

INSTRUCTION MANUAL NO 720
PARACHUTE ASSEMBLY
GQ SECURITY TYPE 350 MK 2
MRI GQ 1277

GENERAL INFORMATION
MAINTENANCE AND PACKING INSTRUCTIONS

ISSUE 2

DECEMBER 2000

STATEMENT OF INITIAL CERTIFICATION

This manual complies with British Civil Airworthiness Requirements, Section A, Chapter A5-3.

Signed.....

Date 20 December 2000

CAA Approval No.: 13553

NOTE: The above certification does not apply to revisions or amendments made after the date of initial certification by other Approved Organisations. Revisions or amendments made by other Approved Organisations must each be separately certified, and recorded on separate record sheets

AMENDMENT RECORD

- 1 All amendments to text and Figures of this manual are to be recorded below.
- 2 All new material inserted by amendment action will be signified by insertion triangles (ie > New Material <) indicating the amended text or Figure.
- 3 The page holding the amended material will be marked with the Amendment Number in the bottom left hand corner.

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The GQ Security 350 Mk 2 Parachute assembly is approved by the C.A.A. subject to the following performance limitations:

Maximum all up weight	80 kg	95 kg	110 kg
Maximum deployment speed	385 km/h (207.9 KEAS)	350 km/h (188.9 KEAS)	300 km/h (162 KEAS)
Maximum opening altitude	3048 m ASL (10,000 ft ASL)	3048 m ASL (10,000 ft ASL)	3048 m ASL (10,000 ft ASL)

WARNINGS

YOU CAN SUBSTANTIALLY REDUCE THE RISK BY ENSURING THAT EACH COMPONENT OF THE SYSTEM HAS BEEN ASSEMBLED AND PACKED IN STRICT COMPLIANCE WITH THE MANUFACTURERS INSTRUCTIONS, BY OBTAINING PROPER INSTRUCTION IN THE USE OF THIS SYSTEM, AND BY OPERATING EACH COMPONENT OF THE SYSTEM IN STRICT COMPLIANCE WITH THIS INSTRUCTION MANUAL. HOWEVER, PARACHUTE SYSTEMS SOMETIMES FAIL TO OPERATE EVEN WHEN PROPERLY PACKED AND OPERATED SO THAT YOU RISK SERIOUS INJURY OR DEATH EACH TIME YOU USE THE SYSTEM

NO RESPONSIBILITY WILL BE ACCEPTED BY THE COMPANY FOR INCORRECT FUNCTIONING OF THIS ASSEMBLY:

- (1) IF NOT PACKED AS DETAILED IN THIS INSTRUCTION MANUAL**
- (2) IF ANY UNAUTHORISED MODIFICATIONS HAVE BEEN CARRIED OUT ON ANY PART OF THE ASSEMBLY.**
- (3) RE-PACKING OF THIS ASSEMBLY MUST BE UNDERTAKEN BY A CERTIFIED FAA RIGGER OR FOREIGN EQUIVALENT**
- (4) REPAIR OF DAMAGED ASSEMBLIES MUST BE UNDERTAKEN BY EITHER THE MANUFACTURER OR CERTIFIED FAA RIGGER OR FOREIGN EQUIVALENT**

United State Patents:

Aeroconical® No 3758056

First issued:

June 1985

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CHAPTER 1

GENERAL INFORMATION

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INTRODUCTION

1 The GQ Security Type 350 Mk 2 parachute assembly is a lightweight emergency parachute, designed for use in sailplanes, aerobatic aircraft and general aviation aircraft.

DESCRIPTION

2 The assembly components are listed in Table 1 and described in the following paragraphs.

TABLE 1 LIST OF COMPONENT PARTS

GQ Drg/Part No	Nomenclature	Qty
MRI GQ 1293	Canopy, Aeroconical ® 4.8 m (c/w diaper)	1
MRI GQ 1276	Container and harness	1
GQD 18656	Pilot chute	1
GQD 18716	Connecting line	1
GQD 18854	Ripcord	1
GQD 18681	Closure loop	1
GQD 30133	Kicker plate	1

CANOPY

3 The canopy used in this assembly is the 4.8 m Aeroconical (U.S. Patent 3758056). It has 20 gores and lines and is bias constructed in 1.1 oz nylon ripstop fabric calendered to a porosity of 0-3cfm. The suspension and vent lines are 400 lb tensile strength braided nylon. The canopy is constructed with three mesh covered vents to the rear which provide forward drive and turn control via the rear risers.

