

## I. FG Quadro

FGQ28 is a **square shaped, non-steerable** rescue parachute with addition of our **signature openings** on two edges. Their main function is **reduction of oscillation**. Compare to other square rescue system FGQ28 has **bigger projected surface**, in other words lower ratio between used material and projected surface. And this is the main reason how we achieve so low sink rate.

This rescue parachute was designed for **paragliding activity only**. It is certified for deployments (inside load range) at **velocities up to 32m/s or 115kph**. At higher velocities we don't guarantee safe deployments. This rescue system is **not suitable for free-fall purposes**.

## II. Technical data

	FGQ 25	FGQ 28	FGQ 36
Surface flat [m <sup>2</sup> ]	25	28	36
Surface projected [m <sup>2</sup> ]	17	20	25
Load range*	50–90 kg	60-100 kg	60-120 kg
Sink rate at max. load	5 m/s	4,7 m/s	4,7 m/s
Weight [g]	950	1200	1400
Volume [l]	3,4	4,6	5,2
Dimensions packed [cm]	23 / 6,5 / 23	24 / 8 / 24	24 / 9 / 24
Certification	/	12491:2015	12491:2015

\* load without the weight of the glider

	Material:
Canopy	NAYLON PA 6.6 27g
Main lines	DYNEEMA 1.7mm 350daN
Central line	NAYLON PA 6.6 450daN
Riser	DYNEEMA 5mm 2600daN
Lateral band & Suspension loop	NAYLON 6.6 140dN

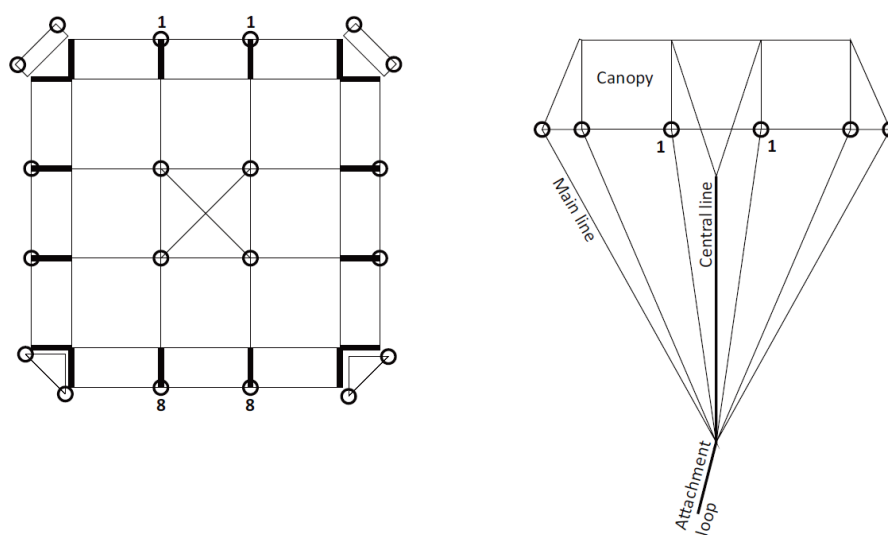


Figure 1

### III. Assembly

All our rescue systems are delivered properly packed in our inner container with central and lateral anchor. Inner container is compatible with most paragliding harnesses. Nevertheless, we recommend compatibility check by authorised dealer or professional instructor.

**WARNING — Use of this parachute with any alternative inner container: the speed of opening and opening shock test has been completed using the inner container supplied. Use of any other inner container may produce different results (including failure).**

Attaching the rescue system's riser to the harness:

- Rescue system's riser should be connected with harness using a suitable screw-gate connector (example: 7mm Standard or Square Maillon Rapide). We recommend locking harness and rescue system's riser to the separate sides of connector using rubber O-Ring.
- Attach rescue system handle to the central or lateral anchor of inner container. The right position vary from harness to harness (or front container).

