

Handbook (English version)

for

Troop Parachute

RS-2000

NSN: to be added
Part No. 50-248/14:00

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1. Intended use and technical details

1.1. Intended use

The RS-2000 parachute is a maneuverable Troop Parachute for automatically opening which can be used for general training of parachutists and for armed forces operations.

1.2. Technical details

Parachute canopy area	approx. 85 m ²
Number of gores and suspension lines	26
Length of each suspension line from base to D-ring	appr. 6,6 m
Dimensions of the packed parachute	540 x 310 x 190 mm
Weight of the packed parachute	approx. 14 kg
All up weight (person with parachutes and luggage)	60 – 170 kg / 132-375 lbs.
Maximum opening shock	5 – 6 g
Maximum Dropping out speed	280 km/h / 150 KIAS
Minimum exit altitude	
- In case of emergency	150 m / 500 ft (aeroplane)* 250 m / 800 ft (helicopter)*
- recommended for training	250 m / 800 ft (aeroplane) 350 m / 1.120 ft (helicopter)
Rate of descent close to ground	
- all up weight 100 kg	4,2 m/s
- all up weight 130 kg	4,5 m/s
- all up weight 170 kg	5,9 m/s
Full Turn	6-8 s / 360°
Storage time in packed condition	180 days
Service life time period	15 years (recommended), under periodical examination of qualified Rigger

* see also para 5.1

1.3. Component parts of the RS-2000 Troop Parachute

Pos.	Designation	Quantity	Item number
01	Canopy	1ea	50-252/05:00
02	Deployment bag with static line	1ea	50-508/08:00
03a	Riser (Capewell Release)	1pair	50-307/11:00
03b	Riser (3-Ring Release)	1pair	50-423/12:00 + 50-423/13:00
04a	Harness RS 2000 (Capewell Release)	1ea	50-755/01:00
04b	Harness RS 2000 (3-Ring Release)	1ea	50-755/02:00
05	Pack tray (Container)	1ea	50-754/02:00
06	Carrying bag	1ea	50-137/11:00
07	Manual	1ea	
08	Manufacturers Certificate	1ea	

Pos. 03a / 03b and 04a /04b respectively optional.

2. Description of the parachute

2.1. Parachute canopy with rigging lines (Fig.1a, 1b)

The parachute canopy has a special design and special arrangement of fabric with varying air permeability, which results in the excellent aerodynamic characteristics.

It consists of 26 gores and has 26 rigging lines that run from the Connector Links to the skirt of the parachute canopy and from there to a second fixing point. The piece of linen running along the inside of the parachute canopy is shorter than the corresponding fabric sheet and this result in a bead in unfolded condition – the leading surface.

Every gore is manufactured by parallel cutted pattern of different length. To assist the unfolding of the parachute canopy totally 12 air pockets are affixed near to the skirt of the canopy.

There are three vents at right and left canopy side which are nearly closed if the steering toggles are in zero position.

Steering the canopy is possible by using the left and/or right steering line, which are splitted into branch lines and further into sub-steering lines. By using one side steering line, the vents at this canopy side will partly or fully opened and the canopy starts turning.

It is mandatory to run with the wind before landing. Your landing must be always forward!

If the wind speed is too high for a safe landing, the horizontal (forward) speed can be reduced by parallel use of both steering toggles.

This opens all vents and a counter thrust gives the canopy a backward impulse. So the horizontal component of your flight path is reduced or fully stopped.

13 apex lines run over the top opening. These are loosely gathered in their middle with an apex loop (packing aid loop).

The canopy skirt is fitted with an anti-inversion net.

The device label is located on gore 1, field 1.



