companion
rescue systems

SQR V EN

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Thank you for choosing the SQR reserve system We are confident that you will be pleased with it in every respect You can find a downloadable copy of the current version of this manual under
www companion aero manual

In this manual you will find the essential details you need to know about re packing storing maintaining and if needed deploying your reserve Please read the manual carefully before first use to familiarize yourself with the features of your reserve system

You can improve the reliability for your reserve system if you

- pack or re pack it according to the instructions given in this manual
- use the correct procedure when deploying the reserve and
- care for and maintain your reserve and your flying equipment according to the instructions given in this manual

We wish you safe flights and happy landings

The Companion Team
www companion aero

C o ACCPVOU

Register your product in order to benefit from the unique services of your myCompanion account

- Thanks to the packing reminder by email you will never miss your yearly packing due date
- You will get a warranty extension of one year beyond the required warranty period of your country
- You can not only download all the information about your product get important product related info updates and make support inquiries but you can also manage your repack including a download of your packing log as a PDF
- Your packing log will be automatically updated and sent to you by email after a new entry is made You or your packer can simply record the packings successful compatibility tests inspections or repairs in the cloud by scanning the QR Code on the certification label or on the back of this booklet

To register and create your myCompanion account you simply scan the QR Code on the certification label or on the back of this booklet Alternatively you can also register on our website
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Free flying sports calls for appropriate training and a sound knowledge of the subject as well as of course the necessary insurance cover and licence A pilot must be able to correctly assess the weather conditions before taking off Before every flight all items of equipment should be checked for damage and airworthiness

Every pilot bears sole responsibility for their participation in the sport Neither the manufacturer nor the seller of the reserve system can guarantee or be held responsible for the pilot s safety

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This reserve system is a specially designed manually released reserve parachute for Paragliding Powered Paragliding and Hang Gliding activities The use of this reserve is not permitted in connection with any other flying activity such as parachuting skydiving and base jumping

The SQR reserve system is certified according to EN and LTF NFL II standards

Do not use the SQR reserve above speeds of km h m s

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Every months the reserve must be opened and aired then repacked This packing should be recorded in the reserve logbook A complete inspection of the SQR reserve system must be carried out every months and be recorded in the logbook

The required repacking interval may be reduced by extreme environmental influences like humidity sand water salt and other factors If you are unsure about the effects of these please ask a qualified professional The way to track the maintenance rigging history of the reserve is its online logbook which will be automatically created for you when register the product www companion aero register

In case of a water landing the wet reserve system should never be packed until it has air dried completely If the reserve parachute is dried unevenly lines or canopy asymmetric shrinkage may occur The best procedure is to hang dry the canopy upside down in a symmetric position any distortions should be avoided Do not use any heat source or machine to assist drying

If the reserve gets wet with sea salt water the parachute should be rinsed out several times immediately in fresh water and then dried If a reserve is allowed to dry after salt water immersion the salt crystals will damage the fabric and the lines and this will compromise its airworthiness

IF THE SALT WATER CANNOT BE RINSED OUT WITHIN HOURS THE RESERVE PARACHUTE MUST BE WITHDRAWN FROM SERVICE PERMANENTLY

If the canopy shows signs of mildew or mould its strength might be affected so it must be sent to the distributor or manufacturer for inspection

The intended life period of the reserve is years Even if you have never thrown it we advise that you replace the reserve after this period

In addition if you reach any of the conditions listed below you should send in the reserve system for a factory inspection

- deployments or
- re packs or
- high speed deployment close to or above the intended 8 8 @ km h m s mph

A factory inspection should be carried out only by a certified factory Your local distributor will support you in such a query To ensure that the correct materials and techniques are used any repairs should only be carried out by the manufacturer

TUP S AGE

The reserve should always be kept in a cool and dry place Oil grease paint solvents acids and other harmful substances should not be stored near the reserve parachute For a long product lifespan avoid unnecessary exposure to UV rays heat and humidity For maximum reliability throughout its entire lifespan always handle and maintain the SQR reserve with care This advice applies whether the system is mounted in your harness or if you store it separately

If you plan not to use your system for an extended period of time you are advised to unpack the reserve and store it loosely rolled up in a permeable bag

After a long storage period packed or unpacked the canopy should be aired for hours before re packing The same applies if you have stored the reserve in an unsuitable environment

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The Hybrid SQR founds a new generation of reserve parachutes which merges the advantages of the classic round canopy and the cruciform version to create an innovative and forward looking technology

The SQR has been newly developed from the start and is precisely directed to meet the needs of pilots and packers Countless computer simulations and practical tests have been an essential part of an extensive development process

Advantages of the SQR at a glance

- Improved opening behaviour low descent values and high resistance to swinging as the result of comprehensive practical tests and an aerodynamically refined canopy with optimized Air Jets
- Light weight due to careful choice of ideal materials and structure stiffness
- Straightforward reliable packing similar to a round canopy with comparatively few lines for easy sorting using practical packing aids and coloured packing guides
- Not trimmed to track in flight
- Tested for water landings A mix of traditional and new materials with new low shrink webbings means that repeated full function is guaranteed after wet landings
- Certified to both flight standards EN and LTF NFL II simultaneously with the same technical specs for both standards

