



ation of aviation
detailed safe
potentially hazare
for ASRS
aviation
with the date of receipt a
ASRS has NO information
than three years. The fir
safety, and the FAA
FAA Advisory C
in FAA Order D 7200.20. T
ation that could be used in an
over one million reports, ASRS has
ed by you. Thank you very much for your rep

STRATOS 07

oroilg
Manufactured by
Oreila S.A.S.
21 rue de la Chapelle
95020 GUILLOT, FRANCE
Tel / Phone : +33 (0) 3 81 02 44 44
Fax : +33 (0) 3 81 02 44 44

M6 nuclear body
the cylindrical body
system. The other skin
secure

from a physiological
system to location where
a way that
maintenance
but these a
may cause h.
careful when applying
The warranty information is

Type: **MAGNUM**

Serial number: 601-24100

Date of issue: 25-08-2022

STRATOS

Signature + stamp:

Next service date I / Next service date II / Next service date III

[Redacted]

Service I
completed on

Service II
completed on

Service III
completed on

[Redacted]

Must be easily accessible and away from any
which may have a similar shape or appearance to
activation.

Cable must be secured every 15cm (approx.) to the
structure, while ensuring as large a bend radius as possible
no cracks or sharp bends; the minimum diameter of the
cable shall not be less than 20cm.

Must be mounted to a solid structure of the aircraft

Remove the pin and activate the rescue system!
In flight place the pin in and secure it!

From a physiological
bent arms around one's head
side-by-side, the best location
panel between both pilots
a seated position with the



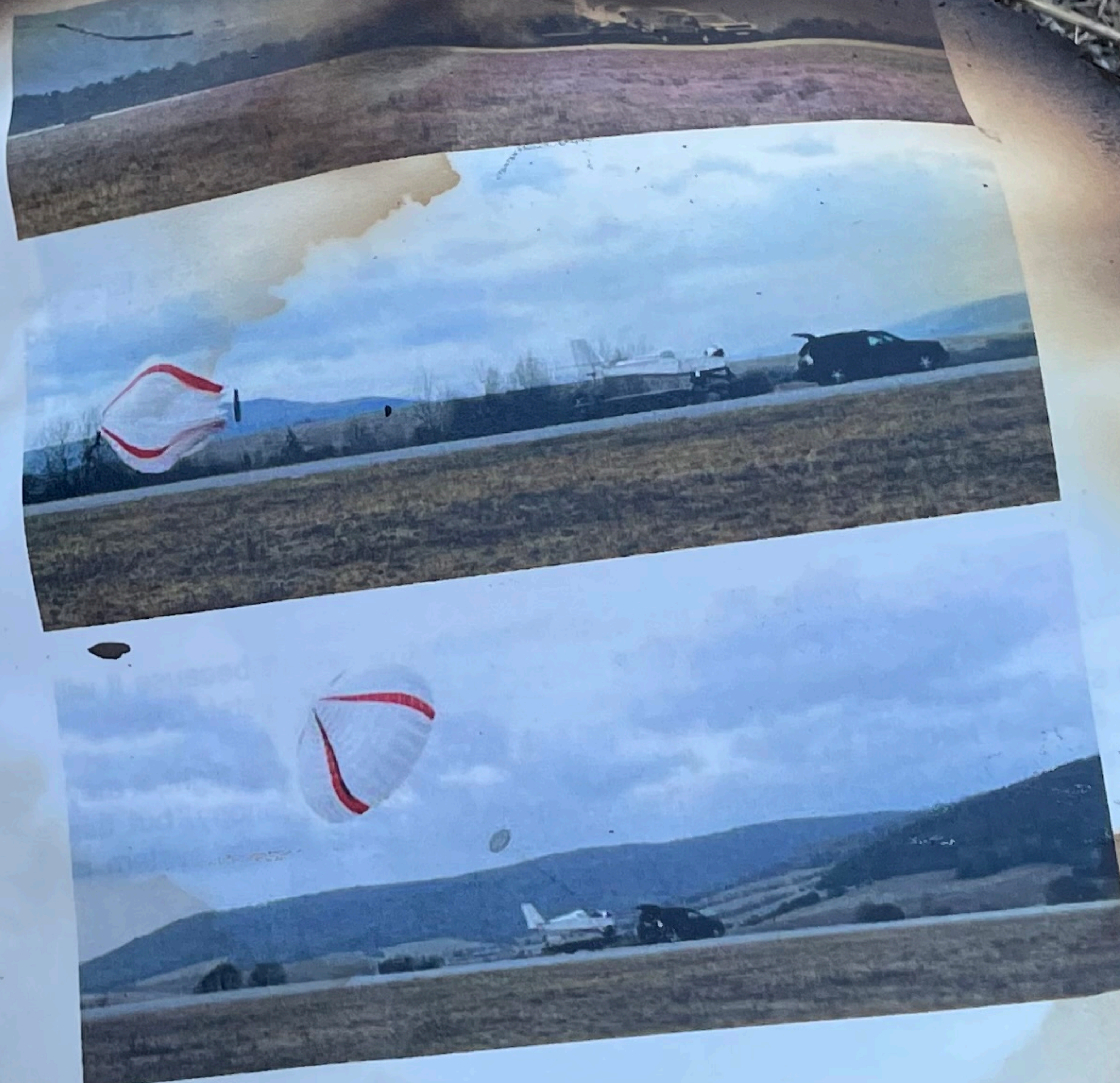
It is important to consider the weight of the rescue system and the impact of its placement on the location of the center of gravity of the airplane.



