



# Wingsuit



# User Manual

Version 1 – April 2008



## Disclaimer:

The following information must be read and understood before any use of this equipment.

The user knows the risks of skydiving and accepts that:

Skydiving causes deaths and serious injuries. Many of these deaths and injuries can be attributed to equipment malfunctions. Skydiving equipment can fail, even if the user takes all possible precautions.

Failure to open the main or reserve parachute (or to follow emergency procedures) at a safe altitude, and/or equipment failures can result in severe injury or death.

It is the user's responsibility to:

- Receive proper training before any use of all skydiving equipment.
- Be extremely careful and cautious.
- Read and understand all owner's and operations manuals for all skydiving equipment.
- Check all skydiving equipment and replace any defective or worn component prior to use.
- Review emergency procedures before each use of this and all skydiving equipment.
- Check equipment warnings - do not exceed equipment limitations.
- Never violate the training and experience requirements for the specific equipment in use.

Because of the unavoidable dangers involved in the use of this and all parachute equipment, Phoenix Fly (including, but not limited to, all owners, officers, staff and employees) makes no warranties of any kind, expressed or implied. It is sold with all faults and without any warranty of fitness for any purpose. By using this equipment or allowing it to be used by others, owner/buyer waives any liability of Phoenix Fly for personal injuries, death or damages from such use. Any promises or representations inconsistent with, or in addition to, this statement of warranty are not authorized by Phoenix Fly and shall be not binding. If any customer of Phoenix Fly suit declines to waive liability on the part of the manufacturer or authorized Phoenix Fly dealer, the customer may have a full refund of the purchase price by returning the wing suit before it is used. Return the suit to the manufacturer or authorized dealer within 21 days from the original date of purchase. Skydiving and wingsuit flying are high-risk activities which may cause or result in serious injury or death.

DO NOT attempt to land a wing suit without a fully inflated parachute.



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## **Section 1: How to use this manual**

We know you are excited to receive your new Phantom 2 wingsuit and will most likely be wearing it now as you read this manual (after already doing a few test flights around your home and receiving strange looks from your family!)

Please take time to read this manual completely - it makes great restroom reading!

You will learn about:

How to assemble and safely use your:  
The great new features of your:  
How to get the most out of your:  
How to take care of your:



## **W A R N I N G**

### **PHOENIX FLY PHANTOM 2 WINGSUIT - USER MANUAL**

This manual is **not** a course of instruction on how to make a parachute jump, fly a wing suit, nor does it contain regulations that govern sport parachuting and related activities.



## **Section 2: Introducing Phoenix Fly**

Phoenix Fly is a cutting edge new company dedicated to the design, development and production of skydiving, BASE and sport garments. (Pants, jackets ,etc.)

Phoenix Fly's main goal is the production of state-of-the-art high performance wingsuits for skydiving and BASE-jumping. The product line includes tracking pants, jackets and other accessories for skydiving and BASE.

The founder of Phoenix Fly is Robert Pecnik, the designer of the first commercial wingsuit and co-founder of Bird-Man International, Inc. Robert started his skydiving career in Zagreb, Croatia in 1982. Since his early skydiving days, he has produced and tailored a number of RW suits.

In 1997, inspired by the late Patrick de Gayardon, Robert began working on a new wingsuit design. His first design was revolutionary, primarily in the field of safety. The quick wing release system provided the wingsuit flyer with the option to quickly and safely detach the wings in case of an emergency; thus enabling the jumper to continue his jump like a regular skydive by allowing complete movement of the arms.

Robert has since designed a number of improved wingsuit designs that have reached performance levels that until now were never thought to be possible. Today, Robert is reaching new heights with his new company, Phoenix Fly.

In the past year the company has already launched the revolutionary PF tracking suit, Vampire, Prodigy, Stealth, Ghost and Acro wingsuits.

Phoenix Fly already has other new products in development that will continue to push the performance envelope for skydivers and BASE jumpers of all experience levels.

For information on the complete range of products and the latest news from Phoenix Fly please visit our website <http://www.phoenix-fly.com>

**The Phoenix has risen!**



## **Section 3: Features of your Phantom 2 wingsuit**

PHOENIX-FLY proudly presents the **PHANTOM 2** wingsuit.



The Phantom 2 is an intermediate wingsuit, flying between the Prodigy and Ghost in the Phoenix Fly product range, designed with “flockers” (wingsuit formation pilots) and progressing pilots in mind.

The Phantom 2 wingsuit suit offers an incredible performance range; docile and predictable whilst flying with the flock, making flying easier. At break off the suit can be trimmed out and offers excellent forward speed with a very flat glide, helping to guarantee you have clear airspace to deploy your canopy.

