

MORE INFORMATION ON THE INNIE-OUTIE SYSTEM

If you have any questions about any of our products, or how to use them properly, please **contact us**. It is vitally important that you fully understand the proper use of all features of our wingsuits and any product that we make. If you are unsure, then ASK. This document further describes the proper use of the Innie-Outie zip system and also presents an alternative to the standard zipper system which may work better with certain harnesses.

The Basics:

The Innie-Outie system zippers should be tied closely together, particularly at the front of the suit around your cutaway and reserve handles.



Some spreading may occur when seated or hunched over but this spreading should not be present in any flying configuration, either during wingsuit flight or under canopy.



During flight or freefall and while under canopy, the zippers should be close together and aligned as shown below. In this photo, you can see that when the suit is tensioned and inflated the zippers should close around the MLW if you have installed the suit and set the zippers correctly. This is the same as when hanging under canopy – the MLW is tensioned, the suit is pulled down by your body, and the handles are always (when the suit fits properly) pulled away from the suit ensuring their accessibility.



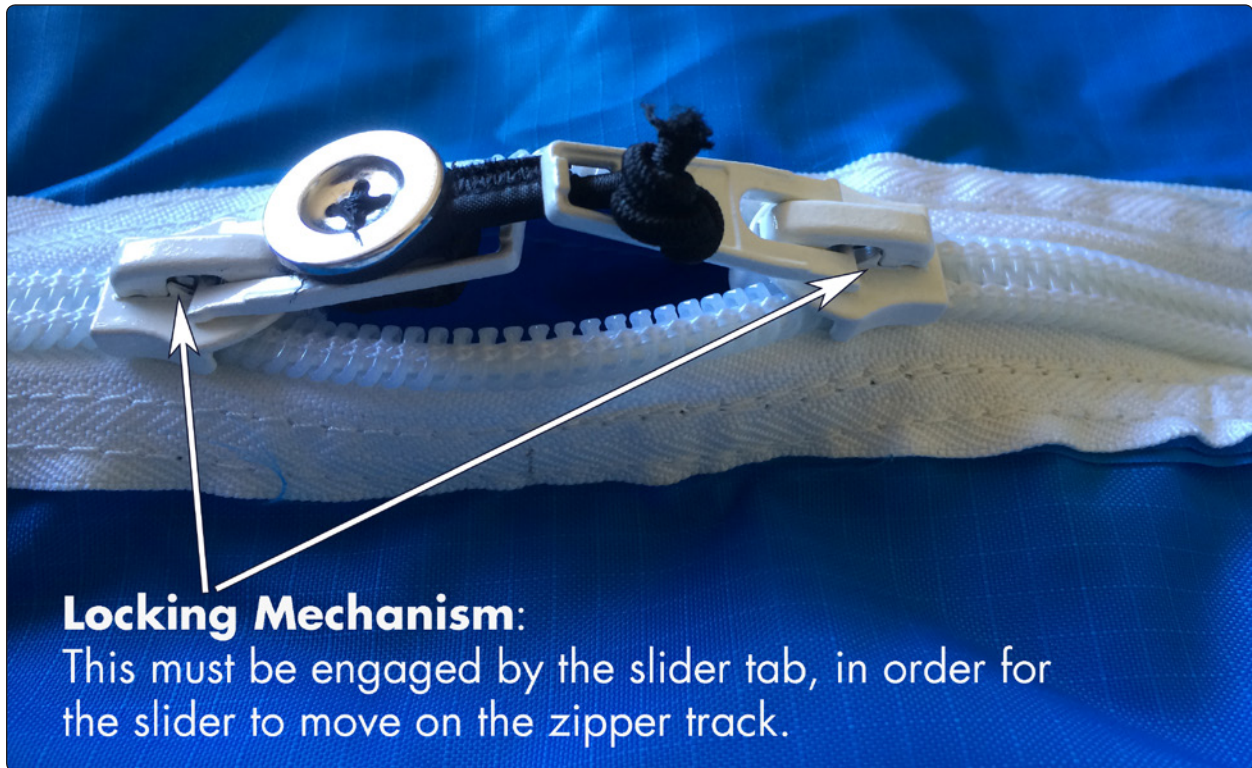
Verifying your handle position is a mandatory step in your pre-flight check. Checking your handles before exit is easy in any aircraft, even in a smaller door such as in a Porter or 182. In a kneeling or standing position, look down and make sure that the zippers are straight and close together, and the handle is fully exposed. Before exiting, a simple downward tug on the suit below the zippers will align them and close any significant gap.



