INSTRUCTION MANUAL NO 790

PARACHUTE ASSEMBLY GQ TYPE 950/4000

(MRI GQ 1455)

GENERAL AND TECHNICAL INFORMATION

PACKING INSTRUCTIONS

ISSUE 2 APRIL 2001

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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PRELIMINARY MATERIAL

GENERAL AND TECHNICAL INFORMATION

Chapters

MODIFICATION RECORD

The following record confirms that this publication incorporates all technical changes necessitated by the modifications listed below.

Mod No	Brief details	Class

CHAPTER 1

GENERAL INFORMATION

CONTENTS

LEADING PARTICULARS

Part No ..... MRI GQ 1455
Canopy flying diameter ..... 5.8 m (19.02 ft)
Max all up weight ..... 127 kg (280 lb)
Max deployment speed ..... 200 KTAS
Max opening altitude ..... 5486 m (18000 ft) ASL
Rate of descent:
127 kg (280 lb) ..... 6.6 m/s (21.6 fps)
Forward speed:
All up weight 127 kg (280 lb) ..... 3.0 m/s (9.8 fps)
Deployment time 127 kg (280 lb) @ 180 KTAS ..... 1.98 secs
Rate of turn 360 deg ..... 10 secs
Packed dimensions ..... 52 x 38 x 9 cm
Approximate weight ..... 8.0 kg (17.8 lb)

INTRODUCTION

1 The GQ Type 950/4000 Parachute Assembly, is a lightweight back type emergency assembly, designed for use by pilots and aircrew of fixed wing aircraft and helicopters. It is especially suitable for use by persons requiring maximum manoeuvarability ie despatchers. The Aeroconical T4000 canopy is designed to give a smooth controlled inflation at high air speeds. The assembly is limited to use by persons up to 127 kg (280 lb) fully equipped and speeds up to 180 KTAS up to 3658 m (12000 ft) ASL.

DESCRIPTION

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

TABLE 1 LIST OF COMPONENT PARTS

PART No	Nomenclature	Qty
MRI GQ 1455	Parachute assembly complete	1
MRI GQ 1411	Container and harness	1
MRI GQ 1492	Parachute Aeroconical T4000 (c/w diaper)	1
GQD18656	Pilot chute	1
GQD18716	Connecting line	1
GQD30223	Ripcord	1
GQD30898	Closure loop	1
GQD30133	Kicker plate	1
GQD30770	Risers	2

CANOPY

3 The canopy used in this assembly is the T4000 Aeroconical. It has 20 gores and lines and is block constructed in 1.1 oz nylon ripstop fabric calendered to a porosity of 0 cfm in the upper 3 panels whilst the lower 2 panels have a porosity of 70 - 120 cfm. The suspension and vent lines are 450 lb tensile strength braided nylon. The canopy is constructed with two mesh covered vents to the rear which provide forward drive and turn control via toggles positioned on the rear lift webs.

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 strop.

PILOT CHUTE CONNECTING LINE

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

Fig 1 GQ Type 950/4000 Parachute Assembly

HARNESS AND RISERS

6 The harness is fitted with Capewell shoulder releases and is constructed from abrasion resistent 6000 lb tensile strength nylon webbing to MIL-W-27265 Type VII. The V rings, ejector snap hooks and sliding bar adapters conform to military standards.

CONTAINER

7 The container is a conventional slim back Type, constructed in cordura nylon fabric and is 52 cm long, 38 cm wide, with a maximum thickness of 9 cm. The slimness of the container is maintained by the side flap design, which in conjunction with the twin ripcord pins and the single closure loop, which passes completely through the container to retain the pilot parachute in its compressed state.

BACK PAD

8 User comfort is assured by the 12 mm foam padding which is incorporated in the back pad.

PRINCIPLES OF OPERATION

9 The GQ Type 950/4000 Parachute Assembly is a conventional ripcord operated, pilot chute deployed parachute system.

CLEARING THE AIRCRAFT

10 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

11 Carry out the following sequence of events:

11.1 Release your safety belt and shoulder harness.

11.2 Disconnect or remove headsets, microphones, oxygen.

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

Pulling the ripcord

12 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

13 The GQ Type 950 Parachute Assembly is fully steerable. Steering is accomplished by pulling down on toggles positioned on the rear risers. Pulling down on the right toggle will cause the canopy to turn right. Conversely, pulling down on the left toggle, the canopy turns left.

LANDING

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

Normal landing

15 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

16 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 container will act as protection. After rolling over, reach up and grasp the left capewell outer cover with the left hand and the right capewell outer cover with the right hand. Pull down to release both covers simultaneously. The release wires are now exposed. Place the left thumb through the release wire of the left capewell and the right thumb through the release wire of the right capewell. Pull down the release wires simultaneously to jettison the canopy.

Water landing

17 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. Your landing position should be as described in para 15. The water may be shallow causing you to strike the bottom so you should be prepared. Inflate the life vest via the gas cartridge at an altitude of 6 m (20 ft), just prior to water entry. Immediately operate the capewell releases as described in para 16 to jettison the canopy. Disconnect the chest and two leg straps via the ejector snaphooks and slip out of the harness.

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

CONTENTS

MAINTENANCE NOTES

(1) The life of the assembly is 10 years from the date of manufacture.

(2) The recommended re-packing cycle for this assembly is 6 months.

(3) 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.

WARNING

(1) RE-PACKING OF THIS ASSEMBLY MUST BE UNDERTAKEN BY A QUALIFIED PARACHUTE PACKER.

(2) REPAIR OF DAMAGED ASSEMBLIES MUST BE CARRIED OUT BY THE MANUFACTURER OR A QUALIFIED PARACHUTE PACKER.

ROUTINE MAINTENANCE

BEFORE ISSUE AND DAILY MAINTENANCE

Preparation

1

1.1	Maintenance Notes	Read
1.1	Parachute assembly	Remove log card from stowage pocket and ensure the assembly is not due for periodic maintenance 6 months

DISMANTLING

2 Nil

DISPOSAL

3 Nil

CLEANING

4 Nil

EXAMINATION

5

5.1	Capewell releases (2 off)	Ensure outer cover is firmly closed and locking release latch in place

NOTE

If the catch when checked in para 5 is loose the assembly must be placed unserviceable and is to be rectified by a qualified safety equipment tradesman before further use.

5.2	Quick ejector snap fasteners (3 off)	(i) Examine and remove any debris or foreign objects trapped in mechanism (ii) Operate, ensure safety latch functions correctly
5.3	Harness	Examine for cuts, wear and tear or fraying especially where the webbing is routed through or around the metal fittings

NOTE

When carrying out the operation detailed in para 5.4 ensure the ripcord pins are not inadvertently removed.