Fig. 1-a

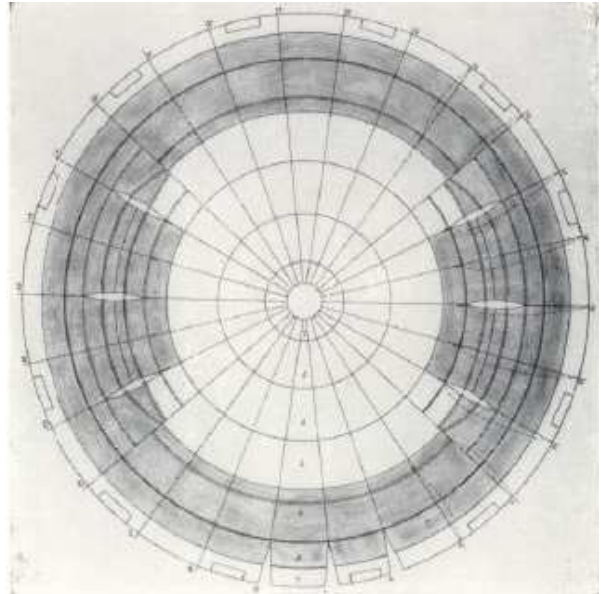


Fig.1-b

2.2 Deployment bag with static line (Fig.2)

The Deployment Bag is made of COTTON fabric, and its dimensions in packed condition are approx. 450x300x100mm.

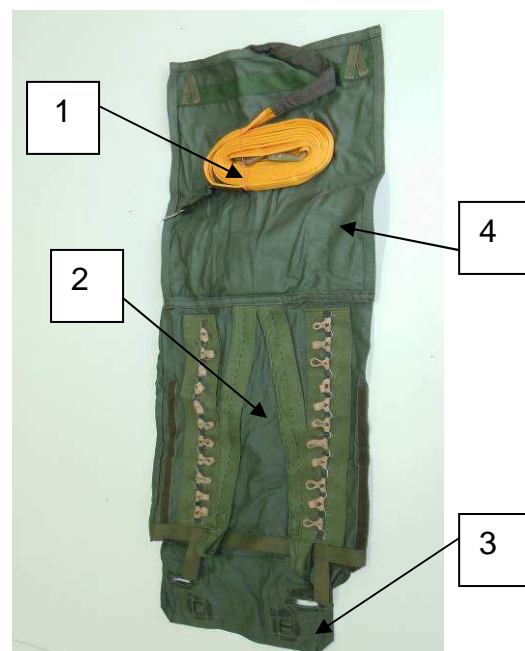
The yellow static line is looped in the Deployment Bag top loop.

Outside are 11 pairs of elastic rubbers for looping in the suspension lines and steering lines.

In the Deployment Bag inside inner webbing loop is fixed with the static line on one end. The free end of the loop is used for shear connection with the top loop of the canopy.

- 1 Static line with hook, soft pin and static line sleeve
- 2 Deployment bag
- 3 Closing flap
- 4 Protection flap for suspension lines

Fig.2: Deployment Bag with Static Line



The open side is fitted with a closing flap and two closing loops. Protective flaps are sewn onto both sides and the upper short side.

The upper section of the static line is covered with a cotton protective sleeve. The sewn-on loop with its affixed closing pin (hard pin or alternative soft pin) is used to close the container when packing. A snap hook is sewn or knotted onto the end of the approx. 15 ft. long static line.

2.3. Pack tray

The Pack tray has an oblong base shape with four closing flaps that form the loop-grommet closure.

The container is fixed to the harness by back strap retainer/keeper that are sewn onto the outside of the base of the pack tray and are closed with pull the dot snaps. The pocket for the parachute control book and the waist band/waist band adjuster panel for fixing the reserve parachute are also sewn onto the outside base.

There are two retaining loops with rubber rings on the upper closing flap into which the static line is looped.

On the right closing flap (No. 2) is a pocket for stowing the static line snap hook.

The back pad is fixed at the upper pack tray side and has inside two tapes with easy open snaps for fixing the Harness at the horizontal Back strap.

- 1 Flap 1
- 2 Flap 2
- 3 Flap 3
- 4 Flap 4
- 5 Waist band
- 6 Waist band adjuster panel
- 7 Log record stow pocket
- 8 Static line snap hook stow pocket
- 9 Diagonal back strap retainer/keeper
- 10 Horizontal back strap retainer/keeper
- 11 Back Pad
- 12 Rubbers for stowing suspension line

