

Chapter 3PACKING INSTRUCTIONS

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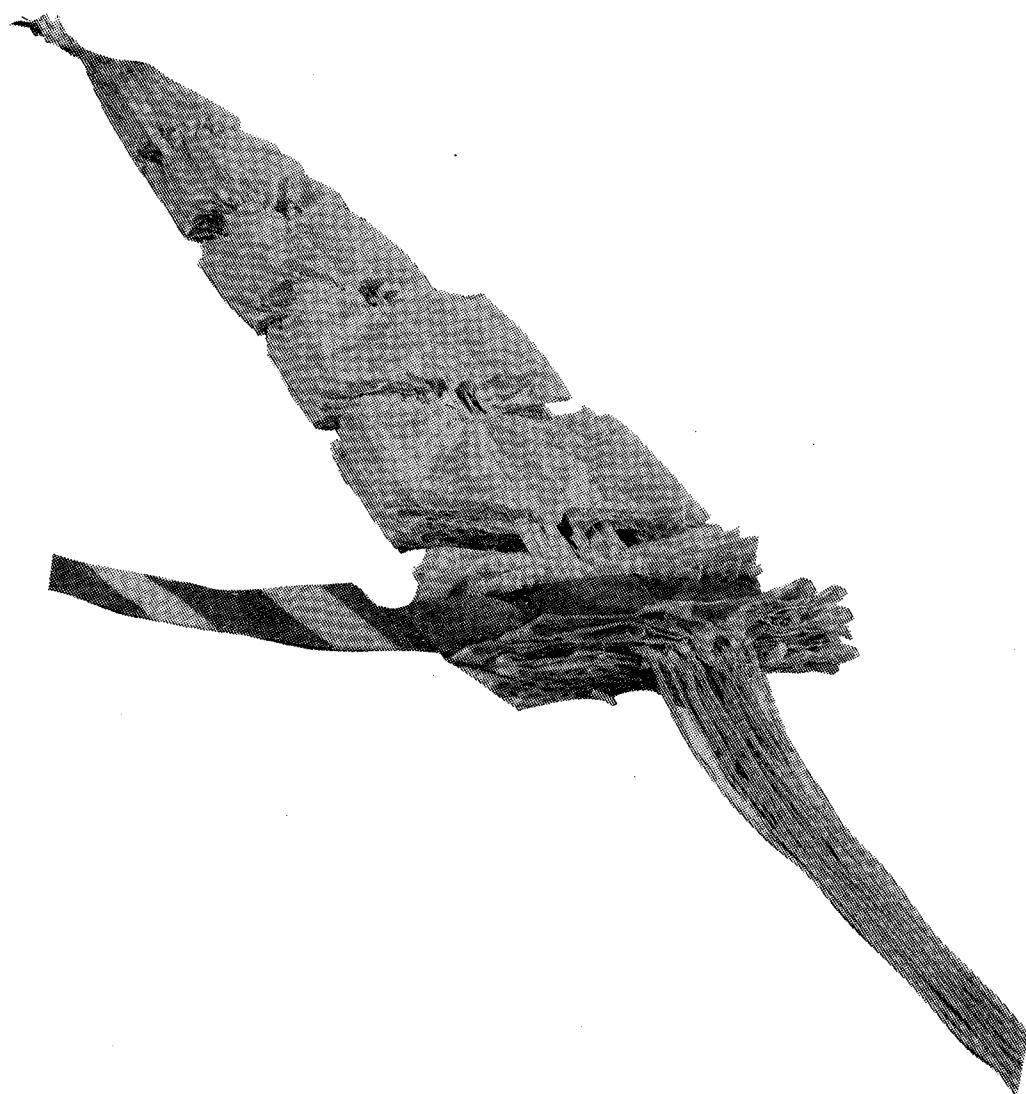
INTRODUCTION

