

APCO AVIATION

USER MANUAL

Front Container

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Introduction

The Apco Front Container can be fitted to any certified harness on the market today. It is ideal for pilots using a Cygnus-type of inflatable airbag, retrofitted to their harness, where it becomes impracticable to have the reserve fitted in its original container in the harness. It is also ideal for use on a harness where there is no provision made for installing a reserve parachute. It can also be used for tandem flying, provided both the pilot and passenger are experienced pilots, since the deployment will have to be made by the passenger/co-pilot.

Disclaimer

In designing and manufacturing the *Front Container* and any of its subassemblies or accessories, our aim has been to create a reserve parachute system that will allow the user to engage in the sport of paragliding in a safe way.

However, paragliding is a high-risk activity, which may cause or result in serious injury or death. When you take it upon yourself to participate in the sport of paragliding, you accept the risk inherent therein. You may reduce the risk by receiving proper instruction and by following the basic safety requirements. The Front Container is a sensitive device, which may easily be damaged. Before each flight, the container should carefully be inspected for evidence of damage or wear. Any deviation from the manufacturers specifications concerning maintenance, repair, alterations and modifications constitutes willful negligence.

It is expressly understood and agreed that by the use hereof by the buyer or any subsequent user that Apco Aviation Ltd. And/or the seller shall in no way be deemed or held liable or accountable and makes no warranty, either expressed or implied, statutory, by operation of law or otherwise, beyond that expressed herein.

Paragliding equipment is sold with all faults and without any warranty of merchantability or fitness for any purpose, expressed or implied. Apco Aviation Ltd. Disclaims any liability in tort for damages, direct or consequential, including personal injuries, resulting from a malfunction

or from a defect in design, manufacturing, materials or workmanship, whether caused by negligence on the part of Apco Aviation Ltd. or otherwise.

By using any Paragliding equipment manufactured or sold by Apco Aviation Ltd., or allowing it to be used by others, the buyer and/or user waives any liability on the part of Apco Aviation Ltd., for personal injuries or any other damages arising from such use.

The liability of Apco Aviation Ltd. is limited to the replacement of defective parts found under examination by manufacturer to be defective in material or workmanship within 120 days after purchase, and which has not been caused by an accident, striking, improper use, alteration, tampering, excessive use, misuse or abuse.

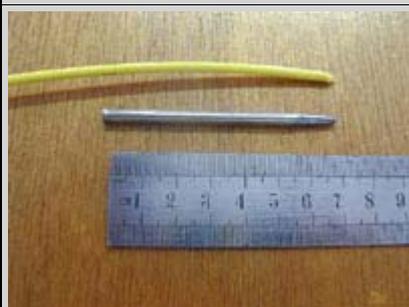
The damages of the buyer and/or user shall be deemed liquidated in the costs of replacement as above.

Tools and Equipment



Pull Cords

You will need two thin (aprox. 1mm dia.) pieces of strong cord of about 40cm in length each. Sheathed glider line works well.



Bullet Needle

This is very usefull but not essential for leading the locking cables through the closing loops.

It is possible to use a Temporary Pin such as the Cypress Temporary Pin, Marlin Spike or a fine long nosed plier instead.



Temporary Pin

This is a alternative tool for leading the locking cables through the closing loops.

It is possible to use a Marlin Spike or a fine long nosed plier instead.



Riggers Wrench

A Riggers wrench is used to pull the closing loops up through the grommets with the pull cords. Its is essential for fitting the MD20 or MDBi to the Front Container.



Tweezer

Use tweezers or long-nosed pliers to manipulate the split ring on the attachment loop of the deployment handle.



Reserve Bridle Attachment

You will need a piece of heat shrink tubing and the V-Bridle (42004) supplied with the Front Container.

An alternative method to attach your reserve bridle to the V-Bridle is to use two No.8 St. steel Rapide Mailons (Never use just one Mailon). Fix the mailons in place with heat shrink.



Thread the end of the reserve Bridle through the loop in the "middle" of the V-Bridle.



Pass the two free ends of the V-Bridle through the loop in the reserve bridle.



Pull the Larks Head Knot to form a tight neat knot.



Pass the heat shrink tube over the knot and carefully heat it with a heat gun or hair drier to fix it in place.

Do not over heat the bridle!

