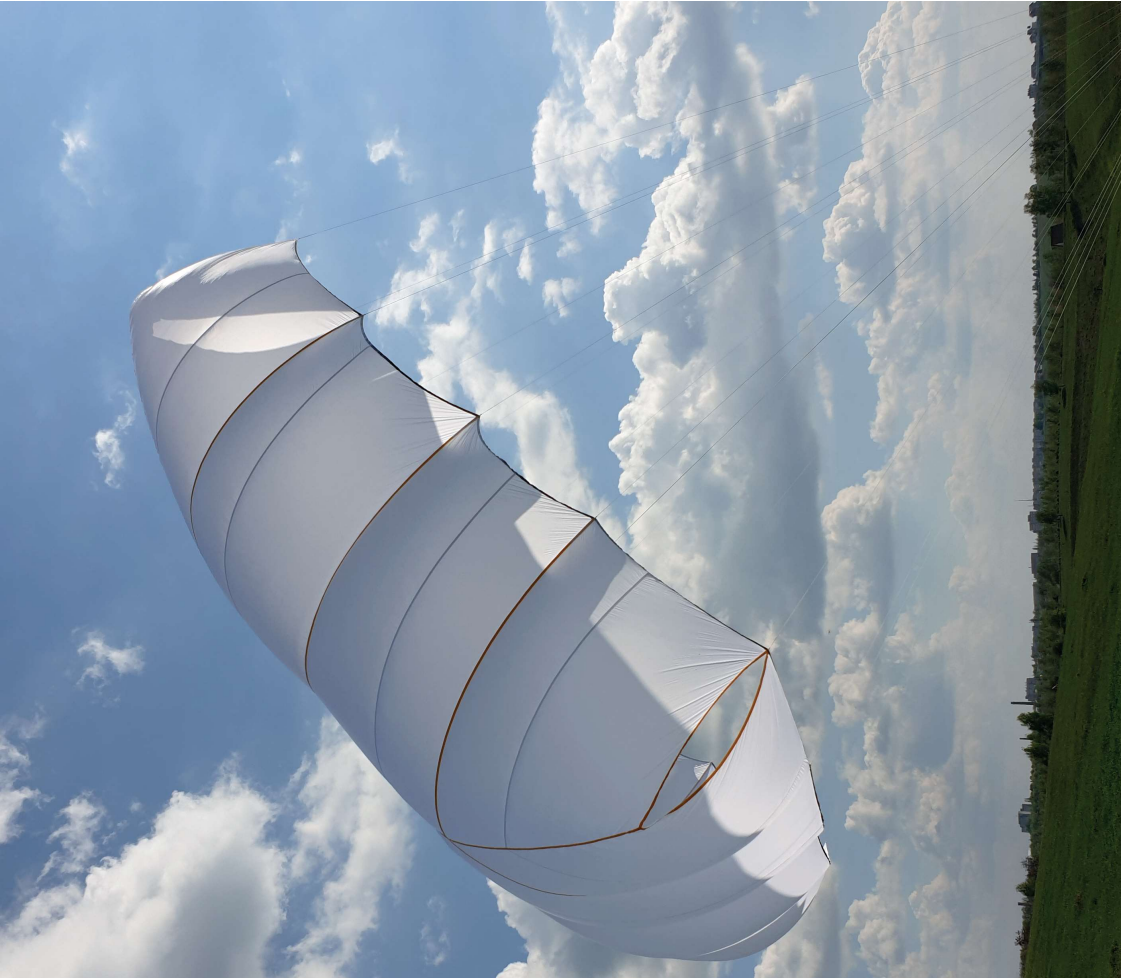




S.E.A. PARAGLIDER
WTF – lightweight paraglider rescue parachute

USER MANUAL





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A WARNING

Paragliding, like any other aviation sport, is an activity associated with increased danger to life and health. It is strongly recommended that you take training in a proven paragliding school, as well as choose the equipment and flight conditions appropriate to your level of training.

INTRODUCTION

S.E.A. Paragliders follow the philosophy of "paragliding is not just flying". We believe that paragliding does not start after takeoff and does not end with landing. For us, lightweight and reliable equipment is a means to expand the pilot's possibilities in choosing starts and flying places. Free the pilot from thinking about logistics, give the pilot more options outside the flight without sacrificing the quality of the flight itself.