If the rescue system is aimed upward and activated during horizontal flight, there will be an excessive loss of altitude and the plane will swing excessively, taking longer to stabilize. Therefore, the actual minimum activation altitude is much higher than when installed to shoot off to the side.



When the system is aimed to the side, the canopy will begin to fill and pull the plane into a gentle circle and stabilize it very quickly. The altitude loss is less than by aiming vertically upward.



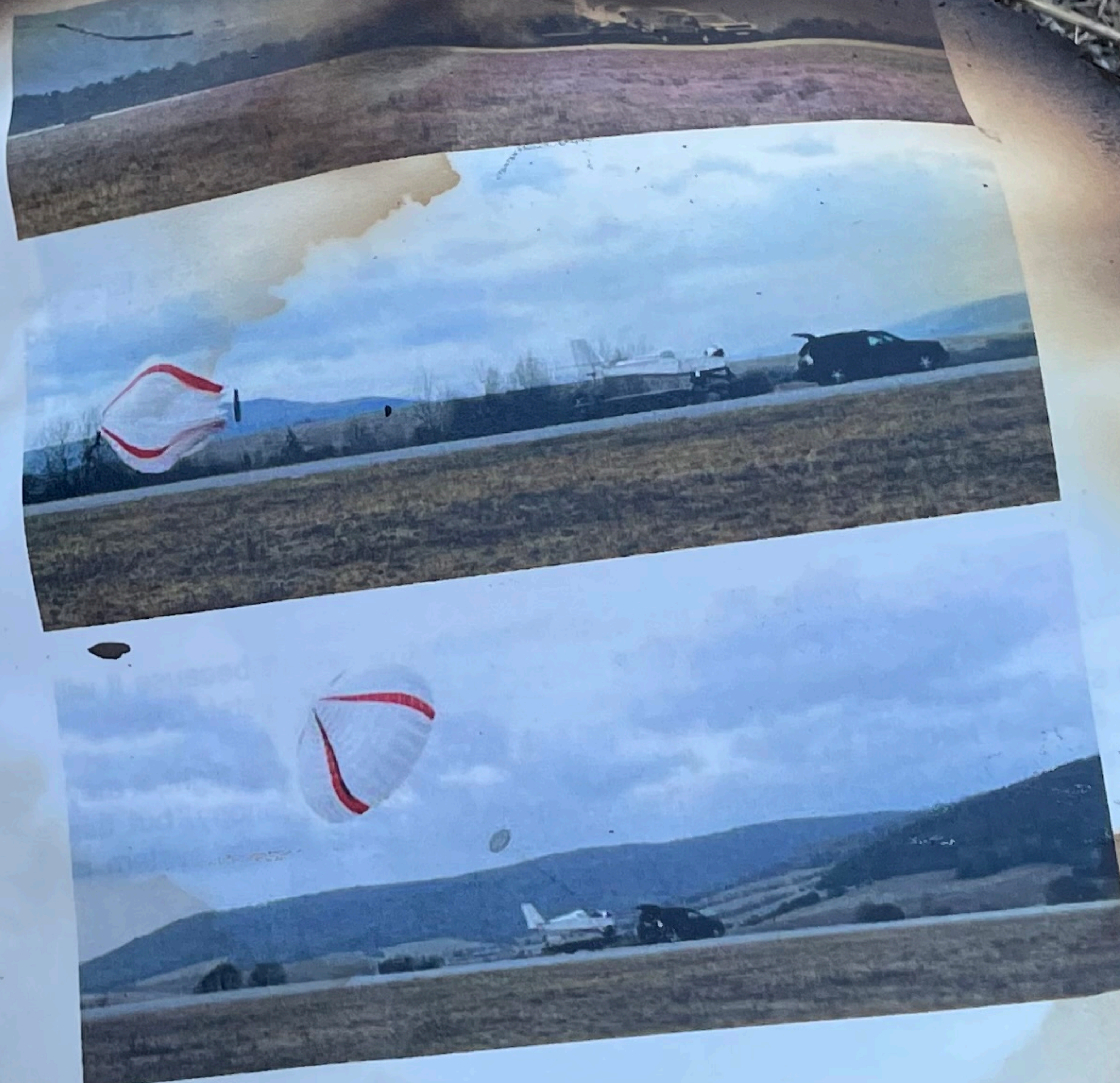
It is important to consider the weight of the rescue system and the impact of its placement on the location of the center of gravity of the airplane.



