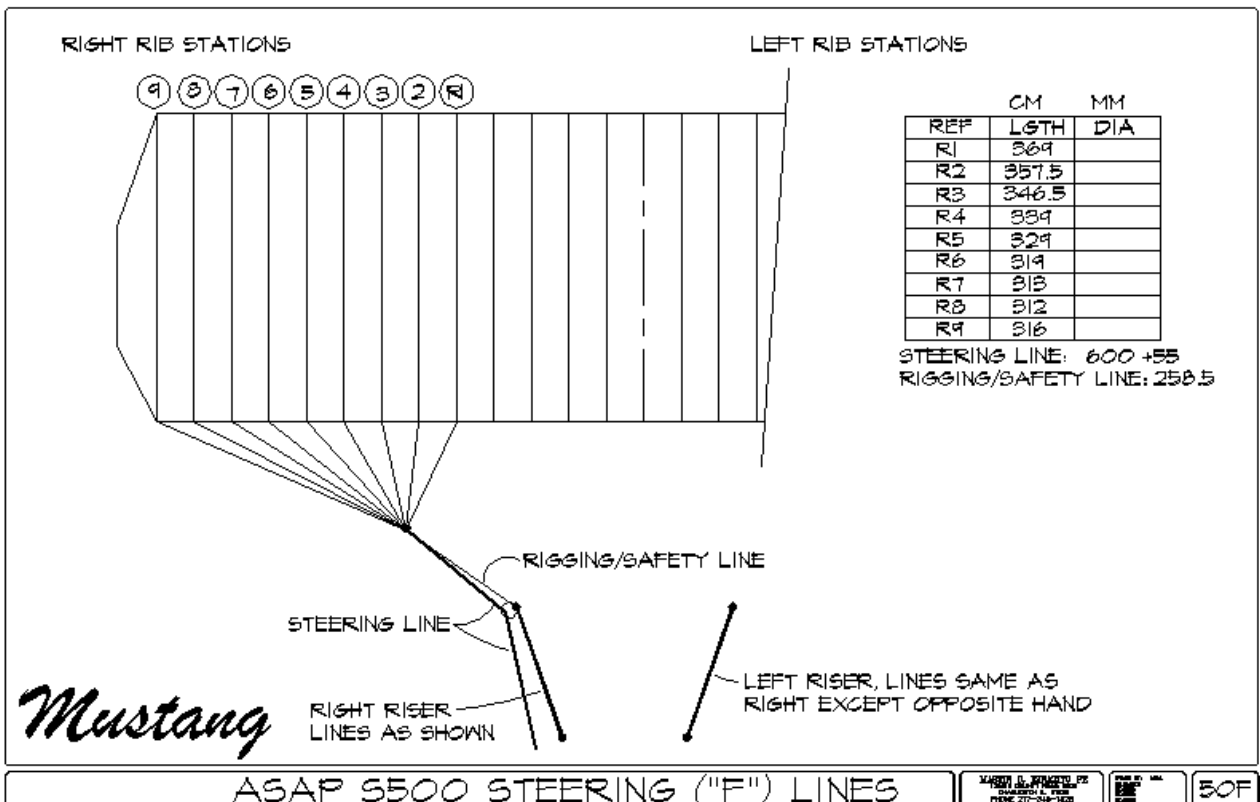
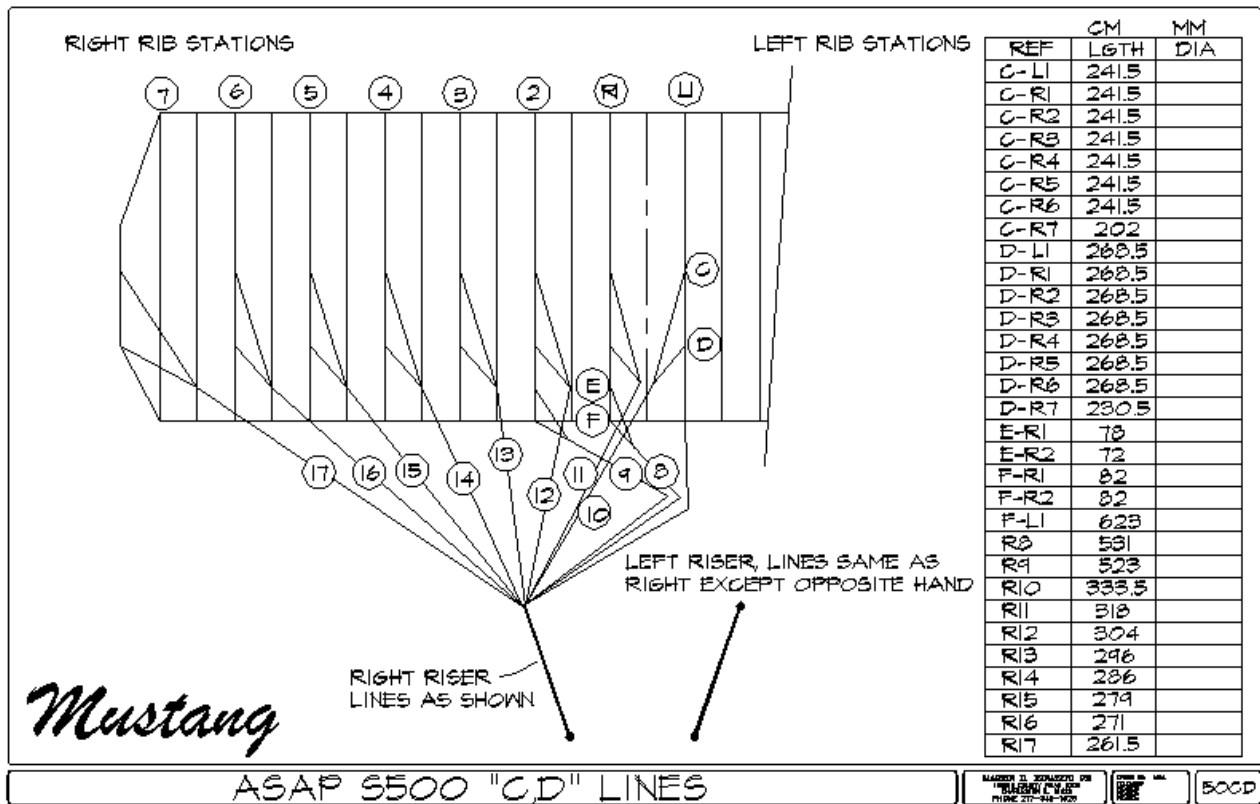
Diameter : 8.0 mm