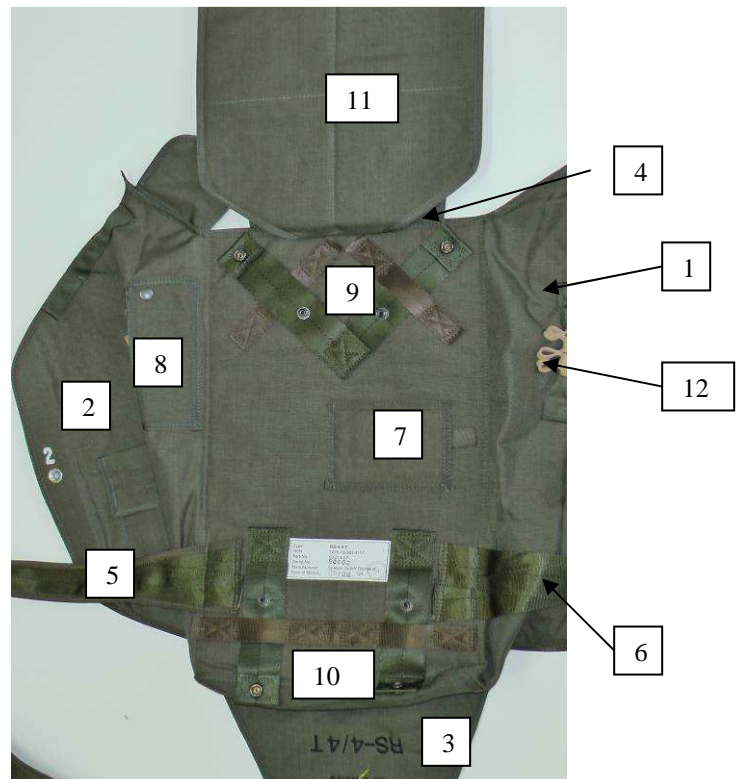


Fig. 3: Pack Tray

2.4. Harness with Riser (Fig.4a and 4b)

The harness is available in two versions, either with *Capewell Release* (Fig. 4a) or with *3-Ring Release* (Fig. 4b)

The basic design for both of the versions is adequate.

The harness consists of two Main Belts with Chest Straps, adjustable Back Straps with cross and transverse parts, the horizontal Back Strap and two Leg Straps.

The Main Belts are adjustable and allow together with the also adjustable Back Straps, Chest Strap and Leg Straps an exactly sizing of the harness at jumpers body.

According to jumpers high, a pre-sizing of the harness is possible by connecting the harness with the pack tray. For that, the harness has 5 different loops at Main Belts back side, numbered with S,1,2,3,L which must be connected with the back strap keepers of the pack tray.

Chest Strap and Leg Straps are fitted with adjustable Snap Hooks.

Two D-Rings with Mouth located between Chest Strap and Leg Straps are used for fixing the Reserve Parachute and can be used also for fixing cargo bundles. Two additional D-Rings between Chest Strap and Canopy Release are available as alternative fixing point for Reserve Parachutes which request this.

For fixing the Cargo Bundle Rope, two further D-Rings below both sides of the Leg Strap Snap Ejectors are available.

Protective padding is fitted under the quick release locks and under the ejector snap hooks.

The canopy quick release assemblies are fitted with protective pads, also the Ejector Snaps at Chest Strap and Leg Straps.

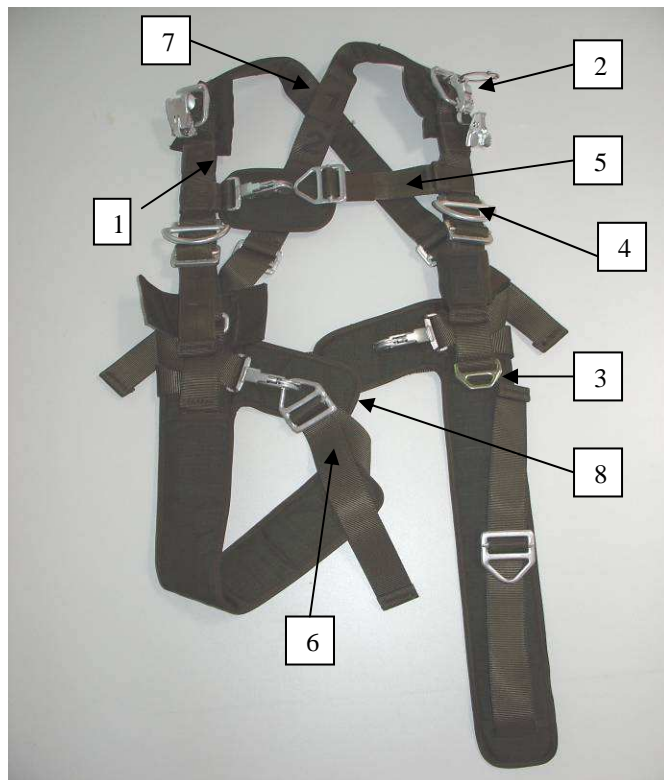
The harness version with 3-Ring Release (4b) has the possibility for quick release the right side Riser after landing on ground, recommended at high ground wind speeds.