If the rescue system is aimed upward and activated during horizontal flight, there will be an excessive loss of altitude and the plane will swing excessively, taking longer to stabilize. Therefore, the actual minimum activation altitude is much higher than when installed to shoot off to the side.



When the system is aimed to the side, the canopy will begin to fill and pull the plane into a gentle circle and stabilize it very quickly. The altitude loss is less than by aiming vertically upward.





It is important to consider the weight of the rescue system and the impact of its placement on the location of the center of gravity of the airplane.



If the rescue system is aimed upward and activated during horizontal flight, there will be an excessive loss of altitude and the plane will swing excessively, taking longer to stabilize. Therefore, the actual minimum activation altitude is much higher than when installed to shoot off to the side.



When the system is aimed to the side, the canopy will begin to fill and pull the plane into a gentle circle and stabilize it very quickly. The altitude loss is less than by aiming vertically upward.

...with a cover with the rocket housing
...the aircraft with two stainless steel straps
...support with four M-6 bolts.

A Softpack system of designs has the parachute placed in a fabric container. On the back, there are two quilted straps in addition to numerous other straps to enable it to be mounted in various places on the aircraft frame. The container must be fastened in at least two points on each side (for a total of at least 4 points) with a safety strap, belt, or line with a minimum strength of 100kg; they must be carefully secured in a way to prevent any loosening. The Softpack should be supported so as not to unduly stress the straps. The rocket housing is secured by four M-5 bolts to a firm structure of the aircraft. The rocket is connected to the parachute by a steel cable bent into a "V". The cable is connected to the parachute risers with a locking carabineer. The activation handle is connected to the rocket assembly by a high strength teflon lined Bowden cable (sleeved pull-cable). A Bowden cable of this design ensures a smooth transition of activation force and prevents inadvertent activation of the system (caused by outside force, a step, etc....)

3) The systems designed with a **fiberglass container** are for float planes. The rocket housing is flexible and is anchored to the back side of the container.

3.2 MAGNUM rescue system activation

During the pre-flight operations and during the entire flight, the rescue system must be armed! Do not forget to remove the safety pin or lock from the activation handle!

Pulling the activation handle releases it from the handle catch; an additional 3-5cm of pull is required to pull through the safety length. As the cable is pulled, the resistance will increase up to a maximum of 12 kg of force. The force transferred by the pull cable winds up a mechanical device. When the mechanism reaches top dead center and the internal spring exerts a maximum force, it is released, and the firing pin sets off two igniters which initiate the combustion of solid fuel in the combustion chamber of the rocket. The device is designed to work simply and be simple. After activation, nothing but the plastic spacers and the

There are many more
successfully use the MAGNUM rescue system
sense guidelines as in the above-mentioned

2.2 Responsibility of the owner and the pilot of an aircraft equipped with the MAGNUM rescue system

The owner or the pilot shall familiarize themselves with this manual before the installation of the MAGNUM system into the aircraft or before flying with an aircraft equipped with the MAGNUM rescue system; the passenger must be familiarized with the function of the rescue system as well. The pilot is responsible for informing the passenger about the function and operation of the system.