Working Load : 1,100 Kgs

Line Layout Drawings:

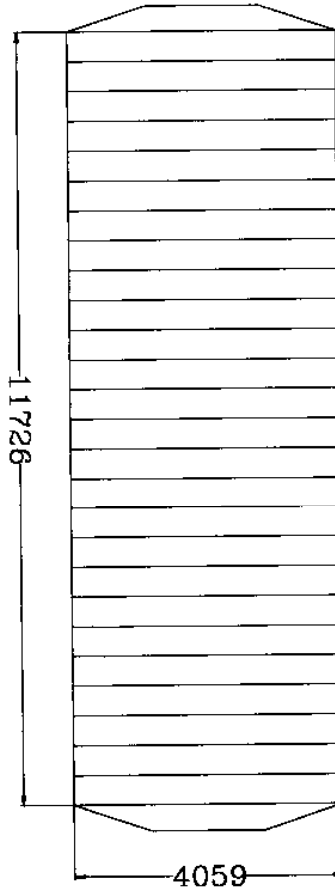






Layout

ASAP-550



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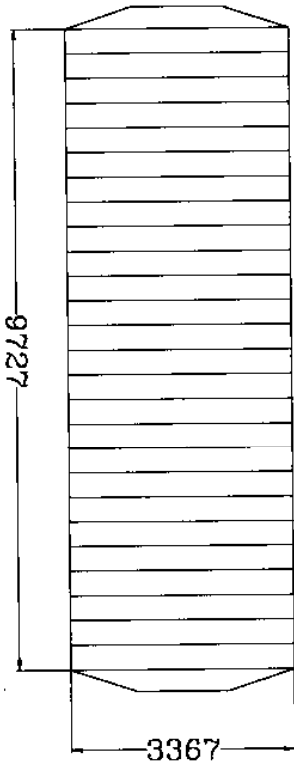
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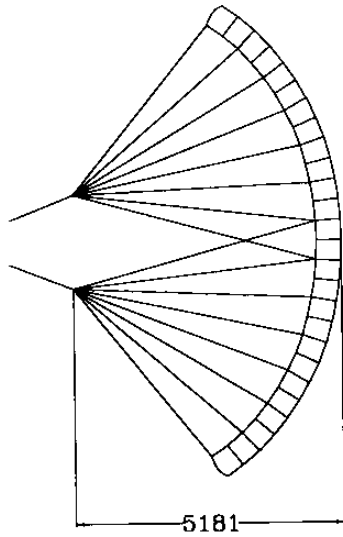
ASAP-380

