

NEXGEN
ICON
PACKING MANUAL

ADDENDUM

RESERVE CONTAINER
CLOSING SEQUENCE
INSTRUCTION

JULY 2013





NEXGEN ICON HARNESS/CONTAINER PACKING MANUAL

Addendum July 2013

ICON PRO, STUDENT & ACCURACY CONTAINER & HARNESS SIZES

	MAIN	RESERVE SIZE
I1	90-96 SQ.FT	99 SQ.FT
I1L	90-96	99
I2	96-111	99-110
I2L	96-111	99-110
I3	117-132	110-120
I3L	117-132	110-120
I4	132-150	135-150
I4L	132-150	135-150
I5	150-168	150-175
I6	168-190	175-190
I7	210-250	190-250
I8	210-250	190-250
I9	250-270	220-250

BEFORE ASSEMBLY, PACKING OR USE OF THIS PRODUCT, READ AND FULLY UNDERSTAND THE CONTENT AND ALL WARNINGS CONTAINED IN THIS MANUAL, AND CAREFULLY FOLLOW ALL INSTRUCTIONS BEFORE AND DURING PACKING AND USING THE PARACHUTE SYSTEM

AERODYNE Research LLC 1407 Flightline Blvd. Unit 14, Deland, FL 32724
TEL: (813)891-6300 www.flyaerodyne.com

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WARNING!

1. Proper training and/or experience are required to lower the risk of serious injury or death.

NEVER USE THIS EQUIPMENT UNLESS YOU HAVE:

- A. READ THIS WARNING LABEL, APPROPRIATE OWNERS MANUAL, PACKING INSTRUCTIONS AND COMPLETED A "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS PARACHUTE SYSTEM.

OR

- B. READ THIS WARNING LABEL AND APPROPRIATE OWNERS MANUAL AND PACKING INSTRUCTIONS AND COMPLETED AT LEAST 100 RAM AIR PARACHUTE JUMPS.

2. LOWER THE RISK OF DEATH, SERIOUS INJURY, CANOPY DAMAGE AND HARD OPENINGS BY NEVER EXCEEDING THE MAXIMUM LIMITS:

- A. 136 Kg
- B. 150 Knots

HARD OPENINGS CAN CAUSE EQUIPMENT DAMAGE, SEVERE INJURY OR DEATH. PARACHUTE SYSTEMS SOMETIMES FAIL TO FUNCTION PROPERLY EVEN WHEN CORRECTLY ASSEMBLED, PACKED AND OPERATED. YOU RISK SERIOUS INJURY OR DEATH EACH TIME YOU USE THIS OR ANY PARACHUTE SYSTEM, BY DOING SO YOU WILL BE DEEMED TO HAVE EXPRESSLY AND IMPLIEDLY ASSUMED THIS RISK

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Deland, FL 32724**

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1.1 TSO MARKING

Removal of any of the TSO labels or Warning labels VOIDS the TSO and warranty.

1.1.1 TSO C23d ON LEFT RESERVE RISER

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TSO C23d

D.O.M.:

PART NO: IX

HARNESS TYPE:

SERIAL NO.

CONTAINER SIZE:

VERSION:

HARNESS SIZE:

MAX. OPERATING LIMITS: 136 Kg 150 KTS

AVERAGE PEAK FORCE DURING 4.3.4 STRENGTH TESTS: 5.45 G's

1.1.2 DATA CARD POCKET LABEL

AERODYNE RESEARCH LLC 1405 FLIGHT LINE BLVD STE 20 DELAND, FL 32724

MAX SPEED	KTS.	KTS
MAX WEIGHT	KG	KG

LIMITATIONS: Maximum Weight and Speed is the lower of the 2 values:
136 KG/ 150 KTS or the Reserve Canopy TSO Maximum Limitations

1.1.3 WARNING LABEL

WARNING!

1. PARACHUTING IS DANGEROUS. PARACHUTE SYSTEMS AND THEIR COMPONENTS SOMETIMES FAIL TO FUNCTION PROPERLY EVEN WHEN CORRECTLY ASSEMBLED, PACKED AND OPERATED. BEFORE YOU USE THIS PARACHUTE ASSEMBLY, YOU MUST FULLY UNDERSTAND AND ACCEPT THAT YOU RISK SERIOUS PERMANENT INJURY OR DEATH EACH TIME YOU USE THIS PARACHUTE ASSEMBLY. PROPER TRAINING AND EXPERIENCE ARE REQUIRED TO LOWER THE RISK OF SERIOUS PERMANENT INJURY OR DEATH.

ALSO, YOU MUST:

A. READ AND FULLY UNDERSTAND THIS WARNING LABEL, THE APPROPRIATE OWNERS MANUAL, SUPPLEMENTAL INFORMATION AND PACKING INSTRUCTIONS, FOLLOW ALL MANUFACTURERS' RECOMMENDATIONS (INCLUDING BUT NOT LIMITED TO WING LOADING RECOMMENDATIONS), AND ENSURE THAT YOU HAVE COMPLETED AN APPROPRIATE "CONTROLLED PROGRAM OF INSTRUCTION" IN THE USE OF THIS PARACHUTE ASSEMBLY AND EACH OF ITS COMPONENTS.

