Chapter 2-1

MAINTENANCE

ROYAL NAVY

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SAFETY AND SERVICING NOTES

(1) AP 108C-0001-5F(N), Safety and Servicing Notes and other general safety/servicing requirements appropriate to this equipment or the main equipment are to be complied with, where relevant, throughout the work detailed in this chapter. personnel in charge of the maintenance of survival equipment and flying clothing are responsible for ensuring that adequate safety precautions are taken during Bay Servicing and associated work. AP 100N-0140 Chap 41 details the precautions to be taken to avoid accidents to personnel and damage to materials.

(2) A record of streams is to be maintained.

TABLE 1 LIST OF MATERIALS

Ref No	Nomenclature	Qty
15A/4177474	Cord, nylon 209 N (47 lb)	]
15D/1060370	Tape, nylon 19 mm (0.75 in) 890 N (200 lb)	]
15D/4111619	Thread, nylon 44 N (10 lb) (light)	]
15D/1060930	Tape, 13 mm (0.5 in) 1779 N (400 lb)	] A/R
15D/1060371	Tape, 25 mm (1 in) 2224 N (500 lb)	]
15D/NIV	Cord, nylon 1334 N (300 lb)	]
15D/4111674	Cord, nylon 6672 N (1500 lb)	]
32A/5781893	Cord, nylon 1779 N (400 lb)	]

ROUTINE BAY AND AFTER STREAM SERVICING

1 Routine Bay Servicing is to be applied at the periods detailed in AP 108C-0001-5F(N).

PREPARATION

2

2.1 Read the Safety and Servicing Notes.

DISMANTLING

3

Note ...

Para 3.1 and 3.2 are not applicable after a stream.

3.1 Remove the canopy from the pack, then hang to air and/or dry.

3.2 Remove the auxiliary parachute, cable and rigging lines from their stowage.

3.3 Disconnect the cable from the rigging line strop D-ring.

3.4 Remove the two shackles from the cable.

3.5 Hang the pack assembly to air and/or dry.

CLEANING

4 Nil

EXAMINATION

5

5.1 Lay out the parachute assembly onto the packing table, attaching the apex bridle eye to the packing table hook.

5.2 Ensure Serial No corresponds with the number on the log card.

5.3 Check date of manufacture.

5.4 Check stream life.

5.5 Examine apex bridle for insecurity and deterioration.

5.6 Examine canopy for abrasions and contamination.

5.7 Ensure rigging lines are attached in the correct sequence. Examine for insecurity. Ensure the rigging lines are uniform in length from the periphery to the strop whipping.

Note ...

Para 5.8 is applicable if a discrepancy in the length of the rigging lines in para 5.7 is greater than 51 mm (2 in).

5.8 Remove the whipping, adjust length, then re-whip for 76 mm (3 in) (fig 1).

5.9 Examine the strop sleeve for deterioration.

5.10 Examine the D-rings on the strop sleeve for corrosion.

5.11 Examine the pack for damage and deterioration of rigging lines and cable stowage loops.

5.12 Examine the auxiliary parachute for insecurity to pack.

5.13 Examine the cable for fraying and kinking.

5.14 Examine the shackles (parachute to cable and cable to aircraft) for wear and damage to shackle pin, examine tape wrapping if damaged replace referring to Chap 3.

TESTING

6

6.1 Load the auxiliary parachute spring to 3.6 kg (8 lb), ensuring compressed length is not less than 76 mm (3 in). Remove load, ensure free length is not less than 53 cm (21 in).

6.2 If the auxiliary parachute spring is less than 53 cm (21 in) then it must be replaced.

ASSEMBLING

7

7.1 Reconnect the cable to rigging line strop D-rings.

7.2 Refit shackle then lock with split pin.

Note ...

Para 7.3 is to be supervised by the Supervisory Rating.

7.3 Repack for use as detailed in Chap 3.

COMPLETION

8

Note ...

Documentation is to be certified by the Supervisory Rating.

8.1 On completion of Bay Servicing, complete Mod Forms 715 and 720M.

REPAIR

INTRODUCTION

9 This Bay Servicing repair scheme must be read in conjunction with the general principles and repair details listed in AP 108C-0001-1 which, where applicable, form part of this scheme.

Note ...

Life expired canopies and rigging lines are to be scrapped and mutilated to prevent further usage.