UNIT:M/M

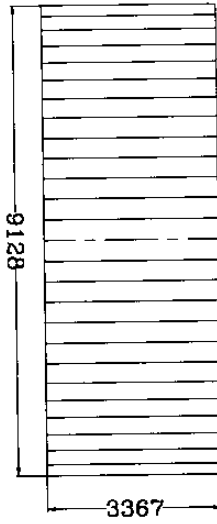
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A.R.:2.89





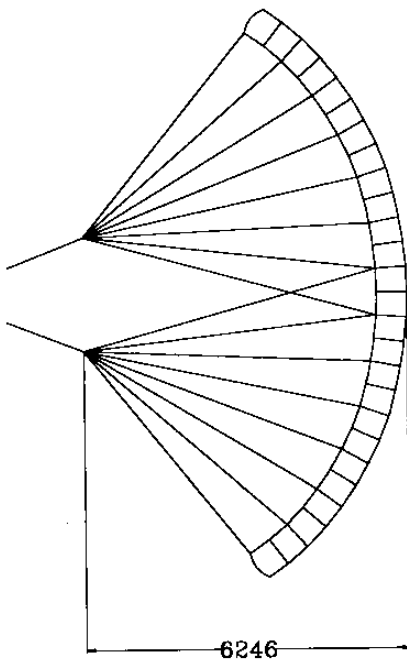
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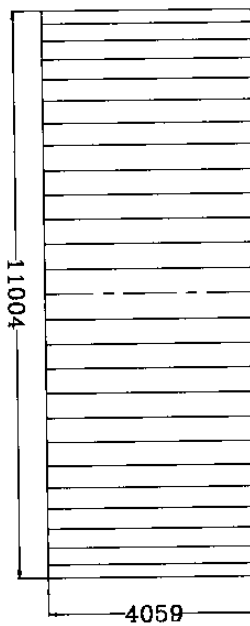
ASAP-380

Projected

Unit:m/m



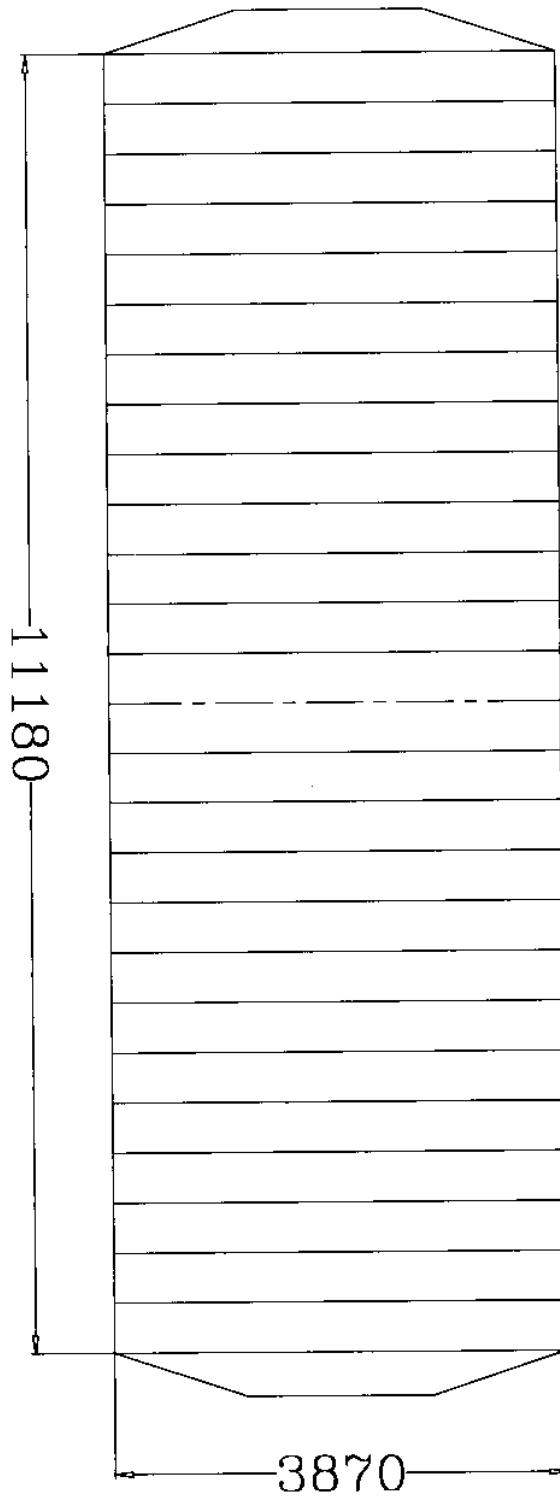
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A.R.:2.72