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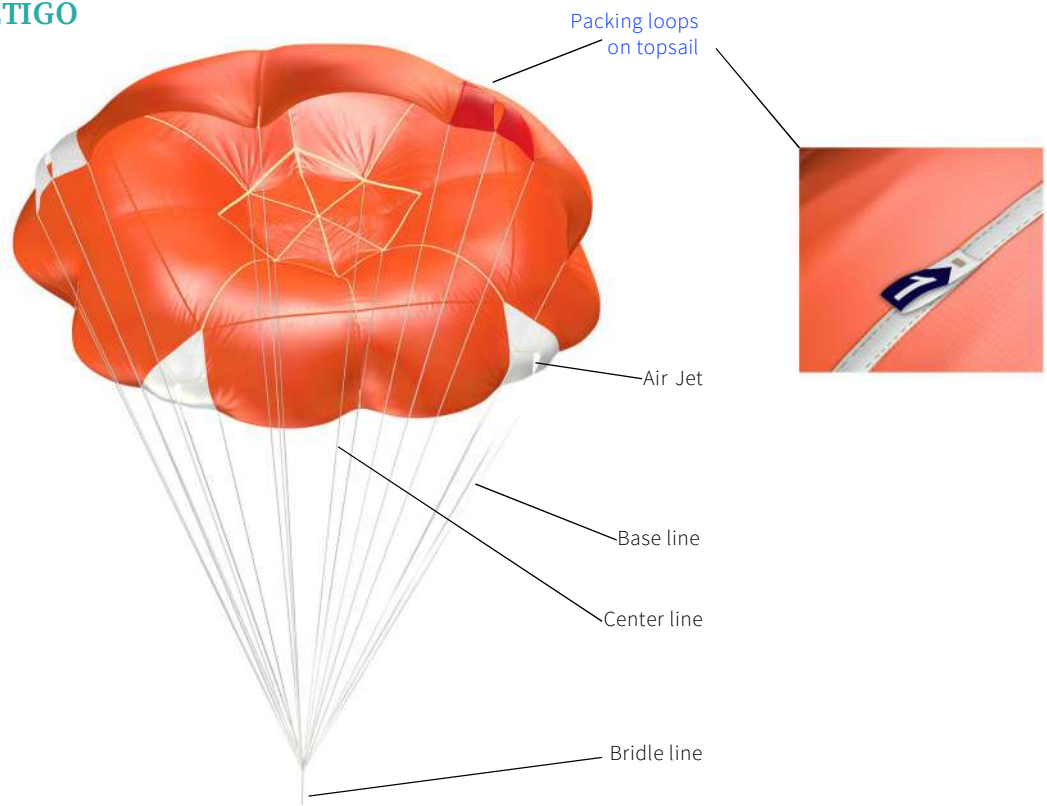

Picture General arrangement Bottom view

B-w1s

At one end this connects the reserve to the harness at the other to the canopy attachment lines

A))oqv2 s3) 13s(can be regarded as two main groups

Bo(s 13s(all the same length for easy packing connect the bridle to the edge of the canopy

Cs3)-s 13s(connect the bridle to the apex middle of the canopy

The two groups are made with different materials and diameters so they can be easily separated
The lines are sewn with different thread colours on the left centre and right side so they are easy to separate for packing

Co3.,

Tov3 qo3., made from several panels with one red corner panel to make packing and sorting easier

esv3t.-qs2 s3) sppv3u(at the edge of the canopy and in some well chosen places at the top

Aw Qs)(ideally placed at the four corners giving the system active aerodynamic stability

coqyv3u 1.,(numbered and coloured blue on the top of the canopy see picture

Dwts-s3)1 q.1 -sr o))oqv2 s3)1.,(red green and white these distribute the shock loading at the canopy edge and function as aids for sorting and packing using the colours

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We recommend that you only allow a qualified person to install your reserve in a harness To make sure the installation will work a compatibility test is essential

Every reserve harness container combination has its own peculiarities It is essential that pilots and packers riggers familiarise themselves with the system and how it works especially if any part of it is new new reserve in existing harness or vice versa so that reliable operation can be assured

There are several ways to combine the reserve with a harness or external front container Please ask a qualified person if you are unsure about the best solution for your harness container system The harness manufacturer provides reserve installation instructions in the harness container manual

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When any part of a harness reserve combination is new or different correct installation and functioning of your reserve in its harness container MUST be verified with a test release known as a compatibility test

The configuration must be tested in the in flight configuration with the pilot in the normal flying position and the harness suspended at its main carabiner s Any other test configuration is not adequate

For a successfully conducted compatibility test you must be able to release and throw the reserve For a safe reserve release the release force at the harness reserve handle should be between daN If you are unsure about your test results please consult a qualified person

Here are some factors which could prevent a safe reserve deployment and so cause a failed compatibility test

- The volume of the reserve doesn t match the allowed volume specifications for the harness container compartment i e the reserve is too big or too small to fit safely into the system On the certification label attached to the reserve bridle you will find the packed volume for each SQR reserve model In your harness or container manual you will find information about its permitted volume ranges
- The reserve has been installed in a wrong layout direction in the reserve compartment space Please refer to the harness container manual
- The reserve is not released thrown using the correct technique
- The reserve passed the compatibility test when first fitted into the new reserve harness system but now it s too big after a repack

CAUTION the packed volume of the reserve can vary depending on packing quality and possible compression through the harness A reserve installed in a harness for a long time can become more compressed so the volume will be less that of a freshly repacked one So it is essential that the compatibility test is always carried out with a freshly packed reserve delivered from the factory or repacked by a qualified person