PILOT CHUTE

4 The pilot chute is a 91 cm diameter, 8 gore, MA1 vane Type, coil spring activated. The spring is rated at 35 lb when compressed to a 25 mm height. The spring cap is equipped with a positioning/retaining stop.

PILOT CHUTE CONNECTING LINE

5 The pilot chute connecting bridle is constructed of 14 mm, 1500 lb tensile strength tubular nylon webbing and connects the pilot chute to the canopy vent lines.

HARNESS AND LIFT WEBS

6 The harness and lift webs are constructed from abrasion resistant 6000 lb tensile strength nylon webbing to MIL-W-27265 Type VII. The adjustable V rings, ejector snap hooks and sliding bar adapters conform to military standards. The harness is integral with the container.

CONTAINER

7 The parachute container is a back-seat combination 38 cm wide 127 cm in total length, with a constructed thickness of 25 mm. The container base is ballistic nylon to which are sewn the cover flaps to form the parachute stowage compartment 38 cm wide by 81 cm in length. The flap design is such that, the pilot chute stowage compartment is formed by the closure of the upper and lower flaps, the pilot chute is retained in its stowage compartment by the side flaps.



Fig 1 GQ Security Type 350 Mk 2 parachute assembly

BACK AND SEAT PAD

8 The inside of the back and seat pad nearest the wearer is velour faced and padded for comfort by 12 mm thick foam. Under the centre back pad cushion, which is secured in position by Velcro fastener, the ripcord access flap is located, attached to the central body panel of the container.

SPECIAL OPTIONS

INFLATABLE AIR CUSHIONS

9 The GQ Security Type 350 Mk 2 parachute assembly may be fitted with a special inflatable air cushions for both the seat and/or lower back to provide added comfort in seating arrangements.

OPERATION

10 The GQ Security Type 350 Mk 2 parachute assembly is conventional ripcord operated, pilot chute deployed parachute system.

CLEARING THE AIRCRAFT

11 There are no simple rules for jumping clear of a disabled aircraft. The one basic rule is:

ENSURE THAT YOU ARE ABSOLUTELY CLEAR OF THE AIRCRAFT STRUCTURE BEFORE PULLING THE RIPCORD.

Practice climbing out of your aircraft with your parachute on whilst on the ground. Check out obstructions and items of equipment that may snag you or your parachute, remember to avoid them when an actual emergency arises.

Exit sequence

12 Carry out the following sequence of events:

12.1 Release your safety belt and shoulder harness.

12.2 Disconnect or remove headsets, microphones, oxygen.

12.3 Look to the left body panel and locate the ripcord (become familiar with ripcord location on the ground).

Pulling the ripcord

13 Having cleared the aircraft, immediately grasp the ripcord handle with the right hand. With a hard, quick pull, clear the ripcord from its stowage pocket as far as possible. The pilot chute will then be released. Approximately 2 seconds after the ripcord is pulled, the canopy will be fully inflated. You are now in your descent phase.

STEERING

14 The GQ Security Type 350 Mk 2 parachute assembly is fully steerable. Steering is accomplished by pulling down on the rear lift webs. Pulling down on the right rear lift web will cause the canopy to turn right. Conversely, pulling down on the left lift web, the canopy turns left.

LANDING

15 In preparing to land, FACE INTO THE WIND, to reduce your forward speed, for different types of landings proceed as follows:

Normal landing

16 Put your feet together and slightly flex your knees. Land on the balls of your feet, relax and go with the parachute, rolling with the landing. Remove the harness.

High winds

17 Re-emphasize FACE INTO THE WIND to reduce ground speed to a minimum. After landing, if you are able to stand up, run around to the downwind side of the canopy, thus deflating it. If you are unable to stand and are being dragged by the parachute, you should first roll over onto your back so that the pack will act as protection. After rolling over, reach up and grasp ONE rigging line and pull it towards you hand over hand until the canopy deflates.

Water landing

18 Since your landing area cannot be pre-determined, it is always a good idea to wear flotation equipment. The type that is gas inflated with a manual override is recommended. If you cannot successfully steer your canopy away from a water hazard, you should attempt inflation of your flotation equipment high enough to allow for manual inflation should the gas cartridge fail. Your landing position should be as described in para 16. The water may be shallow causing you to strike the bottom so you should be prepared. After landing, disconnect the chest strap and leg straps, and slip out of the harness. Swim or paddle on the flotation equipment to the nearest shore.

