

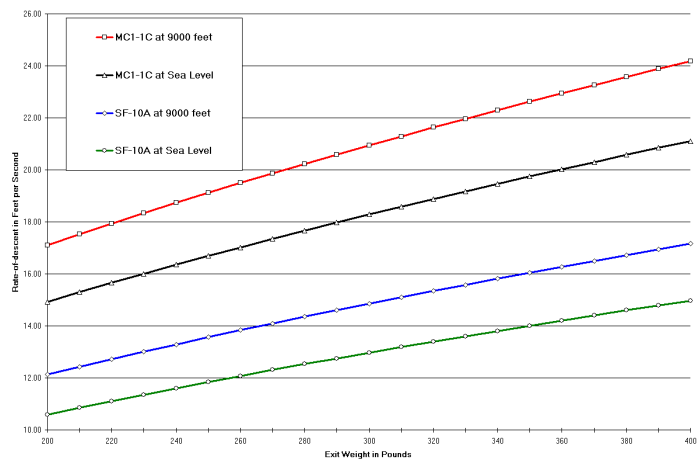
MC-6

MANEUVERABLE TROOP PARACHUTE SYSTEM

Designed for precision infiltration of Airborne Forces, the MC-6 features the latest in advanced design for steerable troop parachutes. It was developed through the Special Operations Forces Tactical Assault Parachute System (SOFTAPS) program. The MC-6 utilizes the same SF-10A canopy that has been in use by US Special Forces operations. In service for over ten years, the SF-10A has proven itself to be a safe and reliable design.



MC-6 vs. MC1-1C
Weight vs. Rate of descent chart



MC6 SUB-SYSTEMS

The MC-6 is a compilation of three sub-systems: the SF-10A Main Canopy, the T-11R reserve and the ATPS T-11 Harness.

Main Canopy (SF10A)

The SF-10A Canopy is a highly modified, 28 gore polyconical parachute. The canopy has a nominal diameter of 32 ft which includes a unique drive system that enables the canopy to turn quickly with minimum pendular motion. The forward speed can be controlled in-flight as can the turn-rate. The low descent rate demonstrated by this canopy allows safe infiltration into all types of drop-zones, including those at high elevations.

T-11R Reserve Parachute

The T-11R is an Aeroconical design based on the current GQ Low Level Parachute reserve canopy. The T-11R offers Improved reliability, enhanced deployment techniques, increased structural strength and is designed to open rapidly with a minimum post-inflation collapse and minimum altitude loss. The reserve is designed to inflate in all malfunction modes, as well as with a full main canopy, should the reserve be deployed inadvertently.



MC-6

Harness

The harness assembly is a saddle design with multi-directional adjustment. The harness incorporates two Capewells releases which have been ruggedly designed to meet even the most stringent requirements. The design of the harness makes it fully adjustable over the 5th to 95th percentile female/ male range. Four comfort pads are located at the shoulders and under the leg straps. The two main harness straps can be pre-sized by the jumper prior to donning the assembly. This harness offers both improved fit and comfort to the parachutist.



MC-6 vs. MC1-1C TECHNICAL SPECIFICATION COMPARISON

Item	MC-6	MC1-1C
Parachute Assembly Part Number	11-1-7400	11-1-900-2
NATO Stock Number	1670-01-527-7537	1670-01-262-2359
Nominal Diameter	9.8 meters (32 Feet)	10.7 meters (35 Feet)
Number of Gores	28	30
Canopy Material	PIA -C-44378 T4, Low Porosity Nylon	MIL/ PIA-C-44378 T1, Low Porosity Nylon
Standard Color	Foliage Green	Foliage Green
Suspension Line Material	PIA-C-5040 Type II	PIA-C-5040 Type II
Suspension Line Length	6.5 meters (21.3 feet)	6.7 meters (22 feet)
Suspension Line Tensile Strength	1780N (400 lb)	1780N (400 lb)
Time for 360° Turn	4 seconds	9 seconds
Assembled Weight	13 kg (29 lb) w/o reserve	13 kg (29 lb) w/o reserve
Maximum Exit Weight	181 kg (400 lb)	163 kg (360 lb)
Minimum Exit Altitude	152 m (500 ft) AGL	152 m (500 ft) AGL
Maximum Exit Velocity	150 KEAS	150 KEAS
Rate of Descent	See Chart on Page 1	See Chart on Page 1

The SF-10A parachute has demonstrated many superior performance characteristics over-and-above the MC1-1C. The SF-10A has a higher turn-rate and greater forward velocity. A unique feature of the SF-10A is its ability to back-up in deep brakes. This affords the jumper the ability to easily correct a landing point overshoot. The MC1-1C would require a complete 360° turn to correct a similar overshoot; this would be hazardous close-to-the-ground. The SF-10A has also demonstrated softer openings at higher elevations and does not suffer from the type of damage seen on the MC1-1C at this deployment condition.

All Airborne Systems parachutes are manufactured in accordance with current applicable US Army and PIA (Parachute Industry Association) specifications.

This data sheet is for information only and shall not form part of a contract