- The pilot s arm length can be a factor for successful reserve throwing Small people with short arms might sometimes not be able to release a reserve Therefore it is essential that the pilot flying the harness makes the compatibility test Testing different harness types with different body positions during flight can help to find a solution so that a successful compatibility test can be carried out
- Throwing is attempted under high g loading G e g in a spiral

SUCCESSFUL COMPATIBILITY TESTS CARRIED OUT BY PILOTS PROMOTES CONFIDENCE IN THEIR EMERGENCY SYSTEMS

When the SQR reserve is installed in the harness a suitable connector link should be used minimal breaking strength of daN advised for connecting the reserve bridle to the harness attachment lines webbing These connections should be secured with a rubber ring a neoprene socket or fixing tape against fraying We advise to use the quick link connectors *h 8 n8 @ l* please ask your school or distributor where how to get them Check if the connection link is tightened according to the specification of the link manufacturer

Direct connection between the bridle and the harness attachment webbing is not recommended as a wrongly installed knot could significantly weaken the system depending on the configuration

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SQR reserve hang gliding versions are fitted with a swivel also known as a rotor This component is tested and certified up to daN load The swivel very effectively prevents the reserve attachment lines twisting if the hang glider develops a spinning rotating motion This is a very important safety feature

A swivel is already fitted to SQR reserve hang gliding versions at the factory Looping in an extra swivel to your reserve is prohibited If your reserve bridle does not have a swivel it is a paragliding version and is not certified for use as a hang glider reserve

To increase the safety of system in case of a glider or connector link failure we recommend a direct link between the reserve and hang gliding harness minimal breaking strength of daN advised

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The reserve is delivered from the factory in its SQR container If your harness does not have its own inner container for the reserve compartment this could be the way to fit the reserve into the harness There are two different attachment points for attaching the SQR inner container to the harness reserve handle The choice depends on the shape and position of the reserve compartment in your harness Please refer to the harness manual On the certification label attached to the reserve bridle you will find the datum packing volume for each reserve model

Picture Reserve handle attachment loops and bridle

The connection between the harness reserve handle and the inner container should never be under tension when the reserve is in its installed position Enough travel must be allowed for the reserve handle to first freely release its closure loops before applying a pull on the container

A COMPATIBILITY TEST IS ESSENTIAL TO MAKE SURE THE SYSTEM WILL WORK

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If the manufacturer of your harness provides an inner container for the reserve compartment this could be the best way to install the reserve in the harness This manual *P* , *8* section and your harness manufacturer provide reserve installation instructions for correct fitting

In this case the packed reserve is removed from its own inner container and fitted into the new harness inner container If this is not done carefully the reserve system may not function correctly or conform to its airworthiness requirements Please ask a qualified person if you are unsure about the proper installation process

A COMPATIBILITY TEST IS ESSENTIAL TO MAKE SURE THE SYSTEM WILL WORK

P3()o11o)w3 w3 o3 s)s-3o1 t-. 3) q. 3)ov3s-

If your harness doesn t have a reserve compartment or you want to use an alternative method you could use an external front container to carry the reserve In this case the outer container has to be checked for airworthiness and compatibility it has to be certified and be the right size for the SQR reserve On the certification label attached to the reserve bridle you will find the suggested packed volume for each reserve model

Please ask for information from the container s manufacturer or from a qualified professional

A COMPATIBILITY TEST IS ESSENTIAL TO MAKE SURE THE SYSTEM WILL WORK

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Before every flight the following should be inspected for maximum safety

- Check that the reserve handle is correctly attached
- Check for any visible damage that can jeopardize the airworthiness of your equipment
- Check that the container or reserve compartment cover closure is closed secured correctly
- It is recommended early in each flight that you briefly put a hand on the reserve handle to remind yourself of its location and mentally rehearse the release throwing action

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In the event of emergency please follow these steps to successfully deploy the SQR reserve

- Grab the reserve handle with one hand vigorously
- Pull the handle out firmly in an upwards sideways direction to release the handle closure or any other type of handle securing system and pull the inner container and reserve out of the harness compartment or external front container
- Throw the reserve away from yourself and the paraglider as quickly and as forcefully as possible remembering to let it go The reserve will then open
- It is strongly recommended that a pilot actively prevents the paraglider from interfering with the reserve in flight The best way to do this is to stall the glider by pulling both brake handles down taking wraps as necessary This will help to stabilize the combined system and minimise disturbances of reserve behaviour such as swinging scissoring downplaning or drifting sideways
- To avoid risk of injury make sure that you do a 8 8, 8 @ 8 on landing if possible
- If landing in water you should be aware that the air volume inside the harness back protection system can cause the harness to float and turn your head down in the water
- After landing make sure you control the reserve by pulling the apex of the canopy in with the central lines if required Strong wind can keep the reserve canopy inflated after landing and drag you across the ground perhaps causing injuries Don t forget to find and collect the reserve inner container you cannot repack the reserve without one If you loose the container please contact the reserve or harness manufacturer to get a container that fits your system Using a wrong container will affect the airworthiness of your flying gear

) After each deployment an inspection and correct re packing of the reserve is mandatory If the possibility of damage to the reserve system cannot be excluded a detailed inspection should be carried out before repacking If in doubt please ask a qualified person

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f . -)ing the lines, preparing the canopy

Picture 3 – Loose canopy prepared for airing.