NOTE

The use of vest type flotation equipment that is worn under the harness is NOT recommended as its inflation under the harness could cause serious injury.

CHAPTER 2
MAINTENANCE
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- 1 Introduction
- 2 Maintenance Notes
- 3 PRE-FLIGHT INSPECTION
- 4 Examination
- 5 PERIODIC INSPECTION
- 6 Examination

INTRODUCTION

1 This chapter details pre-flight inspection and periodic maintenance of a GQ Security Type 350 Mk 2 Parachute assembly.

WARNINGS

- (1) RE-PACKING OF THIS ASSEMBLY MUST BE UNDERTAKEN BY A CERTIFIED RIGGER.**
- (2) REPAIR OF DAMAGED ASSEMBLIES MUST BE CARRIED OUT BY THE MANUFACTURER OR A CERTIFIED RIGGER.**

MAINTENANCE NOTES

2 The following maintenance notes are to be observed:

- 2.1 The life of the assembly is 15 years from date of manufacture subject to a critical inspection at 10 years.
- 2.2 The recommended re-packing cycle for this assembly is 120 days (four months)
- 2.3 France only. Direction Generale De L'Aviation Civile Letter Reference 2000/03749/SFACT/N.ME dated 19 Juin 2000 authorises that the parachute assembly may be packed for a period of one year under the following conditions:

a The parachute assembly has a Serial Number of 726729 of later, or has been modified by Service Bulletin Number 18052000 version A

Additionally, the parachute assembly must remain in its transportation bag when not in use to protect it from:

- a Physical abuse
- b Sun or ultra violet light
- c Acid and contamination
- d Atmospheric conditions outside the range 15 – 20 degrees Celsius and a PH range of 15 – 75 %

PRE-FLIGHT INSPECTION

3 Before carrying out a pre-flight inspection, remove the log card from its pocket and ensure that the assembly is not due for periodic inspection.

EXAMINATION

4 Carry out examination as follows:

- 4.1 Inspect the Quick Ejector Snap fasteners on the chest and leg straps. Make sure they open and close properly. Remove any debris or foreign objects trapped in the mechanism.
- 4.2 Inspect the exposed harness webbing for cuts, wear and tear or fraying especially where the webbing is routed through or around the metal fittings.
- 4.3 Gently ease the ripcord handle in its pocket, making sure that it is free to move. Check that the ripcord cable is free to move in and out of the metal housing (located just above the ripcord handle).
- 4.4 Peel open the ripcord protection flap on the back of the parachute. RUSTY, BENT or JAMMED ripcord pins are NOT ALLOWED. Carefully ease the cable in and out of the housing, making sure that it is unencumbered in its movements ensure the scarlet locking thread security tie is not broken.
- 4.5 In the event of the parachute having been contaminated with oil, other petroleum product, water, battery acid or discolouration due to actinic or UV action, it should be placed with a qualified parachute rigger immediately for inspection and/or remedial action.

PERIODIC INSPECTION

- 5 It is recommended that a periodic inspection is carried out at 120 days intervals.

EXAMINATION

6 Examine the assembly as follows:

- 6.1 Place the assembly on a clean packing table, then simulate operation by pulling the ripcord.
- 6.2 Check log card and ensure the assembly overall 15 year life will not expire before the next periodic inspection
- 6.3 Stretch out the assembly at full length and attach the vent lines to the packing table hook.

Canopy

- 6.4 Examine for contamination, broken stitching, holes and tears.

Rigging lines

- 6.5 Examine for security of attachment to canopy and links and that they are attached in the correct sequence.
- 6.6 Ensure uniformity of length.

Pilot chute and connecting line

- 6.7 Examine for tears, holes, broken stitching and correct attachment to the canopy apex.
- 6.8 Ensure pilot chute spring is not broken and functions correctly.

Ripcord

- 6.9 Clean the handle, cables and pins then examine for fraying, kinking and corrosion.

Harness assembly

6.10 Examine webbing for contamination broken stitching and chafing.

6.11 Examine all metal fittings for, distortion, corrosion and security of attachment, operate ejector snap hooks.

Container assembly, back and seat pads

6.12 Examine for contamination, holes, tears and broken stitching. Examine eyelets for distortion and press fasteners for distortion and correct functioning.

