

# *Butler Parachute Systems, Inc.*

## High Altitude Emergency Parachute System User Guide

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## List of Effective Changes

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SINCE WE HAVE NO CONTROL OVER THE ACTUAL CONDITIONS OF USAGE, WE MAKE NO GUARANTEE, EXPRESSED OR IMPLIED, THAT A PARACHUTE SYSTEM WILL SUCCESSFULLY SAVE A PARTICULAR INDIVIDUAL REGARDLESS OF CORRECT MANUFACTURE, ASSEMBLY, PACKING AND USAGE IN ANY AND ALL CONDITIONS UNDER WHICH IT MIGHT BE USED.

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## **Warranty for Emergency Parachute Systems**

Butler Personnel Parachute Systems, LLC (hereafter referred to as BPS) manufactures the finest emergency parachute systems in the world. Accordingly, subject to the Terms & Conditions set forth below, we warrant that our emergency parachute systems are free from defects in materials, workmanship and design for a period of five years from the date of manufacture.

### **Terms & Conditions of Warranty**

This warranty excludes any condition that (in the sole opinion of BPS) has resulted from misuse, abuse, modification, improper maintenance, neglect, exposure to ultraviolet light, damage from aircraft parts and/or any other condition that is outside the realm of normal usage. Usage of this product in a manner that violates state or federal law is a misuse of the product and voids all warranties, express or implied. BPS shall not be liable in any manner whatsoever for damages related to the use of this product in an illegal manner.

This warranty excludes any condition related to color fastness, fading and/or the matching of any particular lot of materials with any color.

All BPS products have been thoroughly tested and found to be in conformance with all applicable FAA requirements for TSO C-23 certification in effect on the date of authorization. However, since we have no control over the actual conditions of usage, this warranty specifically excludes any guarantee, express or implied, that a parachute system will successfully save a particular individual in all conditions under which it might be used.

This warranty covers the product only when it is used in accordance with the manufacturer's instructions and within the stated and/or placarded operating limits regarding maximum pack opening airspeed and maximum gross weight for the lowest rated component of each assembly. Failure to follow these guidelines for the use of the product voids any and all warranties.

This warranty does include any changes that may be required under BPS Service Bulletins or FAA Airworthiness Directives, if issued. It does not include changes or updates that are recommended but not required.

**THE WARRANTIES AND AGREEMENTS HEREIN SET FORTH ARE EXCLUSIVE AND ARE EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES AND AGREEMENTS, EXPRESS, IMPLIED, OR STATUTORY. THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY, WORKMANSHIP OR FITNESS FOR A PARTICULAR PURPOSE.**

The customer's sole and exclusive remedy for any breach of this warranty is limited to repair or replacement of any BPS product deemed to be defective. BPS shall have no other liability for any incidental, consequential or punitive damages.

## 1. Introduction

The following symbols are used throughout this manual:



**WARNINGS** indicate a procedure or situation that may result in serious injury or death if instructions are not followed correctly.



**CAUTIONS** indicate any situation or technique that will result in potential damage to the product, or render the product unsafe if instructions are not followed correctly.



**NOTES** are used to emphasize important points, tips, and reminders.



BUTLER PARACHUTE SYSTEMS, INC. RESERVES THE RIGHT TO REVISE THIS PUBLICATION WITHOUT OBLIGATION TO PROVIDE NOTIFICATION OF SUCH CHANGES. BUTLER PARACHUTE SYSTEMS, INC. DOES ITS BEST TO PROVIDE CURRENT AND ACCURATE INFORMATION IN THIS MANUAL. HOWEVER, BUTLER PARACHUTE SYSTEMS, INC. RESERVES THE RIGHT TO CHANGE ANY SPECIFICATIONS AND PRODUCT CONFIGURATIONS AT ITS DISCRETION WITHOUT PRIOR NOTICE AND WITHOUT OBLIGATION TO INCLUDE SUCH CHANGES IN THIS MANUAL.

This manual outlines procedures for the care and use of the Butler High Altitude Emergency Parachute System. Your parachute is an important piece of survival equipment. Proper care and maintenance is necessary for your parachute to deliver the safety performance it is designed to provide. It is important that you become familiar with these instructions to safely use this parachute. Keep your parachute clean and in usable condition. Improper use or negligent care may result in damage to the parachute.