5.4	Ripcord handle	(i) Carefully ease out of stowage pocket and ensure freedom of movement (ii) Re-stow in stowage pocket

5.5	Ripcord cable	Ensure freedom of movement in housing
5.6	Ripcord protection flap	Open
5.7	Ripcord pins	(i) Examine, ensure not rusty, bent or jammed (ii) Ensure scarlet locking thread security tie is not broken
5.8	Ripcord cable	Ensure freedom of movement in housing
5.9	Ripcord protection flap	Close over pins mate touch and close fastener

LUBRICATION

6 Nil

ASSEMBLING

7 Nil

TESTING

8 Nil

COMPLETION

9 Nil

PERIODIC MAINTENANCE (6 MONTHS)

PREPARATION

10

10.1	Maintenance Notes	Read
10.2	Parachute assembly	(i) Place on clean packing table (ii) Simulate operation by pulling ripcord (iii) Stretch out assembly and attach canopy apex to packing table hook (iv) Check log card and ensure the overall life of 10 years will not expire before the next periodic maintenance

DISMANTLING

11 Nil

DISPOSAL

12 Nil

CLEANING

13 Nil

EXAMINATION

14

14.1	Canopy	Examine for contamination, broken stitching, holes and tears
14.2	Rigging lines	(i) Examine for security of attachment to canopy and links (ii) Ensure attached in correct sequence (iii) Ensure uniformity of length
14.3	Pilot chute and connecting line	(i) Examine for tears, holes and broken stitches (ii) Ensure correctly attached to canopy apex (iii) Ensure pilot chute spring is not broken and functions correctly
14.4	Ripcord	Clean handle and cable and pins then examine for fraying, kinking and corrosion.

14.5	Harness assembly	(i) Examine webbing for contamination broken stitching and chafing (ii) Examine metal fittings for, distortion, corrosion and security of attachment
14.6	Ejector snaphooks	(i) Examine for distortion, corrosion and security of attachment (ii) Check functioning referring to para 17.
14.7	Capewell release	(i) Examine for damage, distortion and corrosion (ii) Check functioning of cover and wire initiating latch referring to para 17

NOTE

Manufacturer recommends cleaning of Capewell releases rather than lubrication.

14.8	Container assembly and back pad	(i) Examine for holes, tears and broken stitching (ii) Examine eyelets
14.9	Kicker plate	Examine for distortion, cracking and burrs
14.10	Closure loop	Examine for fraying

LUBRICATION

15 Nil

ASSEMBLING

16

16.1	Parachute assembly	Re-pack referring to Chap 3

TESTING

17

17.1 Ejector snaphooks. Ensure that the snaphook opens and closes properly, check that the closure spring of the ejector/locking mechanism is undamaged and that the side ball lock is functioning correctly. Ensure that the safety latch in the mouth of the snaphook is not bent or distorted and functions correctly.

17.2 Capewell releases outer cover. Check the release load of the outer cover by using a 8 cm loop constructed from 2 to 3 mm diameter of nylon cord routed round the cover as shown in Fig 1 and attach to a spring balance. A steady pull at 45 degrees from the cover face should register a load of 3-7 lb at cover release. If release load is less due to a weak outer cover spring the capewell must be considered unserviceable.

17.3 Capewell release wire initiating latch. Check the release loads of the wire initiating latch by attaching the hook of the spring balance to the wire and initiate a steady pull at 90 degrees from the latch face as shown in Fig 2. A load of 5-25 lb should register at latch release. If loads are in excess of 25 lb due to burrs on the locking tabs these can be removed provided that the surface area of the two locking tabs is not reduced after deburring retest the wire initiating latch.

COMPLETION

18

18.1 Log card Sign

REPAIR

19 Authorised repairs are detailed in GQ Type 950/4000 Repair Instructions, Instruction Manual No 895. Spare parts for direct replacement are listed in Chapter 2-1.

