

When parachutists are dropped by means of the static line system, there is a very remote possibility of the static line being mis-routed through a wearer's harness or, due to a faulty exit, becoming entangled around his body or equipment. Such mishaps can prevent correct operation of the parachute and result in the user being suspended and towed outside the aircraft. A rapid rescue is essential, to prevent injury to the parachutist and damage to the aircraft.

HUPRA MK3 fulfils this requirement by the attachment of a second parachute and the release of the fouled line, thus allowing the parachutist to descend safely. The attachment of the equipment and its operation requires only one dispatcher. The release assembly can be employed in both large and small aircraft.

The HUPRA MK3 comprises:

- A Carrying Bag: A quick opening, distinctive red nylon fabric carrying bag for ready identification and immediate use.
- A Recovery Parachute: An Aeroconical Type 5000 main canopy, which has a flying diameter of 21.3 ft (6.5 m). A webbing static line is attached to the canopy by an apex tie. The free end of the static line is fitted with a snaphook.
- An Extension Strop: The Recovery Parachute is attached to a 10 ft (3 m) extension strop. The lower end of the extension strop terminates at a swivel assembly to which the cable sub-assembly and snaplock connector are secured.
- A Pack Assembly: The parachute and extension strop are contained in a red PU coated nylon pack assembly.



- A Cable Sub-Assembly: Attached to the extension strop and formed from a steel wire 11ft 9in (3.58 m) long. The two free ends of the cable are fitted with a snaplock connector.

The HUPRA MK3, in its carrying bag, is positioned close to the exit door. When a parachutist becomes suspended, the bag is unzipped, the pack removed, and the snaphook on the recovery parachute static line attached to a strong point adjacent to the exit door.

The metal probe on the free end of the cable assembly is taken through the D rings of all the static lines previously attached to the aircraft anchorage cable, and then pushed home into the body of the snaplock connector. The recovery parachute is thus connected, through the cable and the original static line, to the suspended parachutist. The aircraft anchorage cable is then severed with the cable cutters carried in the aircraft, allowing the parachutist to fall clear of the aircraft and thus to deploy the recovery parachute from its pack.

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