

Chapter 1GENERAL

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Para.

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LEADING PARTICULARS

Ref No	15D/1060622
Part No	MRI GQ 410
Type	LB 52 Mk 3
Flying dia	2.1 m (7 ft)

CANOPY

Construction	...	...	...	...	...	...	...	...	...	...	Ring slot
No of gores	...	...	...	...	...	...	...	...	...	...	24
Material..	...	...	...	...	...	...	...	...	...	...	Nylon

INTRODUCTION

1 The Type LB 52 Mk 3 parachute assembly is used to reduce the landing speed of certain marks of Hunter aircraft. The packed assembly is housed in a fairing above the aircraft tail cone and streamed through two hinged doors operated by a control switch in the cabin.

RELATED PUBLICATIONS

2 Reference is to be made to the following publications as necessary:

General information on parachute assemblies	AP 108C-0001-1
Parachute packing and maintenance sections	AP 108C-0005-1
Repairs, 3rd line	0501 AP 108C-0504 -6
Maintenance, general	AP 108C-0001-5F(R)

DESCRIPTION

3 The LB 52 Mk 3 brake parachute assembly consists of the components listed in Table 1.

TABLE 1 ASSEMBLY COMPONENTS

Ref No/NSN	Nomenclature	Qty
15D/NIV	Canopy Type 3.2 m (10 ft 6 in) ring slot	1
15D/1058717	Bridle	1
15D/4111620	Cable assembly	1
15D/4111672	Shackle aircraft attachment	1
15D/4111628	Shear pin for aircraft attachment shackle]
28W/9419476	Washer for aircraft attachment shackle]
28P/1221260	Split pin for aircraft attachment shackle]
15D/4111621	Shackle parachute attachment	1
28P/948	Shackle pin for parachute attachment shackle]
28P/7106273	Split pin for parachute attachment shackle]
15D/1059630	Pack	1
15D/1058993	Parachute auxiliary	1
15D/1058849	Sleeve rigging line	1

CANOPY (fig 1)

4 The canopy is hem rigged, has a flying diameter of 2.1 m (7 ft) and is constructed in a conventional ring slot construction. The six reinforced rings are joined and located by twenty four pairs of main seam tapes converging from periphery to apex. One tape of each pair passes inside the canopy, and the other outside, so that the rings are sandwiched between them. The upper ends of the tapes are extended to embrace a light alloy vent ring, and their lower ends are turned back below the periphery to form rigging line attachment loops. Taschengurts are fitted at each rigging point on the periphery and an eight legged bridle is attached to the vent ring. The lengths of cord, nylon 1779 N (400 lb) forming the bridle are gathered and whipped to form a central eye which accepts the ties connecting the canopy apex to the pack. A label is stitched to the canopy providing the following information:

- 4.1 User nation.
- 4.2 Aircraft Type.
- 4.3 Maximum stream life.
- 4.4 Number of streams completed.

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> RIGGING LINES

Note ...

Due to a change of material specification, assemblies are now manufactured rigged with 2450 N (550 lb) nylon cord rigging lines, however, assemblies will still be in service rigged with 1779 N (400 lb) lines.

5 The upper ends of the rigging lines are attached to the periphery rigging loops of the canopy by larkshead knots. At a point 4.2 m (14 ft) below these knots the lines are gathered together, wrapped with adhesive tape and then whipped with 2446 N (550 lb) nylon cord for a distance of 76 mm (3 in). Below this whipped length, the grouped lines form the 4.5 m (14 ft 9 in) strop which terminates in two D rings, each ring bearing twelve lines. A loosely fitting cotton sleeve encloses and protects the strop throughout its length. A 25 mm (1 in) wide whipping of linen thread, commencing at a point 51 mm (2 in) above the D rings, secures the sleeve to the strop and, additionally, hand stitching through the sleeve and rings ensures the lower ends of the rigging lines are covered. Six turns of tape, fabric 25 mm (1 in) self adhesive white are wrapped around the end of the sleeve and D rings to give a finished length of approximately 102 mm (4 in).

PACK (fig 2)

6 The main body of the flat rectangular pack provides for stowage of the canopy and rigging lines, and a square envelope type compartment accommodates the auxiliary parachute. Mouthlocked flaps close the pack and two rows of stowage loops for the strop and cable are stitched to the top outer face of the canopy compartment. A large cover flap protects the stowed strop and cable, and has two cable mouthlock slots at its lower end. The flap is closed by eight press button fasteners and by nylon cord ties joining two pairs of mating beackets at the sides of the pack mouth. A triangular apron extension at the top end of the pack carries a stout webbing becket to which is connected the bridle eye of the auxiliary parachute. Inside the main compartment, at its closed end, two beackets form attachment points for the 6700 N (1500 lb) ties which connect to the eye of the canopy apex.