PRESERVATION AND STORAGE

20 Nil

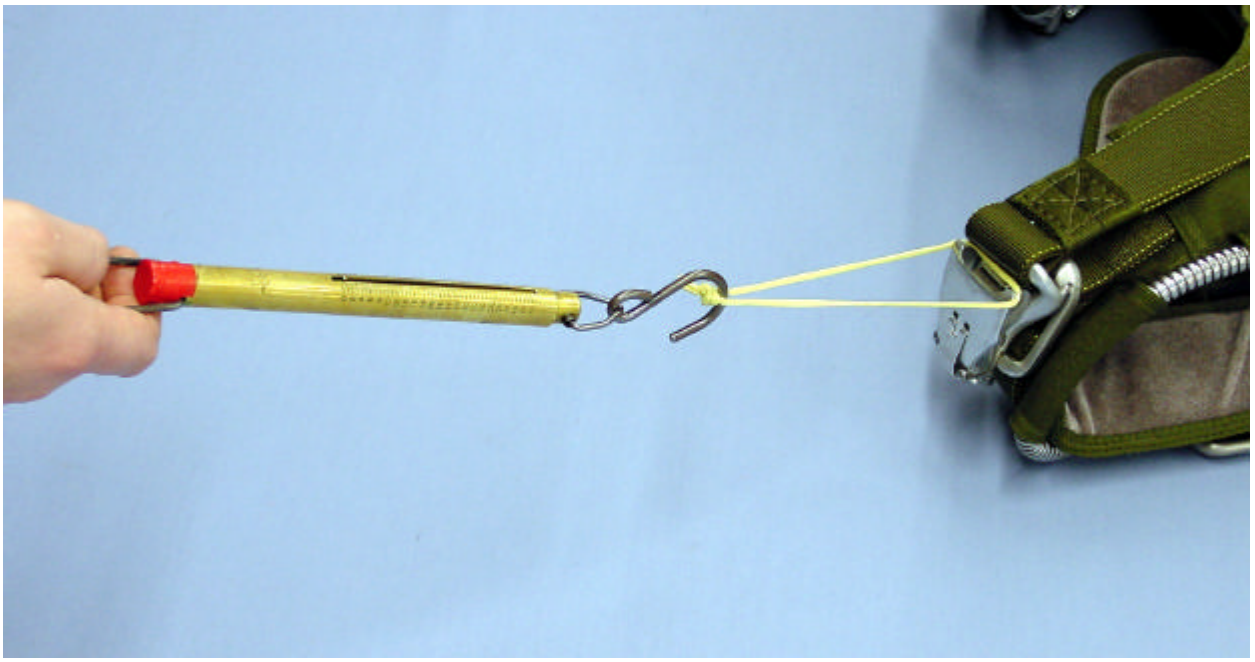


Fig1 Capewell release : outer cover test

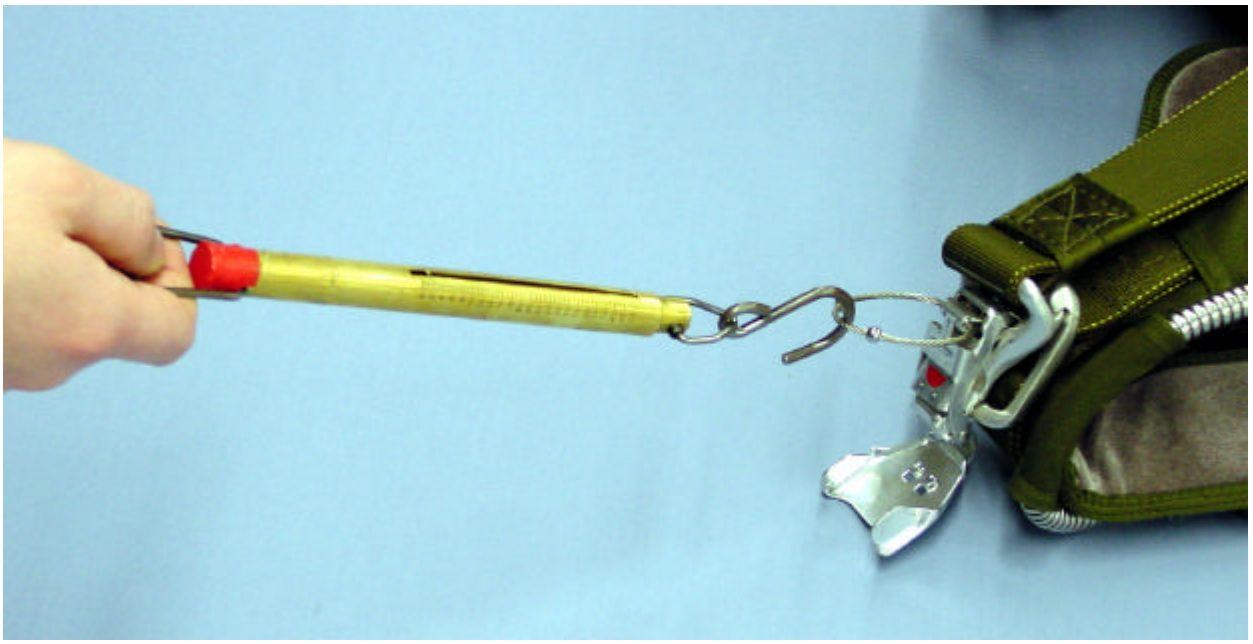


Fig 2 Capewell release : wire initiating latch test

CHAPTER 2-1

SPARE PARTS

REQUEST FOR REPLACEMENT PARTS

Requests for parts, quote the appropriate GQ Drawing No and Description as listed in Table 1.

Item	Nomenclature	Part No
1	Canopy T4000 Aeroconical c/w rigging lines and diaper	MRI GQ 1492
2	Risers	GQ D 30770
3	Pilot chute	GQ D 18656
4	Ripcord	GQ D 30223
5	Line connecting	GQ D 18716
6	Closure loop	GQ D 30898
7	Container and harness	MRI GQ 1411
8	Kicker plate	GQ D 30133
9	Ripcord housing	GQ D 30118
10	Link, removeable parachute	GQ D 18392
11	Diaper	GQ D 31769
12	Harness main lift section left c/w comfort pad	GQ D 30890
13	Harness main lift section right c/w comfort pad	GQ D 30891
14	Chest strap snaphook	GQ D 29925
15	Chest strap V ring	GQ D 29926
16	Capewell release female	GQ D 14053

NOTE

To replace items 11 to 16 unpicking stitching will be required. For details of replacement refer to GQ Type 950/4000 Repair Instructions, Instruction Manual No 895.