Finally, if this is not working for your personal gear configuration, or if you would like a more permanent zipper solution, then there is a simple change to the zipper sliders that can be added to your suit in a few minutes...

But first, some information on how a locking zipper works:

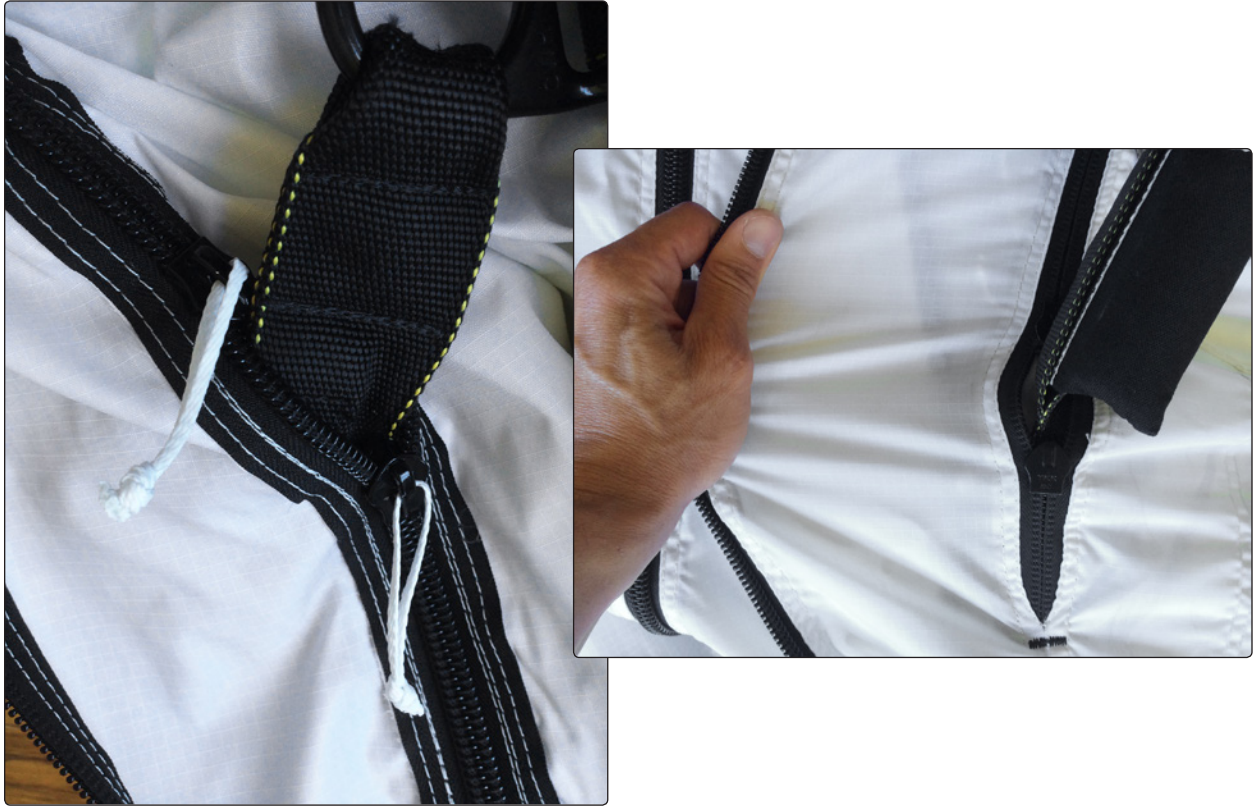
As you can see in the photo below, the slidertab engages a locking mechanism on the slider. In order for this locking slider to move on the zipper, the tab must deactivate the locking mechanism. Without the tab, the slider cannot move on the zipper.