Information about the system, and function description

The MAGNUM rescue system series is designed in a way to provide a fault free operation and the highest success rate during an emergency, without serious consequences.

The parachute canopy is ejected by a tuned and custom designed rocket. The time needed for its deployment ranges from 0.6 – 1.2 s (depending on the type of the rocket the rescue system uses and the relevant ambient temperature at the time of its deployment). The rocket is located in the rocket housing. After the activation handle is pulled, the movement is mechanically transposed by cable to an ignition device, which activates two igniters in the rocket combustion chamber. Through combustion, gases expand, and escape upwards from the combustion chamber through a nozzle which propels the rocket out of the aircraft. The rocket has a sharp tip enabling it to break through a specially designed soft cover materials. As the rocket is propelled, it pulls a cable which opens the parachute container. The parachute is protected by a sleeve which is pulled out



... of a parachute rocket housing with a cover with the rocket housing which may be aimed on to the aircraft with two stainless steel straps. The steel support with four M-6 bolts.

The Softpack system of designs has the parachute placed in a fabric container. On the back, there are two quilted straps in addition to numerous other straps to enable it to be mounted in various places on the aircraft frame. The container must be fastened in at least two points on each side (for a total of at least 4 points) with a safety strap, belt, or line with a minimum strength of 100kg; they must be carefully secured in a way to prevent any loosening. The Softpack should be supported so as not to unduly stress the straps. The rocket housing is secured by four M-5 bolts to a firm structure of the aircraft. The rocket is connected to the parachute by a steel cable bent into a "V". The cable is connected to the parachute risers with a locking carabineer. The activation handle is connected to the rocket assembly by a high strength teflon lined Bowden cable (sleeved pull-cable). A Bowden cable of this design ensures a smooth transition of activation force and prevents inadvertent activation of the system (caused by outside force, a step, etc....)

3) The systems designed with a **fiberglass container** are for float planes. The rocket housing is flexible and is anchored to the back side of the container.

3.2 MAGNUM rescue system activation

During the pre-flight operations and during the entire flight, the rescue system must be armed! Do not forget to remove the safety pin or lock from the activation handle!

Pulling the activation handle releases it from the handle catch; an additional 3-5cm of pull is required to pull through the safety length. As the cable is pulled, the resistance will increase up to a maximum of 12 kg of force. The force transferred by the pull cable winds up a mechanical device. When the mechanism reaches top dead center and the internal spring exerts a maximum force, it is released, and the firing pin sets off two igniters which initiate the combustion of solid fuel in the combustion chamber of the rocket. The device is designed to work simply and be simple. After activation, nothing but the plastic spacers and the

...which may be aimed off to
with two stainless steel straps
bolts.

parachute placed in a fabric
in addition to numerous other
places on the aircraft frame.
on each side (for a total of at
minimum strength of 100kg;
loosening.

duly stress the straps. The
structure of the aircraft. The
bent into a "V". The cable is
peer. The activation handle
teflon lined Bowden cable
es a smooth transition of
the system (caused by

...for float planes. The
...the container.

...ght, the rescue
...lock from the

...an additional
...le is pulled,
The force
...mechanism
force, it is
...bustion of
...ed to work
...and the

There are many more
successfully use the MAGNUM rescue
sense guidelines as in the above-mentioned

2.2 Responsibility of the owner and the pilot of an aircraft equipped with the MAGNUM rescue system

The owner or the pilot shall familiarize themselves with this manual before the installation of the MAGNUM system into the aircraft or before flying with an aircraft equipped with the MAGNUM rescue system; the passenger must be familiarized with the function of the rescue system as well. The pilot is responsible for informing the passenger about the function and operation of the system.

Information about the system, and function description

The MAGNUM rescue system series is designed in a way to provide a fault free operation and the highest success rate during an emergency, without serious consequences.