Kicker plate, closure loops and closure spring

6.13 Examine kicker, plate for distortion, cracking and burrs.

6.14 Closure loops, examine for fraying

6.15 Closure spring, examine hooks for corrosion and distortion.

Re-packing

6.16 Re-pack the parachute assembly referring to Chapter 3.

Recording

6.17 Record on log card.

CHAPTER 3

PACKING INSTRUCTIONS

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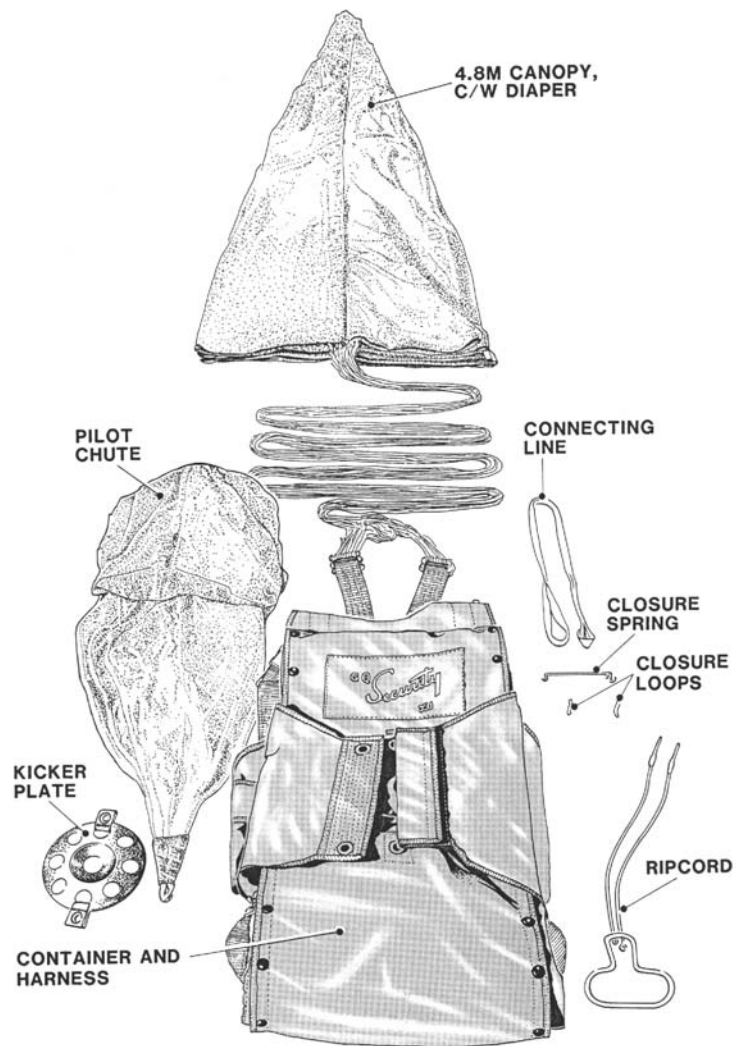


Fig 1 Assembly components

INTRODUCTION

1 This chapter details, assembling of components and packing instructions for a parachute assembly GQ Security Type 350 Mk 2.

WARNING

RE-PACKING OF THIS ASSEMBLY MUST BE UNDERTAKEN BY A CERTIFIED RIGGER.

ASSEMBLY OF COMPONENTS

2 Should it be necessary to replace any components of the assembly owing to unserviceability, refer to Chapter 1 Table 1 for component parts, numbers and description.

TABLE 1 LIST OF PACKING MATERIALS

GQ Drg No/Part No	Nomenclature	Qty
GQ D 30727	Elastic band 51 x 13 mm (2 x 0.5 in)	A/R
GQ MS 572	Tape white adhesive 25 mm (1 in)	A/R
GQ MS 1870	Thread linen No 18	A/R
GQ MS 462	Loctite superfast 241	A/R

ATTACHING THE CONNECTING LINE AND PILOT CHUTE (Fig 2 and 3)

3 To attach the connecting line and pilot chute to the canopy apex, refer to Fig 2 and 3 and proceed as follows:

3.1 Attach the 64 mm (2.5 in) cord loop attached round the apex lines over the packing table hook.

3.2 Arrange the canopy to lay with No 1 gore uppermost, trace No 1 gore main seam tape from the canopy periphery to the apex. Count off lines 1 to 10 and ensure the 64 mm (2.5 in) cord loop is passing round these lines.