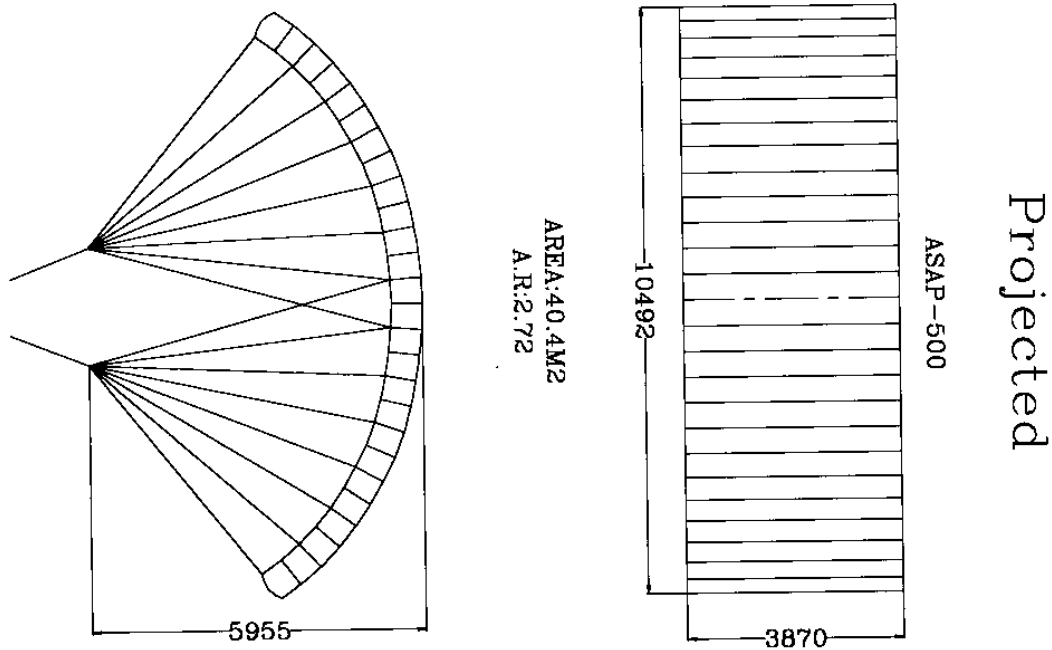
ASAP-550

Layout

ASAP-500



AREA:43.2M²
A.R.:2.89



Assembly Instructions:

Assembly of your **ASAP-S series** Powered Parachute Canopy will require the following tools:

Tools required for Assembly
1 each open end wrench
1 screwdriver

The correct attachment of your ASAP-S Series Powered Parachute Canopy to your completed airframe is a critical part of your Powered Parachute construction. Aircraft Sales and Parts has made every effort to make this assembly as easy and trouble free as possible. Time spent reading the following instructions, reviewing the description and terminology provided above and examining the referenced figures will give you the understanding and confidence to complete this assembly. Your ASAP-S Series Powered Parachute Canopy is packaged in a manner that will assist in assembly to your aircraft.

IMPORTANT!