1 This chapter details packing instructions for an LB 52 Mk 3 brake parachute assembly.

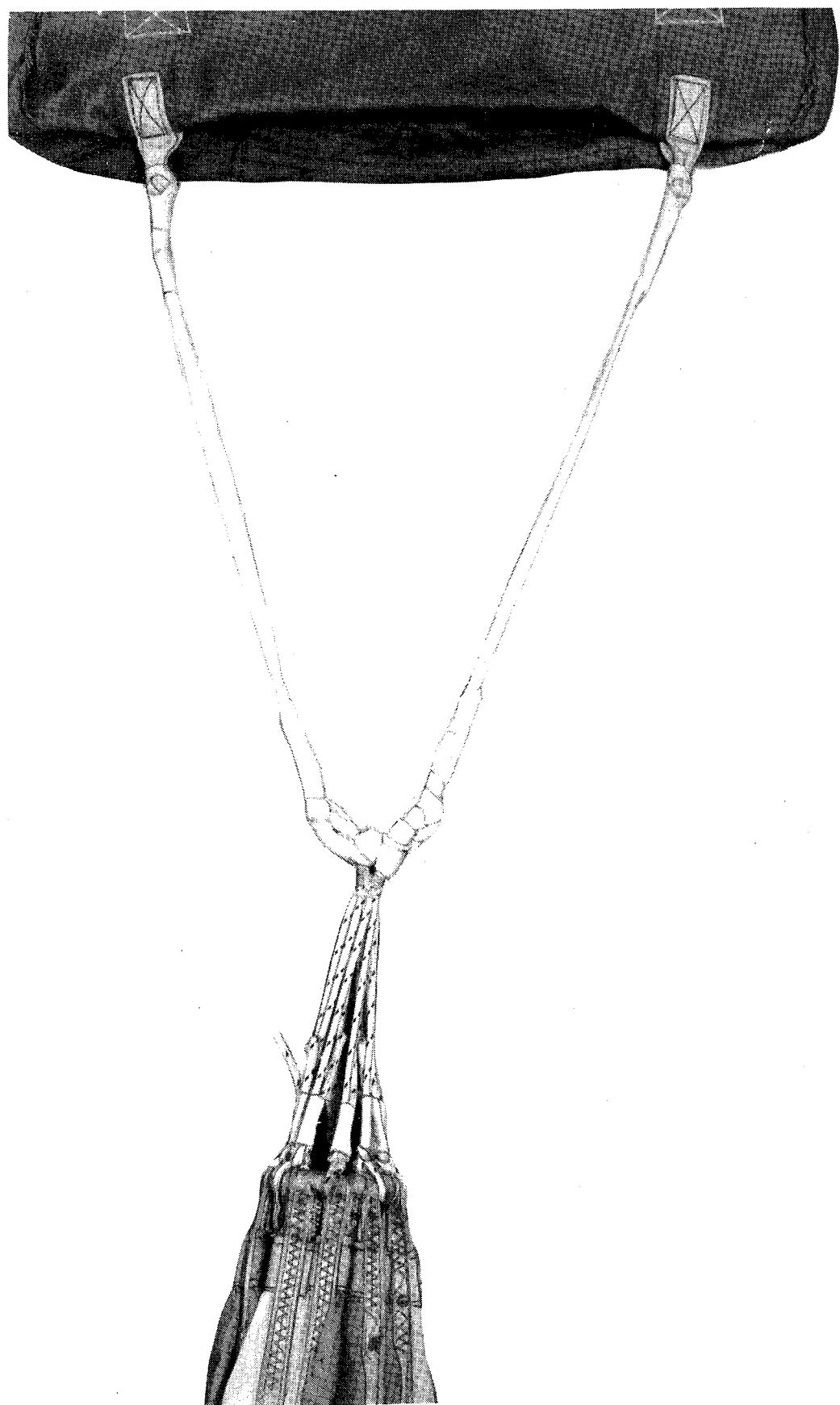
PREPARATION (fig 1, 2 and 3)

TABLE 1 LIST OF MATERIALS

>	Ref No/NSN	Nomenclature	Qty
>	15D/4111688	Cord, nylon 6700 N (1500 lb)	1
>	15D/4111594	Cord, nylon 1090 N (245 lb)	1
>	15D/4177229	Cord, nylon 445 N (100 lb)	1
>	32A/7581893	Cord, nylon 1779 N (400 lb)	1
>	15A/4177183	Thread linen	1
>	15D/4111592	Tape, 25 m (1 in) adhesive, white	1
>	32B/1250471	Leather Hide upholstery green	1
>	33C/2244399	Bees wax	1



> Fig 1 Canopy folded
(New illustration) <



> Fig 2 Apex bridle connected to pack <

2 Lay the assembly on the packing table and attach the apex bridle eye to the packing table hook. Remove any entanglements, then straighten the rigging lines and fold the canopy in the conventional manner. Hold the folded canopy in position using shot bags (fig 1). <

CAUTION ...