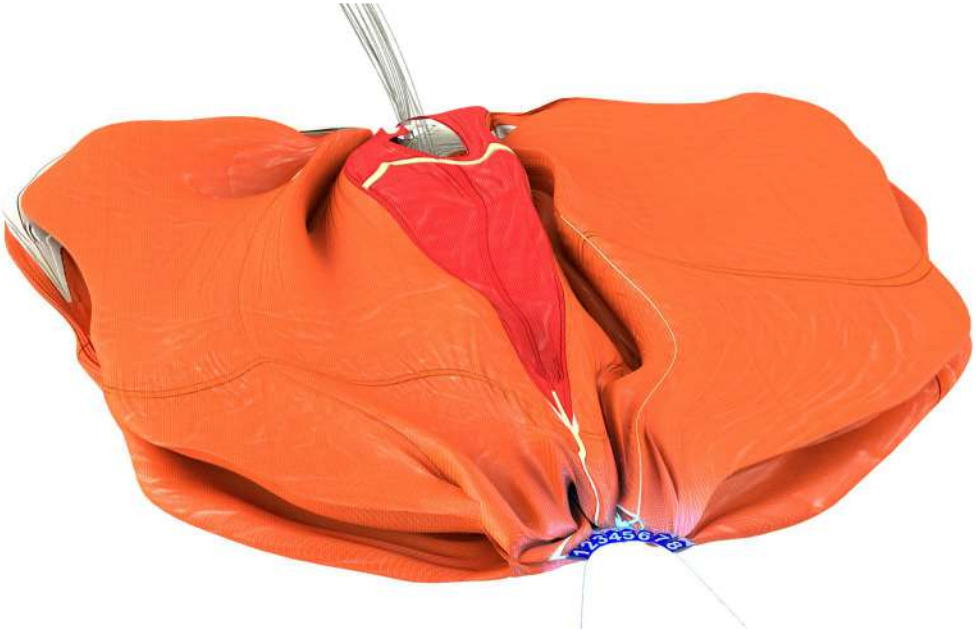
Extend the lines and shake out the canopy loosely Remember that airing the canopy for hours before packing is always desirable see picture

Now is the time to check for obvious twists line overs etc and it should be obvious if the bridle has flipped through the lines Now is the time to sort this out

Arrange to have the red corner split panel on top The line of symmetry for folding runs through the centre of this panel and its white opposite number

Find the packing loops at the top outside of the canopy numbered and marked in blue

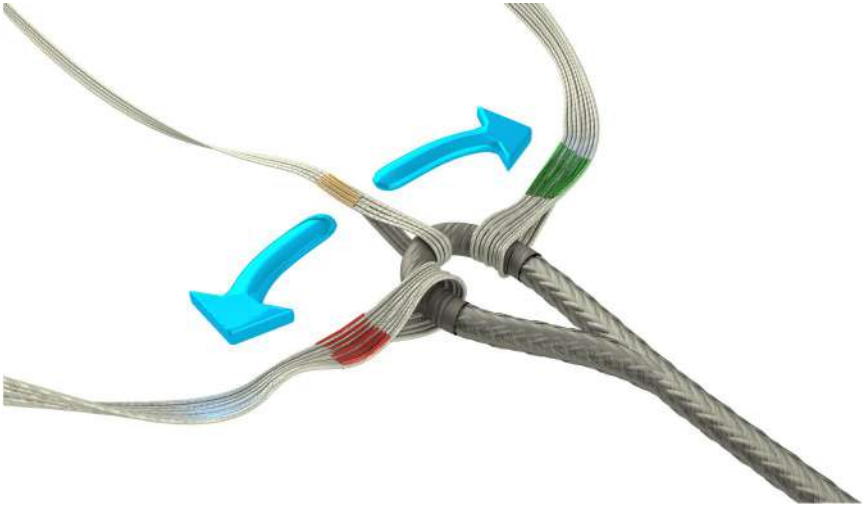
Check that you have all the accessories and parts needed to pack the canopy means of securing the bridle end packing line container line holder packing sticks clamps new rubber bands two different sizes needed etc



Picture Packing line and loops Red panel on top

Use a packing line and lace up the packing loops in their number order No can be found just above the red corner panel Do not tension this line yet

Make sure you have laced all the loops from to SQR SQR or to SQR SQR in the correct sequence

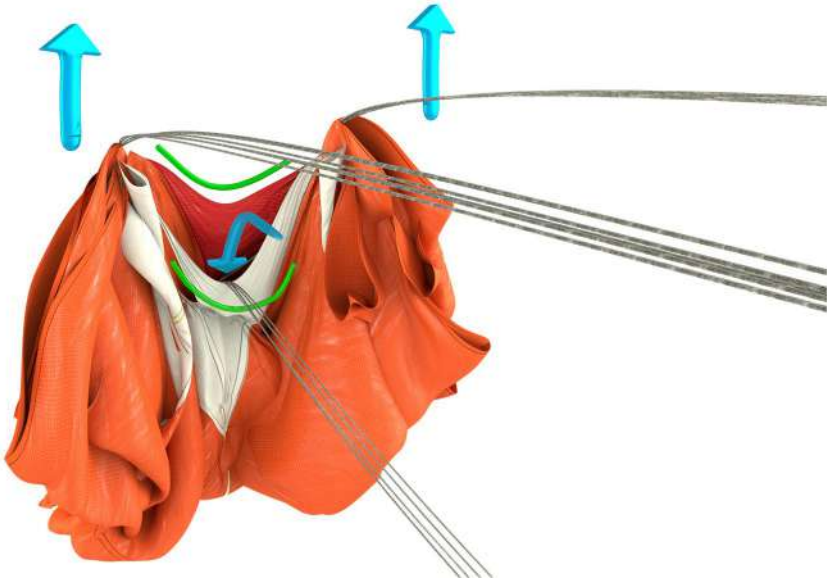


Picture Left and right base lines at the bridle Four middle lines in the centre

Secure the end of the bridle Pick up the base lines for the left and right hand sides Red for left green for right Keeping the lines under tension and parallel walk along them to the canopy keeping left and right sides separated This will separate the canopy as shown in picture on the next page