For that, the Release Bag must be opened by the yellow Release Bag Handle, located below the right side Release System. After opening the Release Bag, the metal ring with the release cable is free for activation and disconnect by pulling the right Riser from the harness.

The Risers connect the harness with the canopy. Two types of Riser, either with Capewell Male or 3-Ring connection are available for the two different types of Harness Release System.

Each back riser has a D-Ring for guiding the Steering Line and a Rubber Band for stowing the Steering Toggles.

Each Riser has a separable Connector Link at his end for fixing the suspension lines.



- 1 Main lift web
- 2 Canopy release assembly
- 3 D-ring for Bundle rope
- 4 D-ring for Reserve T-10R
- 5 Chest strap
- 6 Leg strap
- 7 Diagonal back strap
- 8 Horizontal back strap

Fig. 4a: Harness with Capewell Release

- 9 3-Ring Release Handle
- 10 Ring 1 / 3-Ring Release
- 11 D-Ring for BR-2000 Reserve
- 12 Flexible Release Pin



Fig. 4b: Harness with 3-Ring Release

3. Completion

Connection Harness / Pack Tray:

Turn down the Back Pad of the Pack Tray so, that the back strap keepers are free. Make sure that the Harness is untwisted and lays it with the back straps downward on the Pack Tray.

Depending from jumpers size, 5 different positions, indicated with S,1,2,3,L are available at the harness back straps for connecting. It is recommended to chose Pos. 2 which is fit for medium sized person in wide limits.

Pull the two back strap keepers through the chosen back strap loops (take care to use both sides the same loop with same no.), pull the keepers back through the keeper holders and fasten it by closing the *pull the dot snaps* (Fig.5)

Turn back the Back Pad and fix it at the horizontal back strap by closing the two *easy open snaps*.



Fig. 5: Connecting Harness – Pack Tray

Connecting Harness (Riser) / Canopy:

Depending from the type of Harness Release System, the connection has to be made as follows:

a) for Capewell Release (Fig. 6)

- Make sure that the canopy with Riser and the Harness are untwisted
- Organize the Harness with the connected Pack Tray on the table with the harness on top
- Organize the canopy with the riser on the table with the front riser on top
- Stick the male part (Riser) in the female part (Harness) of the quick release lock
- Engage the locking pivot in the female part
By pressing the locking section lightly with the thumbs and simultaneously pulling on the pull ring the locking pivots engage into the female part.
- Position pull ring and close lid
- Pull over protective sleeve from female part
- Check carefully if all movable parts are safely connected



Fig. 6: Connecting Harness – Riser
(Capewell Version)

b) for 3-Ring Release (Fig. 7a and 7b)

- Make sure that the canopy with Riser and the Harness are untwisted
- Organize the Harness with the connected Pack Tray on the table with the harness on top
- Organize the canopy with the riser on the table with the front riser on top
- Pull the *Medium Ring (at Riser)* through the *Large Ring (at Harness)*
- Pull the *Small Ring (at Riser)* through the *Medium Ring*
- Pull the *Closing Loop (at Riser)* through the *Small Ring* and further through the *grommet*
- Pull the *Closing Loop* further through the grommet of the *housing*
- Pull the *Release Cable* through the *Closing Loop* and further in the *Release Cable Bag*



Fig. 7a: Connecting Harness Riser (3-Ring
Release – right side)



Fig. 7b: Connecting Harness Riser (3-Ring
Release – left side)

4. Packing instructions

4.1. Packing aids

Packing can take place on a packing table, field packing lane or other suitable clean surfaces. The packing surface should be about 15 x 1,0 m. Following packing tools should be used for packing:

- Apex Tie Down
- Tension Device
- Line Holder
- Minimum 3 Shot bags
- Packing Hook
- Temporary Packing Tape
- Temporary Closing Pin

4.2. Inspection

The parachute should be subjected to a careful inspection before each jump. In addition the appliance completed for use should be stretched on the packing surface from harness to the top of the canopy and the rigging lines are untangled so that all suspension and steering lines run from the base to the D-rings without being twisted or crossed over. With the canopy, gore 1 lies on top in the middle.

The inside base of the pack tray points upwards.