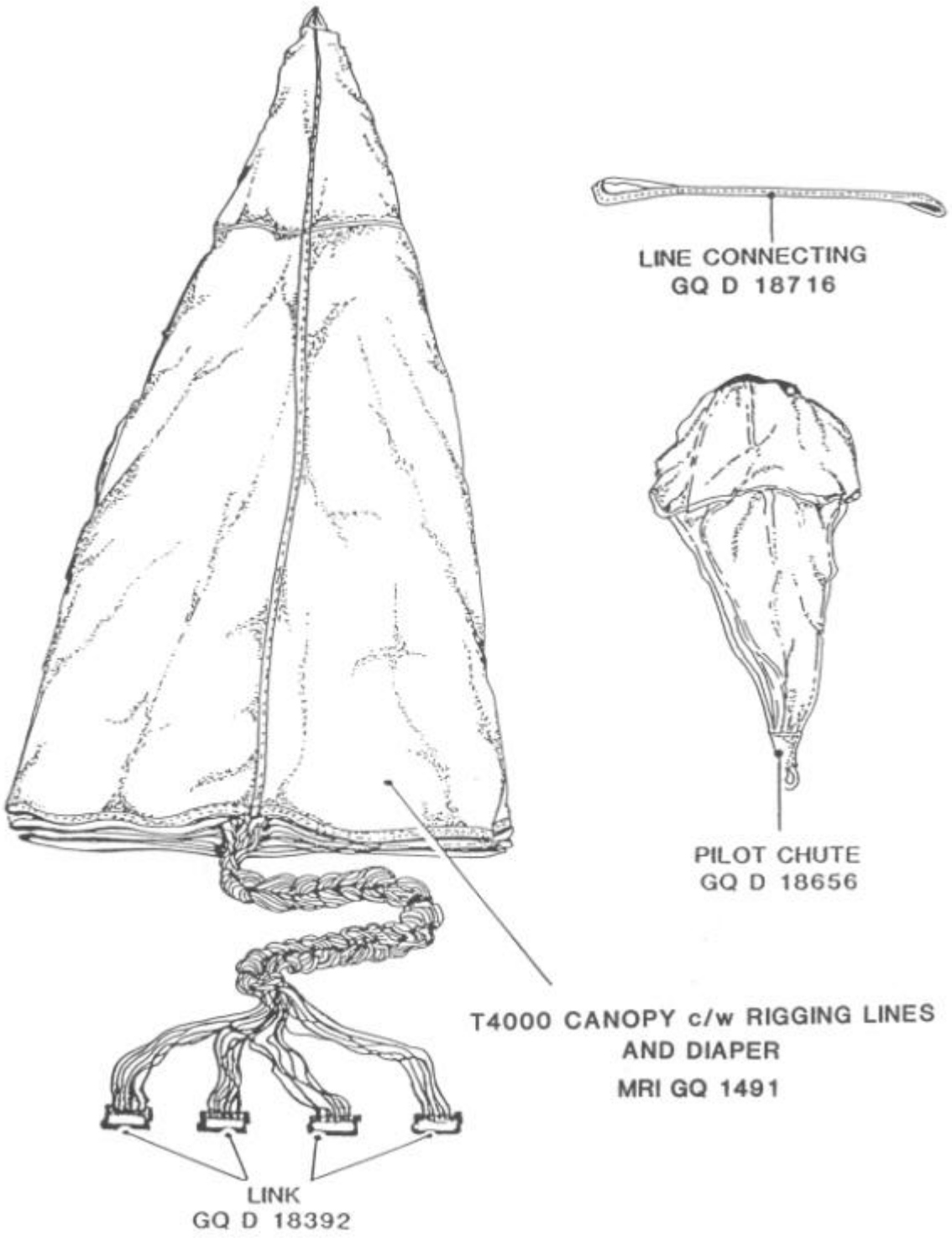

LINE CONNECTING
GQ D 18716
PILOT CHUTE
GQ D 18656
T4000 CANOPY c/w RIGGING LINES
AND DIAPER
MRI GQ 1491
LINK
GQ D 18392

Fig 1

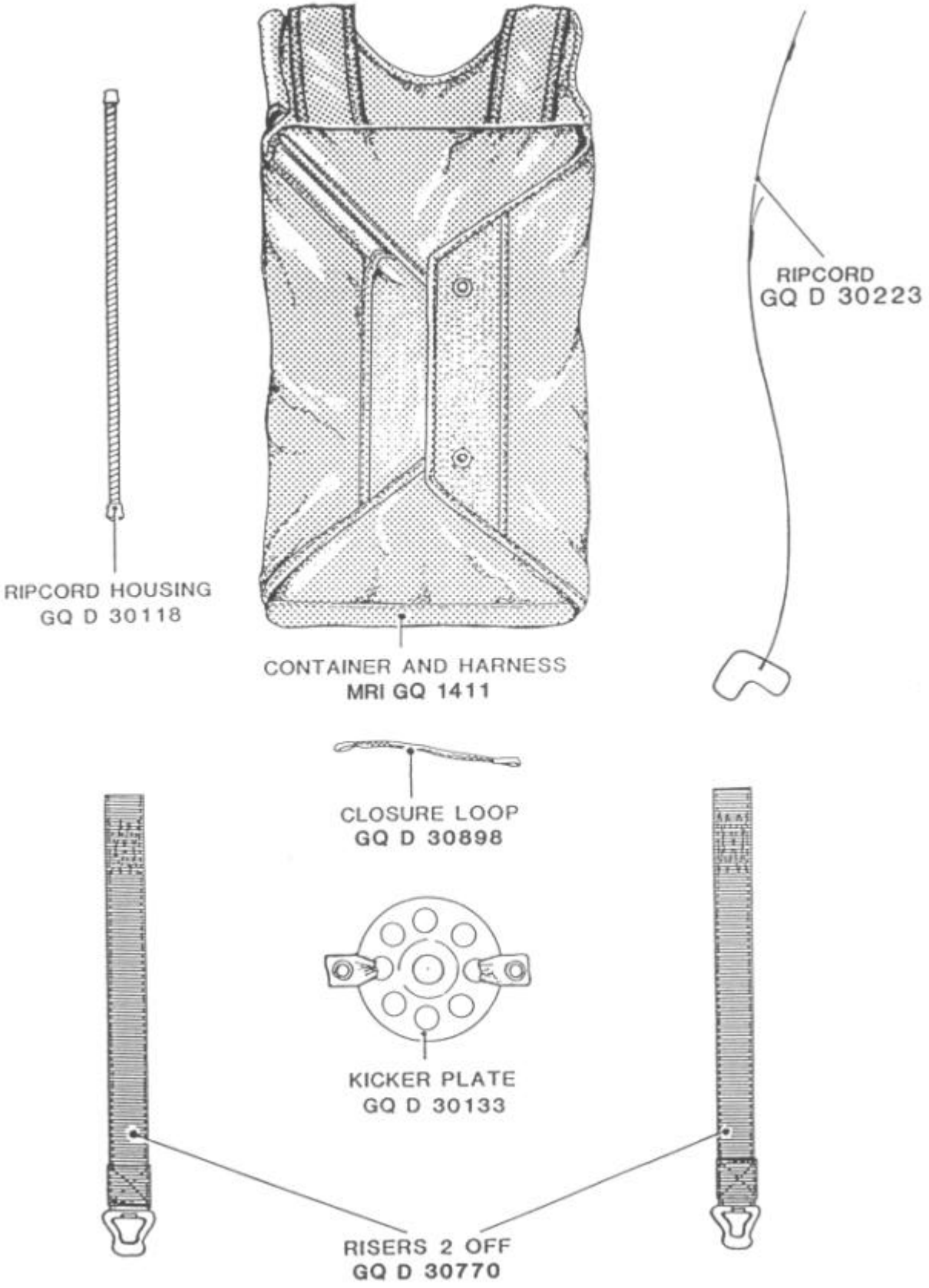
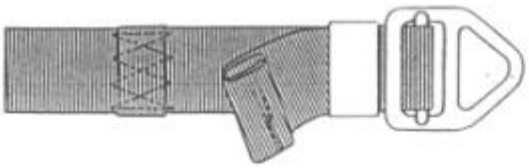
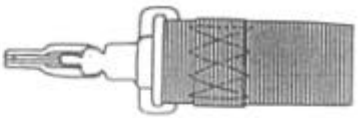

RIPCORD HOUSING
GQ D 30118
CONTAINER AND HARNESS
MRI GQ 1411
RIPCORD
GQ D 30223
CLOSURE LOOP
GQ D 30898
KICKER PLATE
GQ D 30133
RISERS 2 OFF
GQ D 30770