While you run the lines through your fingers you can inspect them the lines for damage dirt etc

The base of the canopy should look like this



Picture Left centre and right lines at the canopy base Red half panel on top white half panel underneath

When reaching the canopy make sure that the lines at the canopy loops are all red on the left green on the right At the same time the central lines MUST pass up the middle between the base lines and the edge of the canopy top panel red bottom panel white If it doesn t look like the picture

WARNING ANY OTHER CONFIGURATION IS STRICTLY FORBIDDEN AND WILL RESULT IN A POSSIBLE LINE OVER OR LINE TWIST THIS IS A HAZARDOUS CANOPY MALFUNCTION AND WILL PREVENT THE CANOPY FROM OPENING THIS MUST BE AVOIDED

Picture Ready to start

Adjust and lay out the canopy so that the red panel is on top If the layout for packing is correct and the lines remain parallel from the bridle the red suspension loop will be on the top of the red lines and the green loop from the opposite side of the canopy on the bottom of the green lines

This arrangement is how the base lines should go into the left and right slots of a line holder the four centre lines go in the middle slot

For easy work tension the packing line with a suitable tensioner around kg load

THE BRIDLE SHOULD ALWAYS STAY UNDER TENSION SO THAT IT DOES NOT GET LOOPED THROUGH THE SUSPENSION LINES BY MISTAKE THUS SETTING UP A LINE OVER SITUATION

Use a flat and clean surface for packing the reserve no contamination or foreign objects packed inside If you are packing outdoors use a canvas sheet as a suitable packing floor

The use of a line holder packing clamps sticks and packing weights can help you make packing safer faster and easier

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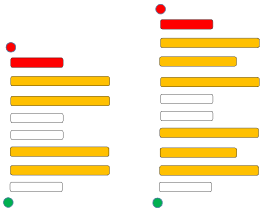
Fold all the panels from the right side on top of the left side This procedure in this manual assumes starting with right over left The direction can be reversed as you wish

Now starting with the white split half panel on top begin by neatly returning the panels one on top of the other one at a time The green suspension loop will confirm the starting point underneath the finished pile).

Picture Right side over left and folding begins



Picture Colour layering

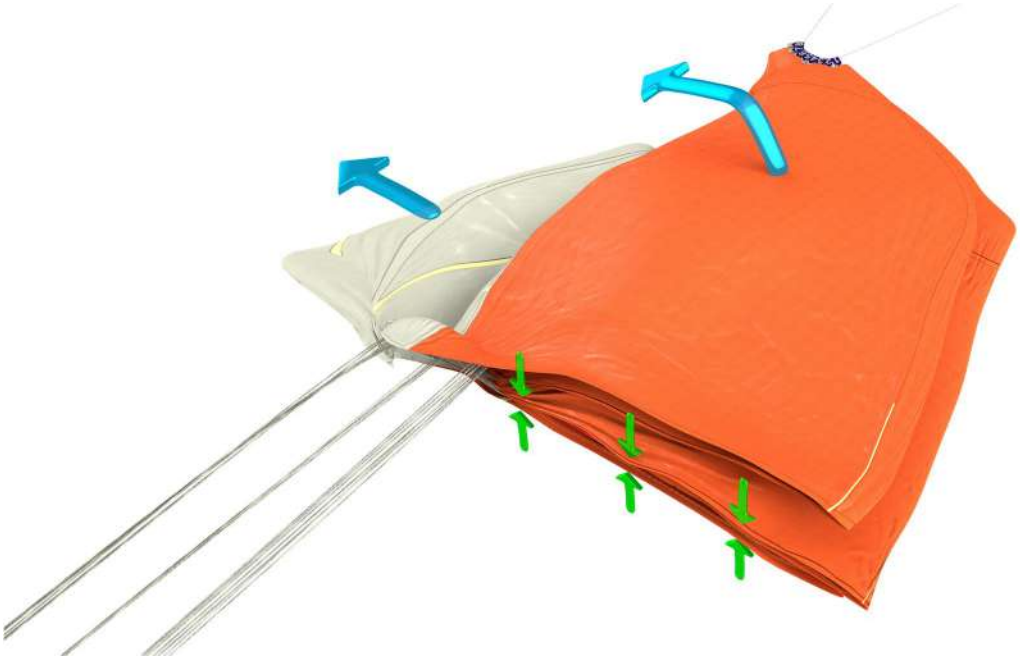
You should be beginning with the one short white panel as seen above followed by longer orange ones then short whites longer oranges and one short red to finish the first side see picture