The following sequence for the inspection is appropriate:

- Deployment bag with static line
- Canopy with rigging lines and steering system
- Harness
- Pack tray

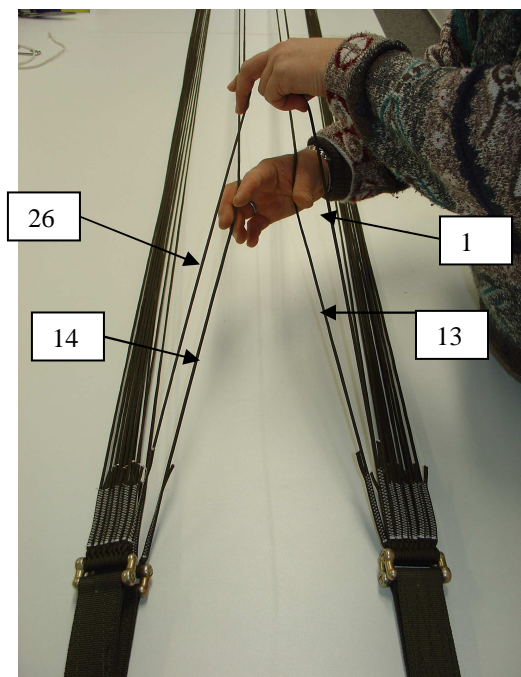
As part of the inspection the following should be checked in particular:

- textile components
for tears, soling, torn seams or other damage
- metallic components
for breakage, tears or rust
- opening device parts
check that the static line soft pin and its connection to the static line,
grommets and running loop are in perfect condition

4.3. Packing

4.3.1. Arranging the canopy

The parachute is placed on the packing table as described in 4.2. It is secured at the top and on the harness with the appropriate packing aids and stretched.



The suspension lines have to be checked for a proper layout from the connector links of the risers to the canopy basic.
Right group should have line no. 1 on top inside and line no. 13 on bottom inside of connector link.
Left group will have no. 26 on top inside and no. 14 on bottom inside.
These lines have to run free from connector links to the canopy (Fig. 8).

Fig. 8: Suspension Line check

Steering line check

Take both steering lines between the front and rear riser in the middle of left and right suspension line group and check the free run from riser to canopy (Fig. 9 and 10)

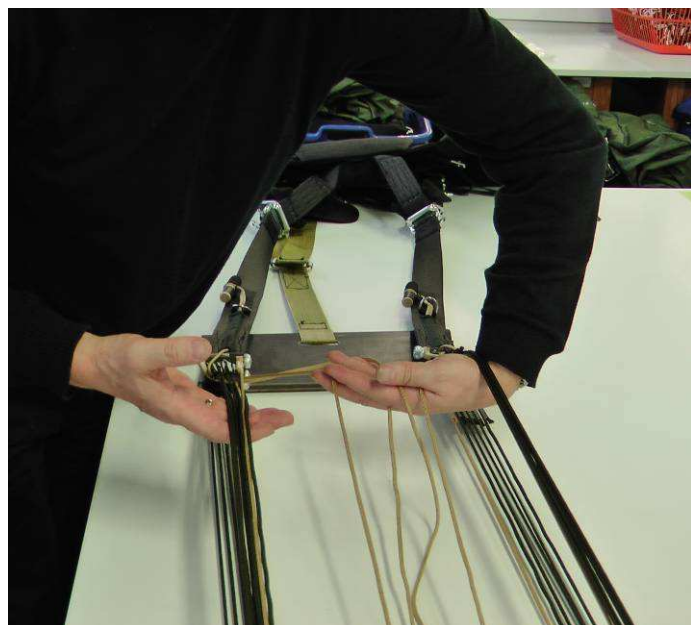


Fig. 9: Steering Line check



Fig. 10: Steering Line check

The rigger stays on the right side of packing table with view to the canopy. He lifts the right group of suspension lines with his left hand and takes suspension line no. 13 (lays on bottom inside) in his right hand. He goes to the canopy and flips the right group of gores over the left group (Fig. 11).



Fig. 11



Fig. 12

Starting with line no. 13, which is still in riggers right hand, go anti-clockwise along the canopy basic and pick up line no. 12. With a smooth continuous movement bring the left hand over the had. When the gore inflates, place line no. 12 on top of line 13. This procedure will be continued till the last suspension line no. 14 (Fig. 12).