**IMPROPER USE OR NEGLIGENT CARE OF THIS EQUIPMENT CAN CAUSE SERIOUS INJURY OR DEATH.**

The Butler *High Altitude Emergency Parachute System* is designed to provide life support for pilots and air crews who bailout at altitudes higher than 13,000 feet. An oxygen bottle filled with 10 minutes\* of aviation-grade oxygen, and a CYPRES automatic activation device (AAD) compliment the parachute system. These features allow the user to descend with oxygen life support from high altitudes to below 13,000 feet before the parachute canopy is deployed by manually pulling the ripcord or, in the event the user is unconscious, automatically with the CYPRES AAD.

The CYPRES AAD is manufactured by Airtec GmbH. The CYPRES AAD is a backup device to the manual activation of the parachute in the event that the user is unconscious. After the arming pin is pulled, the unit will activate the parachute deployment sequence if the user is falling faster than 78 mph (35 m/s) vertical below 13,000 feet.

The oxygen bailout bottle is a modified U.S. Air Force bottle (MS22069) with a twenty-eight

\* The actual oxygen supply may fluctuate depending on the user's altitude and breathing rate.

inch hose. The modifications are designed to allow remote operation of the bottle by pulling on an activation lanyard located on the right side of the parachute harness. A CRU-60 regulator attachment plate is fitted to the parachute harness.

The harness and container assembly is approved under the Federal Aviation Administration’s Technical Standard Order C-23c, Category B, when assembled, packed, maintained, and used in accordance with the manufacturer’s instructions.

Due to the hostile environment of high altitudes, only high-speed HX-series canopies are installed in *Butler High Altitude Emergency Parachute Systems*. These canopies are approved under the Federal Aviation Administration’s Technical Standard Order C-23d when assembled, packed, maintained, and used in accordance with the manufacturer’s instructions. The maximum operating limits are:

CANOPY	WEIGHT	RECOMMENDED MAXIMUM WEIGHT*	AIRSPPEED
HX-400	340 lb.	225 lb.	170 Knots
HX-500	416 lb.	280 lb.	170 Knots
HX-600	500 lb.	340 lb.	170 Knots

\* Butler Parachute Systems recommended suspended weight limits for all canopies are based on a 20 foot-per-second rate of descent at sea level to reduce the potential for landing injuries.



**WARNING** THE MAXIMUM OPERATING LIMIT FOR YOUR PARACHUTE IS DETERMINED BY THE CANOPY THAT IS INSTALLED. REFER TO THE PACKING DATA CARD LOCATED BEHIND THE TSO LABEL FOR THE WEIGHT AND SPEED LIMITATIONS FOR THE CANOPY THAT IS IN THE PARACHUTE YOU ARE USING.

## 2. Service Life and Repack Interval

All personnel parachutes manufactured by Butler Parachute Systems, Inc. are manufactured and authorized under the Technical Standard Order (C23b/c/d) processes of the Department of Transportation, Federal Aviation Administration (FAA). Our products have been sold all over the world and may fall under many other sets of operating regulations. The following guidelines will help you to determine the service life and repack interval for the specific circumstances that apply to you.

**This information is provided as guidance only.** If the parachute is subjected to any unusual or severe conditions (dust, moisture, impact damage, etc.), it should be serviced on a more frequent basis.

1. When used in civil aircraft in the United States of America, under the rules and regulations of the Federal Aviation Administration, this parachute has an estimated service life of 20 years. However, this parachute must be inspected and repacked in accordance with the applicable Federal Aviation Regulations every 180 days. If more than 180 days has passed since the last inspection and repack the parachute is considered unairworthy until such inspection is accomplished.
2. When used in military aircraft operated by the United States of America (i.e., not under FAA control), this parachute has an estimated service life of 14 years, which may be extended to 20 years upon inspection. However, this parachute must be inspected and repacked in accordance with the applicable service manuals and directives every 180 days. If more than 180 days has passed since the last inspection and repack then the parachute is considered unairworthy until such inspection is accomplished.
3. When used in civil aircraft outside the United States of America, this parachute has an estimated service life of 20 years and the local regulations pertaining to parachute inspection and repacking (if any) may be applied. However, in no case should the inspection and repack cycle be extended beyond one year (365 days).
4. When used in military aircraft outside the United States of America, this parachute has an estimated service life of 20 years, and the local technical orders pertaining to parachute inspection and repacking (if any) may be applied. However, in no case should the inspection and repack cycle be extended beyond one year (365 days).

