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The Practical Rigger

PREPARING AND INSPECTING A RIG FOR RESERVE REPACK (sport piggyback)

PRE-INSPECTION

Overview complete rig:

external appearance of main and reserve pack job
mud, stains, damage
packed harness and container inspection
AAD in date/service due
3-ring cable ends in trim

Disconnect and store main:

inspect 3-ring retainer loop
measure and trim 3-ring cable ends as needed
inspect cutaway handle Velcro
clean and lubricate cables, re-install cutaway cable

Open and inspect reserve container:

perform pull force test; inspect reserve ripcord and pocket and re-install
review previous pack job
reserve canopy-container compatibility
verify data to match card or prepare new card
record data in logbook and mark label as applicable
reserve pilot chute, bridle, freebag: inspect and prep (locking pull-up cord)—

- pilot chute fabric, grommet, and swage
- bridle, MARD
- free bag, grommets, Velcro
- safety stow

clean inside of reserve container
change main and reserve closing loops
research bulletins and updates for canopy and harness/container system

CANOPY INSPECTION—TOP TO BOTTOM

Canopy (See PD manual)

top skin and seams, especially center and end cells
internal cells—captures, crossports, especially after use
PIA (PD) strength test as necessary

Lines and Links

bartacks, including line attachment tapes
visual and tactile line inspection, twists (180-degree tolerance)
brake lines, especially Velcro damage; set and stow
line rotation/continuity check

links—

- steel (Rapide): Mallion brand, size (see reserve instructions), tightness (thread locking compound); link covers tacked in place as needed
- L-bar: screw tension (careful—ouch!), thread locking compound
- cloth loop type (e.g. Slink): each pass through all lines (2-3 x per mfr.), correct routing under button or ring, cinched tightly, tacked as required (metal ring) or desired (see brand instructions), positioning in riser ends

HARNESS INSPECTION—TOP TO BOTTOM

5-cord (3-4 point) stitching, both sides: risers, chest junctions, MLW, laterals, leg straps
abrasion damage, especially edges
friction adapter orientation and wear points
hip junction wear
worn plating (cadmium), rust
B-12 springs and gate operation
harness-end keeper elastics

CONTAINER INSPECTION

all grommets and stiffeners, reserve and main
loop retainer plate and grommets
all binding tape, reserve and main
riser cover operation
all touch fastener (Velcro®)
RSL/MARD system
BOC pouch

COURTESY INSPECTION (UNAPPROVED MAIN SYSTEM COMPONENTS)

main canopy-container compatibility

main pilot chute and handle

kill line length and wear

kill line entry point at D-bag

D-bag stow band keepers and edges (binding tape)

brake line twists and wear

toggle-end pockets and brake line stowage system

slider grommets and integrity

slider channels and stitching on edges

line wear and shrinkage

links and link protectors

brake system