Figure 2-40. *A) MA-1 pilot chute and B) high-drag pilot chute with large hole mesh.*

mounted on the belly band. Today, the primary location is an elastic/Spandex® pocket mounted on the bottom of the main container (BOC). *[Figure 2-43]* Most of the difficulties of this design have to do with pilot chute in tow due to misrouting of the bridle or failure of the pin to extract.

The second type is the pull-out pilot chute (POP) configuration. This design has the pilot chute packed in the container, which is locked with a straight locking pin attached to a short lanyard and handle. *[Figure 2-44A and B]* This handle is usually mounted on the bottom corner of the main container. The parachutist grasps the handle and pulls the locking pin from the locking loop and puts the pilot chute into the airstream. The handle is usually attached to the bottom of the pilot chute and as the chute enters the airstream, the jumper loosens his grip on the handle allowing it to be pulled from his or her hand. This makes for a positive deployment. The main drawback to this system is losing the handle due to it being dislodged while moving around in the aircraft or in the air. Fortunately, the handle does not go far and is easy to obtain because it is on a short lanyard that is tucked up under the side flap. .

Automatic Activation Devices (AADs) and Reserve Static Lines (RSLs)

Safety considerations have led to the development of AADs and reserve static line (RSL) systems. These devices allow for automatic deployment of the main or reserve parachutes in the event of an emergency.

Automatic Activation Devices

AADs are devices that activate the parachute automatically. Modern systems combine a barometric sensor with a rate of descent sensor so that the system is fully automatic once turned on and calibrated. The activation may be by either pulling the ripcord pin(s) or cutting the locking loop(s),