	<p>Deployment Handle Attachment</p> <p>You will need the Deployment Handle (44122C) supplied with the Front Container.</p> <p>Use only this Deployment Handle.</p> <p>It must have a split ring fixed to one of its attachment loops.</p> <p>Remove it from the Front Container by pulling it free from the velcro and closing loops if necessary.</p>
	<p>Thread the first (withouth the Split Ring) attachment loop through one of the attachment points on the deployment bag.</p>
	<p>Pass the handle through the protruding loop to form a larks head knot.</p>
	<p>Now thread the second attachment loop through another attachment point on the deployment bag, making sure to center the split ring on the loop, passing it through first.</p>
	<p>Use the split ring to complete the second "larks head knot" by attaching it to both the strips of the attachment loop on the other side of the attachment point.</p>
	<p>The handle should now be attached by two points to the deployment handle.</p>



Placement into Container

Spread the Front Container on a clean surface with the top closing flap pointing away from you.

Inspect the container thoroughly to make sure there is no damage or defects to critical points. Check that the closing loops are properly attached to the container.



Place the Reserve on the top flap of the container and lay the bridle on the top-central part of the container. The side that the bridle leaves the container decides which side the container will remain permanently attached to the harness, and the side on which the Bridle will be routed to the hook-up points on the harness (Shown is a right exit bridle).



Flip the reserve over onto the central part of the container, making sure the bridle and lines are neatly placed, to avoid the danger of a bag lock.



Threading

Individually thread the two pull cords through the two closing loops located on the No.1 closing flap (one through each loop).



Pass the two pull cords from below through the two grommets on the second closing flap.

Both the attachment loops of the deployment handle must be in between the two pull cords.

Make sure the reserve remains centrally located in the container.



Now pass the upper pull cord through the grommet on flap No.3

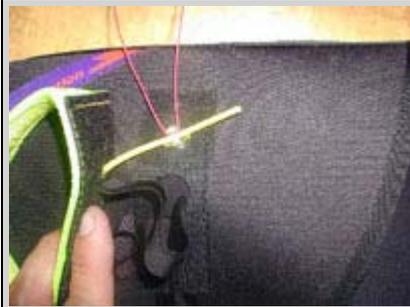


Closing the first loop

Use a rigger's wrench to pull the closing loop through the grommets.



Push a bullet needle through the closing loop and use it to lead the locking cable on the handle through the closing loop.



Carefully remove the pull cord by passing one of its ends under the locking cable and pulling it out slowly.



Push the end of the locking cable into the small punched hole just above the grommet to tuck it out of the way.



Closing the Second Loop

Thread the second pull cord through the grommet on the No.4 flap.



Use a rigger's wrench to pull the closing loop through the grommets and use a bullet needle to lead the second locking cable from the deployment handle through the closing loop.

Use the lower (tighter) of the two grommets on flap No.4 for the Mayday 16 and 18, and use the upper (looser) for the MD20 and MDBi.



Remove the pull cord as described above.



Setting the Handle

Fix the handle to the velcro on Flap No.3 and make sure that both locking cables are pushed as far as possible through the closing loops.



Tuck the ends of Flap No.3 under the neoprene pocket on Flap.No.4.



Pull the neoprene pocket on flap No.4 up towards the deployment handle by the two velcro strips in its center. Tuck the two velcro strips under the handle and press the handle down to fix it in place.

IMPORTANT:

Make a test deployment to ensure that the container is closed correctly, and that it is easy to open/deploy the reserve, then repack as before.



Fitting

Attach the two ends of the V-Bridle to the shoulder attachment points on your harness with two suitably rated mailons. Route the V-Bridle on the harness on the side to match the side that the bridle leaves the Front Container, passing under the arm of the pilot.

If you are using a Tandem Parachute for tandem Flying, the V-Bridle must be attached to the top of the spreader bars, not to the harness parachute attachment points. The V-Bridle must be routed in such a way that it will not injure the pilot or passenger in the case of a deployment. It is not safe to use this system for commercial flying, since the pilot cannot access the reserve. This system should only be used for two experienced pilots flying together.

Attach the Front Container to the harness on the side that the Bridle leaves the Container with the stainless steel clip, by clipping it to the flying carabiner on that side. Now use the

velcro/neoprene attachment flap on that side to fix the Container to the main harness webbing leading from the carabiner to the center of the seat board.

Once you are wearing the harness with all the buckles closed (ready for Take-off), attach the second clip to the other flying carabiner, and fix the second velcro/neoprene attachment flap to the harness webbing below that carabiner.