3.3 Pass the small loop of the connecting line round the 10 lines then pass the large loop through the small loop (Fig 2) pull up tight to form a larkshead knot.

3.4 Pass the large loop through the pilot chute eye and then pass the pilot chute through the large loop, pull up tight to form a larkshead knot (Fig 3).

3.5 At a point 64 mm (2.5 in) from the pilot chute eye pass a complete stitch of doubled No 18 linen thread through the centre of the connecting line loop, tie off the ends of thread with a reef knot and thumb knot (Fig 3).



Fig 2 Attaching connecting line



ONE COMPLETE TURN OF DOUBLED No 18 LINEN THREAD
NOTE: BLACK THREAD USED FOR CLARITY ONLY

Fig 3 Attaching the pilot chute

PREPARING THE CONTAINER AND HARNESS (Fig 4 and 5)

4 To prepare the container and harness refer to Fig 4 and 5 and proceed as follows:

4.1 Position the container and harness on the table with the open container facing the table, then release the two double 'L' links securing the seat straps to the main lift webs, this enables the container assembly to lay flat during packing operations.

4.2 Release the chest straps, then fold back the back pad to expose the ripcord protection flap. Release the press studs and fold the protection flap over to expose the two container closure eyelets (Fig 4).



Fig 4 Ripcord cable stowage

4.3 Pass the two ripcords into the waistbelt tunnel ensuring that they pass under the elastic loop, open the press studded flap to expose the 25 mm (1 in) aperture in the waistbelt, pass the ripcords through the aperture. Ensure that the ripcord handle is fully inserted into the pocket and with the crank facing out, turn down the small press studded flap and secure the press studs. Fold back the waistbelt and finally ensure that both ripcords are running clear with no twist.

4.4 Pass the two ripcord pins through the two closure loops, then pass the two loops through the closure eyelets in the container. Tape over each pin and loop using a suitable length of 25 mm (1 in) white adhesive tape this will temporarily hold the pins and loops in position during packing operations. Fig 5 shows the ripcord pins and closure loops fitted with pin and taped.

4.5 Turn the ripcord protection flap over the pins and fold down the back pad, then invert the pack.

PREPARING THE DIAPER (Fig 6)

5 To prepare the diaper, refer to Fig 6 and proceed as follows:

5.1 Attach 51 x 13 mm (2 x 0.5 in) elastic bands to each of the webbing tape loops (10 total) attach further bands to the left and right-hand lower loops as shown in Fig 6. Attach two further bands to the two small eyelets ensuring that they are positioned to the side of the flap as shown in Fig 6 and not to the lower edge of the diaper.



Fig 5 Ripcord and closure loops fitted



Fig 6 Diaper prepared

RIGGING LINE CHECK (Fig 7)

6 To carry out a rigging line check, refer to Fig 7 and proceed as follows:

- 6.1 Ensure that the rigging lines are free of twists and entanglements then carry out a rigging line check, at the attachment links select lines No 1 and 20 positioned at the inside edge of the upper pair of links and lines No 10 and 11 positioned inside edge at the lower pair of links (Fig 7). Trace all four lines from the links to the canopy periphery and ensure they are running clear.
- 6.2 Ensure each link securing screw is fully tightened if loose or if the links have been replaced the screw threads are to be treated with Loctite on re-assembly.

<u>Upper left</u> <u>link</u>	5 0	4 0	3 0	2 0	1 0	20 0	19 0	18 0	17 0	16 0	<u>Upper right</u> <u>link</u>
<u>Lower left</u> <u>link</u>	6 0	7 0	8 0	9 0	10 0	11 0	12 0	13 0	14 0	15 0	<u>Lower right</u> <u>link</u>

NOTES

- (1) As seen looking towards the canopy periphery
- (2) Ensure that each link is fitted with the rounded shoulder on the inside of each lift web.

Fig 7 Rigging line sequence

FOLDING THE CANOPY (Fig 8, 9 and 10)

7 To fold the canopy refer to Fig 8, 9 and 10 and proceed as follows:

7.1 Separate the gores into their respective half-sets, with No 1 to 10 on the left and No 11 to 20 on the right.

Folding first stage (Fig 8)

7.2 With rigging lines 1 to 10 in the left-hand and 20 to 11 in the right-hand throw the right-hand group of lines over the left-hand. Place No 10 line onto the table and commence folding the right-hand half of the canopy by placing No 11 line onto No 10, continue folding in sequence until all gores are folded with No 20 gore on top. Straighten all the folded gores from the folded periphery to the apex and place shot bags at intervals along the gores to retain the folds in position.