AUXILIARY PARACHUTE

7 The auxiliary assembly has eight nylon vanes stitched at equidistant points to an octagonal cotton canopy. Rigging lines of cord, nylon 1779 N (400 lb) extend from one edge of the canopy and down through tunnels in the edges of the vanes to form an eight legged bridle, before passing up to opposite points on the canopy hem. Each line is knotted to the lower coil of the spring, and a whipped attachment eye is formed at the apex of the bridle. A leather chafing strip is attached to the lower end of the coil spring.

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Numbered
1-24

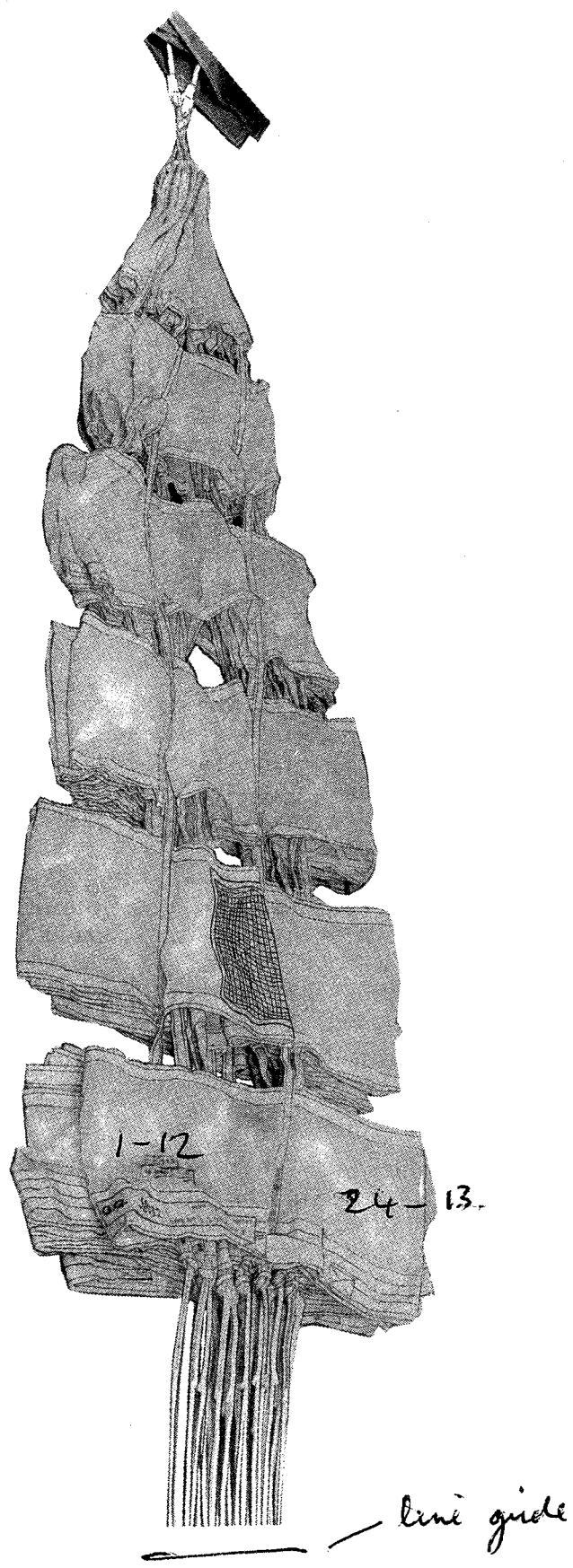


Fig 1 Canopy folded ready for packing



Fig 2 Pack showing strop and cable stowage

> CABLE

8 The 29891 N (60 cwt) extra flexible steel cable is 4.5 m (15 ft) long and talurit spliced around a heart shaped thimble at each end. The thimbles embrace circular spools which accept the shackle pins of the aircraft and parachute attachment fittings.

INSTALLATION INSTRUCTIONS

9 Install the complete assembly into the aircraft container in accordance with AP 101B-1302-1.

A close-up photograph of the side of an aircraft. The surface is made of light-colored metal panels with a grid of circular rivets. A vertical strip of orange-yellow material, possibly insulation or a repair panel, is visible on the right side. The lighting is dramatic, with a bright light source on the left creating strong highlights and shadows.

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