When repacking an assembly after streaming, the two 457 mm (18 in) ties attaching the pack to the canopy apex bridle are to be closely examined for fraying. Refer to para 4 for replacement procedure of the ties.

Note ...

Paras 3, 4, 5 and 6 are only applicable if replacement items are to be fitted to the assembly or replacement of damaged 25 mm (1 in) adhesive tape wrappings or damaged leather chafing strip fitted to the auxiliary is required.

ATTACHING A NEW PACK

3 Detach the canopy bridle eye from the packing hook and carefully draw the folded canopy down the table for approximately 1.8 m (6 ft). Lay the opened pack flat on the table with the strop and cable stowage loops uppermost, and attach the webbing becket at the peak of the triangular apron to the packing hook. Then turn the pack partly inside out to gain access to the two beackets at its closed end.

CANOPY BRIDLE TO PACK TIES (fig 2)

4 Take two 864 mm (34 in) lengths of 6700 N (1500 lb) x 14 mm (9/16 in) braided nylon cord, heat seal the ends and lightly mark each length with pencil at a point 254 mm (10 in) from one end and 152 mm (6 in) from the other. Beginning at the marked 254 mm (10 in) points, separately attach one end of each length to the apex bridle eye by a round turn and three half-hitches, pull up tightly, and secure the flying end flat against the standing length with a minimum of four overlapping turns of 25 mm (1 in) white adhesive tape the first turn close up to the knot (fig 2). Next, tie the other end of the two exposed pack beackets by tight sheet bends, beginning at the 152 mm (6 in) marked reference points, and secure the flying ends with adhesive tape in the same manner as at the eye ends. The finished length of the ties is to be 457 mm (18 in) approximately, measured between the centres of the knots.

> ATTACHING A NEW CABLE (fig 3 and 4) <

5 Should it be necessary to replace the attachment cable assembly, proceed as follows:

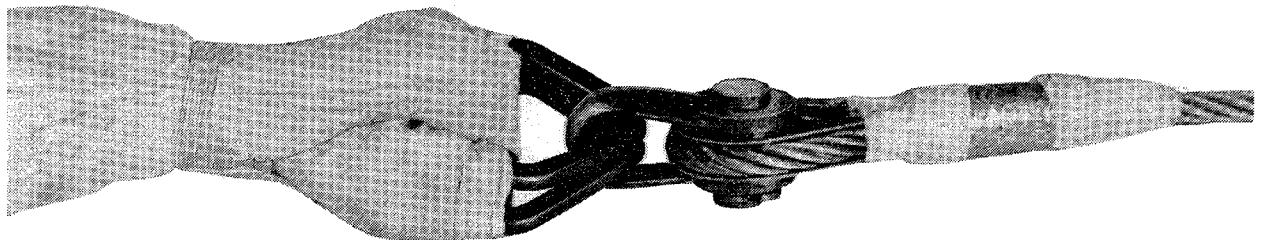
5.1 Secure the parachute attachment end of the cable to the two D rings at the end of the strop using the shackle, shackle pin and split pin.

> 5.2 Cut two lengths of 25 mm (1 in) white adhesive tape approximately 178 mm (7 in) long, then thread both lengths through the D-rings, ensuring that the end of the rigging line protection sleeve is covered, then press the tape on to the sleeve (fig 3).

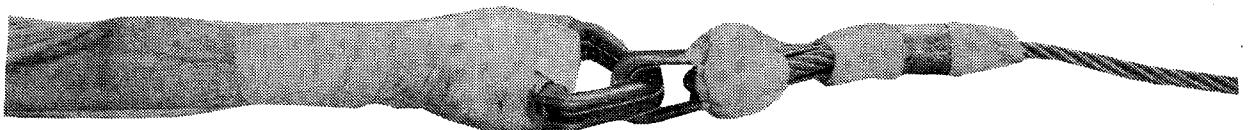
5.3 Wrap six turns of 25 mm (1 in) tape around the sleeve and D-rings to give a finished length of 102 mm (4 in) (fig 4).