### 3. Maintenance and Repairs

When you have your parachute assembled or repacked, we suggest that you ask your rigger to allow you to pull the ripcord and have him explain the details of the parachute and how it is steered.

All routine maintenance and minor repairs that do not affect airworthiness may be performed by an FAA Licensed Senior or Master Parachute Rigger (or foreign or military equivalent) with the proper facilities and equipment.



ANY COMPONENTS REQUIRING MAJOR REPAIRS OR ALTERATIONS THAT MAY AFFECT AIRWORTHINESS MUST BE RETURNED TO THE MANUFACTURER.

### 4. General Care

Your Butler Emergency Parachute System is made from the finest, most durable materials available. The container is made with a double-layer of 1000 denier nylon and will last indefinitely with reasonable care and protection from the sun. Over 80% of the parachute

canopy itself is protected from the sun by four layers of container due to the closing flap design. The harness is a simple, lightweight design with a proven overload capacity of greater than 50% (Standard Category TSO Certification requires tests to 5000 lb.).

However, this does not mean that your parachute is indestructible. Remember that your parachute is an important piece of survival equipment that may be necessary to save your life. We recommend the following basic steps for the minimum care that you should give your parachute:

1. Ultra-violet rays from the sun are a parachutes worst enemy. Sun damage can deteriorate the strength of a harness, container, or canopy. Ten hours of exposure to the sun will deteriorate nylon cloth fifty percent. Make every effort you can to keep your parachute equipment away from the harmful rays of the sun. Cover your parachute with a towel if you have to leave your parachute in your aircraft.
2. Check your aircraft cockpit for sharp objects, exposed nuts and bolts, and any other items that could tear or puncture your parachute. Remove or cover these items with tape to protect your parachute.
3. Avoid letting your parachute come in contact with acid; car trunks with traces of battery acid are particularly hazardous areas for a parachute. One drop of acid can destroy your entire parachute if left unchecked.
4. Store your parachute in a cool, dry place when not in use.
5. Have your parachute thoroughly aired, inspected, and repacked more often than the standard repack cycle in extremely dusty areas as fine dust can seep into the pack and damage the fabric, much like sandpaper.
6. Keep your parachute away from grease, oil, and fuels which can attract and hold dirt and grit.
7. Avoid excessive moisture. If your parachute becomes wet, it should be aired and repacked.
8. If you are in doubt about the condition of your parachute and its care, contact the nearest parachute loft or the manufacturer.

## **5. General Preflight Inspection**

Before each flight, inspect your parachute as follows:

1. Check for any obvious damage, tampering, or disturbance to the pack or harness.

2. Open the pin protector flap and check the packing data card to verify that the last repack service has not expired. The packing data card is located behind the TSO label.
3. With the pin protector flap still open, check to see that the ripcord pins are inserted through the closing loops with the tips exposed at least 3/4", and that the lead seal and red seal thread are intact on the lower ripcord pin.
4. Check that the ripcord handle is securely seated in the pocket.
5. Ensure the snaps on the corners of the container are attached.
6. Check all the hardware for corrosion, bent or missing parts, and damage.
7. Check that the harness is not twisted or misrouted.
8. Open the oxygen bottle pocket and ensure that the pressure gauge needle is in the *green* range of between 1800 and 2500 pounds-per-square-inch. Do not fly with an oxygen bottle that is under-charged with less oxygen than 1800 pounds-per-square-inch. Connect the oxygen bailout bottle oxygen hose to the CRU-60.
9. Check that the oxygen and CYPRES handles are mated with the velcro on the container. If your parachute is equipped with a static line activated CYPRES, open the static line pouch and check that the static line link and the activation cable both have two tacks securing them to the container.
10. To preflight the CYPRES unit, follow the procedure outlined in the *CYPRES Emergency/Air Crew User's Guide*.



THE CYPRES AUTOMATIC ACTIVATION DEVICE IS STRICTLY A BACKUP DEVICE AND IS NOT INTENDED TO REPLACE PROPER TRAINING OR TIMELY EXECUTION OF APPROPRIATE EMERGENCY PROCEDURES.

## 6. General Fitting and Wearing

After completing the preflight, you are ready to don your parachute.

1. Put the parachute on as you would a jacket and stand erect.
2. Connect the leg straps by connecting the V-ring to the snap.
3. Attach the chest strap and tighten it only enough to prevent the harness from falling off of your shoulders or shifting around excessively. The chest strap is not designed to take a shock load. If you over-tighten it, you might transfer some of that load to the chest strap. Stow the excess chest strap in the elastic keeper.

