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The Practical Rigger

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

PRE-INSPECTION

Overview complete rig—packed harness and container inspection:

external appearance of main and reserve pack job: mud, stains, damage
AAD in date/service due

Disconnect and store main:

inspect 3-ring retainer loops on main risers
measure and trim 3-ring cable ends as needed
inspect cutaway handle Velcro
housing tackings, per mfr.
clean and lubricate cables, re-install cutaway cable

Open and inspect container (main and reserve:

review previous reserve pack job: bumps, loose pilot chute
perform pull force test; inspect reserve ripcord and pocket and re-install ripcord
research size compatibility and updates
verify data to match card or prepare new card
record data in logbook and mark label as applicable
inspect reserve pilot chute, bridle, and free bag

- pilot chute fabric, top grommet, and swage
- bridle, MARD
- free bag fabric, stitching, Velcro, grommets and safety stow
- insert locking pull-up cord

clean inside of reserve container
change main and reserve closing loops

CANOPY INSPECTION—TOP TO BOTTOM (See PD manual)

top skin and seams, especially center and end cells
line attachments and canopy bartacks
internal cells (ribs)—captures, crossports, especially after use
PIA TS 108 or PD strength test as necessary

Lines and Links

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

- steel (Rapide): Mallion brand, size (see canopy 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 AND CONTAINER: Chapter 4 of the Sunrise Rigging Wings Manual provides a great reference for inspecting the harness and container system.

HARNESS INSPECTION—TOP TO BOTTOM Verify stitching both sides:

- risers
- chest junctions
- MLW
- laterals
- leg straps

abrasion damage, especially edges
friction adapter orientation, wear points, plating, and corrosion or rust
hip junction wear
B-12 springs and gate operation
harness-end keeper elastics, replace as needed

CONTAINER INSPECTION—

follow binding tape, reserve and main
grommets and stiffeners, reserve and main

loop retainer plate distortion and grommets
riser cover operation, magnet orientation
touch fastener (Velcro®)
RSL/MARD system
BOC pouch

COURTESY INSPECTION (NON-APPROVED MAIN SYSTEM COMPONENTS)

main canopy-container compatibility
main pilot chute and handle
kill line length and wear
pin attachment integrity
kill line entry point at D-bag
D-bag stow band keepers, grommets and edges (binding tape)
brake line twists and wear
toggle-end pockets and brake line stowage system
slider grommets, fabric, and stitching integrity; collapse channels and bartacks
suspension and brake line wear and shrinkage
links and link protectors, tacked as needed
brake system