EPICENE

USER MANUAL

Contents

YOU MUST READ THIS MANUAL BEFORE DOING ANYTHING WITH YOUR SQUIRREL EQUIPMENT

About this Manual

This manual does not provide instructional information, and is not a substitute for professional training, instruction, or experience. Before using this parachute, it is critical that you receive training and instruction for its use by a certified / rated instructor who is familiar with the characteristics of a 7-cell low-porosity parachute system. It is mandatory that you receive professional training and instruction on the deployment, flight, landing, packing, assembly, and maintenance of this parachute. This manual is only a general guide and does not contain any instructional information.

This manual may be updated, revised, or changed by Squirrel LLC without notice, at any time. Contact Squirrel LLC to be sure that you have the most up to date version of this manual. It is imperative that you read this manual in its entirety, and understand it fully. If you do not understand any part of this manual, or feel that any part is unclear in any way, please notify Squirrel LLC in writing and do not use any equipment that this manual refers to until you are certain that you fully understand the most up-to-date information pertaining to your equipment.

Your Squirrel EPICENE comes with NO WARRANTY.

Parachuting, skydiving, and wingsuit flying are extremely dangerous activities. This parachute is sold with all faults, as is, and with no guarantee or warranty of fitness for any purpose. Squirrel LLC, its members, owners, associates, and dealers, disclaim any and all liability in tort for damages of any kind, caused by negligence on the part of Squirrel LLC or otherwise. By using this parachute system or allowing it to be used by others, the user waives any liability of the manufacturer for personal injuries or other damages resulting from its use.

⚠ WARNING ⚠

ALL FORMS OF SKYDIVING, PARACHUTING, AND WINGSUIT FLYING ARE INHERENTLY HAZARDOUS ACTIVITIES AND REQUIRE THE DELIBERATE AND CONSCIOUS CONTROL OF YOUR PHYSICAL BODY THROUGH THE PROPER USE OF THIS PRODUCT IN RELATION TO EVER-CHANGING VARIABLES AND DANGERS. TRAINING, PROFICIENCY, SKILL, GOOD JUDGMENT, AND BEING CONTINUALLY ALERT TO CHANGING CONDITIONS, INCLUDING WEATHER, VISIBILITY, SURFACE CONDITIONS, ATMOSPHERIC CONDITIONS INCLUDING DENSITY ALTITUDE, AND OBSTACLES, ARE REQUIRED TO LOWER THE RISK OF SERIOUS INJURY OR DEATH. DO NOT USE THIS PRODUCT WITHOUT INSPECTING IT AND ALL OF ITS COMPONENTS BEFORE EACH AND EVERY USE.

!!!Even when properly used, this product may malfunction or fail to operate as expected. You risk death or serious injury each time that you use this parachute system!!!

The EPICENE is a 7-cell low-bulk high performance parachute system designed for experienced parachutists ONLY. Refer to this manual for experience requirements. You must have at least 200 skydives and a thorough understanding of the performance differences between this canopy and other more common parachute systems before using this parachute. Do not use this parachute unless you meet the minimum experience requirements outlined in this user manual, and have received training and instruction on the proper use of a 7-cell canopy constructed from low-bulk / 0-3cfm materials. Packing, opening, flight, and landing characteristics may vary greatly from other parachutes you have previous experience with.

General Information & Flight Characteristics

About The EPICENE

The EPICENE is specifically designed to deliver consistent and reliable openings while wingsuit skydiving. We have never jumped a skydiving parachute that opens so cleanly, immediately, and comfortably, and in such a short amount of altitude. For us, this parachute has been a game-changer, and it has greatly improved our skydiving enjoyment while testing and flying the larger suits in our range - actually, all suits. When we skydive wingsuits of any size, the EPICENE is now our parachute of choice.

The EPICENE is based on the very same design tenets that make BASE jumping canopies reliable, but we tuned the design to deliver more glide performance, softer openings, and better handling. We have tested the EPICENE with a variety of packing methods and with different deployment techniques, and its design is meant to ensure the best overall opening consistency available today. A common sensation during the opening process of many parachutes is the stage when the parachute seems to be "searching" for the final heading that it will settle on. The EPICENE opens immediately and with minimal yaw-axis search.

Although the openings are faster than traditional skydive canopies, they are not uncomfortable if deployment occurs at moderate airspeeds. It is a positive but gentle opening that will not wear you out, even after many consecutive jumps. We love the lack of uncertainty during the opening phase - you pitch, and get a parachute. Traditional skydiving canopies that are designed for extended "snivel" during inflation are not ideal for wingsuit applications. We are convinced that the EPICENE concept is the future of wingsuit skydive parachute design, and we look forward to hearing what you think of it.