**The Phantom 2 replaces the established Phantom 1 wingsuit and has the following new features:**

- Larger airlocked arm inlets offer fast inflation whilst keeping drag to minimum.
- Leg inlets changed to air locked "scoop" design for pressurization regardless of leg position.
- Arm and leg wing surface area increased to boost performance.
- Parapack panels added to improve suit durability and allow more customization.

**The Phantom 2 retains the following proven features of the Phantom 1 wingsuit:**

- Large back deflector reduces drag and increases lift.
- Specially shaped armwing maximises surface area without compromising access to the BOC
- PF Wingtip pockets allow excellent control of the arm wing.
- PF Adjustable swoop cord.
- PF “Deep cut” booties made from automotive grade leather.
- Sturdy 1.9 Oz Balloon ZP construction, reinforced in critical areas.

### Section 3.1: Main features of the PF Phantom 2 wingsuit are



**Specially designed armwing** trailing edge maximises surface area without compromising BOC access.

Larger **airlocked arm inlets** offer fast inflation whilst keeping drag to minimum



**Air locked leg "scoop" inlets** for solid pressurization regardless of leg position.

**Large back deflector** - provides smoother airflow over leg wing, creating more lift and less drag.





**Leather bootie** – “Deep cut” robust design, using automotive interior grade leather.

**Integrated arm wing design** - arm wing sleeve is separated from the rest of the wing airfoil by mesh. The inside of the sleeve is lined with light foam material and covered with F-111, making a smoother leading edge and increasing comfort.



**High grade materials and robust double stitching** seam construction ensure a strong and long lasting product (as used for canopy manufacture). Main suit material: 1.9 Oz Balloon ZP, reinforced in the critical areas.



**Padded knee area** with extra space allowed for knee protection.



**New wing release handles** - are placed in front of the wing. They are easy to spot, reach and pull. Handles are a loop design and sit inside a small pocket. The last two body tabs are shorter in order to reduce the pull force required to cutaway.



**Wingtip grippers** allow excellent control of the arm wing.

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## **Section 4: Recommended Experience Level & Preparation for the PHANTOM 2**

The Phantom 2 is an intermediate wingsuit; it is not suitable for beginner wingsuit pilots.

Phoenix Fly strongly recommends that pilots have a **minimum of 10–20 trouble free wingsuit flights on the Prodigy or similar performance suit before trying the PHANTOM 2.**

Phoenix Fly expects its customers to exercise common sense and seek advice from other experienced wingsuit pilots when selecting their wingsuit.

Make sure you are able to perform the exit, flight pattern and deployment without any problems before upgrading:

If you have any questions regarding the experience level required for the PHANTOM 2 please contact us, we will be happy to answer your questions: [info@phoenix-fly.com](mailto:info@phoenix-fly.com)

### **Section 4.1: Recommended experience level for starting wingsuit flying**

Phoenix Fly recommends that skydivers who wish to start wingsuit flying are:

- An experienced, current and licensed skydiver.
- With 500 or more freefall skydives if intending to learn to fly a wingsuit on his/her own.
- Or a minimum of 200 jumps within 18 months if a jumper is to receive one-on-one training from an experienced wingsuit pilot
- More important than jump numbers are the individual skills and approach of the skydiver. Jumpers who have excellent tracking skills and the ability to judge their position and altitude over the ground at all times will make good wingsuit pilots. It is critical the jumper feels comfortable in the suit, not restricted by the suit material in anyway and feels confident they can safely perform the drills required for the wingsuit flight
- Start off with a low performance wingsuit such as the Phoenix-Fly Prodigy and gradually upsize your wings with experience.

## **Section 5: Setting Up Your Phantom 2**

The process required to attach the PHANTOM 2 to your rig is similar to the other wingsuits designed by Robert Pecnik. The only difference being that you may miss out body tabs instead of wing tabs to obtain the best fit. Please refer to the notes at the end of this section. To start off:

1. Release the arm wing cut-away cables by pulling both handles.
2. Place your rig on the floor with the back pad facing up.
3. Lay the suit up on top of the rig as if you were actually wearing the suit and the rig.
4. Place the arm wings under the main lift webs of your rig.
5. Thread the leg straps through the holes on the hips of the suit (ensure the leg straps are not twisted).

Remember that wingsuit and harness sizes vary greatly. These instructions should work for your suit - the most important thing is to ensure that your **emergency handles are NOT covered or obstructed in any way**. If you have any doubts ask the advice of another experienced wingsuit pilot or rigger.

### **Section 5.1: Connecting your arm wings (front side)**

#### **Arm Wing Front skin attachment (Belly side) • Left and Right Sides**

1. Start by threading the yellow cable through the small **black** tab on the body of the suit. Always start on the body first, not the wing!
2. Then thread the cable through the tab on the wing. Continue to thread the cable through the tabs in this manner, alternating between the body and wing tabs.