7.3 To fold the left-hand gores, hold the rigging lines of the folded gores Nos 20 to 10 in the right-hand and the group of lines 1 to 9 in the left-hand. Throw the left-hand group over the right-hand group, commence folding the left hand of the canopy by placing No 9 rigging line onto No 10 continue in sequence until all gores have been folded with No 1 gore on top. Straighten the folded gores from periphery to apex and place shot bags at intervals along the gores to retain the folds in position. Fig 8 shows the first stage of folding completed.



Fig 8 Folding the canopy : stage 1

Folding second stage (Fig 9 and 10)

7.4 Fold the bottom corner of each half-set upwards and inwards at 45 degrees so that the hem folds are aligned with the central seam, as shown Fig 9.

7.5 Fold the whole length of the right hand half-set inwards to cover the central seam and bring the folded left hand panels across to the right hand outer edge (Fig 10).



Fig 9 Folding the canopy : stage 2



Fig 10 Canopy folded

CLOSING THE DIAPER AND STOWING THE RIGGING LINES (Fig 11, 12 and 13)

8 To close the diaper and stow the rigging lines, refer to Fig 11, 12 and 13 and proceed as follows:

8.1 Fold over the periphery approximately 152 mm (6 in) and position the grouped rigging lines to run centrally over the diaper closure flap (Fig 11).

8.2 Fold over the diaper closure flap and ensure that the grouped rigging lines are lifted over the flap and not trapped underneath the flap.

NOTE

When forming the diaper mouthlock and stowing the rigging lines, ensure that the bights of lines protrude through the elastic bands approximately 32 mm (1.25 in) and that the outgoing lines from each stowage band emerges towards the pack and harness.

8.3 Form the diaper mouthlock by first inserting a bight of rigging lines through the top right elastic band (Fig 12), insert a second bight through the top left-hand band (Fig 12).

8.4 Continue stowing the lines into the elastic bands until all bands are filled. Ensure that 305 mm (12 in) of lines remains unstowed. Fig 13 shows all the lines stowed.



Fig 11 Closing the diaper : stage 1



Fig 12 Forming the diaper mouthlock



Fig 13 Diaper closed rigging lines stowed

STOWING THE CANOPY (Fig 14 to 21)

9 To stow the canopy, refer to Fig 14 to 21 and proceed as follows:

- 9.1 Position the right hand lift webs within the covers located on the container yoke (Fig 14). Close the cover over the webs and secure the touch and close fastener strips (Fig 15). Repeat the above procedure for the left hand lift webs.
- 9.2 Position the lift webs in the container ensuring they run along the container side wall (Fig 16).
- 9.3 Invert the diaper and stowed rigging lines and position to the top edge of the container as shown in Fig 17.
- 9.4 Form the first fold of the canopy the full length of the container as shown in Fig 18.
- 9.5 Re-arrange the first fold to form the second fold along the container lower wall as shown in Fig 19.
- 9.6 The third fold is formed as shown in Fig 20 and is a short fold to correspond with the stowed diaper and rigging lines.
- 9.7 Form the final fold as shown in Fig 21, then turn the canopy apex under. Ensure the pilot chute connecting line is positioned over the final fold as shown in Fig 21 and that the canopy protection flaps are not beneath the folded canopy.



Fig 14 Lift webs positioned in covers



Fig 15 Lift webs secured



Fig 16 Lift webs positioned



Fig 17 Positioning the diaper



Fig 18 Stowing the canopy : 1st fold



Fig 19 Stowing the canopy : 2nd fold



Fig 20 Stowing the canopy : 3rd fold



Fig 21 stowing the canopy : final fold

CLOSING THE CONTAINER (Fig 22 to 32)

10 To close the container refer to Fig 22 to 32 and proceed as follows:

10.1 Tuck in the four side protection flaps and mate the press studs fasteners (Fig 22).

10.2 Attach a pull-up cord to each of the closure loops, then pass the right-hand pull-up cord through the eyelet in the right-hand container flap, pull up the flap then insert a temporary locking pin through the closure loop to retain the flap in position.