Flight Characteristics

The EPICENE is a specialist design that is meant specifically for experienced skydivers to use during wingsuit skydiving. Today's modern wingsuit pilots are flying larger and higher performance wingsuits that have the potential to create significant wake turbulence. Many modern wingsuit designs are restrictive and do not allow the freedom of movement that is available during normal skydives to deal with parachute malfunctions. For these reasons, we designed a parachute that, according to our testing and experience, is most likely to deliver consistent on-heading openings during wingsuit use.

The EPICENE is in a class of its own and cannot be accurately compared to other current main parachutes available. When using the EPICENE for the first time, be aware of the fact that many factors will determine the quality of your parachute openings. If you take the necessary steps to configure your equipment properly, we are confident that the EPICENE will become your parachute of choice for wingsuit applications.

Glide Performance:

The EPICENE's glide performance sits between a typical 7-cell reserve parachute, and a 7-cell ZP lightly tapered (low aspect ratio) parachute. The EPICENE's ZP leading edge provides increased glide performance and flare power over canopies made entirely from 0-3fcm fabric, but the low aspect ratio design and low-porosity main surfaces do not yield the same glide performance as an all ZP design.

Toggle Inputs and Overall Handling:

Piloting the EPICENE is straight-forward and fun. It has a sporty and highly compact feel in the air, with direct control inputs and progressive brake-travel. The EPICENE rolls into a turn quickly, but also returns to level flight quickly when control inputs are ceased. The control range is progressive, with building pressure towards the end of the range. Thanks to a carefully moderated spanwise sail tension, the EPICENE's handling is fun and forgiving with a responsive and coordinated feel, overall.

Front Riser Input:
The EPICENE has a relatively short recovery arc from front riser turns. It can be fun to land using front riser turns on approach, but is quite obviously not a high performance swooping canopy. If you are coming from a 9-cell ZP design, you may find that the EPICENE has a different recovery arc. Always start with gentle high-altitude front riser inputs. Do not attempt low turns with any canopy until you have extensive experience with it.

When manipulating front risers, remember that brake/control line length may need to be lengthened to allow certain front riser control inputs. If you are influencing the trailing edge of the canopy too much during front riser inputs, you may need to slightly lengthen your control lines. Keep in mind that adjusting control line length will affect your flare and control range. There is a limit to how much front riser input the EPICENE can take before the trailing edge is affected by the control line length.

Rear Riser Input:
The EPICENE responds to front and rear riser input similarly to other low aspect ratio 7-cell designs. Its glide can be flattened by applying a small amount of rear risers. EPICENE pilots should be aware that the rear riser range is shorter (stall is more easily achieved) compared to traditional 9-cell ZP canopies.

Landing:
When loaded appropriately according to the recommended weights, the EPICENE is not a difficult parachute to land, compared to traditional 9-cell canopies at higher wing loadings. The point of the EPICENE is to be able to easily reduce your main canopy wing loading without changing your container system – so you should be jumping a size larger than you normally would. If you are loading the EPICENE at the higher end of the recommended range, advanced to expert canopy skills are recommended.

Choosing Your Canopy

Jumper Experience
Do not use your EPICENE until or unless you have at least 200 skydives, and at least 50 skydives using a parachute that is at least 20% SMALLER than the size of EPICENE you intend to jump (for example, if you intend to jump a 170 EPICENE, you should have experience landing a 136 (or smaller) canopy, safely and comfortably, at least 50 times).

The EPICENE's 7-cell design and low-bulk 0-3cfm materials were chosen to maximize opening performance for wingsuit skydiving use. Compared to most 9-cell ZP parachute designs, the EPICENE has less flare power and has a lower glide ratio. As with any low-porosity 7-cell canopy, it is critical that you have at least solid intermediate or advanced canopy skills in order to land it comfortably.

The EPICENE's flare characteristics at normal density altitudes and recommended wing loading are adequate for most parachutists/skydivers of intermediate skill or higher, even without front riser acceleration or a diving turn.

Wing Loading
Given that the EPICENE is meant to be used only by experienced skydivers and wingsuit pilots, you should already have a clear understanding of the definition of wing loading and the proper method to calculate it before choosing your canopy.