**CHECK HARNESS/FRONTCONTAINER MANUAL!!!**

- Place the properly packed rescue parachute in to harness rescue parachute container and close container flaps according to the harness manual.
- If the harness doesn't contain integrated reserve parachute container, reserve parachute must be integrated to suitable front/outer container according to the front container manual.
- After first assembly, simulation deployment should be performed (hang test, not complete throw). During simulation check:
  - If all the flaps of the harness reserve parachute pocket are opened prior parachute extraction.
  - Reserve parachute should stay in the inner container during the deployment.
  - Rescue parachute should start the extraction from inner container after the throw. If you extend your arm in lateral direction reserve parachute should stay in inner container.
  - The force needed to extract rescue parachute inner container from harness reserve parachute pocket or front/outer container.
- After deployment simulation reinstall the reserve parachute by following the same procedure as before.

## IV. Deployment

**Find rescue handle** and grab it with one hand. In single action **pull and throw** inner container as far as possible. If possible, throw it in to the **opposite direction to the spinning**.

After deployment **check altitude**. In case of **low altitude, prepare for landing**.

If you have enough altitude, **stabilize the paraglider**, so it doesn't inflate and tends to fly. This can cause entanglement, pendulum motions and downplaning.

Prepare to land on **both feet** and at landing absorb the energy with **parachute landing fall**. This will minimize the risk of injury.

Stabilization of the wing:

By pulling symmetrically C, D risers or in case of three liner C riser.

By pulling the glider in by one stabilo line of the glider.

## V. Maintenance, Care and Life span

FGQ reserve parachute should be repacked every year by a trained and certified professional. At the same time simulation of deployment should be performed. When necessitated by climate, storage or official rules, reserve parachute may need a more frequent repacking. Additional inspections should be performed if there is any suspicion of damage or excessive wear. After deployment, the reserve should be checked by the distributor or manufacturer.

Unnecessary exposure to UV rays, heat and humidity should always be avoided. Store all your paragliding equipment in cool, dry place, away from solvents such as grease, acid, oil, paint or abrasive materials. If the reserve gets wet/damp, it needs to be dried as soon as possible (try to avoid sun). If the reserve is stored wet, mould may form and the fibres can rot. This will make reserve parachute unsuitable.

In case of dirt you can clean canopy or container with warm fresh water. After cleaning it is important to let it dry completely before repacking.

In case of correct use, regular repacking and inspection, life span of FGQ reserve parachute is 12 years. Life span of FGQ is defined by life span of used materials. After 12 years we recommend removal from service.

## VI. Packing

For repacking reserve parachute we use clean and dry surface. First make sure that canopy is dry. **Don't repack wet canopy.**

Stretch the reserve parachute out to its full length and fix the end of the riser with a weight. Check for irregularities on the main and central lines. Make sure that the lines are not entangled by grabbing first two main lines next to the central line (first to the left and first to the right) on the risers, and slowly guide them to the canopy. They should go separately all the way from the riser to the canopy. Check the numbers on the canopy. Number 1 should be facing up on the left and right.



Figure 2

Divide canopy in to two parts, each should start with number 1 and end with number 8. Lines must be separated in to left main lines, central line and right main lines.

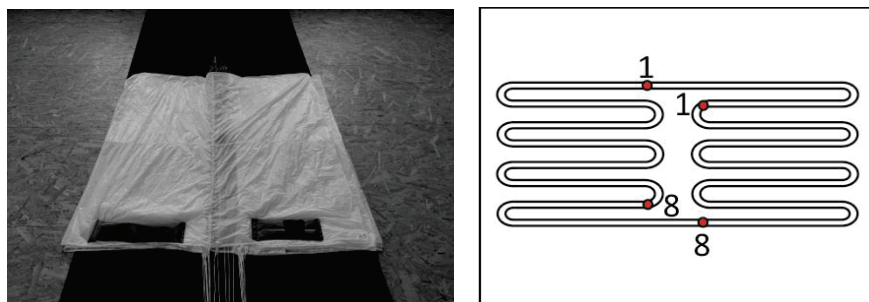


Figure 3

We begin folding at panel 8. Each panel must be stretched out to square shape as shows figure 3. We repeat process until we get to the panel number 1. We repeat procedure on the other site. While folding panels check for damages or any other irregularities.