5.4 Wrap the shackle pin with overlapping turns of 25 mm (1 in) white adhesive tape (fig 4).

5.5 Secure the shackle to the aircraft attachment end of the cable using the shear pin, washer and split pin.



> Fig 3 Rigging lines attached to shackle and ferrule taped <



> Fig 4 Rigging lines protection sleeve and shackle taped
(New illustration) <

> CONNECTING A NEW AUXILIARY PARACHUTE (fig 5)

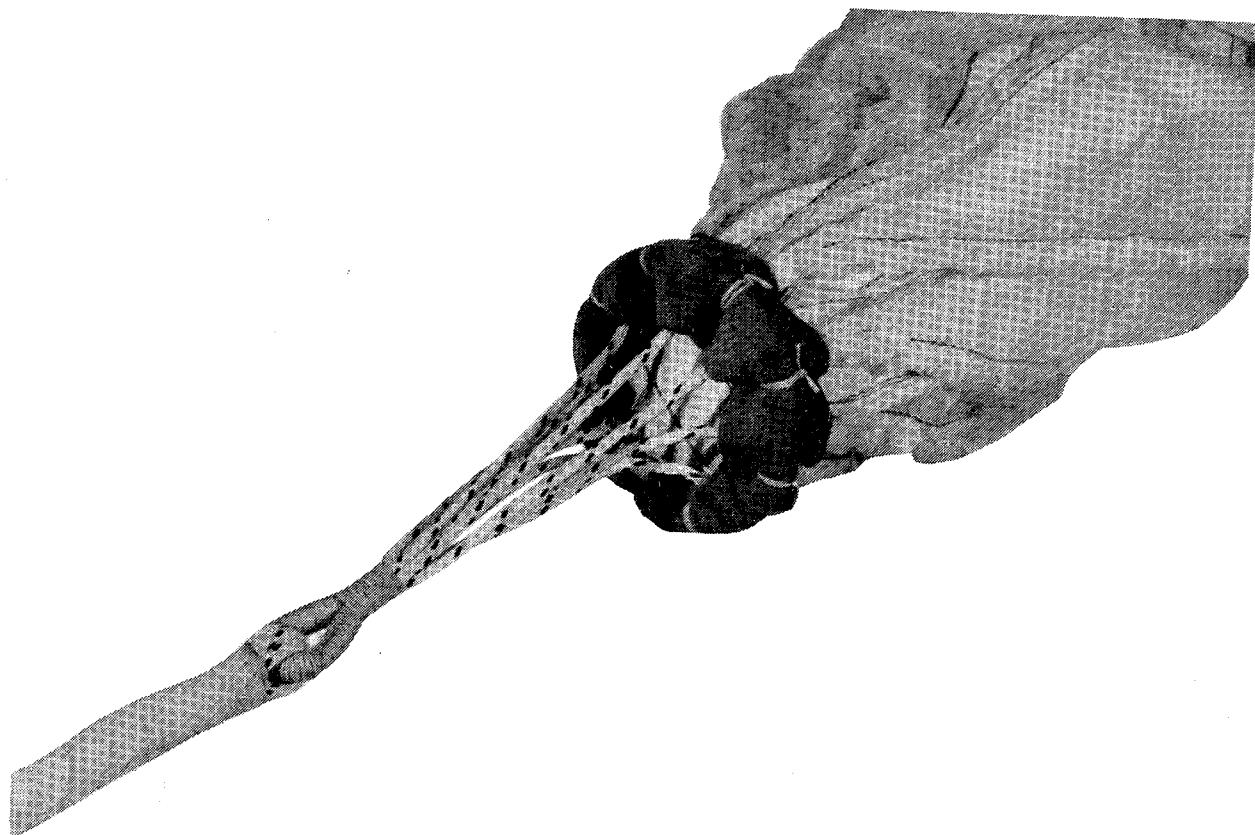
6 Should it be necessary to replace the auxiliary parachute, refer to fig 5 <
and proceed as follows:

6.1 Detach the apex bridle eye from the packing table hook.

> 6.2 Ensure that a leather chafing strip is attached to the lower end of
the coil spring (fig 5). If a chafing strip is required to be fitted <
proceed as follows:

6.2.1 Cut a strip of leather 305 x 44 mm (12 x 1.75 in) long, then
round off the corners.

> 6.2.2 Referring to fig 5, attach the strip of leather to the base of <
the auxiliary, using two turns of waxed No 8 linen thread. Ensure that
> the stitches pass between the bridle lines and completely encircle the
lower end of the coil spring. The ends of the leather strip must
overlap. Tie off the cord ends with double reef knots. <