To allow space for your emergency handles to protrude, do NOT thread the cable through the **BODY TAB** that is **THIRD FROM THE TOP** of the wing. (Top means closest to the shoulder.) Refer to the photo on page 14. If missing the third body tab from the top does not suit your wingsuit we recommend missing the wing tab either above or below to fit your rig if in doubt seek advice from an experienced wingsuit pilot.

3. Run the cable through the next wing tab. There should now be two wing tabs done in a row. **Always run your cables out of the way of your emergency handles.**
4. Continue running the cable through the next body tab and once you have threaded the yellow cable through all the tabs place the handle in position on the Velcro pad and stow the free end of the cable in the housing.
5. Repeat this process for the other arm wing front skin

**If missing a body tab does not provide you with a satisfactory result you can also miss a wing tab and (therefore passing the cable through two consecutive body tabs).**

**Refer to the notes at the end of this section.**



It is important that you choose a setup that:

- **does not** interfere with your emergency handles
- **does not** result in damage to your suit on deployment / under canopy
- **does not** deform your arm wing and reduce the aerodynamic performance.

### **Section 5.2: Connecting your arm wings (back side)**

#### **Arm Wing Back skin attachment (Butt / backside) • Left and Right Sides**

1. Turn the rig and wingsuit over and start by threading the yellow cable through the small black tab on the body of the suit. Remember to always start on the body first.
2. Then thread the cable through the tab on the wing. Continue to thread the cable through the tabs in this manner, alternating between body and wing tabs.
3. To allow space for your rigs laterals, do NOT thread the cable through the **BODY TAB** that is **THIRD FROM THE TOP** of the wing. (Top means closest to the shoulder.) Refer to the photo on page 14. If missing the third body tab does not suit your wingsuit we recommend missing the wing tab either above or below to fit your rig, if in doubt seek advice from an experienced wingsuit pilot.
4. Run the cable through the next wing tab. There should now be two wing tabs done in a row.

**Note:** On the back of the wing, it is important that you hook up the wing so that your tabs will **not come in contact with your rig's laterals on opening** or whilst hanging under canopy as this may damage or weaken the suit. **It is okay if the lateral is touching the lower tab** as this leaves space for the lateral to move upwards. Once you have hooked up your wings, put on your suit, secure all straps and zippers, and have a friend stand behind you and lift your rig to simulate how you will hang under canopy.

5. Continue running the cable through the next body tab and once you have threaded the yellow cable through all the tabs place the handle in position on the Velcro pad and stow the free end of the cable in the housing.
6. Repeat this process for the other arm wing back skin

**If missing a body tab does not provide you with a satisfactory result you can also miss a wing tab and (therefore passing the cable through two consecutive body tabs).**

It is important that you choose a setup that:

- **does not** cause contact between the tabs and rig laterals (lower tab contact is ok)
- **does not** result in damage to your suit on opening
- **does not** deform your arm wing and reduce the aerodynamic performance.



### **Section 5.3: Tips**

- Once you have the correct threading setup, mark the tabs to be missed with a felt pen for easier assembly in the future.
- Some people choose not to stow the free end of the cable in the housing so that they are able to pull on the free end in the airplane to ensure that the cables will not come unthreaded in flight.

### **Section 5.4: Notes**

**Q. “I miss out different tabs with my present suit – why is it different on the PHANTOM 2?”**

The tab you miss out for the PHANTOM 2 will be different than that used for other suits. This is because the arm wing attachment tabs are in a slightly different position relative to the body.

**Q. “Is it okay to miss out a body tab and have the yellow cable on the outside of the harness?”**

Yes, if that gives you the best fit but make sure the cable will not interfere with the operation of the emergency handles.

**Q. “I have the optional leg pouch pilot chute system on my suit – how do I set it up?”**

Check out the separate manual for the Leg Pouch Pilot Chute System in the articles section of the Phoenix Fly website.



Hook up front



Hook up back

### **Section 5.5: Separating the wingsuit from you rig**

To release your container from the suit pull both arm wing cutaways until the yellow cable is just held by the 1st body tab (black). This will save you the trouble of unnecessarily rethreading this tab. Also re-attach the cut away handles on the Velcro to prevent them from being misplaced.

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## **Section 6: Body position required for the Phantom 2**

The body position required to fly the Phantom 2 is similar to that required for the other designs by Robert Pecnik.

Every person finds their own individual flying position. A position that works great for one person may not work for somebody else (due to the variables of weight, size and height)

Some general guidelines are:

- Open your wings fully and fly with your arms and legs extended while still feeling relaxed.
- Your spine should be straight, neither arched nor de-arched.
- Your arms should be slightly bent, with your elbow at the leading edge of the wing
- Roll your shoulders forwards slightly
- Try pushing bending at the hips / butt up slightly
- For the best performance keep your head and neck in line with your spine, look with your eyes
- In flight the lowest points of your body should be your shoulder joints and your toes

You can adjust the flight angle by using your torso and hips. To achieve maximum glide you will have to fly with a steeper ('head low') angle resulting in increased forward speed. If you want to slow fall and make a super long delay your angle will be more 'head high'.