By removing the slidertab and replacing it with a loop of spectra, we make the zipper-slider immovable.



This means that you can set the zippers to a distance that works well for your harness, and then leave them. They will, in almost every possible scenario, stay in exactly this location. They cannot spread apart even while you are sitting or hunched over in the plane. In this configuration it is not possible to spread the zippers, even while directly pulling them apart.

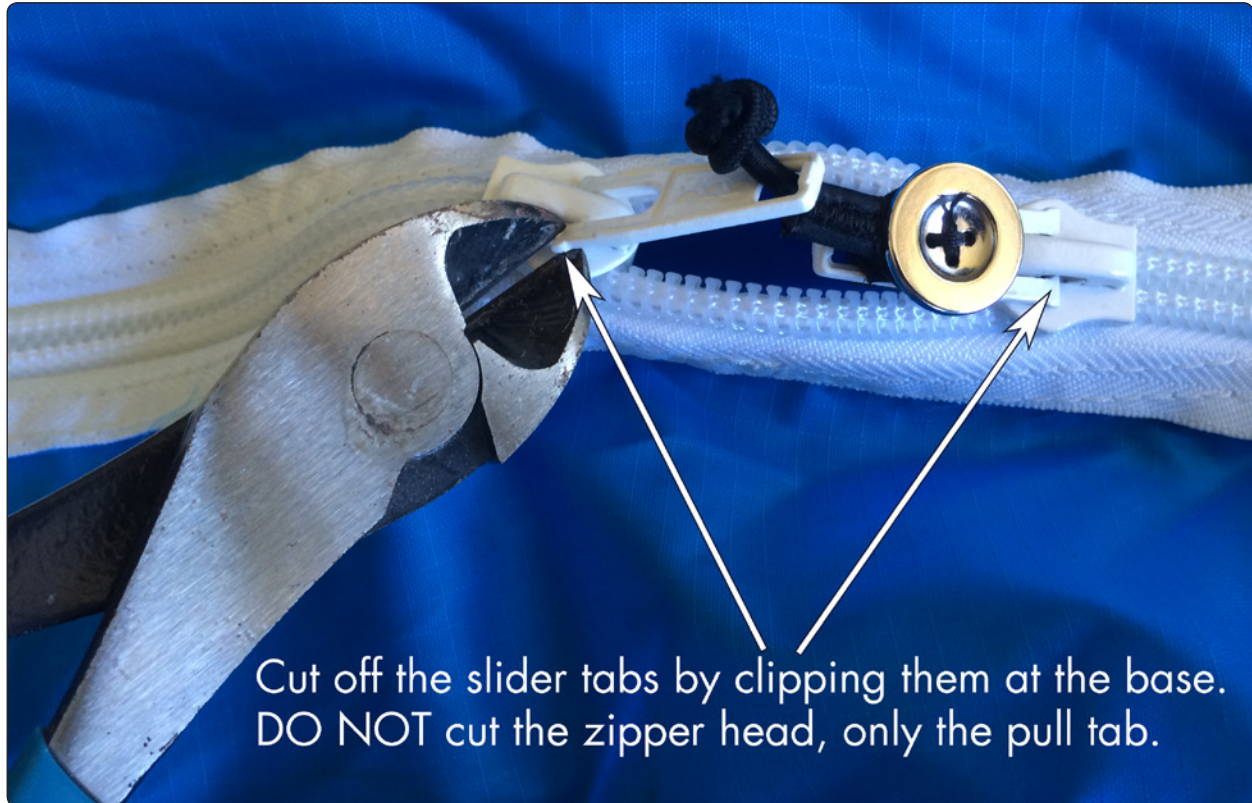


DO NOT tie the two sliders together if you wish to use this technique. Leave the spectra loops on the sliders, but not attached to each other – as shown in the photo below.



If you would like to make this change to your wingsuit, then you have two options:

1. We will do it for you. This involves sending the wingsuit back to Squirrel LLC, us replacing the slider tabs with spectra loops, and then shipping it back to you.
2. You can cut off the slider tabs, as shown below, and replace with a loop of 725 lb. Spectra cord or any similarly dimensioned line.