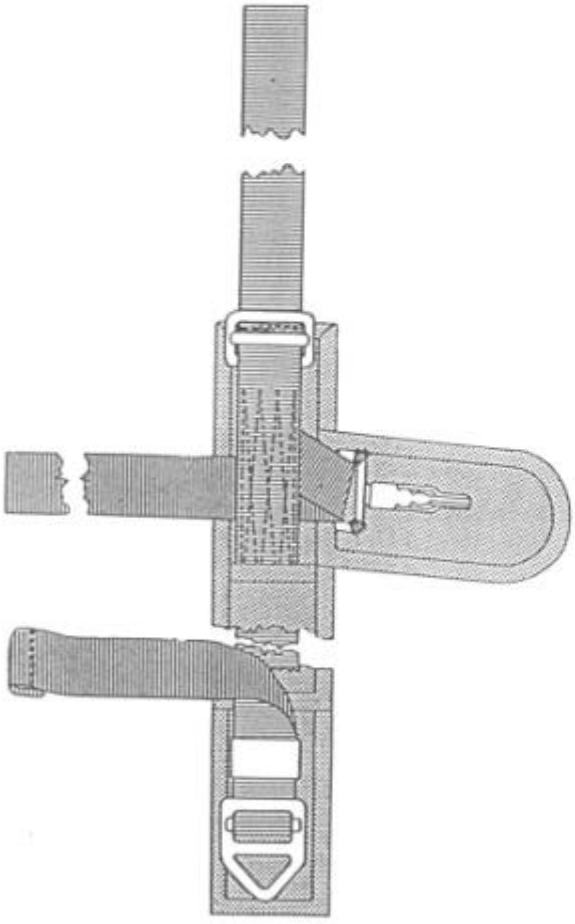
Fig 2

CHEST STRAP 'V' RING
GQ D 29926

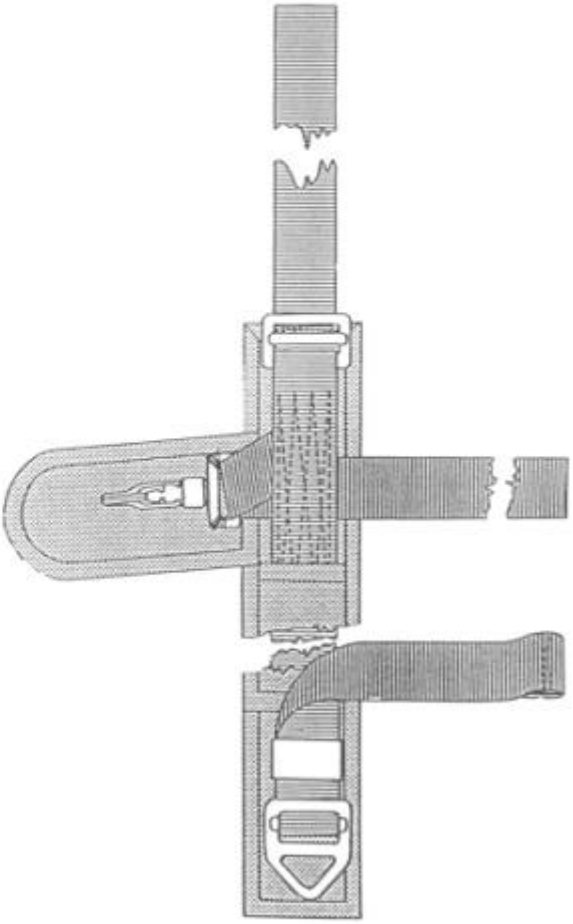


CHEST STRAP, SNAPHOOK
GQ D 29925



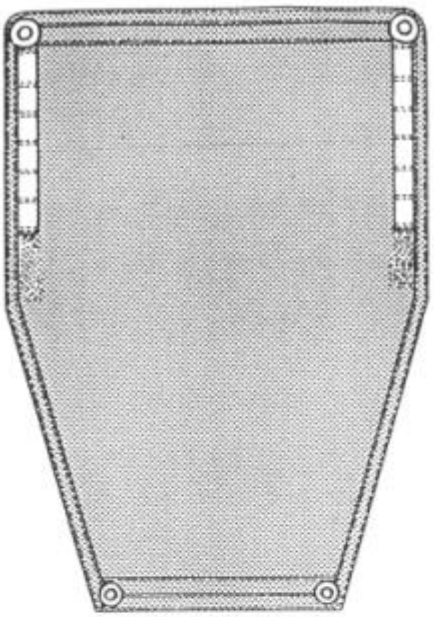


HARNESS MAIN LIFT SECTION
RIGHT c/w COMFORT PAD
GQ D 30891

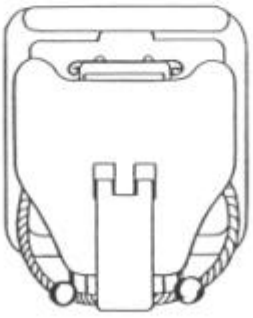


HARNESS MAIN LIFT SECTION
LEFT c/w COMFORT PAD
GQ D 30890

Fig 3



DIAPER
GQ D 31769



CAPEWELL RELEASE FEMALE
GQ D 14053

Fig 4

CHAPTER 3

PACKING INSTRUCTIONS

CONTENTS

INTRODUCTION

1 This chapter details, assembling of component and packing instructions for a GQ Type 950/4000 Parachute Assembly.

WARNING

RE-PACKING THIS ASSEMBLY MUST BE UNDERTAKEN BY A QUALIFIED PARACHUTE PACKER.

ASSEMBLY OF COMPONENTS

2 Should it be necessary to replace any component of the assembly owing to unserviceability, refer to Table 1 for component part numbers and description, Table 1 also details materials required for packing.

TABLE 1 ASSEMBLY COMPONENTS AND PACKING MATERIALS

GQ Drg No/Part No	Nomenclature	Qty
MRI GQ 1492	Canopy, Aeroconical T4000 (c/w diaper)	1
MRI GQ 1411	Container and harness	1
GQD 18656	Pilot chute	1
GQD 18716	Connecting line	1
GQD 30223	Ripcord	1
GQD 30133	Kicker plate	1
GQD 30898	Closure loop	2
GQD 30770	Risers	2
GQ D 30727	Elastic band 51 x 13 mm (2 x 0.5 in)	A/R
BSF58/60/2/3	Scarlet locking thread	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 (Figure 1 and Figure 2)

3 To attach the connecting line and pilot chute to the canopy apex, refer to Figure 1 and Figure 2 and proceed as follows:

3.1 Arrange the canopy to lay with No 1 gore uppermost, trace No 1 gore main seam tape from the canopy periphery to the apex. Ensure the apex bridle lines are free from twist and entanglement.

3.2 Pass the small loop of the connecting line through the canopy bridle eye then pass the large loop through the small loop (Figure 1) pull up tight to form a larkshead knot.

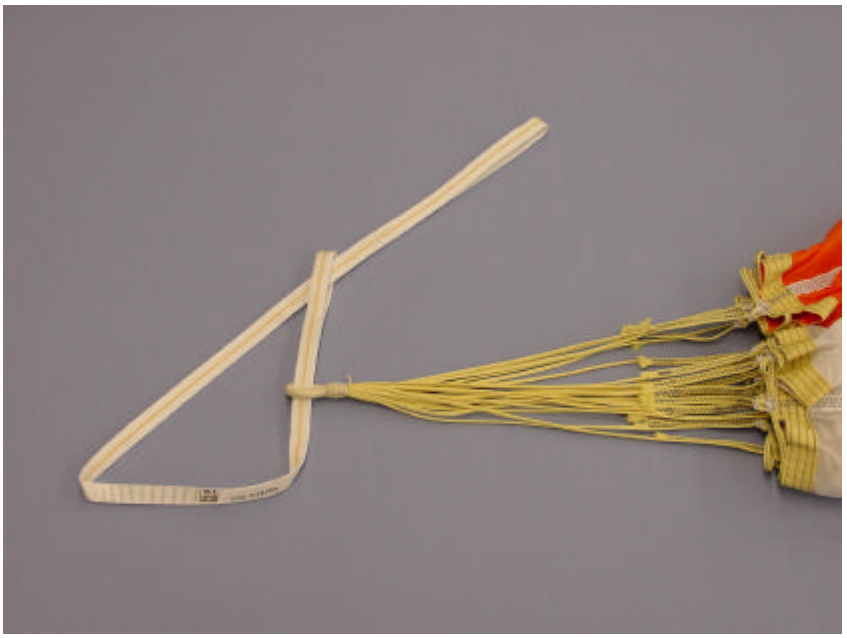


Figure 1 Attaching the connecting line

3.3 Pass the large loop through the eye of the pilot chute and then pass the pilot chute through the large loop, pull up tight to form a larkshead knot (Figure 2).