10.3 Repeat para 10.1 and pull up the left-hand flap, Fig 23 shows both flaps pulled up and temporary locking pins inserted.

10.4 Ensure that the canopy protection flaps are laying flat and over the canopy this will ensure that the canopy will not be damaged by the closure loops during final closure.

Stowing the pilot chute with kicker plate (Fig 24, 25 and 26)



Fig 22 Protection flaps tucked in and secured



Fig 23 Closing the pack : stage 1

10.5 Position the kicker plate over the reinforced area on the two flaps ensuring that the curvature is uppermost as shown in Fig 24. Coil the connecting line onto the kicker plate then place the base of the pilot chute on top of the coiled connecting line then 'S' fold the fabric over the coiled connecting line. Locate the pilot chute spring base over the 'S' folded fabric and ensure the two outer eyelets attached to the crown are positioned as shown in Fig 25.

10.6 Compress the pilot chute spring then pass the right-hand pull-up cord through the eyelet attached to the right-hand side of the crown tuck in all loose fabric then remove the temporary locking pin and re-insert over the pilot chute eyelet.

10.7 Repeat para 10.6 for the left-hand eyelet Fig 26 shows the pilot chute stowed.



Fig 24 Positioning the kicker plate

Closing the pack final stages (Fig 27 to 32)

10.8 Pass the pull up cords through the two eyelets in the flap nearest the packer pull up the flap then remove the temporary locking pins and re-insert over eyelets in the flap (Fig 28).

10.9 Pass the pull up cords through the two eyelets in the remaining flap, pull up the flap, then remove the temporary locking pin and re-insert over the two eyelets (Fig 28).

Attaching the closure spring (Fig 29)

10.10 Commencing with the left hand container closure loop, pull up on the pull up cord to ensure the closure loop is pulled well up, then remove temporary locking pin and insert one of the hooks attached to the closure spring through the closure loop.

10.11 Attach a length of cord, (to be use to stretch the spring) over the hook in the free end of the closure spring, pull-up on the cord attached to remaining closure loop then remove temporary pin, stretch the spring and pass the hook through the closure loop. Carefully remove both pull-up cords ensuring that the closure loops are not seared. Fig 29 shows the closure spring fitted. Turn over the closure spring cover flap and mate the touch and close fastener (Fig 30).

10.12 Invert the container, then REMOVE THE TWO LENGTHS OF ADHESIVE TAPE holding the ripcord pins in position. Ensure the ripcord pins are fully inserted Fig 31.

10.13 Fold over the ripcord protection flap and mate the touch and close fastener and two press studs (Fig 32). Finally fold down the back pad and mate the touch and close fastener.

10.14 Ensuring that no twist are present in the straps re-connect each lift web and seat strap ensure that the screws threads of the double 'L' links have been treated with Loctite.

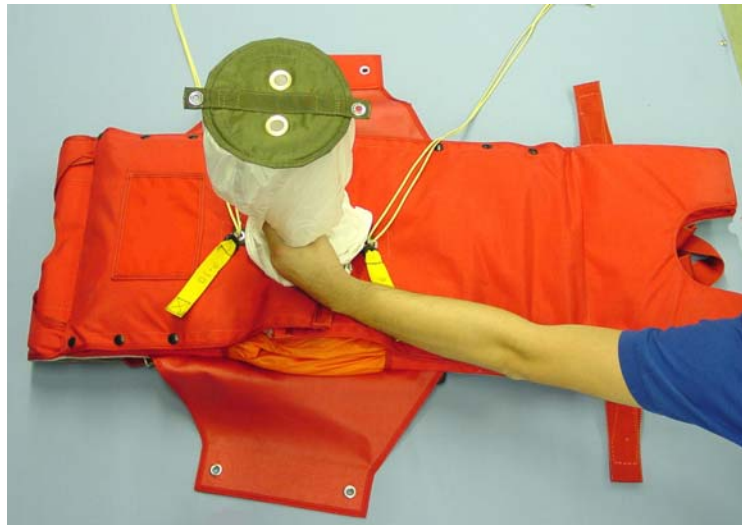


Fig 25 Positioning pilot chute



Fig 26 Pilot chute stowed



Fig 27 Closing the pack : stage 2



Fig 28 Container closed



Fig 29 Closure spring fitted



Fig 30 Closure spring cover flap closed



Fig 31 Ripcord pins in position



Fig 32 Ripcord protection flap closed