DO NOT TAKE YOUR ADVANTAGE POWERED PARACHUTE CANOPY OUT OF THE CHUTE BAG UNTIL THE POINT AT WHICH YOU ARE DIRECTED TO DO SO IN THIS MANUAL.

ASSEMBLY TO THE VEHICLE

1. Set the completely assembled airframe in an area large enough to accommodate the airframe and parachute. The parachute needs 35 to 40 by about 15 ft feet of working space. Block the wheels so your airframe cannot move.

2. Place your bagged **ASAP-S Series** canopy at the rear of your vehicle about 5 feet behind the propeller.

3a. If you have webbing risers: Take the risers on the right side of your vehicle and properly align the connector links to accept the canopy without twists in the webbing. Make sure the steering line pulley is located toward the outside of the rear riser. Maintaining this orientation secure the risers to the hooks located on your fan guard or at another appropriate location depending on your vehicle. Repeat this operation for the left side.

3b. If you are using cable risers: Take the main and safety cables on the right side of your vehicle and align the cable connector links to accept the canopy without twists in the cables. Maintaining this orientation place the eye of the cables onto the hooks located on the fan (propeller) guard or at another appropriate location depending on your vehicle. Ensure that the steering guide ring or pulley is through both connector links and is hanging toward the bottom. Repeat this operation for the left side main and safety cables.

4. Open the chute bag and remove the chute. Lay the chute out behind the aircraft with the top surface down, the leading edge to the rear and spread out from left to right so that all lines can be clearly seen from end to end.

5. Remove the line socks and arrange the chute and all it's lines so that they can be clearly seen from one end to the other of each line.

6. Take the rapid link with the A & B lines (leading edge and next set rearward) of one side of the chute, pull it towards the airframe and arrange it so that all the lines run from link to chute with no twists or tangles. Open the rapid link either by hand or with the wrench and screwdriver. Attach it to the front or inner riser cable or strap from your airframe. Check with your airframe manufacturer to see what is the correct attachment arrangement. Tighten the rapid finger tight and then tighten it with the wrench and screwdriver another 1/4 turn maximum. Safety mark the barrel nut on each link using a drop of nail polish, a permanent marker, or similar. Take the C & D lines (next set of

suspension lines lower) on the same side and attach these to the rear or outside riser cable or strap from your airframe as indicated above for the A & B lines. Check with your airframe manufacturer to see what is the correct attachment arrangement. Repeat the above process on the opposite side of the airframe.

WARNING!

**OVERTIGHTENING A CONNECTOR LINK CAN CAUSE THE BARREL TO CRACK AND SEPARATE. INSPECT REGULARLY FOR CRACKS.
DO NOT FLY WITH CRACKED BARRELS**

7. Your **ASAP-S Series** Powered Parachute canopy is now attached to your airframe and ready for line inspection. While an assistant is holding the vehicle to prevent it from rolling or the airframe is chocked in place, walk behind the canopy. Starting at one end pull or gather the canopy back towards you till all the lines are drawn up with as little slack as possible. If you have prop cage hooks, it helps to hang the risers on these. If you do not have prop cage hooks, tying the risers to the cage for this process will make it easier to do. Pull the chute back all along it's span so that the suspension lines are hanging in an arc without touching the ground from cage hooks to chute or as close to this as possible.

8. Walk back to the aircraft and loosely grab only the A/B suspension line group on one side of the airframe (these are the lines attached to the top quick link on the Left Webbing Riser or if you are using cables, on the Left Main and Safety cables). Separate these lines from the others by shaking them free. You should now be able to see the A, B and A/B lines distinctly running from the rapid link to each attach point on the canopy with no tangles, crossovers, twists etc. If there are any problems, call your canopy dealer or ASAP for instructions.

9. Hold the A/B suspension line group up out of the way with one hand. With the other hand loosely grab only the Left C/D suspension line group (these are the lines attached to the lower quick link on the Left Webbing Riser or if you are using cables, on the Left Main and Safety cables). Separate these lines from the others by shaking them free. You should now be able to see the C, D and C/D lines distinctly running from the rapid link to each attach point on the canopy with no tangles, crossovers, twists etc. If there are any problems, call your canopy dealer or ASAP for instructions. Repeat steps 8 & 9 on the opposite side of the airframe.