For turns simply look where you want to go and make small movements as large movements may result in a steep dive or instability. Turns can be achieved with any part of the wingsuit; legs, hip, shoulders, feet etc. try experimenting!

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## **Section 7: Deployment Procedures**

### **Section 7.1: Wave-off**

Since you cannot use your arms to wave off, you have to wave off with your legs. Click your legs together three times, while watching the airspace around you, so that anyone near you can see your intention to pull.

### **Section 7.2: Pull / deployment**

The most critical portion of your wingsuit flight is the pull. The huge burble behind you caused by your large wings and your forward speed could cause a pilot chute hesitation resulting in line twists. An asymmetrical body position could cause you to become unstable and can also lead to line twists. Since your canopy will come off your back at a 45° angle you should keep your legs FULLY EXTENDED while you pull. While learning to fly the wing suit start your wave off and pull sequence higher than normal. (We recommend 5000' to start.)

Here is how your wave off and pull sequence should go:

- Tap your feet three times. On the third tap keep your legs together and arch slightly.
- Symmetrically bring both your arms in for the pull. (Your legs should remain straight and closed the entire time to decrease the burble and to ensure that your feet and leg wing don't interfere with the deploying canopy.)
- Throw your pilot chute vigorously and symmetrically in to clean air.
- Close your arm wings once you have released your pilot chute (to decrease the burble.)

During the pull you should keep your legs extended (even when you close them), be symmetrical and throw your pilot chute vigorously.

### **Section 7.3: After the Pull / post deployment**

Once your canopy has inflated unzip the arm zippers all the way up so that your arms are completely free to reach the risers and toggles. Once the you have secured the airspace around you, unsnap and unzip your booties. Stow the leg wing on the snappers so that the wing will not drag on the ground during landing.

### **Section 7.4: Advanced technique**

An experienced pilot could choose to perform a barrel roll prior to wave off to check their airspace 100%. Obviously any pilot who performs this manoeuvre must be able to do it as 2<sup>nd</sup> nature without any instability.

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## **Section 8: Emergency Procedures**

### **Section 8.1: Wing Cutaway system**

The Phoenix Fly wing cutaway system was designed for use as a backup device. Three reasons you may want to cut your wings away could be:

- You are unstable or not comfortable with your flight. (You can cut the wings away in freefall and bring your arms up into a box position)
- You need to get to your risers fast and do not have time to undo the zippers.
- You are unable to undo a zipper because it is jammed or broken.

To cut away the wings, simply grab the cutaway handles, peel the Velcro and pull them outwards and upwards towards your head.

### **Section 8.2: Uncontrollable Spins in Flight**

With a highly manoeuvrable suit like the PHANTOM 2 it is possible to end up in a flat spin. A failed manoeuvre, collision or bad exit can in rare cases cause this to occur.

The corrective action is simple:

- Pull your knees up to your chest and collapse your arm wings
- Once you see the ground, open your arm wings to regain stability
- Once you are belly to earth and stable, re-open the leg wing
- Once you're flying, re-orient yourself to the DZ and continue the skydive

If the unlikely situation that this process does not work, try cutting away your arm wings and assuming the "box position" to regain control.

### **Section 8.3: Malfunction Procedure**

KNOW the placement of your emergency handles and KNOW the emergency procedures for the gear that you are jumping.

The suit was designed to allow you freedom to reach and pull both emergency handles without restriction. This means that you DO NOT need to cut away your wings first before using your emergency handles (and therefore waste valuable time and altitude).

However, to reach the toggles and risers of your reserve parachute you must either open the zippers on your arms or cut away your wings. If you are going to cutaway your main parachute and your arm wings are already undone (either unzipped or cut away), close your leg wing by putting your legs together before operating any of your handles. Having your leg wing inflated may cause instability and turbulence, which could interfere with your reserve deployment.



## **Section 8.4: Water Landings**

We recommend you never fly over or near to large bodies of water. In the case of an unavoidable water landing we recommend the following actions:

- Deploy your canopy as high as possible to increase your preparation time.
- If time allows unzip both leg wing zips and stow the wing on the hip snappers.
- Ensure that your arm wings are completely unzipped.
- Disconnect your RSL
- Perform a normal “straight into wind” landing, flare as usual (as if the water surface was the ground)
- Cut away your main canopy
- Start swimming towards land!

If you are unable to unzip your leg wing we recommend you use your hook knife to cut your leg wing in two. Swimming with the leg wing in place is nearly impossible even for strong swimmers.