However, let's review it briefly: Wing loading is calculated by dividing the total in-flight weight of the jumper by the surface area of the canopy, measured in square feet. To measure your in-flight weight, stand on a scale wearing your normal jumping clothing, your wingsuit, and your parachute system including your main canopy, and any accessories. This will typically be around 30lbs greater than your naked weight. For a jumper with an in-flight weight of 185lbs who intends to jump a 170 square foot canopy:

185 lbs ÷ 170 sq ft = 1.088 per square foot, or commonly written as 1.088:1

1.088 would be an acceptable wing loading for an experienced skydiver on this size of canopy.

Why the EPICENE is better for wingsuiting
Today, many skydivers are jumping canopies that are generally considered to be too small (measured by wing loading), or too high aspect ratio (or too elliptical, or tapered), for use with wingsuits. Many 7-cell designs which are commonly considered to be acceptable for wingsuit use are also proving to be less than ideal, even when moderately loaded.

The EPICENE is different from other available skydiving main parachutes in two important ways:

1. Ultra low pack volume. The low pack volume of the EPICENE means that if you are currently jumping a skydiving container system which is sized for a main parachute that you are loading too highly to wingsuit with comfortably, a much larger size of EPICENE will fit in your current container. For example, if you are jumping a typical cross-braced canopy in the 90 square foot range, an EPICENE 130 will fit comfortably in the same container system. *Reducing your wing loading is one of the first and most important factors for improving opening consistency.*

2. Low-porosity main surfaces, ZP leading edge. It is no secret that low-porosity fabric is more stable, and yields more predictable openings. ZP fabric, in contrast, is longer-lasting and higher-performing but yields less agreeable openings. For this reason, we have used ZP fabric for the leading edge of the EPICENE, for aerodynamics (porosity at the leading edge is most critical for glide performance) and longevity, and ultra-light 0-3cfm cloth for the top and bottom main surfaces and ribs. This blend of materials has provided the EPICENE with very low pack volume, better glide performance than an all 0-3fcm canopy, and more consistent openings than any other main canopy we have tested.

Non-Wingsuit Use
As stated elsewhere in this manual and in the product description, the EPICENE is designed specifically and primarily for experienced wingsuit pilots to use while wingsuit skydiving. If you choose to jump the EPICENE without a wingsuit, then you must pack and configure your equipment appropriately and always deploy at airspeeds within the operating limits of the canopy.

The ideal pilot chute size for wingsuit use is not the same for Freefly/RW/typical non-wingsuit skydives. It may be necessary to change your pilot chute for non-wingsuit jumps.

The ideal packing technique for wingsuit use is not the same as for Freefly/RW/typical non-wingsuit skydives. It may be necessary to adjust your packing technique for non-wingsuit jumps. In addition to a more appropriate pilot chute size, we recommend a more tightly rolled tail, a rolled and/or carefully prepared nose, and extra attention to slider positioning. Finally, always moderate your freefall speed to within the canopy operating limits before deployment.

Failure to comply with the canopy's operating limits may result in equipment damage or failure, serious injury, or death.

Some Information About Wingsuit Parachute Openings

PLEASE NOTE: The PC selection, bridle size, packing techniques, etc, which are discussed in this manual are not only specific to the EPICENE. This is information that, according to our testing and experience, applies to any canopy used for wingsuiting.

Openings, and the factors that determine opening characteristics

It is important to tailor your openings to your desired speed, consistency, and force, by controlling not only packing technique but also flight speeds and body position at deployment. The EPICENE's design is optimized for opening consistency; however it is up to the jumper to ensure that all factors are properly considered and controlled in order to maximize the chances of a desirable result.

Pilot Chute (PC)

When flying a wingsuit, a larger pilot chute than what is typically used for normal skydiving is recommended. Always configure your equipment under the guidance of a qualified rigger with wingsuit knowledge and experience. Pilot chute designs and materials vary, and it is not possible to recommend one ideal pilot chute type or size for all wingsuit use. Our testing suggests that gear configuration, atmospheric conditions, and flying technique will all affect parachute deployments. Based on guidance from experienced riggers and wingsuit pilots, you should choose a PC that is most appropriate for your canopy size, wingsuit type, and the conditions you are jumping in.

Bridle

Bridle length is a key factor for wingsuit jumping. It is recommended to use a bridle that is long enough to extend the pilot chute beyond the worst area of wake turbulence behind you during deployment. Many skydiving bridles are considered to be too short for wingsuit use. Today, many wingsuit pilots use bridles that are in the range of >8' in length, from pin to PC.