10. Go towards one canopy tip and moving to the trailing edge, find the safety/rigging line and steering line. Verify that the safety line goes directly to the rear connector link and does not cross over any other lines. Run the steering line thru the pulley on the webbing riser or, if you are using cables, through the steel ring and to the inside of the Main and Safety cables. Route this forward thru any pulleys required on your airframe and attach it to your steering system as required by your airframe manufacturer. Route the Steering Line through all pulleys/guides with the foot bars in the full back (aft) position. Repeat this process on the opposite side of the airframe.

11. Set each Steering Line in turn by having your assistant hold the upper end of the steering line at the steering line safety/rigging line cascade junction and pull tension until the safety line is tight. The safety line is your reference for the Steering line length. A piece of tape on the steering line is also a check reference in relation to the guide ring where such rings are used. If your steering lines run thru pulleys, remove this tape being careful not to cut or otherwise damage the steering lines.

12. Make sure that each Steering Line is under tension while your assistant is pulling on the safety/rigging and steering lines. When you are satisfied that the tension in the Steering line is slightly greater than that in the Safety/rigging Line, tie off the Steering Line at it's airframe manufacturer recommended home end location. Your steering is at "Factory" setting when the Safety Line has a bow of approximately 1 to 2 inches in flight. Each Lower Steering line is tied to the appropriate link or connection attached to a terminal on the vehicle frame. Tie the Lower Steering line to the link or connection using an anchor knot or bowline and at least two overhand knots. Secure the bitter ends of the Steering Line with three tie wraps, trim flush and melt seal the ends

WARNING!

YOU MUST PERFORM THE FOLLOWING GROUND TAXI CHECK OUT BEFORE ATTEMPTING YOUR FIRST TAKE OFF. IF YOU ARE NOT QUALIFIED TO PERFORM THIS TASK, HAVE YOUR DEALER OR A COMPETENT PILOT PERFORM IT FOR YOU.

Assembly of **ASAP-S Series** Powered Parachute Canopy to your airframe is now complete. However, before you fly your new Powered Parachute Ultralight, you need to perform a thorough pre-flight inspection to ensure that your canopy is correctly attached to your airframe and there are no twists in the suspension or steering lines.

Continue with Assembly Pre-Flight as follows:

ASSEMBLY CONTINUED...PRE-FLIGHT

13. Choose a day when the winds are light, not more than 5 knots and is a DIRECT HEAD WIND. Make sure there is sufficient runway length and width to safely conduct this operation.

14. Lay out your canopy and perform the preflight check in accordance with the vehicle manufacturers' instructions and these instructions. You will find a CANOPY PREFLIGHT CHECKLIST in this manual.

15. With your helmet and all appropriate equipment on, start and warm up your engine per the vehicle manufacturers instructions. It may be more convenient to do your actual 5 minute long engine warm up before the layout above.

16. Add power to inflate your canopy and begin to taxi your vehicle. Maintain only enough power to taxi your aircraft and keep your canopy inflated and directly overhead.. DO NOT TAKE OFF.

17. After checking that your ground path is clear, start a visual inspection of your canopy.

18. Start at the cables and steering line on one side checking for their correct position and routing.

19. Scanning from one tip to the other, make sure that the suspension lines go directly from the cables to the canopy without any twist.

20. Ensure the steering lines join the upper steering lines directly and are not wrapped around any suspension lines.

21. Check that all cells are fully inflated both spanwise and chordwise.

22. Check the cables and steering line on the opposite side.

23. Continue to check that your ground track is clear.

CAUTION!

THESE NEXT GROUND MANEUVERS MUST BE PERFORMED INTO THE WIND. DO NOT OVER-STEER THE CANOPY WHILE TAXING. THIS COULD CAUSE YOUR VEHICLE TO ROLL OVER. IF YOU FEEL THAT YOU ARE LOSING CONTROL, SHUT DOWN THE ENGINE IMMEDIATELY.

24. Now check the steering system for control authority by applying a very small amount of steering input to one foot pedal until that side deflects and begins to turn. Maintain only enough power to taxi your aircraft and keep your canopy inflated. Repeat for the other side. Check to see that steering lines are rigged tightly enough for proper steering authority.