4. Tighten the leg straps until they are snug while standing erect and stow the excess leg strap in the elastic keepers. This adjustment will feel slightly looser after you are in the aircraft. You may adjust the leg straps tighter when seated.
5. Tighten the horizontal back straps.

**For parachutes equipped with “Quick Ejector” snaps:** Ensure that the release lever is firmly seated against the body of the snap. You should feel a click as the release lever passes over the detent balls that hold it in place.

## 7. General Procedures in the Aircraft

When entering the aircraft, remember that you are wearing your parachute and adjust your movements accordingly. When you buckle into the seat, *fasten your seat belts and shoulder harness over the parachute harness.*

You must be able to release from the aircraft restraint system without unfastening any part of your parachute harness. Remember the following points:

1. Go over your emergency procedures until you can do them automatically. If your aircraft has no published emergency egress procedure, devise one of your own and practice it until you can do it automatically.
2. Never loosen or remove your parachute in the aircraft while in flight.
3. If you must make an emergency exit, get completely clear of the aircraft.
4. Know your procedures and practice them often.

## 8. General Procedures after Bailout

After jumping clear of the aircraft, put your legs together, look down at the ripcord handle, reach in with both hands and pull the handle sharply out away from your body. Your parachute should be fully open within 2 to 3 seconds after you pull the ripcord.

After your parachute opens, look around and get your bearings; if possible, locate the nearest road or shelter and fix its location in your mind. If you fly regularly in remote areas you should obtain formal survival training from someone familiar with the areas you fly in.

All canopies installed in BPS Emergency Parachute Systems are steerable and all BPS canopies are steered with the rear risers. Turns are made by pulling down on the rear riser on the side to which you wish to turn; i.e. pull down on the left rear riser for a left turn and the right rear riser for a right turn. Pull the riser down 12” to 18”; when you are facing the desired direction, release the riser to stop the turn.

All Butler emergency parachute canopies have a forward speed of approximately 5 to 8 miles-per-hour. This allows you to maneuver slightly to avoid obstacles on the ground and to face into the wind for landing. Turning the parachute causes it to oscillate slightly and should be avoided near the ground whenever feasible as they will increase your rate of descent somewhat and increase the risk of injury during landing.

## 8.1 Normal Landings

Landings should be made facing into the wind or quartering slightly. This will minimize your ground speed and reduce the chances of injury upon landing. To help determine wind direction, look for indicators such as smoke from smokestacks, swaying trees, etc. To prepare for landing, you should have your feet and knees together, toes pointed slightly down, knees slightly bent with legs tensed (about the same tension as needed to bounce up and down on the balls of your feet just slightly off the ground).

Before touchdown, you should be looking at the horizon (not at the ground) and steering the canopy with small corrections to maintain your heading into the wind until your feet touch the ground. At touchdown, tuck your chin down on your shoulder and bring your elbows in against your side, then roll in the direction of your ground travel to spread the force evenly across your legs, hips and shoulders. Remember that the most important part of your landing preparation is to keep your feet and knees together with your knees slightly bent.

## 8.2 Water Landings

***Panic and fatigue cause drowning – stay calm and conserve your energy.***

If you regularly fly over water you should have proper flotation gear on board the aircraft. In general, personal flotation devices are worn under the parachute harness so that the parachute harness can be removed without removing the flotation device. In all cases, if you have any doubt about the operation of your flotation gear, obtain expert instruction relevant to the particular item you are using. Some flotation devices cannot be safely inflated underneath the parachute harness. For these types, do not inflate your flotation device until after you are in the water and have gotten clear of the parachute. Before entering the water, face into the wind and unfasten the chest strap but not the leg straps (BPS Emergency Parachute Systems have a “split saddle” harness and the leg straps should never be released in the air). As your feet touch the water, take a deep breath but do not try to stay on the surface. After entering the water, you will sink several feet below the surface before surfacing, remove the parachute harness and swim, underwater, straight ahead as far as you can before surfacing. This should place you clear of the canopy and suspension lines which will float on the surface for a few minutes. If dragged in the water, use the same technique described earlier to deflate the canopy. Do not try to fight the water or your parachute; take a deep breath as your feet hit the water, remove the parachute underwater and swim away from the canopy before surfacing. If you become entangled with the parachute lines or fabric, disengage yourself very carefully and slowly as flailing about will only increase the extent of your problem. After you are clear of the

parachute use normal water survival techniques.