TABLE 2 LIST OF REPAIR EQUIPMENT AND MATERIALS

Ref No	Spec Drg No	Nomenclature	Application
32A/2006711		Machine, sewing Type 331K4	Canopy repairs, lockstitch, using 40 N (9 lb) nylon thread
3A/4278820		Machine, sewing Type 132K7	Pack repairs, lockstitch, using 120 N (27 lb) nylon thread

(continued)

TABLE 2 LIST OF REPAIR EQUIPMENT AND MATERIALS (continued)

Ref No	Spec Drg No	Nomenclature	Application
3A/2033607		Machine, sewing Type 457G-135	Canopy repairs, zig-zag stitch, using 40 N (9 lb) nylon thread
15A/4177183	BSF 54	Thread linen	Whipping strop sleeve
15A/4177202	BSF 49	Webbing, cotton (25 mm (1 in)	Mouthlock loops
15A/4177227	DTD 556	Fabric, nylon white	Auxiliary sleeve and vanes
15D/1060370	GQ/MS/115	Tape, nylon 19 mm (0.75 in) 890 N (200 lb)	Canopy panel hem tapes
15D/4111619	BSF/120/NT45A (II)	Thread, nylon 44 N (10 lb)	Canopy and pack repairs
15D/1059630	GQ 10339	Pack cover	Replacement part
15D/1058849	GQ 30819	Sleeve rigging lines	Replacement part
15D/1058717	GQ 30783	Bridle	Replacement part
15D/1060930	GQ/MS/124	Tape, terylene 13 mm (0.5 in) 1779 N (400 lb)	Main seam radial tapes
15D/1060371	GQ/MS/107	Tape, nylon 25 mm (1 in) 2224 N (500 lb)	Taschengurts vent reinforcement
15D/1058993	GQ 1771	Parachute, auxiliary	Replacement part
15D/4111648	BSF 118/793/4(A)	Fabric, nylon white	Alternative for auxiliary
15D/4111682	IAC S603	Webbing, nylon 51 mm (2 in) 4448 N (1000 lb)	Peripheral hem
15D/4111683	IAC S608A	Webbing, nylon 32 mm (1.25 in) 13344 N (3000 lb)	Pack reinforcement
15D/1203454	DTD 5502A	Cord, nylon 1779 N (400 lb)	Auxiliary lines, rigging line whipping
15D/4111689	BSF 118/854/4(B)	Fabric, nylon, white	Canopy rings

(continued)

TABLE 2 LIST OF REPAIR EQUIPMENT AND MATERIALS (continued)

Ref No	Spec Drg No	Nomenclature	Application
15D/4111687	IAC S1301	Fabric, nylon, khaki	Pack repairs
15D/4111692	BSF/5F/8	Fabric, cotton, white	Rigging lines sleeve repairs
15D/4111705	No 7050	Fasteners, durable dot	Replacement fasteners
15D/4111902	BSF/120/NT6B	Thread, nylon 120 N (27 lb)	Pack repairs
32A/5781893	DTD 481	Cord, nylon 1779 N (400 lb)	Canopy rigging lines
15D/1388054	DTD 5620 CA105	Cord, nylon 2446 N (550 lb)	Canopy rigging lines
32B/1250490	BS4F/47	Tape, cotton 19 mm (0.75 in)	Pack edge binding
15D/4111731	DTD 5505	Webbing, cotton, 102 mm (4 in) khaki	Cable cover flap repair
32B/1250522	BS4F/34	Thread, linen No 18	Auxiliary lines knots. Bridle becket
32B/1359970	BSF 49	Webbing, cotton 38 mm (1.5 in)	Cable stowage loops
32B/2202350	DEF 1311	Tape, adhesive 25 mm (1 in)	Strop whipping cord ends
15D/1371347	RFD-GQ 483A	Fabric, nylon, adhesive	Fabric, self-adhesive patches
L.P.O.	Clutson and Kemp 4010	Elastic, grey 25 mm (1 in)	Mouthlock and strop stowage loops

CANOPY REPAIR

Minor repair

10 Except in cases where a number of damaged areas are in close concentration, a considerable number of small holes and tears, not exceeding 13 mm (0.5 in) in maximum dimensions, may be accepted subject to a close

inspection following the next stream. Damage of border-line size and larger areas must be repaired by simplified patching.

Note ...

Damage to broken main seam tapes crossing over the vent ring renders the canopy unserviceable beyond minor repair; such canopies are to be returned to the appropriate Maintenance Unit for 3rd Line repair.

