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Leia Packing Best Practices

The following recommendations have been formulated from a combination of feedback and insight from current and experienced Leia jumpers as well as in-house knowledge. Using this information we have identified trends, and factors contributing to tension knots. Based on this we have developed the best packing practises to avoid them.

Note: This is not a packing manual, it is a guide to help reduce tension knots.

TWISTS IN YOUR BRAKE LINES CAN INCREASE THE RISK OF TENSION KNOTS. BEFORE PACKING ENSURE THAT YOU HAVE UNTWISTED YOUR BRAKE LINES.

- Be sure to maintain an even tension on the canopy and lines throughout the pack job.

Keep lines tight with no slack

Incorrect tension resulting in slack lines

Correct tension with no slack lines

- Keep the lines in the center of the canopy.

Flared slider to control outside material.

Flaking out instead of in will help to keep lines centered.

- Don’t lift the tail too high past the grommets. When bringing the tail up to wrap, avoid lifting it up past the slider grommets too far. Doing so can unsettle the lines causing them to be slack inside your pack job.

Tail lifted to high past grommets

Results in D-line slack

Tail lifted correctly

No unnecessary slack lines

- We recommend no more than 3 wraps of the tail. Wrapping the tail to excess will cause the C and D lines to move further towards the nose and away from the center of the canopy, increasing the risk of slack uneven lines.

Excessive wrapping of the tail

Three clean wraps

- If you have a small amount of slack after placing the canopy on the ground avoid stuffing into the pack job, rather distribute evenly over the first couple of line stows. Alternatively you can tweak the pack job and gently pull on the top skin to tidy and improve line tension. **Note**: If you have excessive slack on multiple lines it is recommended to start the pack job again.

Pull top skin to tidy line slack. Be careful not to pull excessively, it can increase the problem

Excessive slack, start pack job again

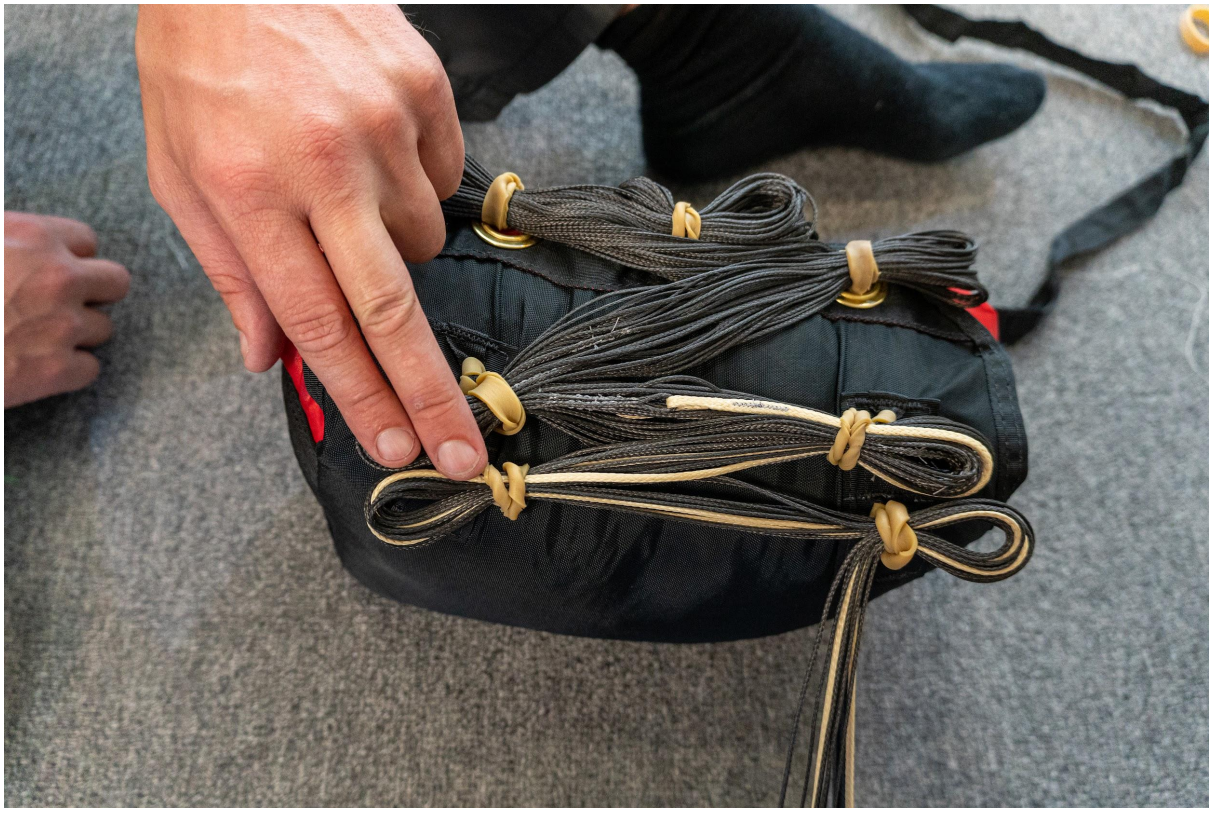
Manageable slack that can be distributed safely and evenly through line stows

- Always double stow with large bands. Also on locking stows if possible.

Double stowed locking stows

- Stow size no larger than 4cm/1.5inches (about two fingers). **The data showed this to be one of the largest contributing factors to tension knots.** It is a simple and small change but having less excess through each stow means more line is under tension.

Excessively large stows



Small clean stows no larger than roughly two fingers

Remember to keep line stows tidy and straight making sure they're an even size with no slack

Other things to consider

- Maintain your equipment.
    - Make sure your pilot chute has plenty of life left in it.
    - The risk of a tension knot increases the older the lineset. This can be affected even more by the jumping conditions, for example if you jump in a dry and dusty location this can shorten the lifespan of your lines much quicker.
- An extremely tight fit in the container can potentially increase the risk of a tension knot occurring.

NOTE: If you have had no issues with tension knots in the past then there is probably no need to change your packing habits.

There is no clear data to indicate that your style of D-bag (i.e. Stow or Semi-stowless) increases or decreases your chance of a tension knot

There is no clear data to indicate that your slider type (i.e. Regular or Removeable) increases or decreases your chance of a tension knot

We are aware that some people use third party manufacturers for their line replacement. Although, in most cases, they have the line measurements used by NZA, they do not go through our rigorous quality control processes. Therefore NZA can take no responsibility for defects or issues caused by said third party line replacements.