Landing your parachute in water whilst wearing a wingsuit is extremely dangerous – **avoid this situation.**

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## **Section 9: Making A Flight Plan**

### **Section 9.1: Weather Conditions**

Because you can fly long distances with the suit, make sure that the weather conditions allow you to have visual contact with the ground opening point at all times during your flight. Remember that the same physical laws apply to you as to any non-powered flyer. You travel longer and faster in relation to the ground when you fly with the wind and the reverse happens when flying against the wind.

### **Section 9.2: Briefing your fellow jumpers, pilots, etc.**

Before entering the aircraft you need to brief your fellow jumpers and the pilot about your wing suit flight. Because your freefall time can be twice as long as conventional jumpers, it is safest to exit last (even after tandems and AFF groups). Make sure the jump pilot is informed about your wing suit flight!

### **Section 9.3: Flight Path**

A motto that applies to all skydives: “**Plan the dive, dive the plan**”

Refer to diagram below for an example flight path; the plan you choose to follow will depend on various factors i.e.

The run-in direction

The wind direction

Relative position of landing area to exit point

Air space considerations (other air traffic, for example gliders or light aircraft)

DZO preference

Ground obstacles

**NOTE: Avoid flying over or near large bodies of water.**

Of course you can correct your plan in freefall if needs be, for example if you see the tail wind is stronger than you expected on your down wind leg you will make more distance than you planned and could choose to turn back towards the LZ earlier.

The main considerations for any flight plan:

- **Upon exit, fly 90° off the line of flight (perpendicular to it)**

How long you fly perpendicular to the line of flight depends on your spot. Keep your eyes on the DZ; when the time is right, turn 90° towards the DZ and fly parallel to the line of flight. Your horizontal speed can exceed 100 mph, so know where you are and know where others are at all times.



- **Never fly across or near the line of flight**

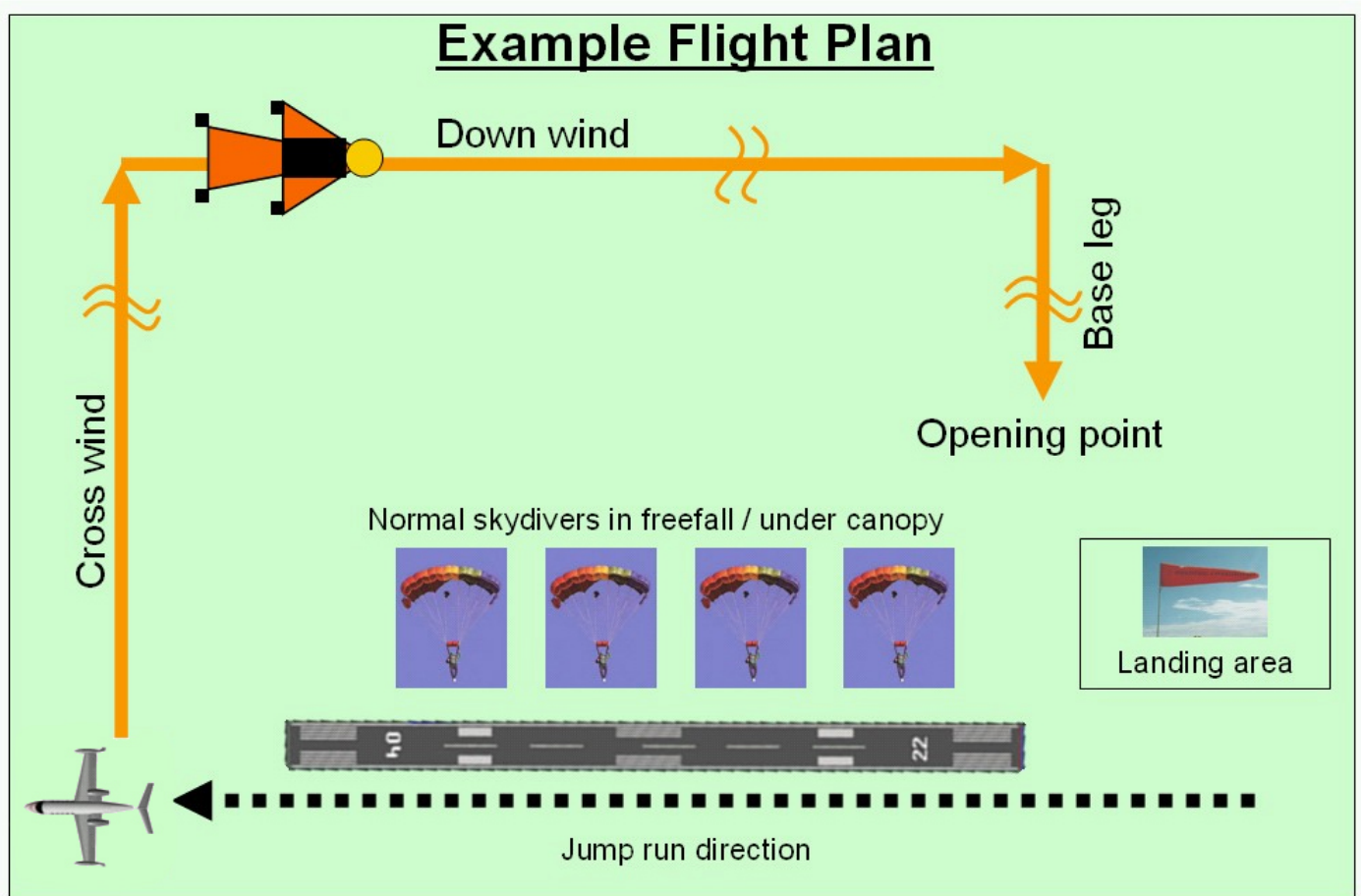
There could be high canopies e.g. tandems or students that pose a collision risk. If a wingsuit flyer chooses to deploy close to the flight line and then experiences a canopy malfunction and subsequent reserve ride he may invade the airspace of the other skydivers.