### **8.3 Tree Landings**

Put your feet and knees together and prepare for a ground landing as you will probably go all the way through the tree to the ground. Cross your arms in front of your face with your hands placed in opposite armpits with the palms facing outward. Turn your face to one side and bury it in your arms to protect it. Put your feet and knees firmly together to avoid straddling a branch. Do not grab a branch as you pass through the tree. If suspended in a tree, wait for help if at all possible, otherwise use extreme caution in releasing from the harness to avoid falling or choking yourself on part of the parachute.

### **8.4 Power Line Landings**

Power lines are an extremely hazardous place to land and should be avoided if at all possible. Tree landings and downwind landings are generally less hazardous than power line landings. If a power line landing is unavoidable, throw away the ripcord if you are still holding it, face into the wind and prepare for a ground landing. Put your arms above your head to make yourself as thin as possible and turn your head sideways to protect your face as much as possible. Avoid touching more than one wire at a time and do not grab at the wires as you pass by (it takes two wires or one wire plus a ground to get zapped so avoid all contact with any of the wires if possible). If you do get hung up, do not attempt to get down and do not allow anyone to help you until the power has been cut off in the lines. Nylon will conduct electricity at very high voltages so don't become part of a grounding path in your haste to get down.

### **8.5 Dragging**

If you land in high wind conditions and are dragged, reel in one or two suspension lines hand-over-hand until the canopy collapses. This can be done in a matter of seconds. After the canopy collapses, get out of the harness. Although this technique will work for most canopies, it would be very difficult to grasp the lines on the HX-series canopies since they are made of Spectra which is very slippery. If your parachute system is equipped with Capewell Riser Releases, releasing one riser will cause the canopy to collapse. If you do not have Capewell Riser Releases and regularly fly in windy conditions, we highly recommend that you carry a hook knife or equip your parachute with a riser release mechanism.

## 9. Reference

All directional references are as the equipment is worn by the user.



CYPRES Static Line Arming Option

## 10. Arming the CYPRES AAD with the Manual Arming Option

To preflight the CYPRES AAD unit, follow the procedure outlined in the *CYPRES User Guide*.

The CYPRES Emergency/Air Crew AAD must be armed prior to bailing out of an aircraft. If your High Altitude Parachute is equipped with the option for manually arming the CYPRES AAD, refer to the *CYPRES Emergency/Air Crew User Guide* for arming instructions.



AAD Manual Arming Handle

## 11. Arming the CYPRES AAD with the Static Line Arming Option

To preflight the CYPRES AAD unit, follow the procedure outlined in the *CYPRES User Guide*.

The user does not pull the arming cable when the parachute is equipped with the static line arming option. The static line will arm the CYPRES Emergency/Air Crew AAD when the user exits the aircraft. The static line will not open the parachute, it will only arm the AAD. If your parachute is not equipped with a static line, you must manually arm the CYPRES automatic activation device (Section 10 of this manual).

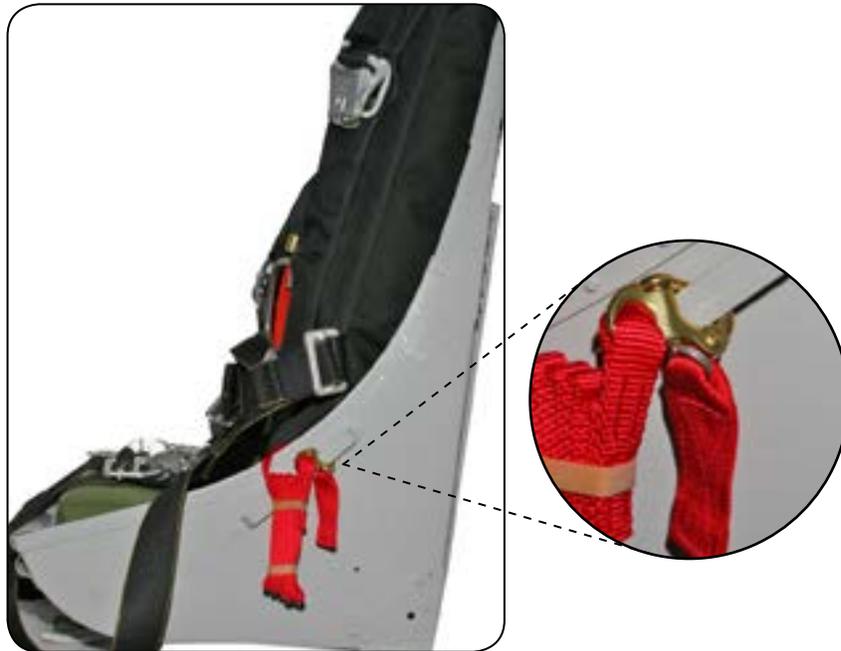
If your parachute system is equipped with a static line, it must be connected to a hard point in the cockpit that is close to the area where the static line exits the seat pan. The user must be able to easily disconnect the static line while in the seated position. The best place to connect the static line is a hard point on the seat itself.