3.4 At a point 64 mm (2.5 in) from the pilot chute eye pass a stitch of doubled No 18 linen thread through the connecting line loop, tie off the ends of thread with a reef knot and thumb knot (Figure 2).

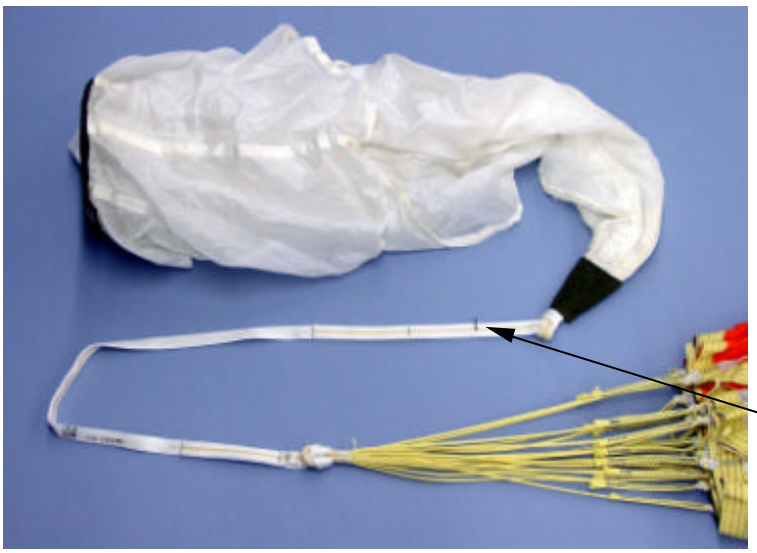


Figure 2 Attaching the pilot chute

PREPARING THE CONTAINER AND HARNESS (Figure 3)

4 To prepare the container and harness, refer to Figure 3 and proceed as follows:

4.1 Arrange the container and harness to lay on the packing table with the open container uppermost and harness to the table.

4.2 Insert the ripcord into its housing, then insert the ripcord handle into the elastic stowage loop ensuring that it is correctly stowed, handle facing towards the ejector snap hook.

4.3 Fit the closure loop to the base of the container as follows:

4.3.1 At the upper end of the container, locate the touch and close fastener securing the container and the backpad. Open the fastener to gain access to the inside of the container base.

4.3.2 Pass one of the ends of the closure loops, up through one of the two eyelets in the base of the container, then pass the other end up through the second eyelet.

4.3.3 Attach a pull-up cord to each end of the loop. Figure 3 shows the closure loop installed and pull-up cords fitted.

Figure 3 Fitting the closure loop

PREPARING THE DIAPER (Figure 4)

5 To prepare the diaper, refer to Figure 4 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 (12 total), attach a further band to each of the two lower left hand and right hand webbing tape loops (16 total). Attach two further bands to the two eyelets ensuring that they are positioned to the side of the flap as shown in Figure 4 and not to the lower edge of the diaper.

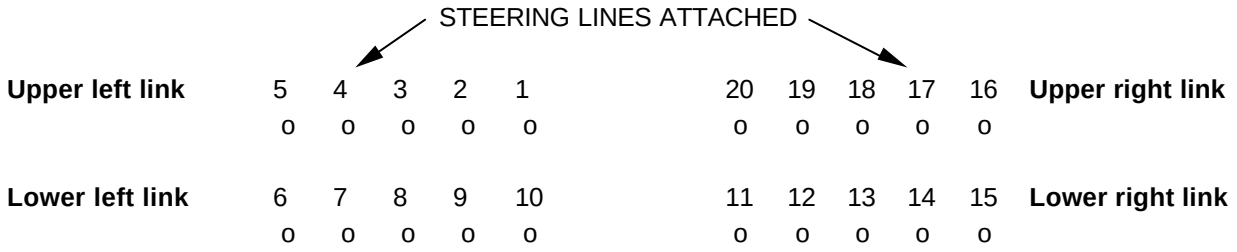
Figure 4 Diaper prepared

RIGGING LINE CHECK (Figure 5)

6 To carry out a rigging line check, refer to Figure 5 and proceed as follows:

6.1 Ensure that the rigging lines and steering 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 (Figure 5). Trace all four lines from the links to the canopy periphery and ensure they are running clear. Ensure that the steering lines run 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 241 on re-assembly.



NOTES

(1) As viewed looking towards the canopy periphery

(2) Ensure that each link is fitted with the rounded shoulder on the inside edge of each lift web.

Figure 5 Rigging line sequence

CONNECTING THE CAPEWELL SHOULDER RELEASES (Figure 6)

7 To connect the Capewell shoulder releases, refer to Figure 6 and proceed as follows:

7.1 Arrange the pack and harness so that the shoulder straps face up the table towards the canopy, with the open pack uppermost and harness facing the table.

7.2 Fit the triangular portion, with its narrow end facing the pack into the frame of the locking portion. The projecting full-width flange on the underside of the triangular portion is first inserted into the groove at the top end of the frame, and the narrow end of the triangle laid in the recess at the opposite end, adjacent to the sliding lock operated by movement of the hinged lever (Figure 6A). Swing this lever towards the flanged end of the triangular portion. This operation causes the sliding lock to move upward over the narrow end of the triangle. Press down the free end of the lever to engage the small locking catches with the narrow slots on both sides of the triangular fitting. This engagement is made easier by a slight outward pull on the wire loop, thus drawing the catches inward, while pressing down firmly on the extreme end of the lever (Figure 6A). Bend the wire loop into lose contact with the hinged end of the lever and hold it firmly, with the ball fittings on each side of the hinge.

7.3 Swing the protective cover, with its inside face uppermost, upwards and over the ball fittings, then turn the cover to a vertical position and insert its narrow end into the groove adjacent to the hinge (Figure 6B). This groove becomes the hinge-line of the cover, which is then swung over and snapped downwards to cover the locking mechanism completely. The ball-fitted end of the wire loop is thus trapped between the lever and the curved spring hinge of the wire loop is thus trapped between the lever and the curved spring hinge of the cover, as illustrated (Figure 6C). Separation of a shoulder release fitting requires two separate and positive operations, the first being the opening of the cover against the resistance of the curved spring hinge, and the second requiring a strong outward pull on the wire loop. Accidental separation of a correctly-assembled shoulder release fitting is therefore not possible.