Patching

11 Due to the high operating loads imposed upon the canopies and to the small areas of the individual panels, simplified methods of repair are not permitted. In addition, the narrow width of E and F panels precludes insertion patches and these panels are to be repaired temporarily with self-adhesive patches or permanently by full panel replacement. Darning causes local overstressing and is not to be used to repair holes in canopies. Small holes and tears up to 13 mm (0.5 in) maximum dimension may be accepted subject to a close examination following the next stream. The conditions of AP 108C-0001-1 apply together with the following:

11.1 All machine stitching is to be made with 40 N (9 lb) nylon thread.

11.2 Broken or scuffed stitching is to be removed by carefully unpicking up to 25 mm (1 in) beyond each of the damaged run. Replacement stitching is to overrun the ends of the remaining stitching for a minimum of 51 mm (2 in).

11.3 The total number of patches in any one panel is not to exceed three.

11.4 The total patched area in any one panel is not to exceed 25 per cent of the area of panel.

11.5 No edge of any patch is to be within 51 mm (2 in) of any edge of any other patch, seam or hem. When damage is near to an existing patch, seam or hem the new patch is to be cut large enough to cover the existing damage and the new damage, or to extend into the seam or hem.

11.6 Patches which extend into a seam or hem are to project at least 51 mm (2 in) into that panel.

11.7 When a patch is required in the area covered by a main seam radial tape it is to project at least 51 mm (2 in) into the panels on each side of the seam.

Note ...

It is preferable to replace a panel rather than to insert a number of small patches. Insertion patches are not permitted in the two upper panels of each gore, but self-adhesive patches may be applied by User units. Panels containing self-adhesive patches are to be replaced as soon as local considerations permit.

Self-adhesive patches

12 For expediency, self-adhesive patches may be applied at 2nd line in any panel. Two patches, one on each face of the damaged area, are to be used for each repair with a maximum difference of alignment of 6 mm (0.25 in). Ensure overall contact and freedom from trapped air by rubbing from the centre of the patch towards the edges. The following limits apply:

12.1 No edge of any patch is to cover a seam or hem tape.

12.2 When damage occurs close to an existing patched area and new patches cannot be applied without overlapping the previous repair, the latter is to be peeled off and a new patch applied to cover both the previous and the new areas of damage. If the peeling-off process causes breaks or raggedness in the fabric, then the area affected must be cut out prior to patching.

12.3 Where possible, the patches are to extend for a minimum of 51 mm (2 in) beyond the edges of the damage. Where this is impratical, eg in E and F panels, the patch is to extend to the edge of the panel, see para 12.1.

Panel insertion

13 There is no technical limit to the number of panels which may be inserted in a canopy. When a panel is inserted, the seams and ring hem tapes are to be carefully unpicked and the new panel inserted with its edges interleaved with the edges of the panels on each side. The hem tapes are then to be resewn in position following the original sewing lines. The panels are to be cut from templates made from the appropriate drawing or by using the individual panels as patterns after they have been unpicked. The stitching securing a new panel should overlap existing sewing by a minimum of 51 mm (2 in) at each end.

Part panel insertion

14 Part panel insertion does not compare economically with the work required for full panel replacement. Where the limits for patching are exceeded, full panel insertion is to be carried out.

Taschengurts

15 Broken taschengurts are to be renewed with replacements made for 158 mm (6.25 in) lengths of tape, plus an allowance for at least 6 mm (0.25 in) turnback at each end. Following the original sewing lines, the tape is to be secured at each end with a 38 mm (1.5 in) long box and a diagonal pattern of stitching.

Peripheral hem band

16 Remove any taschengurts as necessary and unpick the four rows of stitching securing the band and the zig-zag stitching securing the radial tapes on each side of the gore. Cut away the damaged 51 mm (2 in) tape at the points 76 mm (3 in) from the radial tapes on each side of the damage. Fit a new length of hem band covering the full width of the gore, passing under the radial tapes and extending into the adjacent gore for 76 mm (3 in). Sew into position with four rows of stitching, following the original sewing lines and overlapping the ends of the existing stitching by 76 mm (3 in). It is not

necessary to stitch parallel to each end of the new tape. Renew the zig-zag stitching on the radial tapes and replace any taschengurts removed for this repair.