Deployment bag

Testing has shown that stowless d-bags can yield better openings than traditional rubber-band-stow d-bags. Consider their use under the guidance of an experienced rigger who understands the factors around wingsuit parachute deployments.

Slider Positioning

During packing, it is critical that you position your slider symmetrically and seat it properly against the slider-bumpers on your canopy. The aspect ratio of the EPICENE's slider is designed specifically for this canopy, and it is vital that you consult with Squirrel before changing your slider.

Collapsing and resetting your slider

The EPICENE's collapsible slider must be reset to the fully extended position each time you pack your parachute. Failure to do so may result in equipment damage, serious bodily injury, or death.

Controlling your Burble (wake turbulence)

Wingsuits can create massive burbles, or wake turbulence, compared to what is common during normal skydives. This turbulence can have very negative effects on the quality of your parachute openings. In order to increase the chances of a desirable opening, it is important to minimize your pilot chute and parachute's exposure to wake turbulence. This means that you must understand the causes of the turbulence and the remedies to reduce it.

Wingsuit wake turbulence is determined, in part, by three important factors: angle of attack, airspeed, and wingsuit surface area.

1. *Angle of Attack* – At deployment, the ideal angle of attack allows a smooth and laminar airflow across the top surface of your wingsuit, without excess airspeed. If your angle of attack is too high (meaning head-high), then the turbulence behind you will be increased. If your angle of attack is too low (meaning head-low) then your airspeed may be too high, which could degrade opening performance and increase the chances of an excessively hard opening. Deploying at the correct angle of attack and airspeed is a skill that must be learned and practiced.

2. *Airspeed* – When wingsuit flying, airspeed is largely determined by angle of attack. Airspeed can be reduced by "flaring" your wingsuit before opening, and this is the recommended technique to moderate your airspeed before deployment. However, it is important that you do not deploy in the middle of a too-powerful flare at a high angle of attack as this will mean deploying into a large amount of wake turbulence. The favored technique is to flare to reduce airspeed, and then return to a more level angle of attack at a reduced airspeed to allow a more laminar flow over the top surface of your suit.

3. *Wingsuit Surface Area* – The larger your wingsuit is, the more potential it has to create wake turbulence. Larger suits are also capable of slower airspeeds. Smaller wingsuits may create less wake turbulence, but the wake can still be quite severe depending on the angle of attack and forward speed. It is important to deploy with some laminar airflow over the top surface of your suit (therefore an angle of attack that is not too high) but at an airspeed that is low enough for a comfortable opening. Inexperienced wingsuit pilots flying small wingsuits may find it challenging to achieve a balance between a flatter angle of attack, and a comfortably low airspeed.

Opening Inconsistencies

Line Twists

Wingsuits add a great deal of complexity to skydiving, particularly during the deployment and canopy piloting phases. When wingsuiting, one of the most common issues during deployment is "line twists," which often occur between d-bag deployment and canopy inflation. There are many factors involved, including symmetrical body position through the entire deployment sequence, correct body positioning, and proper packing techniques. Reaching for risers asymmetrically, twisting your body during deployment, flying your leg wing asymmetrically, or not flying your heading until the canopy is fully inflated will all contribute to degraded opening performance.

One of the most common moments that line twists occur is at or immediately after line stretch, prior to pack job expansion and inflation. The common packing method of "rolling the tail" around the pack job and lines may also encourage line twists during a wingsuit deployment.

During wingsuit parachute deployment, the chain of equipment is spread more horizontally than it is during a typical non-wingsuit skydive deployment. In addition to that, the wingsuit can create a large "burble" or area of wake turbulence, which can severely degrade opening performance. These two factors must be understood and accounted for when skydiving a wingsuit.

The more horizontal nature of a parachute deployment from wingsuit flight means that the pilot chute, bridle, pack job, and canopy lines can all be stretched out to an almost 180 degree plane during deployment, and at a lower airspeed than a typical skydive opening. At this stage, the pack job may be more susceptible to rotation and off-heading openings. If the tail is rolled tightly around the lines and the pack job, then the time during which the pack job is allowed to rotate at the end of the line-stretch phase is increased.

By rolling the tail together less, or not at all (SEE PACKING PHOTOS), the pack job will begin expansion sooner and have less time to rotate or turn at the end of the line-stretch phase. The less time your pack job spends being buffeted around in your wingsuit wake turbulence, the less chance there is of line twists or a more serious malfunction. We recommend not rolling the tail around the lines at the trailing edge of the pack job. It is best to only lightly fold the tail together, starting approximately 8-10" below the lines, so that airflow can enter the pack job to allow expansion and inflation.