THE STATIC LINE MUST BE ANCHORED TO A HARD POINT IN THE COCKPIT.

Ensure that the brass shackle is closed properly. The closing pin on the shackle must lock into position when you close the shackle. Pull the red tab to release the shackle.

DISCONNECT THE STATIC LINE IF YOU EXIT THE AIRCRAFT WITH YOUR PARACHUTE ON FOR A GROUND EMERGENCY EXIT.



Static line connected to a hard point on or near the seat.

## 12. Arming the CYPRES AAD with Dual Mode Arming Option

To preflight the CYPRES AAD unit, follow the procedure outlined in the *CYPRES User Guide*.

Dual mode activation provides the user with two options that will arm the CYPRES automatic activation device (AAD). The user can activate the AAD manually by pulling the red handle on the left side of the harness, or connect the static line to a hard-point in the aircraft so the AAD arms automatically when the user egresses the aircraft.

The manual and static line options operate independent of each other. Keep the static line stowed in the pouch if you want to use the manual arming option. If you want to use the static line option, simply connect the static line to a hard-point in the aircraft.

Go to page 15 for instruction on arming the CYPRES manually or with the static line.

IF YOU ARE USING THE STATIC LINE ARMING OPTION:

Open the static line pouch and remove the length of static line that is stowed in the top stow pocket located on top of the static line stow flutes.

Do not pull the static line out of the stow flutes. The static line is tacked where it enters the stow flutes. Do not break this tack when you pull the static line out of the pocket.

Close the static line pouch and connect the brass shackle to a hard-point on the aircraft.



IF YOU ARE USING THE MANUAL ARMING OPTION:

If using the manual arming option, stow the static line in the pocket and connect the brass shackle to the loop.

Close the static line pouch with the shackle pull tab exposed outside the pouch.



## 12. Activating the Emergency Bailout Oxygen

Activate the emergency oxygen before you bailout of the aircraft. The oxygen can be activated at any time regardless of the emergency. The emergency oxygen can be used if you are going to stay inside the aircraft for an emergency landing.

To activate the emergency oxygen:

Grab the green handle on the right side of the harness with both hands and make a fist.

Pull the handle forcefully downward and apply sustained force on the cable until you receive oxygen. You will only achieve a short stroke before the cable stops. Keep applying sustained force until you receive oxygen.



## 13. Releasing the Canopy

If your parachute system is equipped with Capewell riser releases, you can release the canopy after you land.



**WARNING** NEVER RELEASE THE CANOPY WHILE YOU ARE IN THE AIR. ONLY RELEASE THE CANOPY AFTER YOU HAVE LANDED AND ARE ON THE GROUND OR IN THE WATER. RELEASING THE CANOPY WHILE YOU ARE IN THE AIR WILL CAUSE SERIOUS INJURY OR DEATH.

TO RELEASE THE CANOPY RISER:

Grab the cover of the release with your thumb and your index finger.



Pull the cover out and down to expose the cable loop.



Hook your thumb through the cable loop.



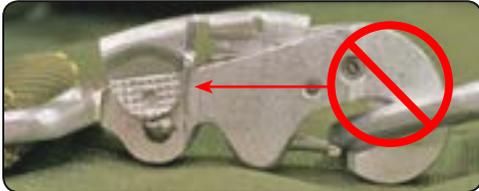
Pull the cable loop until the canopy riser releases.



## 14. Quick Ejector Hardware



IF YOUR PARACHUTE SYSTEM IS EQUIPPED WITH QUICK EJECTOR HARDWARE, YOU MUST INSURE THAT THE GATE IS FULLY SEATED AFTER YOU ATTACH THE QUICK EJECTOR TO THE V-RING.



Gate not properly seated.



Push the gate down until it is seated over the bearing.



**WARNING**

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