PURPOSE

The rescue parachute WTF is intended for saving paraglider pilot in emergency flight situations. The well-thought-out design and the modern lightweight materials results in very simple and reliable rescue system.

METHOD OF USE

The WTF parachute is intended exclusively for manual entry. It is not recommended for pyro- and pneumatic systems. Use a rescue parachute only in a dangerous flight situation.

Deployment procedure:

- find and firmly grab the reserve parachute handle (on the harness or external container);
- pull the handle so that the parachute comes out of the harness (or outer container) shaft. The parachute must remain in its inner container;
- throw the parachute away from you as much as possible towards the open space - where the canopy or paraglider lines will not interfere with it. The stronger the throw, the faster the parachute will open. If there is a height / time for the throw, it is advisable to make a swing with a preliminary swing. The harness release handle have to be thrown away together with the inner container!
- Immediately after opening the parachute it is necessary "to kill" the canopy of the paraglider to avoid the "bell" regime. To do this, tighten the B- or C-risers of the glider firmly and deeply. If this is not possible, you need to deeply tighten the brakes of the paraglider until it enters a complete stall;
- when descending under the canopy of a rescue parachute, it is necessary to control the height and the environment. Before touching the ground, you need to take the right position - take the maximum "standing" position in the harness, bend your knees, tighten the muscles of the legs, abs and back to absorb the impact energy;
- after landing in a strong wind, you need to kill the canopy of the parachute by tightening either one main (side) line, or the central line.



Deployment system warning:

This parachute system has been tested and found compliant using the original manufacturer's inner container. Use of any other inner container may produce different results, including failures.

WARNING — Use of this parachute with any alternative inner container: the speed of opening and opening shock test has been completed using the original S.E.A. inner container.

Use of any other inner container may produce different results.

SAFETY RECOMMENDATIONS

The WTF rescue parachute is intended exclusively for paraglider pilots.

It is forbidden to use it for BASE and parachute jumps.

After deployment, the parachute must be checked by the manufacturer or his authorized representative.

The WTF rescue parachute can be used at speeds up to 32 m / s only.

The WTF rescue parachute must be checked and re-packed every 6 months.

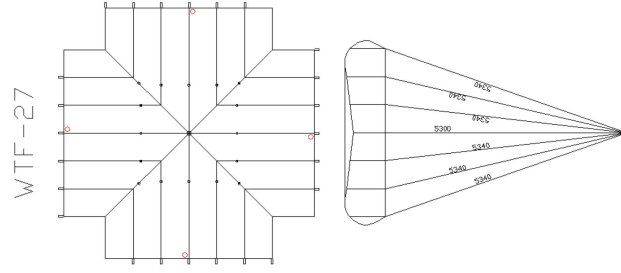
EXCLUSION OF LIABILITY

The pilot using this parachute is solely responsible for the risks and hazards associated with paragliding.

The parachute manufacturer is not responsible for the wrong use of the parachute. Modifications and changes of the design of the parachute are fully prohibited and can lead to dangerous and even fatal consequences.

DESIGN OF PARACHUTE

The canopy of the WTF parachute has a square shape with curved edges and a slightly retracted top. The WTF-27 parachute has 24 main lines and 1 center line. All lines are attached to the canopy of the parachute on one side and to the main riser on the other. The main riser is designed to connect the parachute to the corresponding harness bridle. Number of main riser – one, it is mean one connection point for the parachute. The parachute canopy consists of a special nylon breathable fabric and reinforcing webbings. The WTF rescue parachute has no any adjustments.