Again, **IMPORTANT:** Do not tie the zippers together! Leave the 2 loops of spectra apart, unconnected, as shown below:



The standard Innie-Outie Zip system travels up and down the zipper naturally with suit movement. This spectra loop modification prevents the sliders from moving naturally while you wear your rig. What this means is that you must position the zippers correctly, to straddle the MLW at the correct spot (just like you would have to do if you were using a piano-hinge-style attachment system on some other wingsuits). Pay attention and always check your equipment thoroughly before each flight.



RESERVE HANDLE INFORMATION

The following advice applies, in our opinion, to ALL brands of wingsuits and ALL wingsuit pilots. We present this information to wingsuiters so that they can make a more informed decision on emergency handle choice.



MOST RECOMMENDED

In our opinion, the **standard pillow handle** reserve and main cutaway handles are the best choice for wingsuit flying. The square corners provide a better “stop” for the suit surface, and this type of handle is least-likely to be “swallowed” by your wingsuit (any brand) or knocked loose by the suit surface. Ensure the Velcro attachment is appropriately secure, to reduce the chances of it being knocked loose by the suit surface.

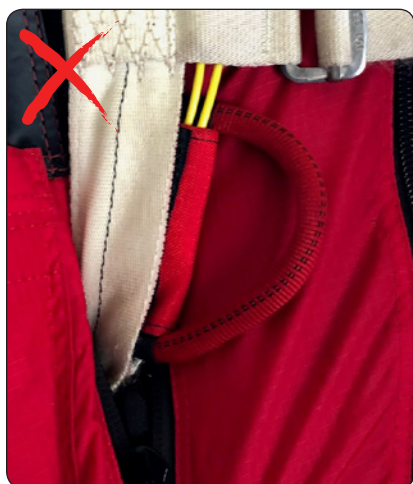


ACCEPTABLE, BUT...

While the **steel D-handle** is acceptable, we suggest that you consider a pillow handle. The steel D-handle is narrower, typically has a rounded bottom corner, and is more easily detached from its Velcro seating. This creates sub-optimal conditions specific to wingsuit flying:

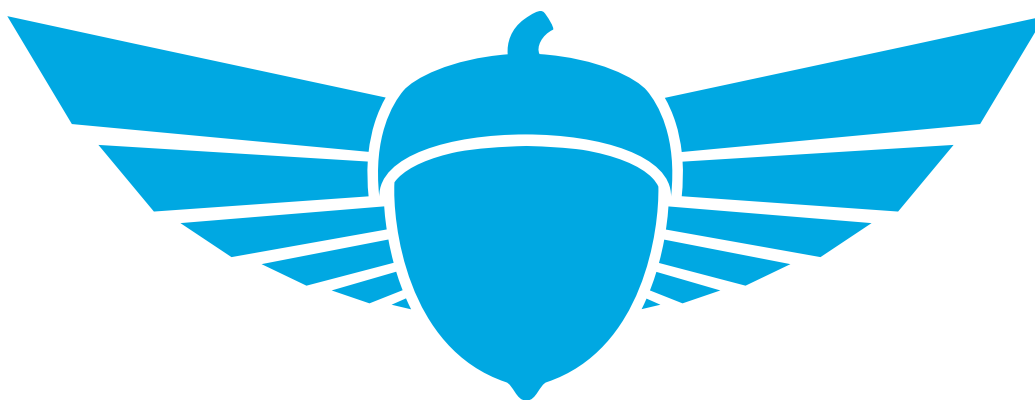
1. The smooth and narrow handle edge will slide into the suit (be “swallowed”) more easily.
2. The handle can be knocked loose from its attachment more easily due to the less-secure Velcro attachment.

Our experience suggests that the pillow handle is superior for wingsuit use in general. We do recognize the clear benefits of a D-handle (significantly easier to grasp), and choosing a pillow instead is a personal decision.



DO NOT USE

The **soft D-handle** is rare, but can be found on some older harness-container systems. This type of handle is not appropriate for use with any wingsuit and should be prohibited. The angled bottom edge and soft collapsible handle make this handle type the most easily “swallowed”. **Never use this type of reserve handle with any wingsuit type or make.**



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