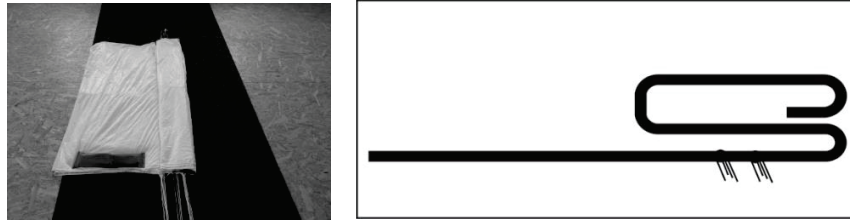


Figure 4

Once both sides are folded as shows figure 3. Fold right site as shows figure 4. Make sure that lines are in the middle of the package.

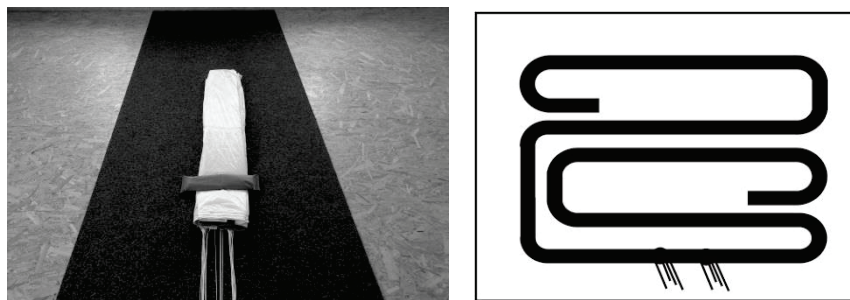


Figure 5

Repeat on the other site. Fold so that the width of the canopy is the same from the top to the bottom.



Figure 6

Fold lines in double Z configuration as shows figure 6. Secure each loop with a rubber band.



Figure 7

Folded and secured lines carefully put to the bottom of the folded canopy as shows figure 7. Lines shouldn't look out of the folded canopy.

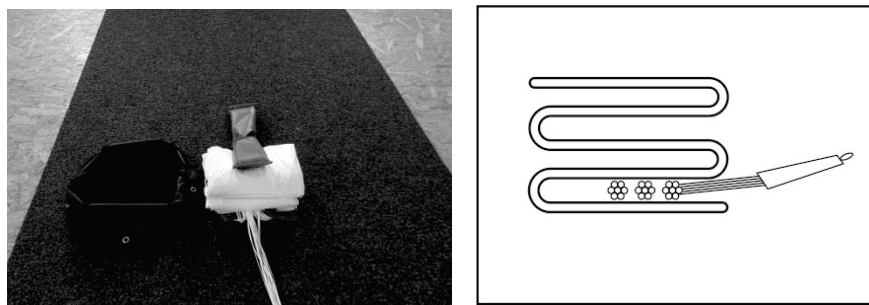


Figure 8

Fold the canopy in Z configuration.

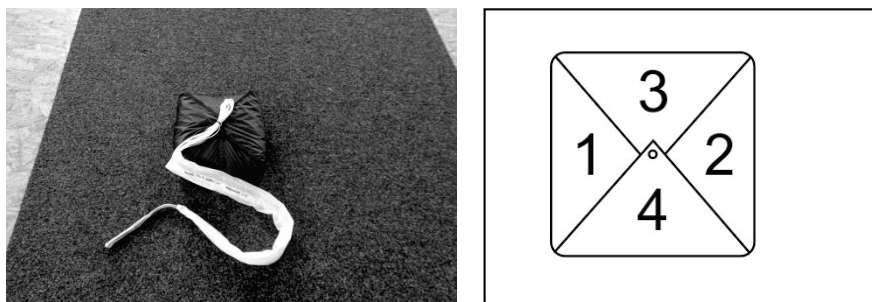


Figure 9

Stew the canopy in a Z configuration so that the skirt is atop the folds in the inner container. Close inner containers flaps with rubber closing loop attached to the one of the flaps. Make a final loop with left lines and secure it with closing loop. Make sure that the whole line jacket is out of the inner container.

For spare rubber bands and inner container contact: [info@kimfly.si](mailto:info@kimfly.si)

**The pilot shall be able, using only the information in the user's manual:**

- ▶ **to attach** the emergency parachute to the harness
- ▶ **to maintain** it
- ▶ **to re-pack** it
- ▶ **to use** it if the need arises

## VII. Log book

OWNER	
MODEL	
SERIAL NUMBER	

TYPE OF REPACKING OR REPAIR	REPACKED BY	DATE
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

NOTES