TECHNICAL DATA

Name of the parachute: S.E.A. Paraglidiers WTF-27

Type of the parachute: Paragliding rescue system

Rescue parachute model	WTF			
	S	M	L	XL
Size	27	33	39	60
Area, m2				
Center line, mm	6000	6640	7220	8900
Side line, mm	5340	5910	6430	8030
Middle side line, mm	5300	5860	6370	7910
Packed dimensions, mm	190x170x80	200x180x90	210x190x100	280x220x140
Packing volume, cm3	2584	3240	3990	8620
Min. load, kg	60	70	90	130
Max. load, kg	100	130	150	220
Parachute weight, kg	1.2	1.24	1.7	2.1

LIST OF MATERIALS

Parachute canopy – ripstop Nylon 22 dtex PA6.6;

Reinforcing webbings – Stout Group Nylon webbing LTKP-12;

Side lines – Edelrid Dyneema HDPE cord 110 daN;

Center line – Liros Polyamide cord 450 daN;

Main riser – Liros doubled Dyneema cord 2600 daN;

Rubber rings – silicone 20x2x1 mm.

To obtain spare parts (in case of simple repair or needed parts replacement) please contact to manufacturer or local dealer.

OPERATIONAL LIFE

It is recommended to replace the rescue parachute after 10 years, even if it has never been used.

PACKING

All S.E.A. reserve parachutes WTF are delivered after inspection and professional packing in manufacturer's factory. It is recommended that WTF parachute is always inspected and re-packed by experienced rigger.

The effectiveness of the parachute depends on the correct packing. In any case, if you have doubts or questions, you can contact the manufacturer or an experienced instructor.

Before re-packing it is highly recommended to unpack the parachute and to air it in the light wind.

Order of operations:



1. Place the parachute on a clean and level surface. Check that the lines are not tangled or twisted over the parachute canopy.



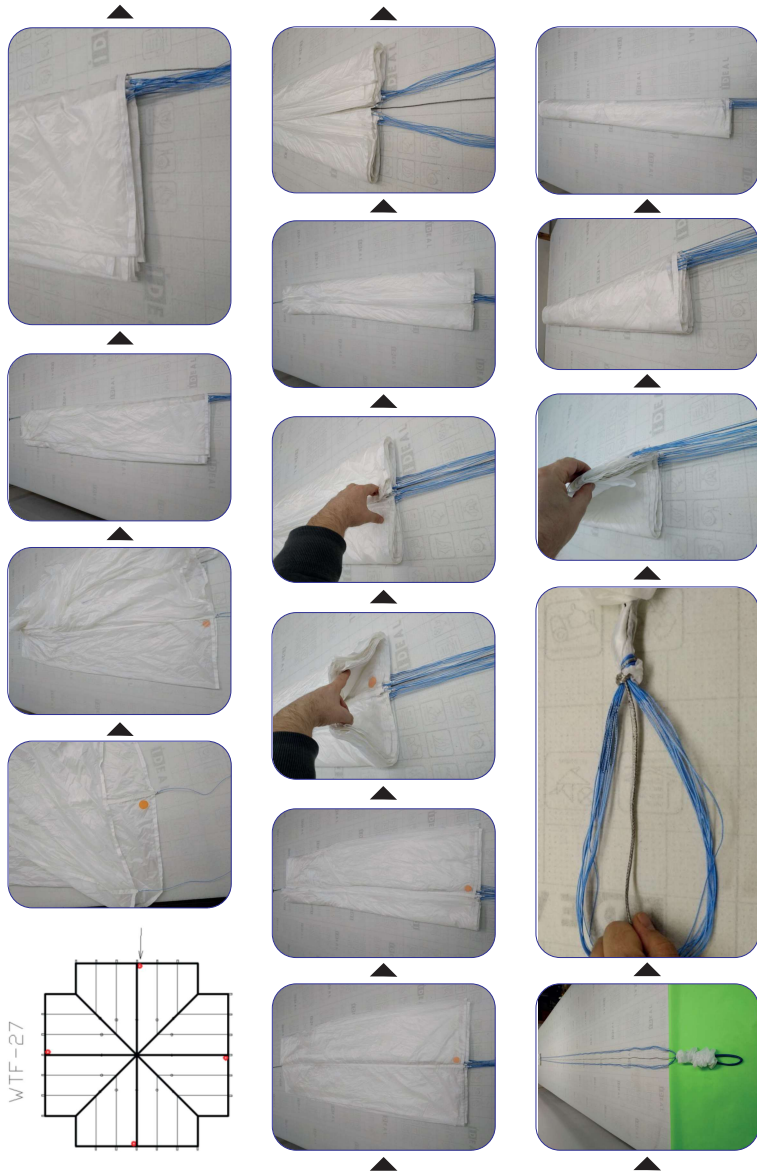
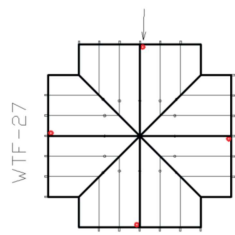
2. Tie the packing line to the tabs on the canopy



3. Tie the packing line to the anchor



4. Arrange the panels of the parachute canopy. It is necessary to start arranging with any of the four lines, which are attached to the center of each quarter of the parachute canopy. They are shown by red points on the chart below.