Picture Pulling out bottom and top corner

Picture Keeping a straight bottom

When laying out the panels make sure the lines remain in the middle line holder packing line and that the panels are pulled out flat Make sure that the folds in the canopy base lie neatly on top of each other It is advisable to first pull out the outer bottom corner picture I of each panel hold it in place and then pull out the top corner and smooth the panel picture

If you keep a check on the bottom edge the canopy with your hand you can avoid mixing up the panel order



Picture Clamps to hold the prepared side

Repeat the same procedure with the other side

You can use packing clamps or weights to fix the edge of the prepared half together this will keep things tidy during the following steps

Picture A prolapsed apex

Picture Remedied apex and centring the centre lines

The unloaded apex of the canopy makes a square pocket between the four lines Sometimes it falls away prolapses from the centre during folding picture This pocket should be pushed back up inside between its lines towards the packing loops the top of the gathered canopy picture

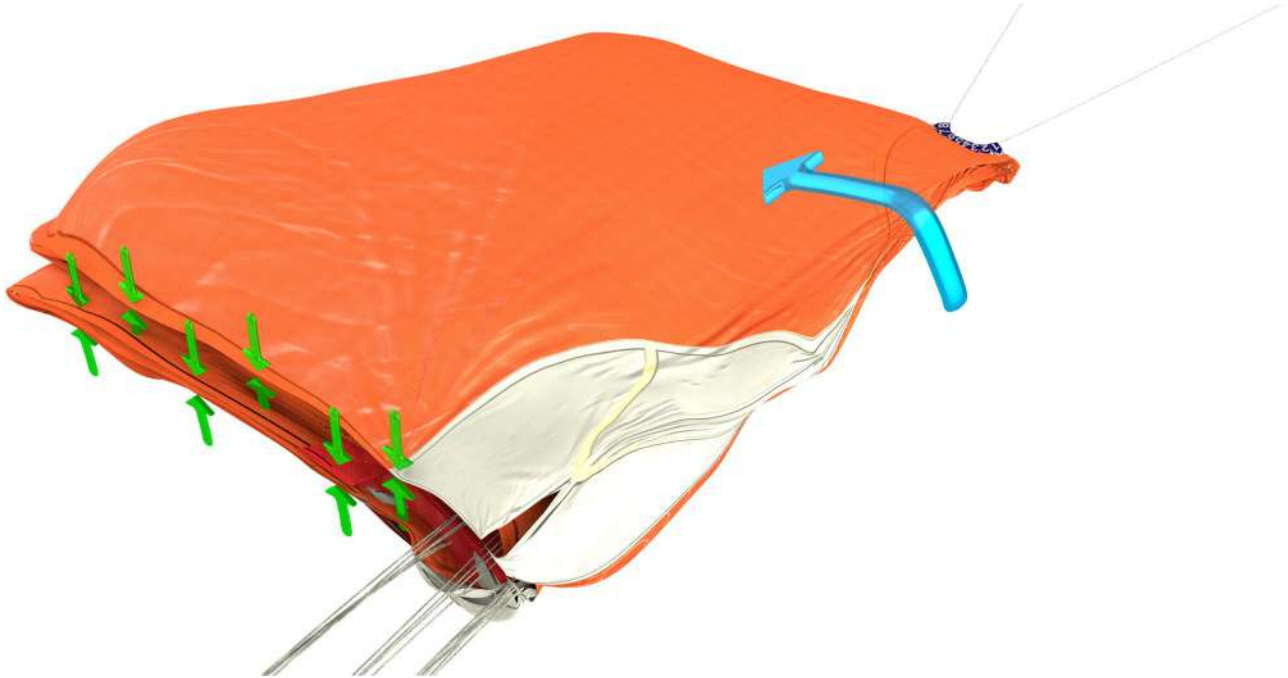
The attachment points of the centre lines should lie along the middle of the canopy If a centre line becomes pulled to the side between the panels readjust it to the centre picture

Picture Measurement of inner container widths

Make sure the bottoms of the panels are all in line for all SQR sizes along the edge of the canopy

Measure up container widths around cm same containers from the centre to each side

The next step is to S fold one side of the canopy times underneath to the width of the container
This procedure in this manual assumes right as lower half The direction can be reversed as you wish



Picture Lower half right folded over

This is not so easy to do if you lack the practice so it is advised that you fold the lower part of the S folds on top picture and then carefully flip and slide it back underneath picture A helper helps

Picture S folding lower half on top

Picture Rotating s fold under

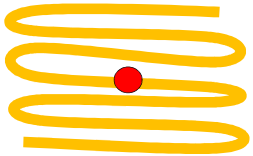
You can see the procedure on the pictures above with a figure below of how the underneath S fold should look when finished The red dot is the axis of symmetry from the reserve

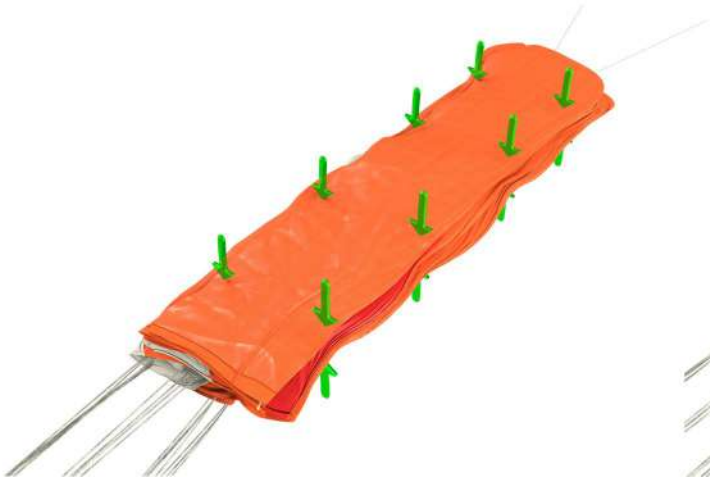
Picture Ready to S fold left side on top