OR

B. READ AND FULLY UNDERSTAND THIS WARNING LABEL, THE APPROPRIATE OWNERS MANUAL, SUPPLEMENTAL INFORMATION AND PACKING INSTRUCTIONS, FOLLOW ALL MANUFACTURERS' RECOMMENDATIONS (INCLUDING BUT NOT LIMITED TO MANUFACTURER'S WING LOADING RECOMMENDATIONS), AND HAVE COMPLETED AT LEAST 100 RAM AIR PARACHUTE JUMPS.

2. THE RISK OF DEATH, SERIOUS INJURY, CANOPY DAMAGE AND HARD OPENINGS MAY BE LOWERED BY STRICTLY COMPLYING WITH ALL MANUFACTURERS' RECOMMENDATIONS AND SAFE PARACHUTING PRACTICES AND BY NEVER EXCEEDING THE LIMITS OF YOUR EXPERIENCE LEVEL AND THE MAXIMUM EQUIPMENT LIMITS, INCLUDING THE MAXIMUM LIMITS FOR THIS HARNESS/CONTAINER OF:

- Maximum Exit Weight (weight of jumper + clothing + equipment): 136 Kg (300 pounds)
- Maximum Opening Velocity: 150 Knots (172 mph)

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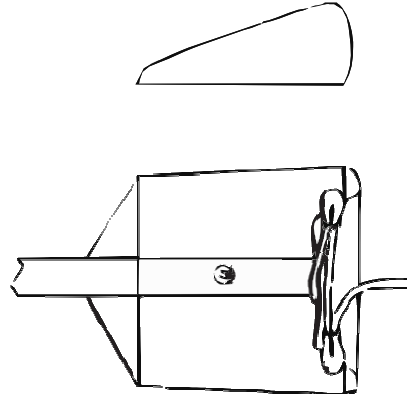
2.1 RESERVE PACKING NEXGEN ICON: SKYHOOK COMPATIBLE NEXGEN ICON

2.1.1 RESERVE CONTAINER CLOSING SEQUENCE

1. Prepare the Freebag shape as shown.



Side view and Top view.



2. Set up the rig as shown before packing. 3. Thread separate pull up cords thru closing loop and hesitator loop as shown



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4. "V" fold excess bridle and place under #1 flap. Thread closing loop thru AAD cutter (if used), and hesitator loop thru secondary grommet, and close #1 bottom flap as shown. Fold reserve bridle length wise twice as shown and insert no more than 1/2" of folded bridle thru the hesitator loop. Remove hesitator pull up cord



5. Thread pull up cord thru #2 flap and close. Loop red lanyard on to Skyhook as shown and secure with (1) one turn of 4 lb. break strength red seal thread.



6. Thread pull up cord thru flap #2A (Skyhook cover flap) and close as shown. Fold excess bridle as shown. Place reserve pilot chute on top of folded bridle and the #2A cover flap.



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7. Pass a pull up cord cleanly through the pilot chute from bottom to top plate as shown in picture



8. Ensure the lower spring coil is up against the spring ejector plate and that the excess bridle sits just under the pilot chute without catching the fabric under the spring (picture #8a). Press the pilot chute down into position and hold with a temporary pin. Make sure not to catch the pilot chute fabric under the plate. Also, do not tuck the pilot chute under the lateral flaps (#3 and #4 flaps) but instead roll it up in between both pilot chute plates (pictures# 8b & 8c).

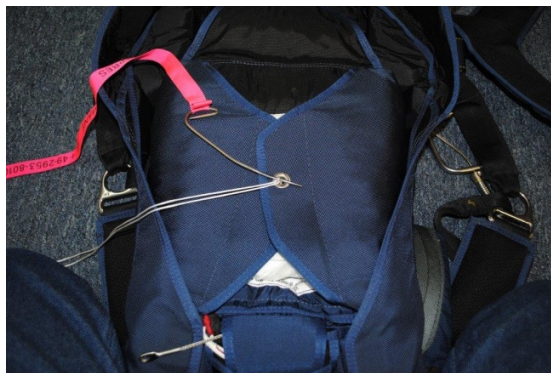


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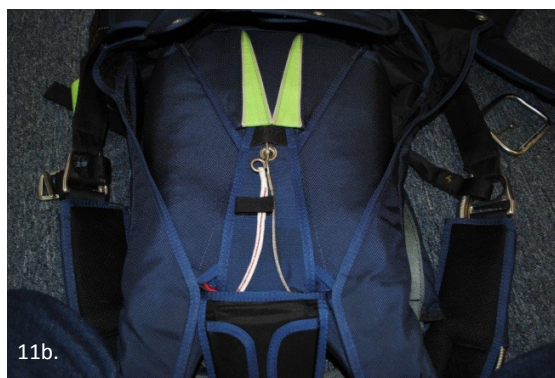
9. Close the right flap (#3)



10. Close the left flap (#4).



11. Close the bottom flap #5 (picture 11a). Close top flap #6 (picture 11b) and insert the reserve pin through the eye of the reserve cable first, then through reserve closing loop. Make sure to tuck the closing pin under the protector pocket.



Note : This is the difference between the ICON and the neXgen ICON :
The neXgen ICON closes the Bottom Reserve Flap (#5) first, then the Top Reserve Flap (#6)
The ICON closes the other way round, top, then bottom flap.

12. Seal with rigger's thread and lead seal per applicable regulations. Close the final cover flap and tuck the tabs under the #6 flap.



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DOCUMENT END

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