25. Once you are satisfied that your canopy is attached and taxiing correctly, shutdown your engine and collapse your chute using normal procedures for this. Your canopy should now be ready to fly.

CANOPY MAINTENANCE & INSPECTION

WARNING!

IF YOU HAVE ANY DOUBT AS TO THE AIRWORTHINESS OF YOUR CANOPY, DO NOT FLY IT. CONTACT YOUR POWERED PARACHUTE MANUFACTURER OR AIRCRAFT SALES AND PARTS TO DETERMINE AIRWORTHINESS.

MAINTENANCE

Canopy Storage

The parachute should always be stored out of direct sunlight and in an area free from moisture and mildew when not in use. Prolonged exposure of the canopy to sunlight will weaken the fabric and shorten the life span of the canopy.

Cleaning

The zero porosity fabric of your Aircraft Sales and Parts **ASAP-S Series** Powered Parachute **Canopy** is not affected by water but the reinforcing tapes and thread are. To maintain the best performance, avoid getting your canopy wet. Only spot clean your canopy. Use a clean, wet, cloth rag or soft bristled brush. Use only mild soap and luke-warm water. Avoid getting the tapes wet. Do not machine wash. For hard to clean spots use dry cleaning solution. Rinse thoroughly.

Fabric:

Your **ASAP-S Series Canopy** is made of very lightweight rip stop nylon material, which has been treated with silicone coatings to prevent air from leaking through the fabric. This fabric is degraded by exposure to sunlight, water and dirt, as well as a wide variety of chemicals that may be found anywhere the canopy is flown or stored. Fabric degradation often occurs very subtly over a period of time and may not result in obvious blemishes or tears. A regular inspection of the parachute fabric is necessary to ensure the fabric remains in good repair, retains an acceptable level of impermeability to air leakage and that the canopy remains airworthy.

To inspect the **ASAP-S Series Canopy** fabric:

1. Clear a clean, dry area large enough to lie out the canopy on its upper surface.
2. Inspect the lower surface, cell-by-cell, looking for small holes, dirt or discoloration. Do Not Walk on the canopy.
3. Turn the canopy over and inspect the upper surface as you did the lower surface.

Seams and Joints

Inspect all seams looking for any broken or worn stitching.

Cell Interior and Crossports

Crossports are made in the airfoil shaped ribs by cutting a hole in the fabric with a hot knife, which sears the edges of the cut. Crossports may tear from high stress and/or fray. Look inside each cell, inspecting the fabric ribs, upper and lower surface for small holes and discoloration. Look closely for debris, small dirt clods and insects that often become trapped inside the cells during take-off and landing. Remove all foreign objects. Inspect each cross-port for tears and fraying.

Suspension lines

Suspension lines are made from braided Aramid yarn. Stretch out the lines so that they lay flat on the ground. Walk the length of the lines running your fingers along the lines, visually inspecting the lines and feeling for abrasion, fraying, burrs and debris. Look for breaks in stitching at cascade junctions and attachment points. Look for discoloration.

Steering Lines

Upper steering lines are also made from Aramid yarn and are inspected in the same manner as the suspension lines. Lower steering lines are made from a low stretch 5mm High Tenacity Polyester cord. This cord has many filaments running inside a braided sheath and are designed to be used with pulleys. Inspect the lower steering lines for wear to the sheath especially where it travels through the pulleys or rings of your control system. Check the flexibility of the lower steering line, it should be pliable and not stiff.

Repairs and Line Replacement

IMPORTANT!

ALL REPAIRS TO YOUR AIRCRAFT SALES AND PARTS POWERED PARACHUTE CANOPY MUST BE PERFORMED BY QUALIFIED PERSONNEL AND USE ONLY ORIGINAL AIRCRAFT SALES AND PARTS, PARTS AND MATERIALS.

WHERE TO HAVE YOUR CANOPY INSPECTED AND REPAIRED:

- a) Aircraft Sales and Parts
- b) Trained and qualified powered parachute service representatives.
(Call Aircraft Sales and Parts to confirm qualifications)
- c) Transport Canada or Federal Aviation Administration (FAA) certified parachute loft or Balloon repair stations.