> Fig 5 Auxiliary parachute leather chafing strip fitted <

> 6.3 Attach the bridle eye of the auxiliary parachute to the becket
attached to the triangular pack apron, using a tie formed from four
complete turns of 1779 N (400 lb) nylon cord. Make the tie of 203 mm
(8 in) finished length with a double reef knot midway between the
attachment points, then wrap it over its whole length with 25 mm (1 in)
> white adhesive tape as shown in fig 10. <

> STOWING THE CANOPY (fig 6)

7 Detach the apron becket from the packing hook, then peel down the pack walls towards the apex bridle. Lay the vent ring flat in the top right hand corner of the pack, ensuring that the two apex ties are neatly arranged and free from entanglement. Carry the upper part of the folded canopy across to the left, stow it against the top wall of the pack and then turn it back to the centre. At a point approximately 610 mm (24 in) from the mouth take up the folded canopy and lift its upper portion bodily into the pack, spreading the folds to occupy the full width of the compartment.

8 Continue lifting the canopy into the pack in this manner until it is completely stowed, with the folded peripheral hem approximately 102 mm (3 in) > above the three mouthlock loops at the pack mouth (fig 6). All the available < space is to be taken up and the canopy materials disposed so that the filled pack is of uniform thickness.

> STOWING THE RIGGING LINES AND STROP (fig 6, 7 and 8)

9 Stow the grouped rigging lines in a series of 'S' bends on the pack base between the canopy hem and the three mouthlock loops. Make the first bend at the right hand side of the pack and continue until approximately 1.3 m > (4 ft 4 in) of the lines to the whipping at the top of the strop remain < unstowed to the whipping at the upper end of the strop (fig 6). Lead this length out to pass between the left hand and centre mouthlock loops, and then draw all three loops up through their matching slots in the upper panel. Form a bight in the grouped lines and stow it from right to left through the left hand loop, pulling through for 38 mm (1.5 in) (fig 7). Make a second > bight and stow it from left to right through the centre loop. Complete the < mouthlocks by forming a third bight and stowing it, again from left to right, through the right hand loop. When this stowage has been made there is to be approximately 559 mm (22 in) between the right hand loop and the whipping at the top of the strop.

10 From the last mouthlock, lead the rigging lines up across the pack to the > top left hand elastic stowage loop (fig 7). Form a bight in the strop and < stow it through the loop to protrude by 38 mm (1.5 in) with the whipping at the top of the strop lying about 76 mm (3 in) from the inner edge of the loop. Bring over the diagonal protection flap to cover the lines, form a second bight in the strop, and stow it through the top right hand loop. Continue stowing alternately through the left hand and right hand loops until all are occupied and the end of the strop emerges from the last stowage on the right > (fig 8).

> STOWING THE CABLE (fig 8)

11 Stow the cable attachment partly under the 1st bight of the strop, ensuring that the D rings lie flat upon the diagonal protection flap as shown > in fig 8. Now stow the cable in the large webbing loops below the strop, < beginning with the edge of the lower Talurit sleeve close up to the upper left hand loop, and using all the stowages except the last on the right hand > side (fig 8). Secure the shackle to the aircraft attachment end of the cable < using shear pin, washer and split pin.