Every single canopy gore with the part of anti-inversion net, should hang smoothly and uncreased. Gores with steering vents will be handled in same manner.

After completing the arrangement of the gores, the suspension lines will be divided again in the left and right group and the canopy will be placed on the table, with suspension line no. 26 on the top.

If the parachute canopy has been arranged properly (Fig.13), the device stamp must be located on the upper right gore (gore 1).

Double check that rigging lines 1 and 26 run free from the canopy skirt to the Connector Links on the risers.



Fig. 13: Canopy arranged after Long-Folding

The canopy skirt will be arranged properly gore by gore. On the end, all gores and the related part of anti-inversion net have to lay one over the other.

It is important to stretch the sub-steering lines in direction riser/pack tray. For this the rigger lifts on the suspension line no.26 and pull out **the three shorter and the three longer sub-steering lines per each side (Fig. 14)**

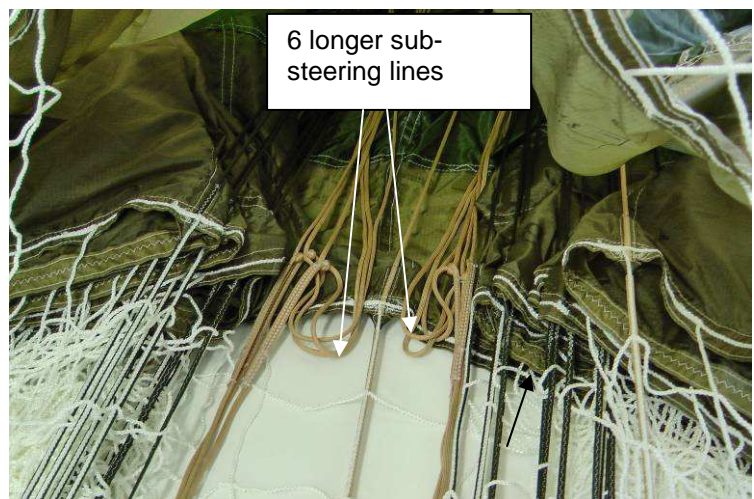


Fig. 14: Organizing the sub-steering lines

Starting with the right canopy half, the Skirt Edge should be folded inwards so that the skirt lies longitudinally to the air channel (Fig.15). The left skirt edge is arranged in the same manner (Fig.16).



Fig. 15: Right Skirt edge folding in



Fig. 16: Left Skirt edge folding in

Then both halves of the arranged parachute canopy are folded to the middle, starting to the right side, so that their breadth in the base area is divided into three (Fig.17). The canopy as arranged is weighed down with shot-bags.



Fig. 17



Fig. 18

The steering toggles are stuck in the rubber loops on the risers (Fig.18).

4.3.2. Positioning the canopy in the deployment bag

After loosening the top loop from the fixture and the deployment bag is turned inside out, the bridle loop and the breakcord attaching strap are to be tied with an approx. 450mm long breakcorde tie (36daN) using reef-knots (distance bridle loop – breakcord attaching strap approx. 50mm, Fig.19).



Fig. 19



Fig. 20

The breakcord attaching strap should be pushed into the belt loop pocket in an S-fold. Then the canopy should be placed in the deployment bag in S-folds so that the apex lies in the right corner of the deployment bag. The skirt and the Anti-Inversion net lies on the front edge of the Deployment Bag (Fig.20).

The deployment bag is positioned and the rigging lines are to be arranged in the packing in an S-fold down to the anti-inversion net zigzag seam (Fig.21).



Fig. 21



Fig. 22

The protective flaps are placed inwards on the bottom. The deployment bag is closed in that the locking loops are stuck through the locking window of the closing flap and the securing loops through the slits of the closing flap. The locking of the flap is achieved with the rigging lines. With the aid of two packing hooks the rigging lines, starting on the right hand side, are looped into the locking loops (Fig.22).

The protective flaps are to be arranged using the packing stick. The packing should be given a flat form.

4.3.3. Looping in the rigging lines

For the first looping-in the rigging line bundle is to be arranged on the deployment bag diagonally to the rigging line loop at top right (Fig.23).

During the looping-in process, the rigging lines must not be twisted or crossed over.

The rigging lines are to be looped in alternately, starting from right to left, until the remaining length of the rigging line bundle is shorter than the width of the looping (Fig.24).

Thereby three reserve loops might be free on each side end.