If you can not locate a qualified repair facility in your area, feel free to call Aircraft Sales and Parts Customer Service for the nearest repair facility in your area or to arrange service at the Aircraft Sales and Parts factory.

Repairs to the canopies external and internal surfaces.

To assure your safety, all repairs to your canopy whether major or minor should be accomplished by one of qualified agencies listed above.

Line Replacement.

Your **ASAP-S series** Powered Parachute Canopy has been designed and manufactured to allow the easy field replacement of all suspension and steering lines.

General description: The suspension and steering lines of your **ASAP-S Series** Powered

Parachute Canopy are manufactured with a loop at each end. The upper suspension lines (A, B, C, D, E, & F if used) are threaded through the Load Rib line attachment loop. Then, the other end is passed through the line loop and tensioned forming a Larkshead Knot. This method is repeated at the line cascades junctions by capturing the two upper suspension lines with a lower suspension line (i.e. A and B line captured by the A/B line). The suspension line terminates at the Mallion Rapid link by sliding the loop onto the link in the proper sequence. Once you have identified a line or lines that are damaged, use the line chart to map it's position. The line chart will help you to identify the relative position of the line. You can order a replacement line using this line code. If you have more than one damaged or broken line, please contact us about the best method for replacing the damaged lines.

WARNING!

NEVER FLY WITH DAMAGED LINES.

NEVER TIE THE ENDS OF A BROKEN LINE BACK TOGETHER.

THIS PRACTICE CAN LEAD TO SERIOUS INJURY OR DEATH!

Connector (Quick) Links

Use only the Maillion Rapid stainless steel links supplied with your canopy.

WARNING!

THE USE OF QUICK LINKS NOT SUPPLIED BY AIRCRAFT SALES AND PARTS, CAN LEAD TO SERIOUS INJURY OR DEATH.

CANOPY PREFLIGHT INSPECTION

1. Look at all of the canopy components to determine airworthiness.

WARNING!

IF ANYTHING APPEARS UN-AIRWORTHY OR UNUSUAL, DO NOT FLY THIS AIRCRAFT. CONTACT YOUR DEALER OR THE MANUFACTURER.

2. Check the connector links for proper attachment and any cracks in the barrel nut. The barrel nut position marks you made during assembly should be aligned. If the position mark is not aligned, inspect the link and replace, if required, then tighten as described in the assembly section of this manual.
3. Check suspension and control lines for knots, tangles, debris and wear.
4. Check steering lines for damage, wear, proper routing through all guides or pulleys and for secure attachment to the airframe control system.
5. Perform a complete vehicle inspection according to the manufacturer's instructions.
6. Heed your intuition and check any component that catches your attention.
7. Pay attention to detail.

Closing Comments

We have made every effort to supply all the information required to correctly assemble, maintain and safely use your new ASAP-S series Canopy. We would appreciate receiving any suggestions you may have regarding this manual and your ASAP- S Series Parachute Canopy. Again make sure to fill out and send us your Owners registration Form. Once registered, you will receive any www.ppccanopies.com Parachute Canopy service bulletins and the latest updates to this manual.

Thank you once again and happy flying.

www.ppccanopies.com

Powered Parachute Owner's Registration Form

Name: _____

Address: _____

Phone Number: _____

Fax Number: _____

E-mail Address: _____

Type and size Canopy: _____

Date of purchase: _____

Serial number: _____

Dealer's name: _____

Did your dealer go over the Dealer Delivery Check List with you?: _____

Did you initial the appropriate spots in your Delivery Check list? _____

Is there any other information that you think www.ppccanopies.com should provide with your canopy? _____

I have received, read and understand all aspects of this product and the technical information provided. By using this system or allowing its use by others, I agree to assume all risk and liability associated with its use. I also agree to hold harmless WWW.PPCCANOPIES.COM & Aircraft Sales and Parts and any officers, agents and assigns thereof from any liabilities for injuries or damages arising from such use.

The parachute was installed and inspected by a competent technician. Any deviation from the manufacturers instructions concerning the installation, maintenance, and use of the system, or any modifications or alterations, shall constitute willful negligence by myself and shall be done at my own risk.

Date _____ Owner's signature _____

Return to:
Aircraft Sales and Parts
Powered Parachute Department
Box 995
Vernon, BC, Canada V1T 6N2