Main radial tapes

17 Damaged radial tapes are to be repaired by overlaying lengths of new tape to extend a minimum of 152 mm (6 in) beyond the limits of the damage and stitching them in position following the lines of the original sewing. It is not necessary to stitch parallel to the ends of the tape. Both inner and outer tapes may be repaired by this method so long as repairs do not coincide. There must not be more than three thicknesses of tape at any point. Joins must not be made within 305 mm (12 in) of the peripheral hem or vent. When damage occurs in these areas the assembly is to be categorized Repairable at Depot.

Ring hem tapes

18 Hem tapes are to be repaired by overlapping lengths of new tape extending at least 152 mm (6 in) beyond the limits of the damage and stitching them in position following the lines of the original sewing. It is not necessary to stitch parallel to the ends of the tape. If the new length of tape extends beyond a main seam, the radial tape must be unpicked and restitched after the hem tape has been passed under it.

Rigging lines

CAUTION ...

New production assemblies are rigged with 2446 N (550 lb) lines, however some assemblies may still be rigged with 1779 N (400 lb) lines. It is essential that identical cord is used when replacing a damaged line.

19 Rigging lines must be replaced. Broken or frayed zig-zag stitching may be renewed. Old stitching is to be carefully unpicked, the thread removed and the new stitching inserted on the original sewing lines. It is possible that under load the lines may slip through the strop. In this event the whipping and taping are to be removed, the lines adjusted and the strop remade in accordance with the instructions in para 20.

20 Damaged lines are to be removed by taking off the whipping at the strop, unpicking and untying the attachments at the D-rings and then untying the larkshead knot at the periphery. New lines are to be cut 9.26 m (30 ft 4 in) long under a tension of 11 kg (25 lb) per line and both ends heat sealed. This length provides for 203 mm (8 in) at each end for the attachments 4.2 m (14 ft) from periphery to top of whipping, 76 mm (3 in) depth of whipping and 4.49 m (14 ft 9 in) from the bottom of the whipping to the centre of the half-hitches on the D-ring. Each new line has one end formed into a loop containing 51 mm (2 in) of free cord with the two parts of the line zig-zag stitched together for a minimum of 76 mm (3 in). The end of the line is to be zig-zag stitched on top of the main length and over sewn by at least 25 mm (1 in).

21 To fit a new line, first make the larkshead knot at the periphery and then temporarily tie the other end to the D-ring. Next lay the lines side by side in the correct sequence to make the whipping. Measure a distance of 4.2 m (14 ft) from the larkshead knots and pass one end of a roll of adhesive tape, adhesive side upwards, under all the lines. Refer to fig 1 and lift the ends and centre of the tape so that it assumes a 'W' formation with six lines in each leg of the 'W'. Gather the lines tightly in this formation and wrap the roll of tape tightly round them. The finished taped wrapping is to cover 76 mm (3 in) of the lines. Then make a common whipping of 1779 N (400 lb) nylon cord over the tape, ensuring that the ends of the cord are covered. Draw the lower part of the line towards the D-ring so that it is of comparable length with the other lines, make the half-hitches on the D-ring in the correct sequence and complete the fitting of the line by zig-zag stitching the short end on top of the main length for 51 mm (2 in).

Rigging lines protective sleeve

22 Repairs to the sleeve are to be limited to patching in accordance with AP 108C-0001-1 and para 11.5 and 11.6 of this publication, but consideration should be given to the fact that the sleeve is relatively inexpensive to replace. Abraded or broken whipping is to be renewed.

FITTINGS

23 Minor burrs and abrasions may be removed by rubbing with Grade 00 abrasive paper and polishing wiith a clean rag. Major abrasion and distortion render rings beyond repair. To change D-rings, unpick and untie the lines, noting the order in which they are attached and fit the new D-rings by remaking the attachments of the lines in the original sequence.

PACK

24 Patches are to be in general accordance with the instructions give in AP 108C-0001-1 and para 11.5 and 11.6 of this publication. In addition the following conditions apply:

24.1 Auxiliary parachute stowage flaps are not to be patched.

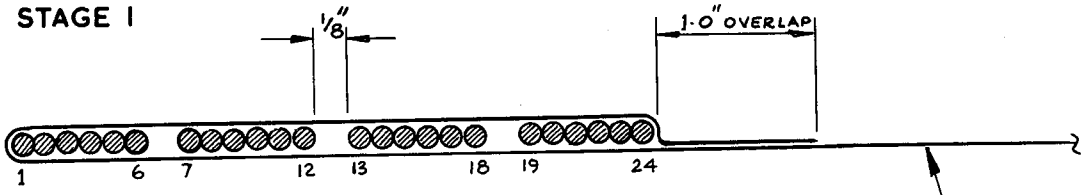
24.2 The material used is to be the same as that used in the manufacture of the pack (see Table 2 - Repair materials).