Fig. 23



Fig. 24

The rigging line bundle is then to be separated into its two half-bundles. Two Connector Links each left and right should be fixed with connector link tie, length approx. 400mm, to the securing loops with reef-knots. The rigging line protection flap is to be tied to the projecting ends of the shear tape with reef-knots. Both knots are on the outside (Fig. 24 and 25).



Fig. 25

4.3.4. Positioning the deployment bag in the pack tray and closing the pack tray

The deployment bag is to be pulled up to the upper edge of the pack tray and the risers are to be folded onto the floor of the pack tray in a S-slang (Fig. 26)

The deployment bag is to be laid on the risers and pack tray floor with the rigging lines protective flap facing downwards. Thereby it must be observed that the steering toggles fixed to the risers lie under the deployment bag (Fig.27).



Fig. 26



Fig. 27

The static line is placed on deployment bag in a small S-fold and led upwards to the right. Then the four pack tray closing flaps are pulled over the deployment bag. The two side flaps, numbered with 1 and 2, are closed using a temporary packing cord that is pulled through the running loop on the left side flap, and a temporary pin is used for fixing (Fig. 28).

The upper flap, no. 3, is closed in same way. For easy closing flap no. 4, it is important to have the deployment bag as much as possible placed into direction to flap no. 3. Also flap no. 3 should have a “good” packing pressure by closing the pack tray.

Check that Static Line “leaves” the pack tray in direction flap no. 2 (right side) and appr. 5 cm over the closing loop (Fig. 29)



Fig. 28



Fig. 29

For closing flap no. 4, take the two “edge-flaps” on the end of flap no. 1 and 2 between the Riser-S and keep them with one hand in that position. Take with the other hand flap no. 4 and put in direction closing point (Fig. 30).



Fig. 30



Fig. 31

Close the flap no. 4 by using the originally pin (Fig. 31).
The temporary packing cord is then removed.

Suspension line and Pin check:

- check the proper position of Static Line appr. 5 cm “over” the closing pin by looking under the flap no. 4 (Fig. 32)
- check that the temporary closing loop has been removed



Fig. 32

Starting below right, the static line is looped into the flat rubber loops on the upper closing flap without any twisting (Fig.33). The snap hook fixed to the end of the static line is stuck into the pocket on the closing flap on the right hand side of the container (Fig. 34). The cover is placed over the upper closing flap and secured with the easy open snaps. The flaps are pulled flat and smoothed.



Fig. 33



Fig. 34

4.3.5 Put on the parachute and fixing the harness

The harness offers great comfort and different ways of adjustability. To use this opportunities as good as possible following way of fixing the harness on jumpers body is recommended:

- a) check the correct positioning of the diagonal back straps. Following position is recommended:



Fig. 35

upto 155 cm height:	Position S
upto 165 cm height:	Position 1
upto 175 cm height:	Position 2
upto 185 cm height:	Position 3
over 185 cm height:	Position L

- b) Put on the parachute and fix the harness. At first close the leg straps, than the chest strap (Fig. 36)
- c) Go with your upper body part in a horizontal position and make sure that the parachute is moving in direction of your neck.
Stay in that position and adjust the horizontal back straps and the main belts (Fig. 37)
- d) Go in an upright position and fix the leg straps and the chest strap



Fig. 36



Fig. 37

- e) The harness is correct fixed, if the chest strap is at chest region and quick release assembly is at collarbone area (Fig. 38 and 39). The harness should fix and fit well at the body



Fig. 38



Fig. 39

5. General guidelines

5.1. Jump and landing

The jumper should consider both the jump from the aircraft and the landing as the most important parts of a parachute jump, and that they require his total concentration.

With a proper jump the rolling over of the jumper during the unfolding phase can be avoided, just as the correct behaviour on landing can rule out any risk of injury.

Do not use the parachute out of the foreseen limits (dropping out altitude, dropping out speed, payload). Minimum dropping out altitude during training is recommended with 250 m (800ft) from aircraft and 350m (1,120 ft) from helicopter. In case of emergency, the parachute can be used from minimum altitude 150m (500ft) from aircraft and 250m (800ft) from helicopter.

The RS-4/4T is equipped with a 15ft standard length static line. It may happen that for special types of aircraft/helicopter a static line prolongation is needed. Such prolongation can be ordered by the manufacturer SPEKON GmbH.