Picture S folds complete

S fold the other side times on the top This is much easier to do since you don t need to flip the folded canopy part underneath

Now all the S folds should be complete like shown on the figure below





Picture Measuring container depths from canopy base

Picture S fold canopy and remove packing line

The canopy is now ready to be packed into the container Measure off container lengths starting from the canopy bottom edge continuing towards the top picture on the left

At each point there will be an S Fold positions of the clamps picture You can use weights packing clamps or packing sticks to simplify this process Do not leave any of these inside

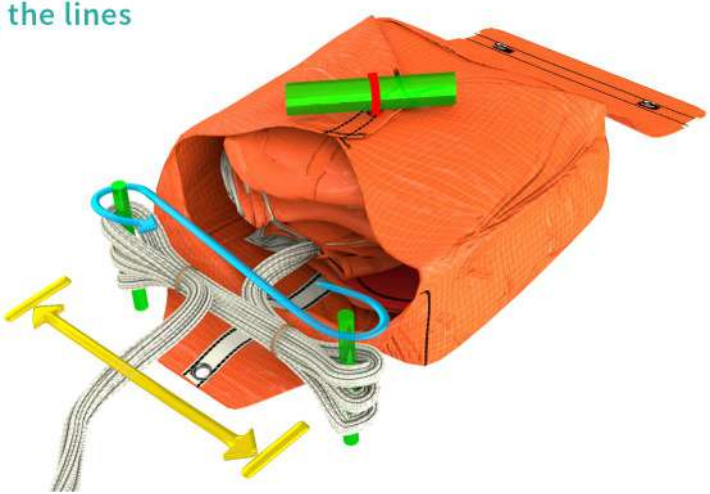
WARNING DON T FORGET TO REMOVE THE PACKING LINE
OTHERWISE THE RESERVE WILL NOT OPEN

Picture Canopy into inner container

Put the S folded canopy into the container You should adjust the container flaps to form a neat and tight package by keeping the folded canopy edge in shape

You can use a temporary method pin to stop the container flaps opening

f). ing the lines



Picture Lines pins and S turns

MAKE SURE THAT THE BRIDLE DOES NOT GET MIXED UP WITH OR GOTHROUGH THE ATTACHMENT LINES DURING THE NEXT STEPS

Release the bridle For stowing the best practice is to use a line stowing base with pins The distance between the pins should equal the width of the inner container The best measurement for the SQR system is to use approx cm pin distance

The lines are wrapped around the pins in S curves figures of eight as shown in the picture above This procedure in this manual assumes right as starting corner This can be reversed as you wish

SQR	SQR	SQR	SQR

Picture S curving the lines

After finishing a stowed group secure it with rubber bands Please ask the manufacturer or your distributor to get rubber bands of the right quality Don t use old and porous rubber bands You should renew the rubber bands at each packing

You should stow the lines in three groups for putting in the container In the table above pins levels you will find the number of corners to make by model at each pin to have enough line length left for closing the container using cm pin distance *p @ , 8 8 8 8, 8*

After the lines are stowed there should be around cm of lines left before reaching the bridle for closing the container safely

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If you put the reserve into a different container this should be the point where you should pick up the new packing process If when re packing the stowed line loops come open lost a rubber band etc or you want to adjust the stowed line length please go back to the chapter *o* and re stow the whole line length

To continue put the line bundles on top of the folded canopy picture

Picture Bundles inside ready for final cover

Picture Closing the SQR container

Close the final container leaf and secure it with a line loop picture

Picture Put line bundles inside and check the closure loop length

Put the line bundles inside the container The closure loop should be around cm approx finger width long

DEVIATION FROM THE LOOP LENGTH CAN CAUSE MALFUNCTION AT OPENING

Picture line loops close the container

Close the outer flap of the container with line loops of the same length cm as used to close the inner flaps Use the two rubber bands to secure the closing loops by lacing the rubber bands through the grommets on the closing flap If your container has a different closing system please refer to the harness manual

WARNING THE CLOSURE RUBBER BANDS ON THE SQR CONTAINER ARE STRONGER DIFFERENT STRENGTH DIAMETER THAN THOSE USED FOR STOWING THE LINES

Picture Finished

Now your SQR reserve is re packed and ready to be re installed ☺

Don t forget to record the packing in the logbook

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The periodic inspection of the system is a visual inspection The inspection should be carried out in a clean well lit facility by a qualified person

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Spread out the canopy at best after airing for hours and begin the inspection by walking around the edge of the canopy Look for rips stains snags burns abrasions or failed seams If the canopy shows signs of mildew or mould its strength could be compromised so it must be sent to the manufacturer for a factory inspection

Go around the canopy in a circular pattern ending at the apex centre Inspect the packing loops and the area around them carefully

Look very closely at the line suspension points Attachment points must be completely free of any damage or defect

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Fix the bridle line and walk along the suspension lines both base and centre lines Check the full length of the lines for damage and wear Check that all lines are sewn and that the seams are functional Check the bottom loops also inside for damage and fraying

