

# CRITICAL ITEMS LIST

ASSY NOMENCLATURE: MAIN PARACHUTE

SYSTEM: CREW ESCAPE SYSTEM

REVISION:

ASSY P/N: SK1102420087

SUBSYSTEM: PERSONAL PARACHUTE ASSY.

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FMEA		NAME, QTY & DRAWING REF DESIGNATION	CRTY	FAILURE MODE AND CAUSE	FAILURE EFFECT ON ITEM	RATIONALE FOR ACCEPTANCE
REF	REV					
461		LINK CONNECTOR, (2) SK1102420087	Z/TR	<b>4.6.1 Mode:</b> Removable end of link comes off  <b>Cause:</b> • defective material • excessive load	Loss of main canopy if upper cross connector fails	<b>1. DESIGN FEATURES TO MINIMIZE FAILURE MODES</b> <ol style="list-style-type: none"> <li>a. Link connector is proof loaded to 6,000 pounds</li> <li>b. The removable end is connected with two screws</li> <li>c. Maximum load is 1,500 pounds.</li> <li>d. The connectors are designed and forged in accordance with MIL-H-7195</li> </ol> <b>2. TEST OR ANALYSIS TO DETECT FAILURE MODE</b> <ol style="list-style-type: none"> <li>a. <u>Acceptance Test.</u> <ol style="list-style-type: none"> <li>(1) Proof load test to 6,000 pounds</li> </ol> </li> <li>b. <u>Certification Test.</u> <ol style="list-style-type: none"> <li>(1) Four dummy drops at 110 knots, 2 at 10,000 feet, 2 at 25,000 feet</li> <li>(2) Four live water drop jumps.</li> <li>(3) One 300 knot wind blast test</li> <li>(4) Four dummy drops at 225 knots, 2 at 10,000 feet, 2 at 25,000 feet</li> <li>(5) Eight live jumps at 110 knots, 4 at 10,000 feet, 4 at 6,000 feet</li> <li>(6) Four live jumps at 170 knots, 15,000 feet</li> <li>(7) four live jumps at 185 knots, 20,000 feet</li> </ol> </li> </ol>

PREPARED BY: R. J. ALLISON, M. HERR

SUPERSEDING DATE: 10

BY: J. O. SCHLOSSER

DATE: 07/89

# CRITICAL ITEMS LIST

ASSY NOMENCLATURE: MAIN PARACHUTE

SYSTEM: CREW ESCAPE SYSTEM

REVISION:

ASSY P/N SR1102428087

SUBSYSTEM: PERSONAL PARACHUTE ASSY.

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FMEA		NAME, QTY & DRAWING REF DESIGNATION	CRITY	FAILURE MODE AND CAUSE	FAILURE EFFECT ON ENVIRONMENT	RATIONALE FOR ACCEPTANCE
REF	REV					
4.6.1		LINK CONNECTOR, (2) SR1102428087	2/YR	<p>4.6.1 Mode: Removable end of link comes off</p> <p>Cause:  <ul style="list-style-type: none"> <li>• defective material</li> <li>• excessive load</li> </ul> </p>	<p>Loss of main canopy if upper cross connector fails</p>	<p>(8) Four live jumps at 200 knots, 25,000 feet.</p> <p>(9) Two drop tower tests, subject main parachute suspension points to a total load of 6,000 pounds</p> <p>c. <u>Turnaround Test</u> (In accordance with PIA 23028) The PPA will be unpacked, inspected, and repacked prior to each flight.</p> <p>3. <b>INSPECTION</b></p> <ul style="list-style-type: none"> <li>a. Verify dimensions of link connector are in conformance with drawings</li> <li>b. Visual inspection for burrs and sharp edges</li> <li>c. Verify proof load test to 6,000 pounds</li> <li>d. Verify removable end link is secure after installation of suspension lines</li> </ul> <p><u>Turnaround Inspection</u> (In accordance with PIA, 23028)</p> <ul style="list-style-type: none"> <li>a. The PPA will be unpacked, inspected, and repacked prior to each flight</li> <li>b. Visual inspection for burrs and sharp edges.</li> <li>c. Verify removable end link is secure after installation of suspension lines</li> </ul> <p>4. <b>FAILURE HISTORY</b></p> <p>None. The link connector is in Fleet use by the Navy.</p>

PREPARED BY: R. E. ALLISON, M. HERN

SUPERSEDING DATE: 10/11

BY: J. Q. SCHLOSSER

DATE: 08/2009

# CRITICAL ITEMS LIST

ASSY NOMENCLATURE: MAIN PARACHUTE  
ASSY P/N: SK1102420087

SYSTEM: CREW ESCAPE SYSTEM

REVISION:

SUBSYSTEM: PERSONAL PARACHUTE ASSY.

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FMEA		NAME, QTY & DRAWING REF DESIGNATION	CRIT'Y	FAILURE MODE AND CAUSE	FAILURE EFFECT ON END ITEM	RATIONALE FOR ACCEPTANCE
REF	REV					
461		LINK CONNECTOR, (2) SK1102420087	2/1R	4.6.1 Mode: Removable end of link comes off  Cause: * defective material * excessive load	Loss of main canopy if upper cross connector fails	<p>5. OPERATIONAL USE</p> <ul style="list-style-type: none"> <li>a. Operational Effect of Failure - Possible loss of life if upper cross connector fails</li> <li>b. Crew Action - None.</li> <li>c. Crew Training - Not applicable.</li> <li>d. Mission Constraints - None. Mission would be terminated prior to use of this hardware</li> <li>e. In-Flight Checkout - None</li> </ul>

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SUPERSEDING DATE: 10/2

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DATE: 01/89