Stages of pack job-rotation-induced-line-twists:

1. Parachute extends to line-stretch in a more horizontal position than a typical skydive due to the wingsuit's glide path.
2. Pack job expansion and parachute inflation is delayed by packing technique, burble (wake turbulence), or other factors.
3. Pack job rotates, caused by burble (wake turbulence), and delayed pack job expansion. Line twists are now set.
4. Pack job expands, with the line twists set. Canopy inflation occurs, with line twists set between the slider and the risers.
5. Jumper is suspended beneath the canopy with line twists set, and must now rotate his/her body under the canopy to resolve the line twists.

What happens next depends on many factors. If the jumper/pilot has induced an asymmetry in the system by giving unequal harness input, there may be a weight-shift input locked into the twists, which can cause the parachute to begin a turn. If the turn is steep enough, the parachute may begin a spiral (oftentimes incorrectly referred to as a "spin") descent.

ALL canopies are susceptible to line twists when they are subjected to wingsuit wake turbulence at line stretch. The EPICENE is no exception. Therefore, please consider these points and adjust your packing technique accordingly. By not rolling the tail too tightly around the pack job you can help to encourage a faster expansion, which can also mean a harder opening. For that reason, you must understand how to control your airspeed and angle of attack during deployment. The EPICENE's design and materials are optimized to provide a tolerable opening even with a faster than average canopy expansion (the EPICENE is designed to "snivel" less than traditional skydive parachutes, and open faster without "slamming" the jumper). There is a fine line between fast openings and hard openings. When packed properly and deployed at moderate airspeeds, the EPICENE's opening characteristics maximize the on-heading design we have tested, making the canopy ideally suited for wingsuiting.

The EPICENE is designed to be less susceptible to rapid descending spirals (oftentimes incorrectly referred to as "spins"). Due to several design factors including aspect ratio, extensive testing has shown that the EPICENE is more likely (compared to a typical 9-cell ZP canopy) to maintain level flight after opening with line twists, affording the pilot with more time to deal with the situation.

Body-twists

It is also possible, but less common, for the wingsuit pilot to experience rotation of his/her body underneath an inflated or partially-inflated canopy during and immediately after opening. This can be caused by asymmetric body position or an off-heading opening of the parachute.

Hard Openings

Most factors surrounding parachute openings can be controlled or influenced by the jumper. If you are experiencing hard openings, then you need to make adjustments to one or more of the following factors:

1. *Airspeed at opening:* the single most important factor for hard openings is airspeed at opening. When using the EPICENE, hard openings are normally caused by too much airspeed. Moderate your speed at deployment.
2. *Equipment:* check pilot chute size, d-bag type, slider size.
3. *Packing technique:* check slider positioning, nose packing method, line stowage. Seek assistance and guidance from professional packers and riggers with wingsuiting experience.

Packing Your EPICENE

We recommend PRO (Proper Ram-air Orientation) packing your Epicene. For wingsuit deployments, it is not necessary to roll the nose or dress it in any special manner. Consistent with normal PRO packing technique bring lines to the center of the pack job with folds neat and symmetrical.

Bring the trailing edge (tail) around the pack job. For wingsuit deployments, do not roll the tail tightly around the pack job. One or two simple folds, well below the line group, is adequate. Please note that the trailing edge is only folded slightly at the lower (the packer's right) hand. At the line group, there is plenty of "open" tail.

Lay the pack job down on the ground as per standard PRO packing technique. Thanks to the ultra-light material, this part will be much easier than you're used to! Remember to leave some open space where the tail wraps around the line group. Do not tightly wrap the tail at this section.

Reduce the pack job volume in preparation for d-bag placement. For wingsuit deployments, remember to leave the tail section open enough to allow airflow in during extraction.

Reduce the canopy in preparation for d-bag placement.

Stow your lines properly according to the type of deployment bag you are using.

Operating Limits

Your EPICENE is designed specifically to be used for wingsuit skydiving. When wearing a wingsuit, vertical speeds and overall airspeeds can be reduced to well below what is a normal deployment speed in a "slick", or typical non-wingsuit skydive. The EPICENE has been independently load tested, is constructed from the highest quality materials currently available, and is built to industry-standards for main parachute systems; however it is not designed to be opened at speeds far above which are typical during a properly executed freefall deployment. The recommended maximum opening speed is 100 KEAS (Knots, Equivalent Air Speed) at Sea Level.