24.3 Sewing is to be with Thread, nylon 120 N (27 lb) or 40 N (9 lb) as applicable.

Cable stowage cover flap

25 Damage to the cable stowage main cover flap occurs early in the stream life of the assembly, between the cable mouthlock loops. Damage in this area is to be repaired by reinforcing with a 191 mm (7.5 in) length of 102 mm (4 in) wide cotton webbing, plus an allowance for 6 mm (0.25 in) turnback at each end. The webbing is to be secured to the outer surface of the flap with a row of stitching round the edges and a 6-point double 'W' pattern of stitching.

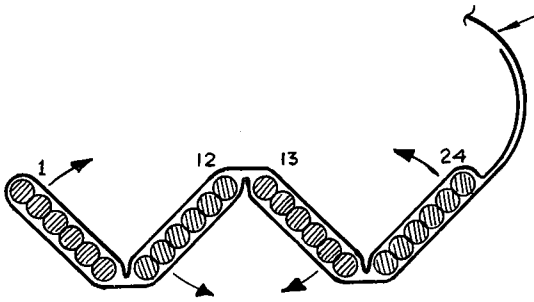
STAGE 1



24 LINES LAID ON A LENGTH OF 76 MM (3 IN) WIDE ADHESIVE TAPE IN FOUR GROUPS OF SIX WITH 3 MM (1/8 IN) SPACE BETWEEN EACH GROUP FOR FOLDING. ONE END OF TAPE IS BROUGHT OVER THE LINES AND PRESSED DOWN FIRMLY WITH 25 MM (1 IN) OVERLAP ON BOTTOM TAPE.

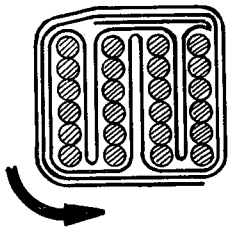
FREE END OF TAPE FOR FINAL WRAPPING SHOWN IN STAGE 3

STAGE 2



FOLD INTO OPEN 'W' FORMATION

STAGE 3



LINES CLOSED IN TIGHT 'W' FORMATION AND WRAPPED FOR A MINIMUM OF 1 1/2 TURNS WITH THE FREE LENGTH OF ADHESIVE TAPE. WHIP TIGHTLY OVER WRAPPED LENGTH WITH 1800 N (400 LB) CORD.

Fig 1 Whipping the rigging lines

Mouthlock and stowage loops

26 Damaged webbing and elastic mouthlock loops are to be replaced. The new loops are to be made either to the appropriate drawing or by using the old loops as patterns. Damaged strop and cable stowage loops are to be similarly replaced.

Binding tapes

27 Damage to the binding tapes on the edges of the diagonal flap and the main panel is repaired by laying on new lengths of tape, extending at least 76 mm (3 in) beyond the limits of the damage. Fold the edges of the tape round the edges of the flap or panel material to give 9.5 mm (0.37 in) overlay on both faces. Sewing is to be 1.6 mm (0.06 in) from the edges with 40 N (9 lb) nylon thread.

Press fasteners and mounting tape

28 Broken press fasteners are to be renewed. The reinforcing tape on which the fasteners are mounted may be repaired by overlaying with similar tape, which has been previously fitted with the required number of new fasteners. The tape is to be extend at least 51 mm (2 in) beyond the ends of the new tape and is to overrun the ends of the tapes by a minimum of 25 mm (1 in), locked by oversewing.

Auxiliary parachute connecting becket and nylon webbing

29 The nylon webbing which terminates at the auxiliary parachute connecting becket may be repaired by laying on a length of 44 mm (1.75 in) wide similar webbing extending 102 mm (4 in) beyond each end of the damage and sewing it in position with 40 N (9 lb) nylon thread. If the becket is damaged, the webbing is to be unpicked and cut off 51 mm (2 in) from the end of the damage. A new length of webbing is to be cut long enough to permit the becket to be made with a 127 mm (5 in) free length and to provide for an overlap of 102 mm (4 in) from the point at which the webbing was cut off. The overlapping end is to be stitched down with two sets of box and diagonal stitching, each 51 mm (2 in) long, using 40 N (9 lb) nylon thread. The stitching following the lines of the original sewing. Each end of the stitching is to be locked by oversewing for 25 mm (1 in). Finally overstitch the box and diagonal stitching at the base of the becket, using No 18 thread.

