



Manual



WARNING

Base jumping is by nature dangerous and can cause death. It is done under the whole liability of the jumper. The terrain used for this activity and the way the activity is pursued and the equipment used is uncontrolled, uninspected, unmarked it thus involves many hazards and risks. Incident or accident can intervene constantly notwithstanding a regular practice and a conscientious use of the equipment. Manufacturer and/or its partners decline any liability in the event of incident or accident whatever may the origin be. The owner and/or the user of the equipment are reputed having necessary experience and knowledge to practice base jump. The owner and/or the user, by the simple use of this equipment, admit having taken knowledge of this warning and accepts its terms. The possession and/or the use of the equipment are done under owner and/or user whole liability. Base jump equipment is active and composed of moving elements. It is subject, among other things, and without this enumeration to be regarded as exhaustive or restrictive, to the risks of ageing, wear and/or attrition, the conditions of storage etc... It is owner and/or user's liability and obligation to check that the equipment is fit for use before and after jumping.

Equipment delivery leaves out explicit or implicit guarantee, relative with its quality, its reliability, its safety of use or its performances or any other guarantee of any kind.

ALL-T, ALL TERRAIN CANOPY

What's your style of BASE jumping ? Whether it's from low static lines to mid range slider up and terminal tracking or wingsuiting this canopy can do it all. The **ALL-T** is a newly designed canopy for all styles of jumping with new and improved parts to encourage better openings and the best control possible. The **ALL-T** was designed in mind for a BASE jumper looking for a canopy in all areas, urban, mountain, low or terminal. A well versatile, solid and reliable canopy. This canopy was designed in house at **ADRENALINBASE** in Chamonix, France and is manufactured in partnership with Sky Paragliders who use the latest technology to date and closely supervised by our team.

ALL-T DESIGN FEATURES

- Computerised **3D design** and laser cut for higher precision in manufacturing
- **ZP nose** maintains predictable flight characteristics and a life long flare
- **SLAT system** inside the 3 centre cells encourages plenty of range during deep brake approaches and precise canopy control without losing pressurisation
- **Multiple cross ports** on internal ribs to promote equal pressurisation during the inflation stages of opening helping with on heading performance
- **Continuous control lines** reducing the chance of a line over
- **5 upper control lines** for faster turns and higher flare performance
- **3 brake settings**, shallow, deep and deep deep
- **Rounded tail pocket** design to help clean stowing and avoiding closing mistakes
- The main fabric used is **Porcher PN9** keeping the weight low and life span long, with **CSR Dacron lines**

FIRST JUMP

It is strongly recommended that you do some skydive first, an hop'n pop, before you use your parachute in BASE jumping, to familiarize yourself with your parachute.

It can be packed in any bag-skydiving harness that can accept its volume (school harness type) the canopy will be packed with slider up, using the POD of the harness (not the Tail pocket)

During the flight, in order to know the essential points, you can try the following maneuvers:

- *rear riser turn, with brakes setup*
- *front riser turn*
- *full toggle turn*
- *deep brakes flying*
- *turn from deep brakes flying*
- *flare, then flare from deep brakes*
- *gradual flare to find the stall point*

It will be important to check if you get a complete flare when braking to the waist level (depending on the length of your arms and personal preferences) If this is not the case, you may have to shorten the brake lines at the handle (contact a certified rigger)

MATERIALS

The materials used for manufacture, high quality materials, come from reputable manufacturers: the main fabric is the PN9, lightweight fabric from Porcher industry, suspension lines from CSR, ... nonetheless, these are technical materials, of which you have to take care. They must be treated with the most care and kept in the most perfect condition.

BASE jumps can be aggressive for equipment, so it is important to inspect equipment regularly and thoroughly, as well as after each abnormal use (landed in trees, water, rocks, etc.). If you are not familiar with the equipment check, contact a parachute rigger.

In case of contact with any chemicals, contact a rigger or Adrenalinbase to assess the damage before use.

