

## TESTIMONIALS →



## Engine quit, no place to land ...

### ARIZONA



This happened in the mountains surrounding the Tucson area. While attempting to cross the area at one thousand feet in my Quicksilver, the engine quit; because there was virtually no viable space to land into, I felt my only alternative was to deploy the parachute. ... I was the only person in the plane, which was fortunate as you can see from the photographs. ... Needless to say I am a firm believer of Second Chantz parachutes. ... Sincerely,  
Neil Johnson



# SAVING LIVES AROUND THE WORLD ...

Mention of aircraft names in the following testimonials is in no way meant to imply that any particular aircraft is unsafe. The testimonials are re-printed for the sole reason of exhibiting how Second Chantz systems prevented serious injury or saved a life.

## At about 130-140', the plane lost power ...



### AT ABOUT 70-80' ABOVE THE TREE TOPS, I PULLED THE HANDLE

Dear Second Chantz, your chute had been installed on my plane less than four hours. ...On the third flight of the evening, at about 130-140 feet AGL, the plane lost power. ...At about 70-80 feet above the tree tops, I pulled the chute handle and heard a shotgun sound. About 1-1/2 to 2 seconds later and at about 30-40 feet above the tree tops, the plane stopped forward motion and began a straight-down descent. ...I fell though the trees and stopped at the ground, feeling no impact forces. I walked away without a scratch. ...I would recommend your chute for anyone who flies ultralights; it definitely worked for me. I know I won't fly again without one installed. You will also get some calls for chutes from the pilots around here, to be sure.

Rodney K. Wagner

## Tow Rope Broke ...



### SPAIN

The accident happened while flying my Cosmos Trike at 70m and towing a Delta. The tow rope broke, breaking the propeller in doing so. The Pieces of the broken prop in turn tore the material on the wing and broke wing ribs. ... My plane started to point nose downward. I quickly pulled my Second Chantz and slowly fell to the ground, saving my life and only damaging the undercarriage of my aeroplane. Thanks Second Chantz.  
Candido Perez



### Monomane Falls Parachute saves ultra-light pilot

The landed without injury, but aircraft from a bit to beyond repair

By WALTER B. GALT  
Wichita Eagle

Monomane Falls — Thanks to a parachute, a pilot who crashed his ultralight plane Sunday night landed safely and without serious injury.

The plane, a 1978 150-lb. ultralight, was flying at 700 ft. when the engine quit.

The pilot, who is a doctor, was flying from a field near the town of Monomane.

The plane landed in a field and the pilot was uninjured.

The plane could be repaired.

Parachute saved the pilot from a serious injury.

The pilot, who is a doctor, was flying from a field near the town of Monomane.

The plane landed in a field and the pilot was uninjured.

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The plane could be repaired.



### WISCONSIN

I would like to thank Second Chantz for manufacturing the Second Chantz chute. I can honestly say that it saved my life. I would highly recommend this product to anyone and everyone that flies any type of aircraft.

Norbert Grabarchik  
Milwaukee

## The only clear thought that I had was "pull the chute." ...



### NEVER FLYING AGAIN WITHOUT ONE

Last Saturday, June 22, at 7:55 a.m., the ballistic parachute that I had just installed on my Eipper MXL saved my life. Mike Schnepf (a Phantom pilot) and I decided to fly to a nearby field to see if there was any activity. ...On take-off, the plane felt very strange; something was wrong, but I couldn't figure out what it was. I carefully turned to circle the field at an altitude of 100 feet over the trees. ...Circling easily to the left and back over the field, the plane wasn't responding to the controls...the plane shuddered, broke-off sharp left, nose down. I knew I was going in. The only clear thought that I had was "pull the chute." I grabbed the handle, pulled, and heard the bang. ...the Phantom pilot saw the whole ordeal. He said when I flew over the field, he heard the engine sound change; he looked up to see me overhead at about 100 feet. He said the tail dropped and the plane went into a steep left-hand spiral. He estimated that I was 75-feet high when he heard the chute; the chute opened, and it jerked me back from the left-wing low (attitude) to a level position at about 20 feet above the ground. ...Mike said he was sure that I was "a goner." The fact that the chute saved my life is very dear to me. ...What can I really say to express my appreciation. ... You'll never find me flying without one.

George Rowley