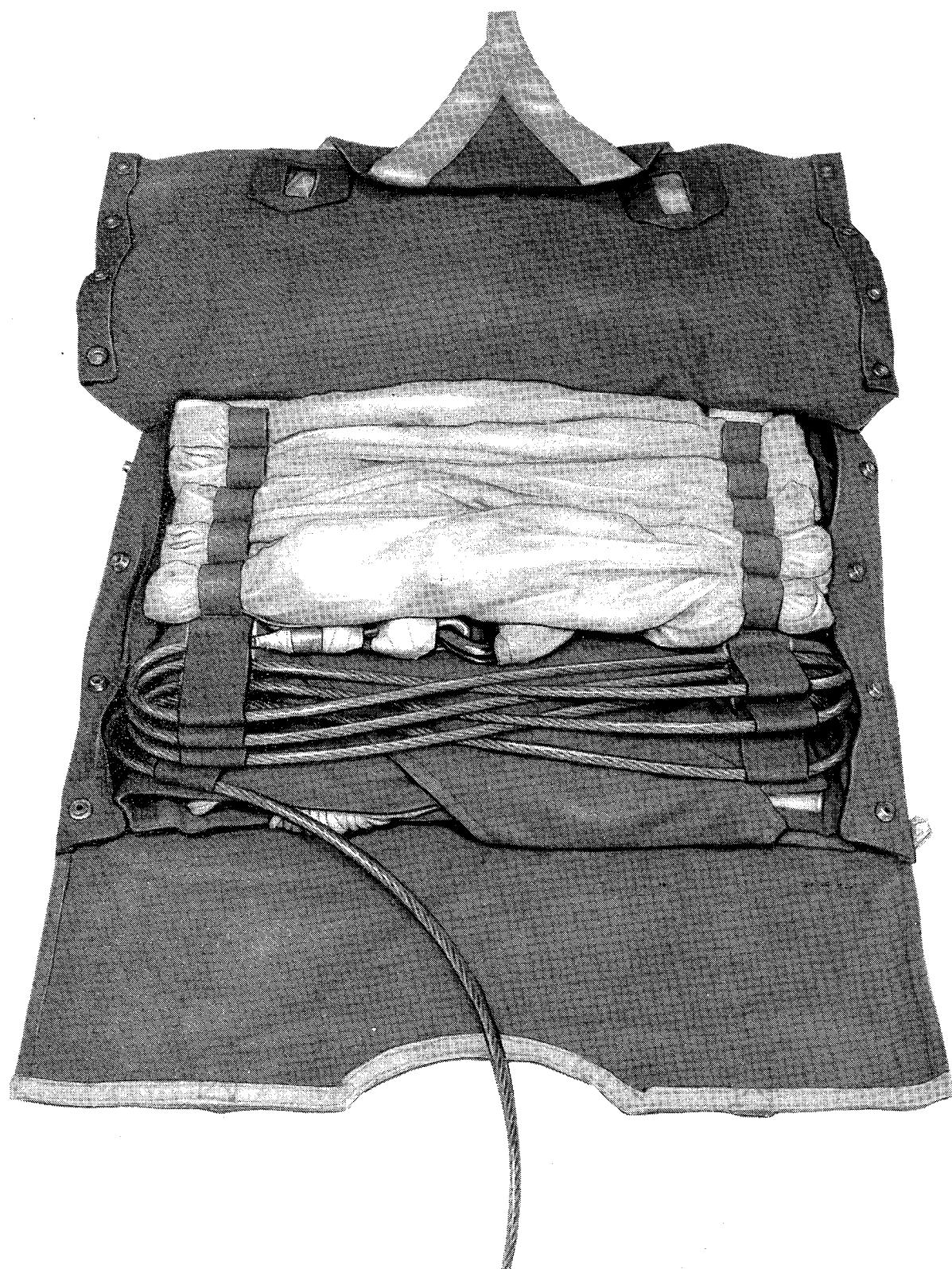


3 feet to sleeve.

> Fig 6 Disposition of canopy folds and rigging lines <



> Fig 7 Mouthlocks made and first strop stowage <



> Fig 8 Strop and cable stowed <

> CLOSING THE PACK (fig 9)

12 Cover the stowed cable with the short end flap and arrange the free length of cable to lead out from the centre of the pack. Bring down the large top cover flap and draw the two webbing loops up through the matching rectangular slots. Form the mouthlocks by first making a bight in the cable and passing it through the right hand loop into the pocket formed in the 44 mm (1.75 in) reinforcing webbing. Then lead the cable back across the pack and stow a second bight through the left hand loop, as illustrated in fig 7.

Note ...

> Fig 9 shows the mouthlocks formed with a new cable but after repeated streaming of the brake parachute the cable develops a snaking tendency, and it may not be possible to stow it as neatly as illustrated. However it is permissible to stow a snaked cable in its natural lay with the bights twisted provided that there is no kinking and the first mouthlock is begun at the bottom edge of the right hand loop, as illustrated.

13 Complete the pack closure by securing the eight press button fasteners and tying together the two pairs of mating beackets at each side of the mouth > (fig 9). To form each tie, pass one end of a length of cord, nylon 1090 N (245 lb) through the lower becket and then feed both ends in opposite directions through the top becket. Tie off with a double reef knot stopped by a thumb knot and cut off the surplus cord at a distance of 13 mm (0.5 in).