A

B

C

Figure 6 Connecting the Capewell shoulder releases

7.4 On completion of connection of the releases, re-check the rigging lines.

7.5 Red thread tie the toggles to the risers by laying the toggles on the riser web then pass a needle with a single length of red thread through a single thickness of handle on the inboard edge then through the riser, tie off with a reef knot and a thumb knot (Figure 7).

Figure 7 Securing the steering line handles to risers

FOLDING THE CANOPY (Figure 8 to Figure 12)

8 To fold the canopy refer to Figure 8 to Figure 12 and proceed as follows:

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

8.2 Folding first stage. 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.

8.3 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. Figure 8 shows the first stage of folding completed.

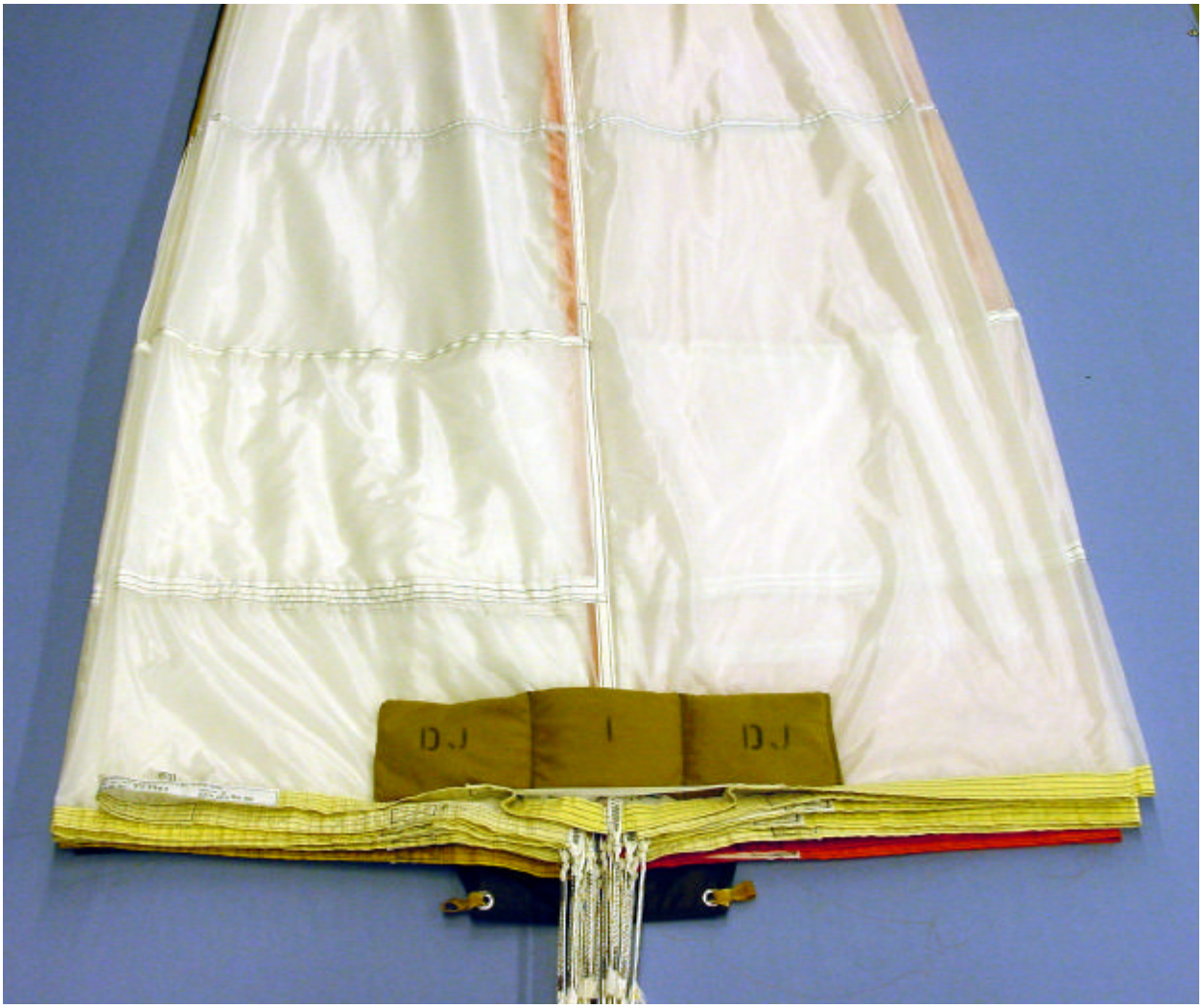


Figure 8 Folding the canopy : stage 1

8.4 Folding second stage. 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 Figure 9.

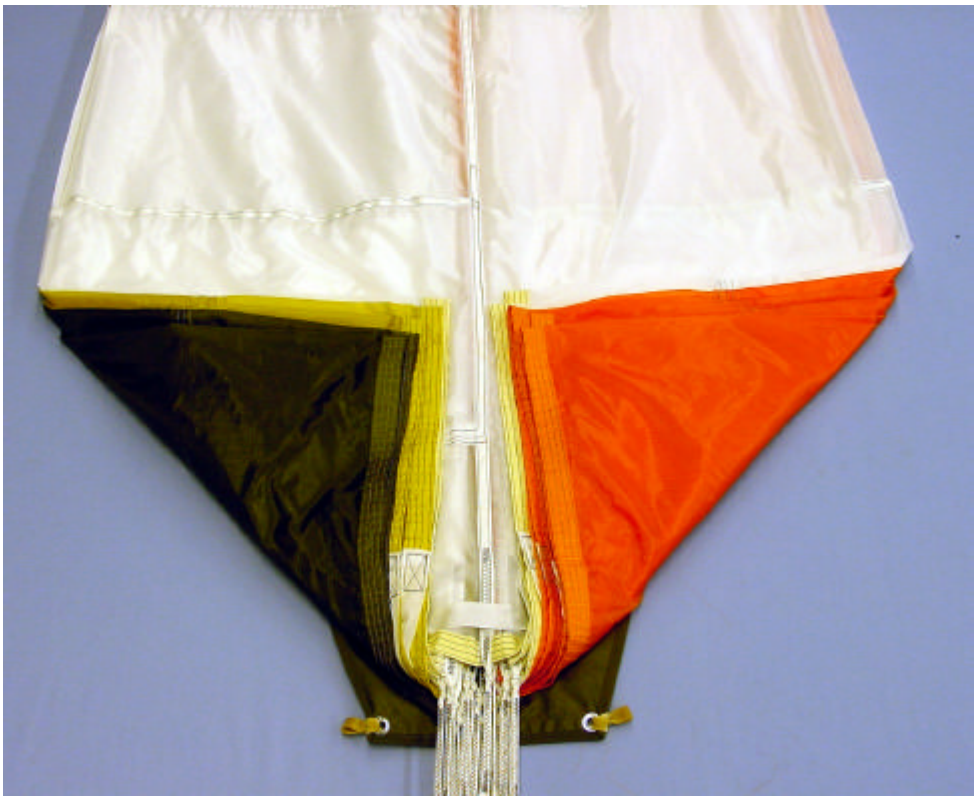


Figure 9 Folding the canopy : stage 2

8.5 Fold over the side edges of the canopy approximately 152 mm (6 in) over a length of 1.2 m (4 ft) up the canopy tapering off as shown in Figure 10.