WINGLOADING

The canopy should be used according to this table, to experience fully all the qualities.

wing loading

MINIMUM : The lowest area, below this you will have less canopy performance and forward penetration

AVERAGE : The recommended wing loading for best all round canopy performance

HIGH : More sporty characteristics and easy if you have experience

MAX : The maximum suggested for the BASE environment

TWe measure our canopies using the PIA guide

ft ²	m ²	canopy weight kg	min lbs/ft ²	average lbs/ft ²	high lbs/ft ²	max lbs/ft ²	min lbs	average lbs	high lbs	max lbs	min kg	average kg	high kg	Max kg
180	16,72	3,1	0,6	0,65	0,7	0,8	108	117	126	144	49	53	57	65
190	17,65	3,2	0,6	0,65	0,7	0,8	114	124	133	152	51	56	60	68
200	18,58	3,3	0,6	0,65	0,7	0,8	120	130	140	160	54	59	63	72
210	19,51	3,4	0,6	0,65	0,7	0,8	126	137	147	168	57	61	66	76
220	20,44	3,5	0,6	0,65	0,7	0,8	132	143	154	176	59	64	69	79
230	21,37	3,6	0,6	0,65	0,7	0,8	138	150	161	184	62	67	72	83
240	22,30	3,7	0,6	0,65	0,7	0,8	144	156	168	192	65	70	76	86
250	23,23	3,9	0,6	0,65	0,7	0,8	150	163	175	200	68	73	79	90
260	24,15	4,0	0,6	0,65	0,7	0,8	156	169	182	208	70	76	82	94
270	25,08	4,1	0,6	0,65	0,7	0,8	162	176	189	216	73	79	85	97
280	26,01	4,2	0,6	0,65	0,7	0,8	168	182	196	224	76	82	88	101
290	26,94	4,3	0,6	0,65	0,7	0,8	174	189	203	232	78	85	91	104
300	27,87	4,5	0,6	0,65	0,7	0,8	180	195	210	240	81	88	95	108
310	28,80	4,7	0,6	0,65	0,7	0,8	186	202	217	248	84	91	98	112

BRAKES SETTING

Different brakes points are offered as standard: it is important to use the right brake setting depending on the type of jump, the latter having an impact on the opening speed (pressurization) as well as on the horizontal speed after opening. .

- **the first one** from the control handle is the one for **slider up** jump. Horizontal speed after opening is low
- **the second point** is the classic point for the **slider down** jump. The horizontal speed after opening is very low, but allows to control the canopy by using the rear risers (to counter an orientation). **This is the one that will be used in priority for slider down jump.**
- the third point** is a very deep point, and should only be used if the second point still allows too much horizontal speed. Be careful, depending on your wing load, you will be either exactly at the stall, before or after this one. Since there is no need to be after, it is important to test this point correctly (from a bridge and if the second point is not braked enough). If the canopy is sliding backwards when you open it, it means that this point is too deep for your wing load (in this case only use point number 2. **This point must be tested only from a bridge, before any other object !!**

Note that the fact of being exactly at the stall point has the advantage of havinh no horizontal speed at the opening, but does not allow to turn with the rear riser (risk of stall and rapid loss of altitude)

TAIL POCKET

The design avoids premature openings and any closing error. Velcro must be in good condition. They must be changed if necessary or every 100 jumps.

The primary stow elastic should be correct size and in very good condition, with good retention strength.

To be changed very often !!

USES

!! For all configurations,Pro-Pack technic must be used !!

slider down jump:the slider must be fixed down on a riser. use of the Tail Gate on the inner C line and double wrap on the primary stow (tail pocket)

slider up jump: the Tailgate must not be used, the direct control of the slider (inner C suspension line) and double wrap on the primary stow (tail pocket)

We offer 2 type of slider, for sliderup jumps :

- *mesh*: the most versatile, for all slider-up jumps. For the terminal speed, it will be good to control the opening speed by rolling the leading edge
- *mesh / fabric*: for terminal speed only, do not use below 8 s delay. It will make the terminal opening more comfortable

It is important to understand how to choose the type of slider. Many variables control the opening speed of the parachute, such as your own flying speed. It will not be good for you and your equipment to open at high speed, with a big pilotchute, using a mesh slider. Just like opening in sub-terminal speed with a mesh/fabric slider. Set up your equipment for each jump you make, based on its characteristics.

MAINTENANCE

Your canopy will last several years if properly maintained. Between 100 and 500 jumps, depending type of use. Factors that will shorten the life of the canopy are mainly humidity, heat, UV exposure, strong openings and improper storage:

- Keep your canopy clean and dry. Any exposure to moisture degrades the fabric. Avoid lying in the water. Never pack or store your canopy if it is wet. If your canopy is wet, hang it in the shade, not in direct sunlight.
- Do not store your canopy in a place that is too hot. Avoid leaving it in hot vehicles, for example. In case of prolonged non-use, store your canopy in a cool, dry and dark place.
- Avoid strong openings. Too strong openings can damage your equipment and cause serious injury or death.

In addition to inspecting the equipment before each jump, your canopy must be inspected by a certified repairer every year.

Because of the materials used in the manufacture of this equipment and their properties, the service life is 12 years from the date of manufacture. After this date, this material must not be used in any way.