- **Always have a flight plan before you enter the aircraft**

Not having a plan is the first link in the "chain of events" that could lead to an incident report.

- **Open upwind of your landing area**

This gives you a higher chance of making the LZ regardless of the wind conditions at opening altitude (Also in the event of a cutaway your canopy should land closer to the LZ)



## **Section 10: Pre Flight Checks**

### **Section 10.1: Putting on your Phantom 2 wingsuit**

- With the rig / suit on the ground, slide yourself feet first into your leg straps and through the legs of the suit, ensuring that the leg straps aren't twisted
- Bring the suit and rig over your shoulders. (You will soon develop a quick and easy technique.)
- Tighten your legs straps as if you were in freefall.
- Position the booties completely over the toe of your shoe and close the leg zippers - be careful not to catch any of your pant / trouser material in the zip (OR leg hair if you are wearing shorts!!)
- Secure the zipper with the snaps.
- Close the zippers on the chest of the suit. Get into the routine that whenever your suit is zipped up, your leg-straps are tightened.
- Fasten your chest strap tightly.
- Close the arm zippers, locking the zipper catch at the very end of the zipper. Put the thumb cords in place (around your thumb and OVER your altimeter).

### **ALWAYS REMEMBER to put on your leg straps!**

Just because you can't see them doesn't mean you don't need them to save your life! Failure to wear and fit your parachute harness correctly under the suit can lead to **serious bodily injury and or death.**

There have been two cases to date of skydivers forgetting their leg straps. Fortunately the sturdy wingsuit construction proved sufficient to withstand the opening shock and support the jumper's weight under canopy **hence saving the jumpers life. BUT the wingsuit IS NOT DESIGNED FOR THIS PURPOSE** and Phoenix Fly does not offer any guarantee that the suit is fit for this purpose!

### **Section 10.2: Pre-Boarding checks**

Before getting on the aircraft:

- Make sure that your wings are correctly assembled and that the cutaway cables are correctly routed.
- Ensure that emergency handles are in position and are not hindered or covered.
- Fasten your chest strap securely.
- Ensure that your leg straps are fastened and snug inside the suit.
- Check that the arm zippers and thumb cords are in good condition.
- Have someone give you a pin check.
- Check that the BOC throw-out pilot chute and handle are in the correct position.

Perform some practice pulls before you enter the aircraft to ensure that you can reach your pilot chute and that it is in the correct position. To do so, touch your pilot chute handle with your right hand while bringing your left arm in symmetrically and closing your leg wing.



After your practice pulls, rehearse getting out of your wings. One at a time, open both of your arm zippers with a controlled, rapid movement. Unzip to the top of your shoulders for full range of motion. Simulate reaching the risers. Repeat this until you feel comfortable with the procedure.

### **Section 10.3: Prepare for flight**

Depending on your jump aircraft you may choose to fit your leg wing after boarding. We recommend you do so as soon as you are on board, arm wings can be left undone until you receive the 2 minute call prior to exit.

#### **REMEMBER TO CHECK THE THREE '3's:**

**3 straps** (both leg straps and chest strap)

**3 handles** (reserve, cut-away and PC handle)

**3 rings** (check the correct assembly of your 3 ring circus)

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## **Section 11: Maiden Flight**

Before you jump your PHANTOM 2 for the first time make sure that you are current, performing some normal skydives and wingsuit flights with your present lower performance wingsuit.

Wear the suit on the ground to get used to new arm and leg stance. Pay particular attention to learn where the zippers and cut away handles are located.

Take some time to study the suit construction on the ground.

### **Section 11.1: Practice**

It is necessary to practice the exit, flight, pull and emergency procedures on the ground, before you do your first flight. It is very important you have read and understood this manual completely before the first flight.