Auxiliary parachute stowage

30 Damaged petal flaps are not to be patched. New flaps are to be made using the old flaps as patterns if the drawing is not available, and fitted on the original sewing lines.

AUXILIARY PARACHUTE

31 Minor distortion of the spring may be rectified provided that:

31.1 The rectification can be made by hand.

31.2 The spring is not less than 51 cm (20 in) or more than 63 cm (25 in) free length.

31.3 The spring will compress squarely.

31.4 After compression it returns to within 6 mm (0.25 in) of its length before it was compressed.

31.5 The spring will fully compress under a load of not less than 4.5 kg (10 lb) or more than 6.3 kg (14 lb).

32 Minor distortion of the spring may be corrected or a replacement spring fitted if the following repairs to the auxiliary parachute are adequate:

32.1 Patching of damage with a maximum dimension of more than 13 mm (0.5 in) but within the conditions of AP 108C-0001-1 and para 11.5 and 11.6.

33 To replace a spring, proceed as follows:

33.1 Unpick the seam in the sleeve.

33.2 Unpick the zig-zag.

33.3 Unpick the stitching securing the top and bottom of the spring.

33.4 Untie the knots securing the rigging lines to the bottom coil.

33.5 The new spring can now be inserted in the sleeve and these operations reversed.

34 Reinforcing tapes may be repaired by laying on new tape to extend 76 mm (3 in) beyond the limits of the damage and sewing it in position along the original stitching lines.

35 Damaged rigging lines are to be removed and new lines fitted. The lines are to be removed from the canopy by unpicking the zig-zag stitching, drawing the ends through the tunnels in the edges of the vanes, untying the knots at the bottom coil of the spring and cutting away the whipping at the eye. New lines of 1779 N (400 lb) nylon cord are to be cut to a length 152 mm (60 in) under hand tension. To insert a line, first lay the centre so that it coincides with the centres of the other lines and rewhip the eye. Make the knot round the bottom coil of spring, feed the end through the appropriate vane and secure the end to the hem of the canopy. Check that the lengths from the eye to the bottom coil of the spring and from there to the canopy hem are comparable with the lengths of adjacent lines. Zig-zag stitch the end of the line to the hem of the canopy for a distance of 51 mm (2 in) to 64 mm (2.5 in) above and below the canopy hem and lock the stitching by running on to the reinforcing tape. Hand stitch through the knot at the bottom of the spring with No 18 linen thread.

TABLE 3 TYPES OF DAMAGE

Type of damage	Nature of repair
AUXILIARY PARACHUTE	
Broken or damaged rigging lines	See para 35
Minor distortion of the spring	See para 31
Damaged reinforcing tapes	See para 34
Tears, holes or severe scuffing of canopy	See para 32
Broken whipping at attachment eye	Rewhip
Broken stitching	Make good
Note ... Auxiliary parachutes removed from life expired assemblies are to be re-used if serviceable.	
PARACHUTE PACK	
Holes or tears in pack	See para 24
Damage to auxiliary stowage flaps	See para 30
Damage to cable stowage cover flaps	See para 25
Damage to mouthlock and stowage loops	See para 26
Damaged press fasteners binding or mounting tape	See para 27 and 28
Damage to auxiliary connecting becket and nylon webbing	See para 29
Note ... Packs removed from life expired assemblies are to be re-used if serviceable.	
MAIN CANOPY AND RIGGING LINES	
Small holes and tears in canopy up to 13 mm (0.5 in) diameter are acceptable damage	Encircle the damage by stamping with 13 mm (0.5 in) diameter ring stamp. If, through usage damage extends beyond circumference of circle, repair by patching.
Holes and tears in canopy in excess of 13 mm (0.5 in)	Repair by patching or panel insertion as applicable. See para 11 and 13
Broken/torn taschengurts	See para 15
Damaged peripheral hem band	See para 16
Broken/torn main radial tapes	See para 17

(continued)

TABLE 3 TYPES OF DAMAGE (continued)

Type of damage	Nature of repair
Broken/torn ring hem tapes	See para 18
Broken stitching	Make good
Broken or damaged rigging lines	See para 19
Damaged rigging lines protective sleeve	See para 22
Damaged/broken apex	Replace

PRESERVATION AND STORAGE

36 Nil

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