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Check the bridle line for damage and wear Look for fraying outside and inside at both ends Any fraying either on the suspension line end or at the harness end means that your flying gear is no longer airworthy

SQR hang gliding versions are fitted with a swivel rotor Check the swivel and its condition If the rotor is deformed cracked damaged or not running smoothly it MUST be exchanged by the manufacturer

C. 33sq)w3u 1n3y w3(,sq)w3

Check the link and its condition Check if the link has sufficient strength minimal breaking strength of daN advised according to specs of the link manufacturer If the link is deformed cracked or damaged it MUST be exchanged We advise to use the quick link connectors *h 8 n8 @ l* please ask your school or distributor where and how to get them Check if the connecting link is tightened according to the specification of the link manufacturer

The connection link should be secured with a rubber band a neoprene socket or fixing tape against fraying Any possible looseness of this connection will result fraying and or abrasion at a possible high speed opening This could compromise the strength of the connection and so the airworthiness of your system

Direct connection between the bridle and the harness attachment webbing is not recommended as a wrongly installed knot could significantly weaken the system depending on the configuration

ANY DAMAGE FOUND IN THE PROCEDURES OF THE PERIODIC INSPECTION MUST BE REPAIRED TO ENSURE THAT THE CORRECT MATERIALS AND TECHNIQUES ARE USED ANY REPAIRS SHOULD ONLY BE CARRIED OUT BY THE MANUFACTURER

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Model	SQR	SQR	SQR	SQR
Area	m	m	m	m
Max TOW	kg	kg	kg	kg
Sink rate at Max TOW	m s	m s	m s	m s
Weight	g	g	g	g
Packing volume	L	L	L	L
Total length	mm	mm	mm	mm
Certification	EN LTF	EN LTF	EN LTF	EN LTF
Certified for hang gliders			YES	

TVQQPSU

If you have any questions or struggle to find a qualified professional please contact us at

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PARAGLIDING EQUIPMENT - EMERGENCY PARACHUTES EP

MANUFACTURER	Companion / EVOTEC
INSPECTION NUMBER	EP_123.2015
MODEL and SIZE	SQR 100
WEIGHT OF THE MODEL [gr]	1176
MAXI LOAD WEIGHT IN FLIGHT [kg]	100
VOLUM [cm3]	5200
FLAT AREA [m2]	25.4

SERIAL NUMBER (attest the conformity of this equipment)

PRODUCTION DATE (year and month)

WARNING : not suitable for use at speeds in excess of 32m/s (115km/h)

Read the operating manual befor using this equiment !

PARAGLIDING EQUIPMENT - EMERGENCY PARACHUTES EP

MANUFACTURER	Companion / EVOTEC
INSPECTION NUMBER	EP_124.2015
MODEL and SIZE	SQR 120
WEIGHT OF THE MODEL [gr]	1438
MAXI LOAD WEIGHT IN FLIGHT [kg]	120
VOLUM [cm3]	5600
FLAT AREA [m2]	32.4

SERIAL NUMBER (attest the conformity of this equipment)

PRODUCTION DATE (year and month)

WARNING : not suitable for use at speeds in excess of 32m/s (115km/h)

Read the operating manual befor using this equiment !

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PARAGLIDING EQUIPMENT - EMERGENCY PARACHUTES EP

MANUFACTURER	Companion / EVOTEC
INSPECTION NUMBER	EP 148.2016
MODEL and SIZE	SQR 160
WEIGHT OF THE MODEL (gr)	1909
MAXI LOAD WEIGHT IN FLIGHT [kg]	160
VOLUM [cm3]	6500
FLAT AREA [m2]	42.0
TOTAL LENGHT (end of the riser to canopy top uninflated)	8390

SERIAL NUMBER (attest the conformity of this equipment)

PRODUCTION DATE (year and month)

WARNING : not suitable for use at speeds in excess of 32m/s (115km/h)

Read the operating manual befor using this equiment !
(design, service intervals, etc...)

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PARAGLIDING EQUIPMENT - EMERGENCY PARACHUTES EP

MANUFACTURER	Companion / Evotec
INSPECTION NUMBER	EP_161.2016
MODEL and SIZE	SQR 220
WEIGHT OF THE MODEL [gr]	2357
MAXI LOAD WEIGHT IN FLIGHT [kg]	220
VOLUM [cm3]	9400
FLAT AREA [m2]	61.9
TOTAL LENGHT (end of the riser to canopy top uninflated)	10210

SERIAL NUMBER (attest the conformity of this equipment)

PRODUCTION DATE (year and month)

WARNING : not suitable for use at speeds in excess of 32m/s (115km/h)

Read the operating manual befor using this equiment !
(design, service intervals, etc...)

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Many pilots don t give their reserve a thought Often they have no idea what device is packed away in their harness In addition reserves do not always get repacked at suitable time intervals or they may just grow too old

We have set ourselves the task of promoting an information campaign for our customers in order to raise awareness of this important subject and interest them in relevant information We would like to encourage our customers to make friends with their reserves not necessarily by throwing one but their lives could depend on this relationship

We wish you safe flights and happy landings

The Companion Team
www companion aero

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EVOTEC Ltd
Munk csy Mih ly Str H Mecsenkn dasd Hungary

DITUSIBVUIPO
ADVANCE Thun AG
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