### **Section 11.2: Equipment**

Because of the large burble behind your back and the fact that the wings restrict the freedom of your arms, there are a few things to consider with regards to your equipment.

The main canopy should be relatively docile. Do not use any kind of canopy that you feel uncomfortable or unfamiliar with. Remember that you need time if you want to free your arms before dealing with a malfunction.

- DO NOT use a pull-out pilot chute.
- DO NOT use a bungee-type collapsible pilot chute.
- DO NOT use a leg strap mounted pilot chute.
- We recommend **not** to use pilot chutes with hackey handles
- DO NOT use a ripcord and spring –loaded pilot chute
- Use only a BOC throw-out pilot chute with the wing suit (exception for leg pouch)
- Use a standard length bridle with the deployment bag packed in the normal orientation
- Normal freefall pilot chute (size depends on canopy size)

If you intend to perform many wingsuit skydives Phoenix-Fly advises that you fit a longer bridle (standard bridles are usually 7' / 210cm in length, wingsuit bridles are around 9' / 270cm). It is not always necessary to purchase a new bridle, ask your local rigger about the possibility to extend your existing bridle. A longer “wingsuit bridle” will not have any detrimental effects when used for normal skydives.

**Phoenix-Fly strongly recommends that wingsuit pilots DO NOT deploy their canopy from full flight** i.e. with significant forward speed as this can result in serious injury and damage to your wingsuit and parachute equipment (as a result of hard opening).



If the user decides to ignore Phoenix-Fly's warnings about deploying from full flight, the user takes full responsibility for the consequences of such a manoeuvre. The following equipment changes may help avoid pilot chute hesitation and bag rotation problems in this scenario BUT hard openings are still a likely result.

- A long "wingsuit" bridle (9' / 270cm)
- A container with dynamic corners or open corners
- Packing the deployment bag with the grommet at the bottom of the tray (with dynamic corners)
- For BASE it is common to use 36" – 38" PC (with standard BASE bridle) depending on canopy size. Rolling the nose and direct slider control may also be beneficial. If in doubt consult an experienced jumper or rigger

### **Section 11.3: Phoenix Fly suits with AADs and audible altimeters**

Because it is possible to achieve very slow vertical speeds with the Phoenix Fly wingsuit (averaging just 70 km/h or 40mph) your AAD will probably not fire your reserve if you are passing through the hard deck (the Expert Cypress is set up for 36 m/s, about 125 km/h (although it should work in the case of unconsciousness).

Also, some audible altimeters may not function properly at slow vertical airspeeds. For these reasons it is very important to wear a visual altimeter and open at a proper altitude. Wear your visual altimeter as far away from your body as possible. We recommend wrist-mounted altimeters for the most accurate reading. Phoenix Fly Inc. strongly recommends using AADs and audible altimeters!

#### **Additional equipment: Helmet, goggles, wrist altimeter and hook knife**

Electronic Altimeters like the *Neptune* from Alti 2 which can serve as both a visual / audible altimeter and freefall computer can also be very useful for measuring your flight performance (speed and freefall delay). [www.alti2.com](http://www.alti2.com)





### **Section 11.4: Exits**

For the first flights we strongly suggest that you exit from inside the aircraft, head high and with your chest to the relative wind (similar to an AFF level 1 exit.) To perform a good poised exit the most important thing is to have your wings closed (arms tight to your body, legs together) for the first second that you are exposed to the relative wind. Look up at the aircraft as you exit and arch slightly for stability. After you have safely cleared the aircraft, spread your wings (both arms and legs, all at the same time, symmetrically) and start your flight.

It is important to clear the aircraft before spreading your wings. If you fail to clear the aircraft, you risk having an unstable exit as well as hitting the aircraft (body or tail) resulting in severe injuries to you and damage to the aircraft.

### **Section 11.5: Exercises for first flight**

The focus of your first few flights on the PHANTOM 2 must be on safety and not performance:

- Perform a solo wingsuit flight
- Make a nice stable exit
- Slowly extend the wings
- Turn 90 degrees to the jump run
- Perform 3 practice pulls
- Fly a normal pattern and pull higher than usual

Once you are feeling comfortable with the suit you can start to work on finding the sweet spot and maxing the suit out for time and glide.

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## **Section 12: Taking care of your Phantom 2**

### **Section 12.1: Storing you Phantom 2**

Don't leave your suit in direct sunlight for prolonged periods! The UV rays in sunlight will fade the colors and reduce the lifespan of your suit. (As applies to all parachuting equipment)

Do not make repairs or modifications to this wingsuit by yourself.

### **Section 12.2: Materials and washing instructions**

The Phantom 2 is made from high grade materials such Balloon ZP. These materials were carefully selected to maximise the aerodynamic performance, comfort and durability of this product.

