



™ TEST FOR SIGMA TANDEM ENDORSEMENT

1. Historically, what is the leading single cause of tandem fatalities?
2. How does the Vector 3 tandem system address this problem?
3. What differences in emergency procedures are there between the Vector 2 and Vector 3 tandem rigs?
4. Why must the main closing loop on a Vector 3 tandem system be constructed of Spectra (microline)?
5. What is the only correct length for that closing loop?
6. Why must the pull-up cord used to close a Vector 3 tandem main also be Spectra?
7. Which side flap does the closing loop go through first when closing the container?
8. What might happen if you trap the drogue bridle, above the disk, under the closing loop?
9. What will happen to the pull force if you pack twists into the ripcords below the pin?
10. What will sticking the ripcord pin under the disk flange do to pull force?
11. What might happen if you use a disk with a sharp nick in it?
12. How could such a nick be caused, and how should it be removed?
13. What problems might a loose or missing disk pin attachment screw cause?
14. What is the purpose of the "safety pin" on the drogue bridle?
15. What would happen if the kill line were not attached to the #5 link at the top of the main deployment bag, or the kill line were to break during deployment?
16. What are the negative consequences of such an occurrence?
17. What did you forget to do, if the drogue bridle between the disk and the bag is not scrunched up prior to closing the container?
18. What is the purpose of the drogue set limiter tape?
19. When collapsed, what is the correct distance between the bottom of the kill line attachment bridle, and the kill line guide grommet?
20. What problem is caused by a kill line that is too short?
21. What problem is caused by a kill line that is too long?