The parachute canopy is ejected by a tuned and custom designed rocket. The time needed for its deployment ranges from 0.6 – 1.2 s (depending on the type of the rocket the rescue system uses and the relevant ambient temperature at the time of its deployment). The rocket is located in the rocket housing. After the activation handle is pulled, the movement is mechanically transposed by cable to an ignition device, which activates two igniters in the rocket combustion chamber. Through combustion, gases expand, and escape from the combustion chamber through a nozzle which propels the rocket away from the aircraft. The rocket has a sharp tip enabling it to break through a specially designed soft cover materials. As the rocket is propelled, it pulls a cable which opens the parachute container. The parachute is protected by a sleeve which is pulled

14) Provide the Warranty Certificate which was received at the time of purchase. It is prohibited to activate the rocket motor before the shipping or to store it. It could pose a risk to you and/or your surroundings.

15) It is forbidden to mount the MAGNUM rescue system in a way which could aim it down towards Earth.

IMPORTANT WARNING!

Stratos 07 reserves the right to void the warranty of the proper function of the system MAGNUM and is not responsible for the safety of persons handling and operating the system MAGNUM and third persons, if the following operating instructions and prescribed manipulation of the rescue parachute rocket system is not observed! All persons handling the MAGNUM rescue system must be acquainted with the enclosed installation and operational manual by reading the enclosed installation and operational manual.

The owner and operator of the rescue system must conform to all warnings and procedures mentioned below and all warnings and procedures in the manual.

5) It is prohibited to put in service the rescue system without a slider and after 18 years with the slider. Furthermore, it is prohibited to put the rescue system in service after a time period of 5 years of the date starting from the production label until next factory check or overhaul of required parts for the rescue system without a slider or 6 years with the slider.

6) Should an aircraft be removed from registry, the owner of the rescue system must inform the manufacturer, who will take the rescue system out of service, dispose of the rescue system or use parts of the MAGNUM rescue system in their production.

7) It is prohibited to transport the rescue system in any container other than the original transport case. The handle must be securely locked with a small lock with a warning flag!

8) The owner of the MAGNUM rescue system shall notify the manufacturer before any transport, e.g. transporting the system to the manufacturer for overhaul or inspection.

9) It is prohibited to store the MAGNUM rescue system at temperatures outside -24°C and in humidity outside of 35-73%.

10) It is prohibited to expose the Magnum rescue system to high temperatures, heavy shocks, mechanical abuse and damage, acids, aggressive chemicals, long-lasting storage in high humidity or dusty environments.

11) It is prohibited to mount the MAGNUM rescue system on vibrating aircraft parts such as engine mounts or aircraft landing gear.

12) a) The MAGNUM rescue system (sheet metal or fiberglass container) has to be mounted to the frame of the aircraft with at least four M6 GB screws supplied from the manufacturer in order to prevent inadvertent action and loosening.

the direction of the firing

5) It is prohibited to put in service the rescue system without a slider and after 18 years with the slider. Furthermore, it is prohibited to put in service the rescue system after a time period of 5 years of the date stamped on the production label until next factory check or overhaul of required parts for system again.

6) Should an aircraft be removed from registry, the owner of the MAGNUM rescue system must inform the manufacturer, who will take the required steps to dispose of the rescue system or use parts of the MAGNUM rescue system again in their production.

7) It is prohibited to transport the rescue system in any container other than in the original transport case. The handle must be securely locked with a small lock with a warning flag!

8) The owner of the MAGNUM rescue system shall notify the manufacturer before any transport, e.g. transporting the system to the manufacturer for overhaul or inspection.