To wash your wingsuit:

- Remove the cut away cables
  - Hand wash in cool water (30° C / 85° F)
  - Hang till dry
  - DO NOT spin dry! DO NOT iron!
-

## **Conclusion**

The key to becoming a good wingsuit pilot is practice. Seek advice from other pilots and keep experimenting. Remember to listen to the relative wind and try to feel how the air is flowing over your body.

A new chapter in the history of wingsuit flying has only just begun!

The Phoenix Fly Team wishes you many happy & long flights!!

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## Appendix A:

### Contact details



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<http://www.phoenix-fly.com>

We are proud to use the following equipment:



<http://www.basetroll.com>



<http://www.baserigs.com>



<http://www.alti2.com>

## **Appendix B: Notes for wingsuit BASE jumpers**

**We strongly recommend you read the document “ Advice for starting Wingsuit BASE jumping”**

The document is available on:

<http://www.phoenix-fly.com>

<http://www.blincmagazine.com>

[http://www.blincmagazine.com/cms/article\\_427.shtml](http://www.blincmagazine.com/cms/article_427.shtml)

<http://www.dropzone.com>

[http://www.dropzone.com/cgi-bin/safety/detail\\_page.cgi?ID=506](http://www.dropzone.com/cgi-bin/safety/detail_page.cgi?ID=506)

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## **Appendix C: Using the leg pouch deployment system**

Please refer to the separate manual for the leg pouch pilot chute system available in the articles section of the Phoenix-Fly website.

## **Appendix D: Recommended Reading**

### **Available on the Phoenix Fly website article section:**

- Wingsuit flying and Basic Aerodynamics 1
- Wingsuit flying and Basic Aerodynamics 2
- Advice for Starting Wingsuit BASE
- Performance Flying
- Leg Pouch Pilot Chute System

### **Books for pilots who want to have more in depth understand of aerodynamics:**

- Introduction to Flight, John D.Anderson,Jr (www.mhhe.com ,ISBN 0-07-116034-5)
- [www.desktopaero.com](http://www.desktopaero.com) Ilan Kroo : Applied Aerodynamics-A Digital Textbook



### **The following Internet sites:**

- [www.dropzone.com](http://www.dropzone.com) >> Wingsuit Forum
  - [www.flybirdman.com](http://www.flybirdman.com)
  - [www.blincmagazine.com](http://www.blincmagazine.com)
- 



## Appendix E: A brief history of wingsuit flying

# Brief History of Wingsuit Flying

<p><b>1936 - Harry Ward</b> Detachable wings with 9' foot span made of linen with wooden stiffeners. Made 9 jumps with a measure of control of some lateral movement. Hung up his wings after Clem Sohn's death</p> 	<p><b>1960s...</b> A few brave skydivers took to the skies with varied designs:</p> <p><b>Bill Cole</b>, who famously had his membership to the Sport Parachute Association suspended after he made a jump without a parachute, which was passed to him in mid-air.</p> <p><b>Tommy Boyd, Don Molitor, Lyle Cameron Sr.</b> in 1965 edition of SkyDiver magazine</p> <p><b>C.H.Laurin</b> is one of the few, the "real deal", paratrooper, barnstormer, pioneer skydiver, pilot.</p>   	<p><b>1990s</b> Patrick de Gayardon</p> <p>The father of modern wingsuit flying. Taking principles of ram-air parachute and applying it to a personal suit. Curved, inflated surfaces like a wing, but non-rigid and collapsible. Patrick flew his suit back into a Porter. BASE jumped in Norway and Italy and performed "swoops" over the Italian alps and in the Grand Canyon.</p> 	<p><b>2004</b> Phoenix Fly is born</p> <p>With the launch of the revolutionary Vampire V-1.</p> 	
<p><b>1930s Clem Sohn</b> The most famous of the many American show jumpers. He built his bat wings using canvas and metal rods.</p> 	<p><b>1950s - Leo Valentin</b> Valentin rediscovered the key to stabilised and controlled freefall passed on in his 1955 biography BirdMan. He experimented with non-rigid wings and concluded that he could do nothing more than slow his fall-rate. He designed rigid-wings with a 9 foot span hinged to a steel corset round his chest.</p> 	<p><b>1993 - Christoph Aarns</b> "Bodyglider" Eloy, Arizona 1993 Designer of the modern SkyRay rigid wing</p> 	<p><b>1998 First commercial wingsuit</b> RobertPecnik designs and produces first commercial wingsuit</p> 	<p><b>2001 BASE - 1st Minute Man</b> Robert Pecnik flies for over one minute at a famous site in Northern Italy "We want to be flying machines which travel from A to B, not the balloons which stay in the sky for ever."</p> 

A new era in wingsuit flying has just begun. The Phoenix is rising...

End