> STOWING THE AUXILIARY PARACHUTE (fig 11)

14 Invert the filled pack, then open the four numbered petal flaps of the > auxiliary stowage compartment. Pass a suitable length of cord, nylon 445 N (100 lb) through the four beackets in sequence (fig 11) thus forming a temporary tie cord. Position the pack apron beackets so that it just enters the compartment at the corner between Nos 2 and 4 flaps, and lay the wrapped 203 mm (8 in) tie counter clockwise, before turning it in to the centre. Place < the small end of the auxiliary parachute spring in the centre of the stowage and compress it straight down, stowing all loose materials neatly under the topmost coil so that extension of the spring will not be impeded.

15 While holding the auxiliary spring fully compressed, close the four petal > flaps. Pull up temporary tie cord tightly and tie off with a double reef knot < between the beackets of No 2 and 3 flaps.

> 16 Attach a red and white temporary tie tag to the cord forming the temporary tie (fig 12).

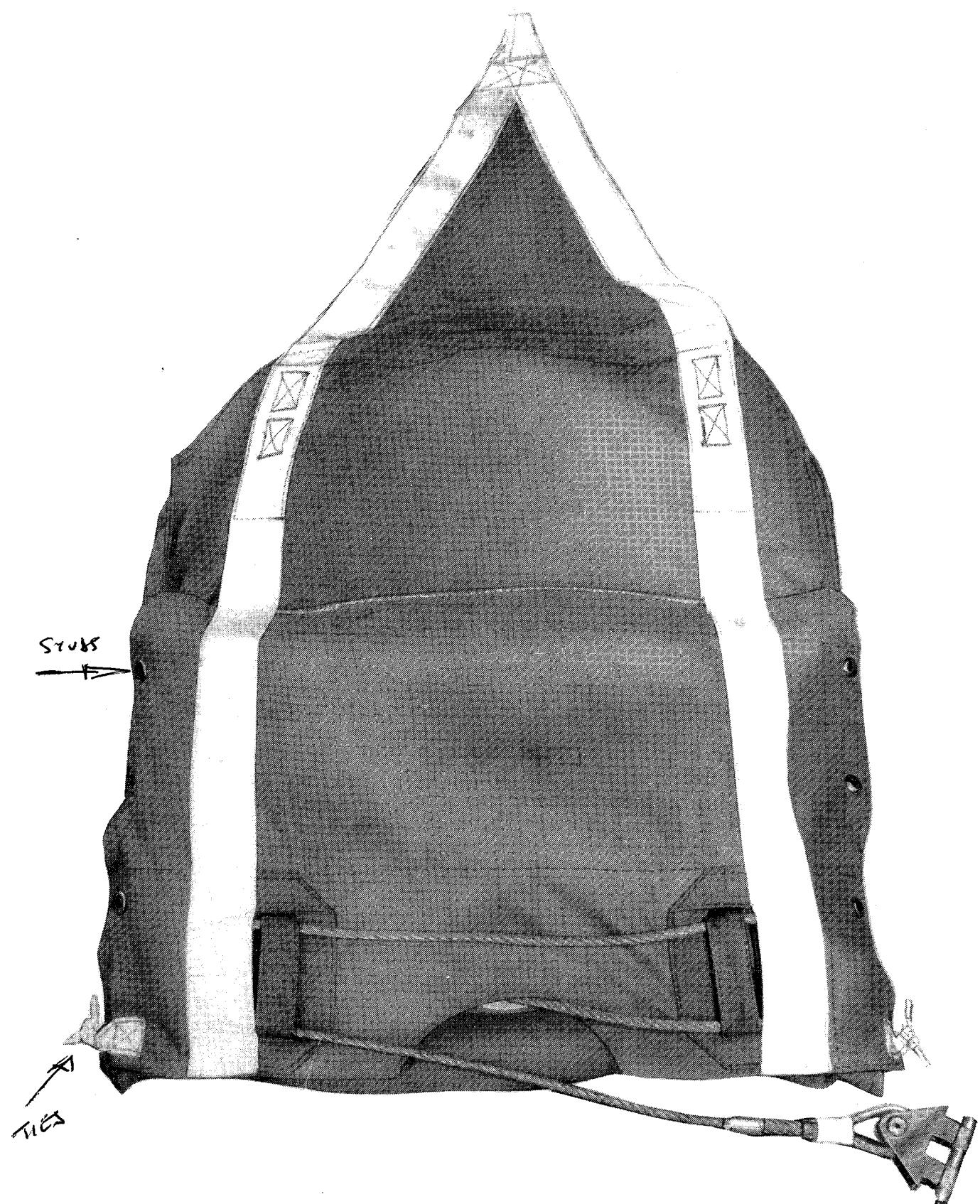


Fig 9 Cable mouthlock formed



> Fig 10 Auxiliary bridle connected to apron becket <



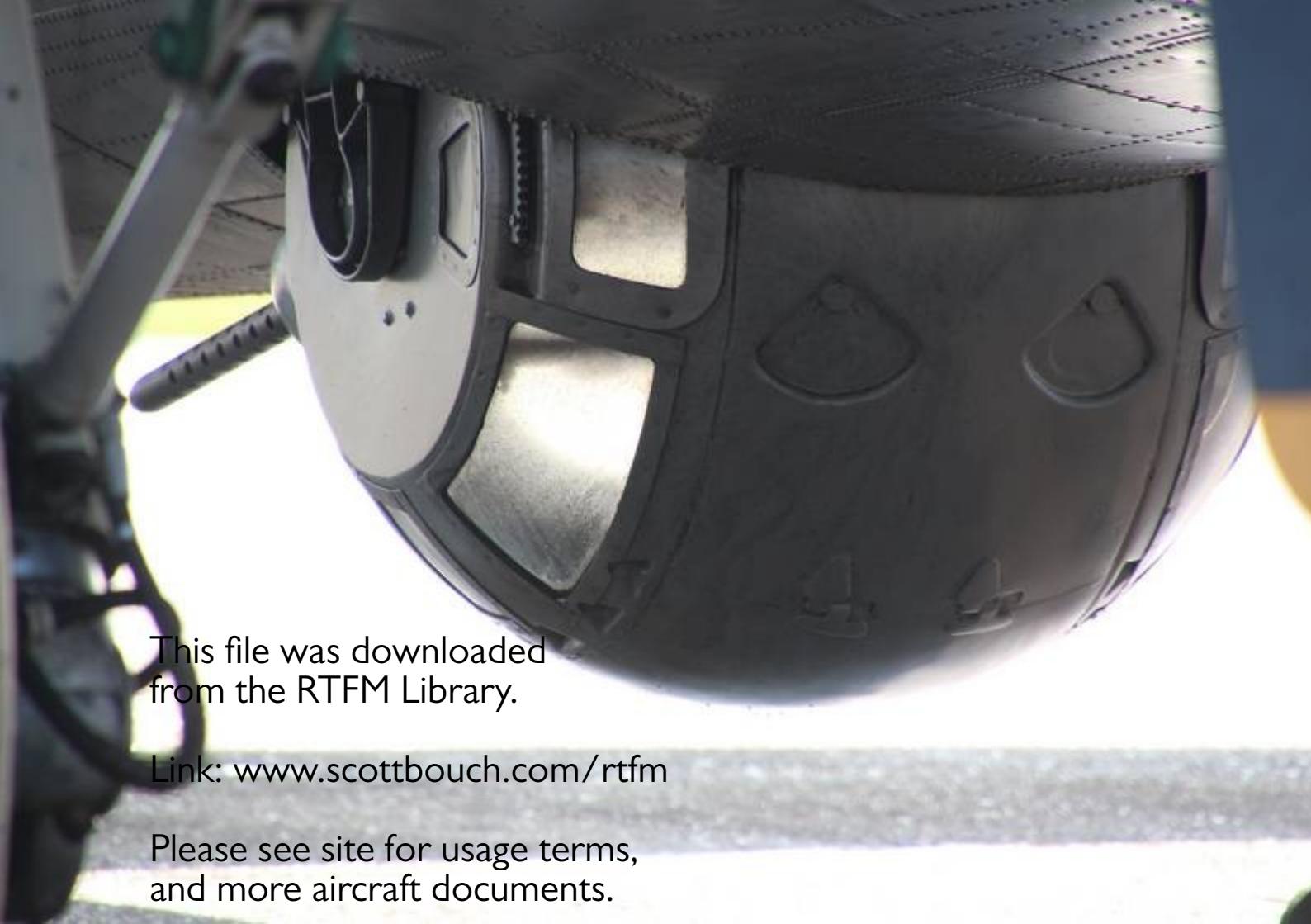
> Fig 11 Forming temporary tie to retain stowed auxiliary <



>

Fig 12 Pack completed temporary tie tag fitted
(New illustration)

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