Depending from jumpers qualification it is recommended to use the parachute up to ground wind speed of 20 kt (8-9m/sec) maximum.

The parachute is able to compensate 10-12 kt ground wind by vertical landings. For higher wind speed it might be expected that the parachute goes forward.

On landing the following should be observed in particular:

- No landing while turning!
- **Always landing forward in wind direction!**
- Position the parachute with the wind direction at a height of 50 to 100 m above ground. By doing this it gets an increased uplift and decreased fall velocity
- **It is dangerous to land against the wind direction and parallel pull the steering toggles, the wind speed and the canopy backward drive will be added to a high horizontal backward speed**
- On being dragged along the ground after landing, the canopy can be separated using one of the quick release locks on one side of the harness.

5.2. Steering and braking

Both of these are achieved in the general standard way, in that the canopy turns in the respective direction in which the steering toggle was pulled.

The canopy is neutral. If both steering toggles are in zero-position and will be dragged by the wind into the respective direction.

For mass jumps it is recommended after opening the canopy to have the standard canopy check and then turn the canopy in wind direction.

If the wind speed is too high for a safe landing, the horizontal (forward) speed can be reduced by parallel use of both steering toggles.

This opens all vents and a counter thrust gives the canopy a backward impulse. So the horizontal component of your flight path is reduced or fully stopped.

The canopy reacts immediately on steering activities by turning. One full turn needs only 6-6 seconds.

It is recommended to make only small corrections at a height of 50-100m above ground and. Jerky pulling on the steering toggles leads to slight pendulum swing and should therefore also be refrained from.

.

5.3. Inspection, Maintenance and Repair

The continued airworthiness is to be ensured through minimum biannual inspections. These inspections can be performed by the manufacturer or by authorized staff of the responsible authority with a valid license.

Inspection has to be done according to this manual and within the scope of local inspection plans.

In each case the holder (the owner) of the equipment is responsible for realization the inspection.

All maintenance and repair work, including modifications cleared by the manufacturer may only be performed through qualified parachute rigging personnel of the responsible authority.

Faults discovered during the inspection will be remedied

- either by swapping the unserviceable parts,
- or by the user repairing it himself, as long as the parachute does not require factory repairs at the manufacturers, or the damage is so severe that the parachute has to be written off.

The exchangeable parts of the parachute include:

- pack tray
- deployment bag with static line
- harness
- rubber loops
- transport bag.

Main canopy and pilot chutes

Damages of a total length of 50 mm in every direction of the fabric may be mended with parachute fabric repair tape of the same kind. This tape repair is to be used from both sides and is to overlap the tear / hole by 20 mm minimum. The tape repair is to be sewn with a single stitch row, using thread of metric type 40/3 or US size E.

This repair is not cleared for coated parachute fabric, which requires patching in all cases. Larger damages need to be patched or repaired by exchanging partial panels.

Patches must not be larger than 500 mm of any edge of the patch.

Partial panels must have a minimum distance to each other of 30 mm from seam to seam.

Harness / Container System

Only the original type webbing must be used for all repair. Stitch patterns need to follow the manufacturers originals, using thread of metric type 8/3 of US size 6 cord.

All further repairs which are carried out by the user must be made in accordance with the "Repair Regulations for Personal Parachutes", published by SPEKON Sächsische Spezialkonfektion GmbH in the latest edition (actually 01/2001)

5.4 Material Specification (Parachute canopy)

<u>Item</u>	<u>Specification</u>
Canopy fabric	PIA-C-7020, Type I
Canopy fabric	PIA-C-44378 , Type IV
Longitudinal Reinforcement tape, 14,5 mm	PIA-T-5038, Type III, 14,5 mm
Horizontal Reinforcement tape, 25,5 mm	PIA-T-5038, Type III, 25,5 mm
Upper lateral band	PIA-T-6134, Type I, 25,5 mm
Lower lateral band	PIA-T-6134, Type I, 25,5 mm
Apex Loop	PIA-W-4088, Type VIII
Suspension line	PIA-C-5040, Type II
Steering line	PIA-C-5040, Type II
Anti inversion net	mesh size 3 ¾" x 3 ¾"
Connector Link	50 B 6869, MS 22002
Steering toggle	SPEKON 500-01-67
Sewing yarn	V-T-295 I,E (Nm 40/3)
Sewing yarn	V-T-295 I,4 (Nm 40/3)