Second Chantz Accused of Building "Mickey Mouse" Parachute Systems

ONCE IN A WHILE we've heard the rumor that our competitors call our systems "Mickey Mouse" ... we think the rumor might have gotten started when millions of tourists visiting Florida's Disney World witnessed strange flying machines piloted by Mickey, Mini, and Goofy... In fact, these machines were all equipped with custom-designed Second Chantz soft-pack parachute systems. These flying machines were derived from Steve Snyder's famous Paraplane, the powered-parafoil parachute. Steve contacted Second Chantz with a request for a dozen systems to be installed on paraplanes headed to Disney World's Epcott Center. Disney was putting together a 20th anniversary celebration with an airshow act flown several times a day. Ultralights, hang gliders, and paraplanes, all Second Chantz equipped, flew an amazing show for all of 1992. It was important to Disney show organizers that Mickey Mouse had a parachute, just in case ... By the way, another worry was that because Mickey's head was so big and heavy, he might not have been able to see and reach the parachute's ripcord. We ended up including one of our seat-belt mounted ripcord handles that can be found no matter how blind you are or how big your head is....can you imagine the drag created by those ears...◆

One of Mickey's biggest fans.

New A.I.R.™ Recovery System for the Freewing RPV

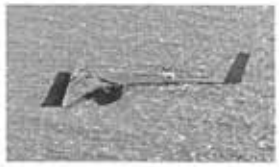
SECOND CHANTZ is rapidly becoming well-known among the Remotely Piloted Vehicle industry. Our new A.I.R.™ powered rocket motor has attracted attention from NASA for use in a small RPV project, the US Army for paratrooper reserve-parachute deployment, and from Scaled Composites of Burt Rutan fame. Scaled Composites is building a larger version of an earlier prototype "Freewing" concept vehicle.

Freewing, an American company founded by Hugh Schmittle, is famous for its revolutionary auto-stabilizing, free-floating, anti-turbulence, wing design seen at the major airshows. Hugh has developed a newer concept utilizing an articulating fuselage. This is done to obtain a simple method of changing the axis of applied power to obtain STOL performance at a reasonable cost. Got it? Good. Now let's see some homebuilt Freewings at Oshkosh in a few years ... ◆

Freewing RPV in flight. (Hey mister, is that the price of your wing, or did you just name it that?)

Swift Team Revolutionizes Hang Gliding

A QUANTUM LEAP in performance is what you get when you run off a mountain in the new SWIFT foot-launched hang glider/sail plane. A typical flexible-wing hang glider has a glide angle of perhaps 14 to 1 and is easily controlled by body-weight shift. With the 90-lb., all composite, swept-wing Swift, tests show an honest 20 to 24 to 1 glide ratio. It has full aerodynamic controls and even flaps for steep approaches and wheel landings. Not bad for a wing that can fold in half and go on top of a Honda. A design team from Stanford University teamed up with builders Brian and Eric of Brightstar Hang Gliders in Santa Rosa, California, to receive the Popular Science Magazine Award for the most outstanding aviation achievement of 1992. The Swift is now being produced in The U.S. and Belgium. Most expect that every foot-launched distance and speed record will fall to Swift pilots in the '94 season.



Steve Lantz, Second Chantz founder, does the honors.

Above right, Steve test fires his Second Chantz parachute successfully on the ground. The exit hole can be seen at right.

BALLISTIC SYSTEM DEVELOPED

Second Chantz was approached early in the test-flight phase to come up with an innovative rocket-deployed recovery system for the Swift. As it turned out, Brian and Eric decided to include a Second Chantz as standard equipment on every craft that goes out the door. (A most progressive company!)

THE A.I.R.™, "COOL THRUST" ROCKET MOTOR

In the summer of 1993, Second Chantz and Brightstar teamed up again to re-design the recovery system for the Swift utilizing the new A.I.R.™ powered deployment device. (A full description of the new A.I.R. device is found later in this publication.) Not knowing if the standard A.I.R.™ rocket motor could blast through the thin Kevlar fuselage covering and pull the parachute out, a new test was set up. The ground test you see on this page was performed outside the Second Chantz factory. Former Second Chantz President, Steve Lantz, a Swift owner, did the honors. The A.I.R.™ powered rocket proved capable of penetrating through a taped seam in the kevlar and pulled the parachute to full line-stretch in under one second. Now, all new Swifts are A.I.R. ™ Equipped...

BY THE WAY ...

Steve Lantz was our company founder in 1981 and is always dropping in to offer words of encouragement, advice, and to see what's new. Steve is always willing to try out new systems as they are developed. Steve is an avid Hang Glider pilot, Paraglider, Ultralight, Cessna, and DC-8 pilot. We think of him as our world-traveling Good Will Ambassador. After all, Second Chantz was named by "Lantz" and it's his fault people think we can't spell "chance." ◆

The exit hole.