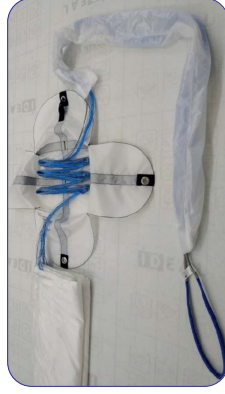




5. Stretch the all lines together



6. Lay the inner container under the lines near the parachute



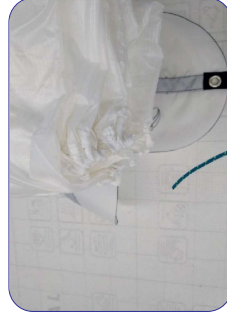
7. Leave free 30 cm of lines, starting from the parachute canopy. Bundle the lines in figure eight and fix these bundles with elastic rings. Place the bundled lines at the bottom of inner container.



8. Put the layed canopy into inner container over the lines. Use for the canopy "snake" form folding method.



9. WARNING! Remove the folding line from the tabs on the canopy! Otherwise, it threatens the complete failure of the parachute!



10. Close the folded canopy by all flaps of inner container. Secure the container by putting lines (lines together with cover) into black rubber loop.

11. The inner container of WTF parachute has two loop for connection the harness rescue handle.
Make sure the choosed loop is properly suitable for your harness model.

12. The main riser of the WTF parachute must be connected to V-bridle of the harness.
Two methods of this connection are commonly used:

-by the steel carabiner (it must be tightened):



- by loop "bridle-to-bridle" method:



The choosed link must have the breaking load of 2300 daN. Make sure the link connection or loop are secured from the slipping and wearing.

13. Install the parachute into harness. Use the manual for the harness also. After installation make sure the parachute is compatible with the harness. Check the correct opening is possible – by the throwing of parachute from the flight sitting position of pilot.

14. If the harness has the protector, after installation make the check – the protector does not interfere with the use of the parachute.

WINCHING OPERATIONS

For using WTF parachute in winch towing you must follow the recommendations and instructions of the harness-, paraglider- and tow release manufacturer. First of all, you must make sure the parachute can be applied in any flight situation.

PARACHUTE RECYCLING

At the end of service life the parachute must be disposed properly. Please, send it back to manufacturer for correct disposal.

STORING, CLEANING

- a dirty parachute and inner container can be carefully cleaned with clear water and a soft sponge;
- do not store the parachute in a wet, not ventilated room;
- avoid sunlight exposure;
- do not leave equipment(harness, parachute) in a closed car in direct sunlight;
- avoid contact of the parachute with hot objects and open fire;
- avoid wetting the parachute;
- in case of wetting dry the parachute;
- after getting soaked in sea water, immediately rinse the parachute in plenty of fresh water (for example, in a car wash), only then dry it in the shade in the wind;
- for long time storing open the parachute from inner container.



CHECKS, REPAIRS

The manufacturer strongly recommends to make a qualified check and repacking the parachute every 6 months.

For the repair it recommends to ask manufacturer. Your parachute consists of many high-quality long-life components. When replacing parts (fabric, lines, risers...), only original parts may be used.

ENVIRONMENTAL INFORMATION

Paragliding is a particularly nature-friendly sport. This makes it all the more important that we as paraglider pilots behave in a responsible way towards both the environment and the people sharing it with us. Please also make sure to comply with legislation regarding protected areas, privately owned property or hunting areas – this ensures the least possible friction in relation to other users of the great outdoors, to the benefit of both yourself and the sport as a whole.



RE-PACKING LIST

Serial number	Name of rigger	Signature
Date of packing		

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