Figure 10 Folding the canopy : stage 3

8.6 Fold the whole length of the right hand half-set inwards just over the central seam (Figure 11) and bring the folded left hand panels across to the right hand outer edge (Figure 12).

Figure 11 Folding the canopy : stage 4

Figure 12 Canopy folded

CLOSING THE DIAPER AND STOWING THE RIGGING LINES (Figure 13 to Figure 15)

9 To close the diaper and stow the rigging lines, refer to Figure 13 to Figure 15 and proceed as follows:

9.1 Fold over the diaper closure flap and position the grouped rigging lines to run centrally over the diaper closure flap (Figure 13).

NOTE

When forming the diaper mouthlock and stowing the rigging lines, ensure that the bights of lines protrude through the elastic bands approximately 38 mm (1.5 in) and that the outgoing lines from each stowage band emerges from the right hand side.

Figure 13 Closing the diaper : stage 1

9.2 Pass the elastic bands attached to the eyelets on the diaper through their corresponding eyelets. Form the diaper mouthlock by first inserting a bight of rigging lines through the top left elastic band (Figure 14), insert a second bight through the bottom left hand band (Fig15) this forms the mouthlock and secures the diaper.

Figure 14 Forming the diaper mouthlock

9.3 Continue stowing the lines into the elastic bands until all bands are filled. Ensure that 305 mm (12 in) of lines remain unstowed. Figure 15 shows all the lines stowed.

Figure 15 Diaper closed rigging lines stowed

STOWING THE CANOPY (Figure 16 to Figure 21)

10 To stow the canopy, refer to Figure 16 to Figure 21 and proceed as follows:

10.1 Place the right hand risers within the covers situated on the container yoke (Figure 16). Close the cover over the risers and secure the cover touch and close fastener strip (Figure 17). Repeat the above procedure for the left hand risers.

Figure 16 Risers positioned in covers

Figure 17 Riser covers secured

10.2 Position the risers to lay on the container base and parallel with the side walls as shown in Figure 18.

10.3 Lift the diaper over onto the container and position it against the right-hand container wall as shown in Figure 18.

Figure 18 Risers and diaper positioned

10.4 Form the first fold up to the stowed diaper (Figure 19).

Figure 19 Stowing the canopy : first fold

10.5 Form a vertical second fold across the top of the pack towards the packer (Figure 20), make a further third fold the length of the pack (Figure 20). Ensure that both pull-up cords are emerging from the centre of the container and that the right-hand closure loop adjacent to the stowed diaper, is to the left of the diaper and not to the side (Figure 20).

Figure 20 Stowing the canopy : second and third fold

10.6 Form the final fold, the full length of the container and towards the packer, then finally fold under the apex (Figure 21).

Figure 21 Stowing the canopy : final fold

CLOSING THE CONTAINER (Figure 22 to Figure 28)

WARNING

WHEN CLOSING THE SIDE FLAPS ENSURE THAT THE CANOPY APEX REMAINS AT THE TOP OF THE S FOLDED CANOPY AND IS NOT ROLLED DOWN TO THE PACK BASE TO LIE IN CLOSE PROXIMITY TO THE LIFT WEBS. THIS WILL ELIMINATE THE RISK OF ENTANGLEMENT BETWEEN THE APEX LINES AND THE L BAR CONNECTOR LINKS.

11 To close the container, refer to Figure 22 to Figure 28 and proceed as follows:

11.1 Pass the right-hand pull-up cord through the eyelet attached to the right-hand container flap ensuring that the closure loop remains clear of the diaper, then insert a temporary locking pin through the closure loop (Figure 22).

11.2 Pass the left-hand pull-up cord through the eyelet attached to the left-hand flap, pull up the flap and insert the temporary locking pin (Figure 22), during this operating ensure that all corners are well filled.

11.3 Ensure the auxiliary connecting line emerges to the right of the packer (Figure 22).

Figure 22 Closing the container : stage 1

11.4 Position the kicker plate centrally on the closed flaps as shown in Figure 23 ensuring that the curvature is uppermost.

11.5 Pass the right hand pull up cord through the eyelet attached to the right hand side of the kicker plate, pull the loop of the closure loop through the eyelet and secure with temporary locking pin (Figure 23).

Figure 23 Positioning the kicker plate

11.6 Repeat para 11.5 to secure the left hand side of the kicker plate.

11.7 Coil the connecting line onto the kicker plate, then position the base of the pilot chute onto the coiled connecting line. Fold the pilot chute fabric in 'S' folds onto the connecting line.

11.8 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.

11.9 Repeat para 11.8 for the left hand eyelet, Figure 24 shows the pilot chute stowed.

Figure 24 Pilot chute compressed

11.10 Retaining the pilot chute in the compress state, pass the two pull-up cords through the eyelets in the flap farthest from the packer. Pull-up the flap and remove the temporary locking pins then re-insert over the flap eyelets (Figure 25).

Figure 25 Closing the container : stage 2

11.11 Finally pass the pull-up cords through the eyelets attached to the flap nearest the packer, then pull up the flap, remove the temporary locking pins and re-insert over the flap eyelets (Figure 26).

Figure 26 Container closed

CAUTION

When finally removing the pull-up cords to ensure that the container closure loops are not seared the following method of removal is necessary:

Pass the pull-up cord under the end of the ripcord pin, then remove the cord. By using this method when the cord is removed it will run against the ripcord pin and not the closure loop.

11.12 Pull-up on the pull-up cord nearest the ripcord housing, then remove the temporary locking pin and fit the inner ripcord pin. Pull up on the second pull-up cord and remove the temporary locking pin and insert the outer ripcord pin. Remove both pull-up cords. Form a standard security tie round the outer ripcord pin using a single length of scarlet locking thread (Figure 27). Finally fold over the ripcord protection flap and mate the touch and close fastener (Figure 28).

Figure 27 Container closed ripcord pins fitted

Figure 28 Packing completed