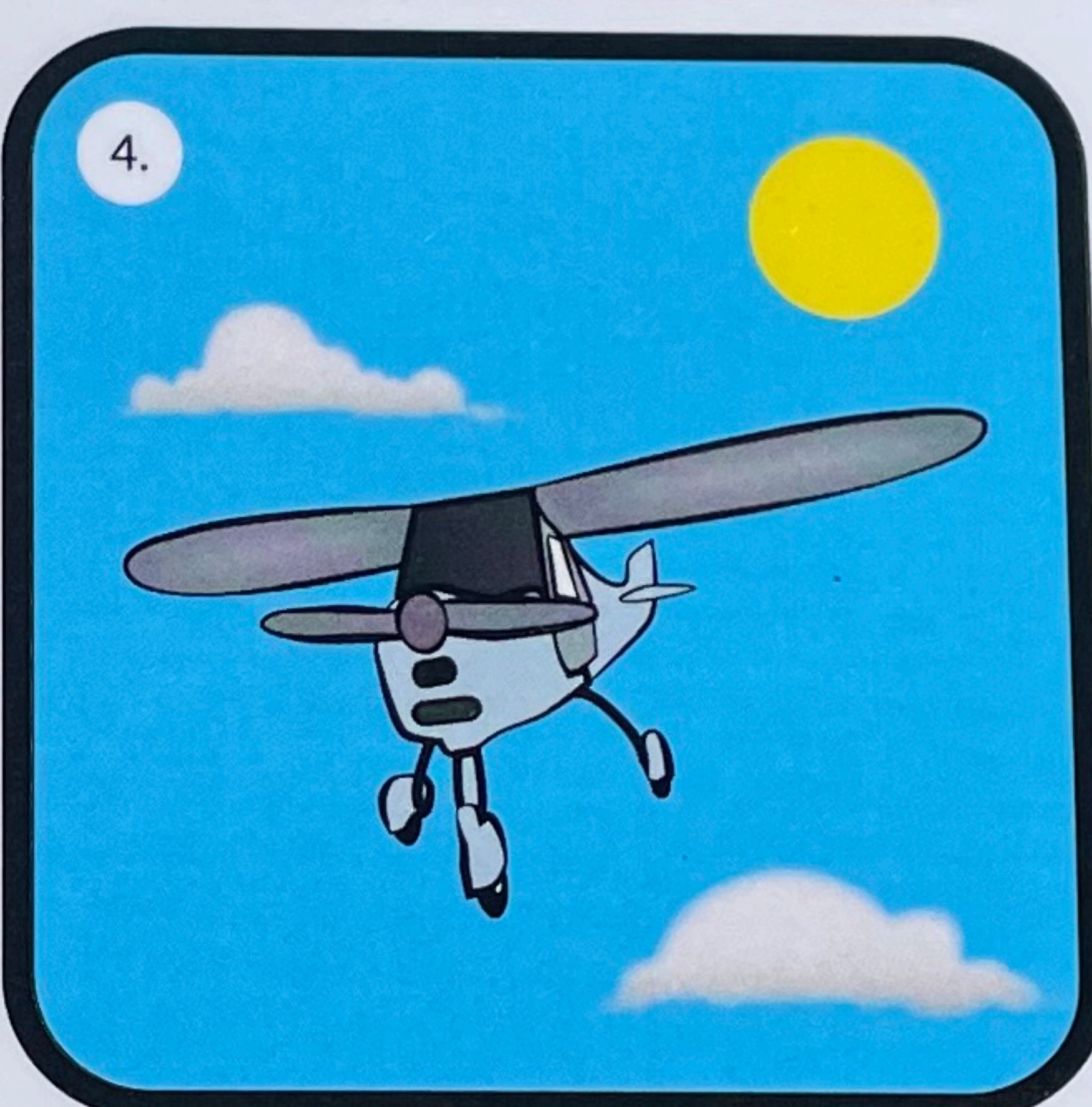
9) It is prohibited to store the MAGNUM rescue system at temperatures outside 14-24 °C and in humidity outside of 35-73%.

10) It is prohibited to expose the Magnum rescue system to high temperatures, heavy shocks, mechanical abuse and damage, acids, aggressive chemicals, long-lasting storage in high humidity or dusty environments.

11) It is prohibited to mount the MAGNUM rescue system on vibrating aircraft parts such as engine mounts or aircraft landing gear.

12) a) The MAGNUM rescue system (sheet metal or fiberglass container) has to be mounted to the frame of the aircraft with at least four M6 G8 screws supplied from the manufacturer in order to prevent inadvertent activation and to loosen.