The maximum opening speed is 120 KEAS. Always respect the maximum opening speeds and the operational limitations of your equipment. Failure to do so, by exceeding the placarded opening speeds or maximum weights may result in serious injury, equipment failure, or death.

As with any parachute system: Even when well below the maximum opening speed, equipment failure, serious injury, or death may occur as a result of improper or imperfect packing, improper or imperfect body position, or improper or imperfect gear configuration. And finally, to hammer home the point that skydiving is always dangerous, even if you do everything perfectly and properly you can still be seriously injured, or die. That is the nature of skydiving and parachuting. Always remember that each and every jump is potentially fatal, and constant vigilance is mandatory. You are the person most responsible for your safety.

Care and Maintenance

When properly cared for, the EPICENE will last most skydivers for many jumps. The factors that will shorten the lifespan of your canopy are primarily Moisture, Heat, UV Exposure, Hard Openings, and Improper Storage:

1. Keep your canopy dry at all times. All moisture exposure will degrade the coating which provides the correct level of porosity to the cloth. Avoid water landings, and try to keep your canopy away from moist or wet landing areas. Never pack or store your canopy when wet or damp. If your canopy becomes wet or damp, hang dry it in the shade, NOT in direct sunlight.

2. Do not store your canopy in a hot location. Avoid leaving it in hot vehicles, for instance.

3. Do not expose your canopy to unnecessary or excessive UV/sunlight – obviously your canopy is not allergic to the sun, but we don't recommend letting it sit out in direct sunlight unnecessarily.

4. Avoid hard openings at all times. Pack appropriately, and moderate your airspeed at deployment. Excessively hard openings may damage your equipment, and may result in serious injury or death.

5. For periods of extended non-use, store your canopy unpacked, in a cool, dry, dark location, away from solvents, batteries, or any chemical that will damage or degrade synthetic materials. Exposure to car battery acid or even the fumes emitted from car batteries will degrade or completely ruin your canopy and other nylon skydiving equipment. Always discard/destroy any equipment that has had significant exposure to battery acids or harmful solvents.

6. Keep your canopy clean, and out of the dirt and dust as much as possible. Allowing any type of dirt, sediment, or debris to accumulate inside your canopy or on the exterior surfaces will degrade your canopy's lifespan. Packing a dirty canopy will cause sediment to abrade the surfaces of the materials.

A necessary part of maintaining your canopy is understanding and recording its usage. We recommend logging every jump that you make on your EPICENE, and recording deployment parameters for each jump such as wingsuit, non-wingsuit, type of wingsuit, estimated airspeed, etc.

Epicene line sets are made to exacting specifications. Replacement line sets can be ordered directly from Squirrel LLC. We do not recommend purchasing line sets from your local rigger.

In addition to you inspecting the EPICENE before each jump, your EPICENE should be thoroughly inspected by a certificated rigger every 200 jumps or annually (whichever comes first), or whenever it is potentially exposed to harmful conditions including but not limited those listed above.

Specifications

Size/ Flat Surface Area	Student (lbs/kg)	Begginer (lbs/kg)	Inter. (lbs/kg)	Advanced (lbs/kg)	Expert (lbs/kg)	Max In-flight* (lbs/kg)	Span (m)	Chord (m)	Projected Area (sq ft)	Weight (lbs)
EPICENE 116	NO	NO	110/50	116/53	150/68	198/90	4.6	2.4	106	4.5
EPICENE 130	NO	NO	123/56	130/59	169/77	209/95	4.7	2.5	119	4.8
EPICENE 150	NO	NO	150/68	165/75	195/89	220/100	5.1	2.7	138	5.2
EPICENE 170	NO	NO	170/77	187/85	221/100	231/105	5.5	2.9	156	5.5
EPICENE 190	NO	NO	190/86	209/95	225/102	231/105	5.8	3.1	174	5.9
EPICENE 210	NO	NO	210/95	220/100	231/105	231/105	6.1	3.2	193	6.2

Size/ Flat Surface Area	Aspect Ratio	Cells	Certification	Load Test
ALL SIZES	1.9:1	7	None	EN Load Test **

* Max In-Flight Weight = Jumper + All Equipment.
** See www.squirrel.ws for details.
- Minimum In-Flight Weight varies with landing conditions.

Contact Us

If you have *any* questions about any product that we make, please do not hesitate to contact us.

www.squirrel.ws

fly@squirrel.ws

855-FLY-SQRL

THANK YOU FOR FLYING SQUIRREL!