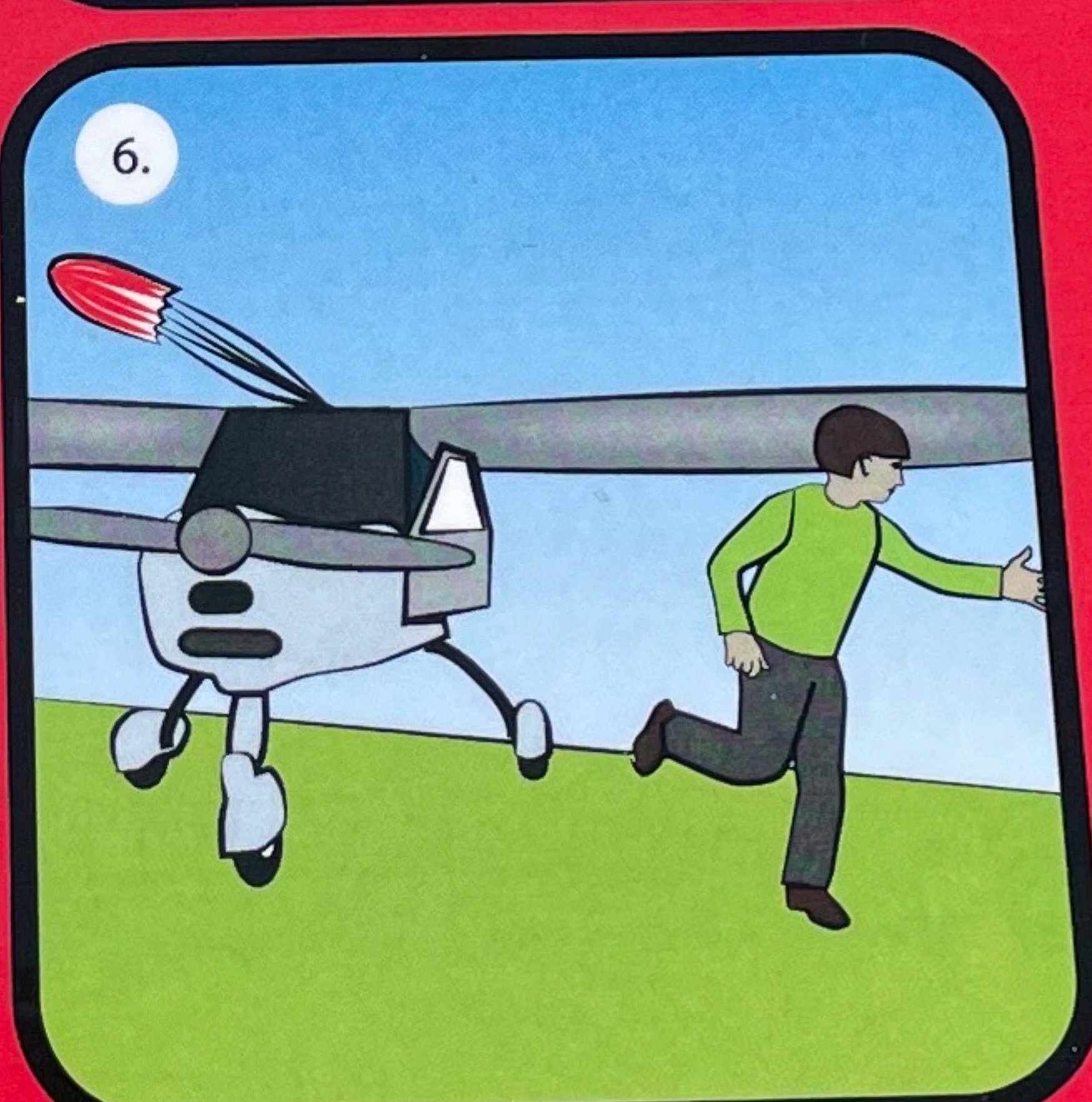
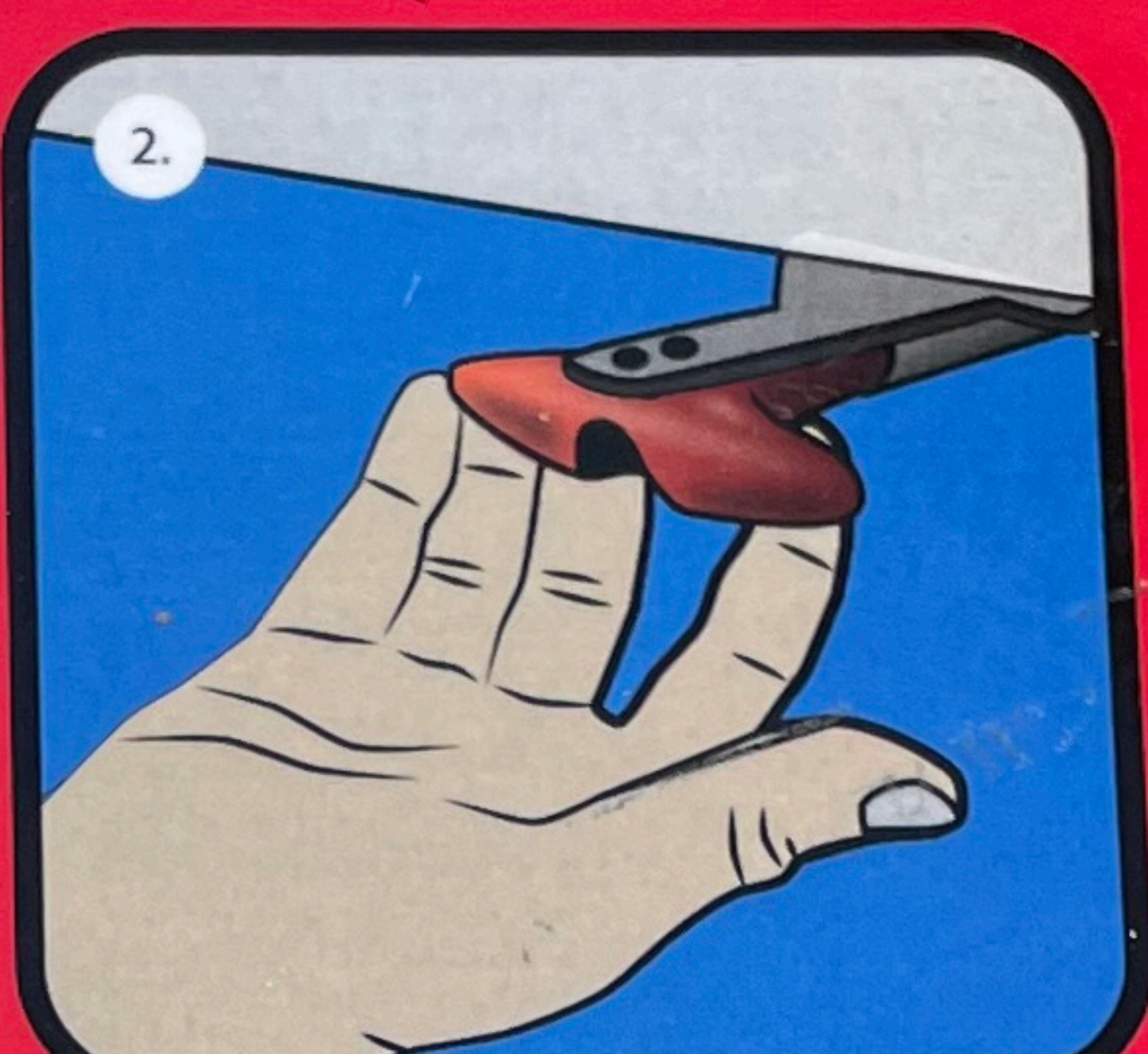
PREFLIGHT AND AFTER FLIGHT TASKS



- 1) Check that nothing hampers the deployment of the parachute from the aircraft, and if the cover of the rescue system does not release.
- 2) Inspect the fixations of the RS, including the rocket and suspension straps
- 3) Unlock the activation handle
- 4) During the flight the RS must be unlocked!
- 5) After landing secure the RS again!

www.stratos07.cz





www.stratos07.cz

IN CRITICAL SITUATION

- 1) In a critical situation, activate the rescue system without delay!!!
- 2) Pull the activation handle strongly
- 3) Before opening the parachute firm up the body!
- 4) After the parachute opens, shut off the fuel supply and turn off all electrical circuits if possible.
- 5) Before the landing and impact firm up the body!
- 6) After landing promptly leave the aircraft, in the opposite direction of the wind if possible.

