

BLM SMOKEJUMPERS DROGUE RIGGING MANUAL

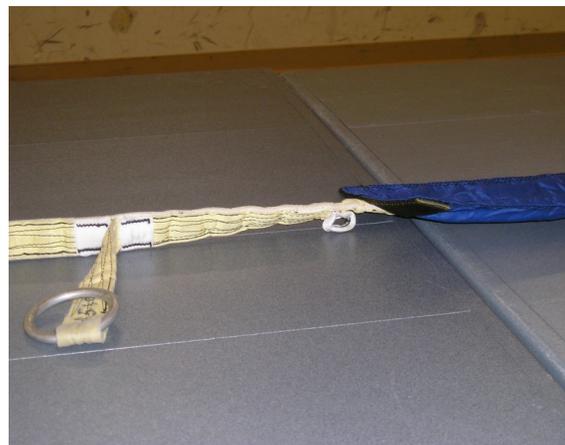
Updated 1/06



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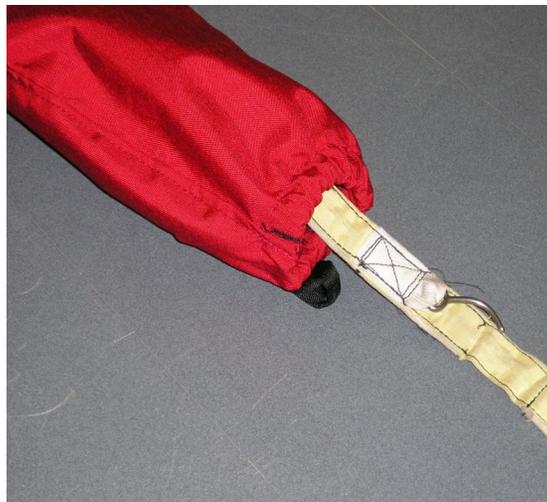


1. 'Un-Kill' the drogue. To do this: Attach the center grommet on the D-bag closing flap to a hook on the table and pull on the apex. Stretch the drogue until the Rapide link completely meets the main D-bag grommet. Be sure not to pull any knots into the bridle. **It is Critical that the drogue is completely 'un-killed' or it may not adequately stabilize the jumper.**



2. The drogue should be oriented with the Tupper loop and stamp panel facing down.

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3. Roll up the main D-bag and place it through the static line end of the drogue D-bag. The Tupper loop on the drogue D-bag should also be facing down.



4. S-fold the sail and place it in the bottom of the drogue D-bag. Be sure that the type 17 stiffener is against the D-bag and the Tupper loops match up. Be sure to leave the yoke and ring out of the bag.

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5. Stuff the rest of the drogue into the D-bag without twisting it; Mesh first, then body, followed by the cap. The apex should be visible on the top

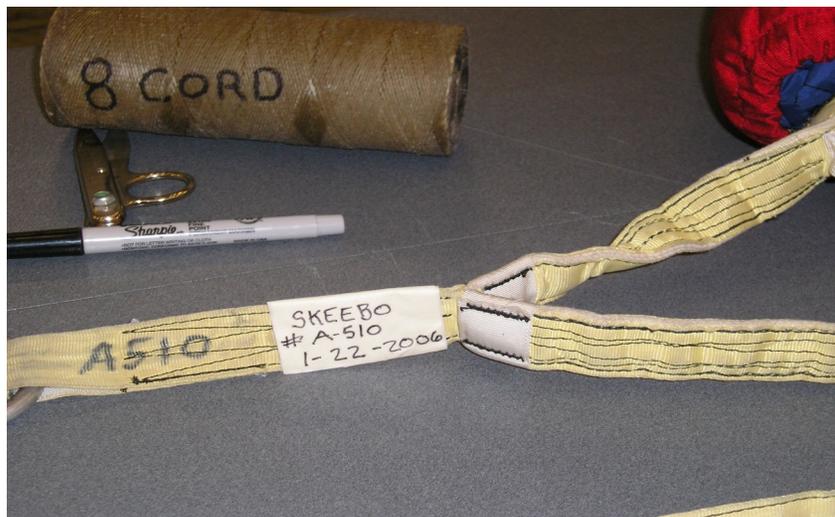


6. Cinch up the cord-lock on the D-bag and tuck the tails inside.

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7. Using one wrap of 8 cord, tie the Tupper loops together with a 'surgeons knot'. Knot should be on the D-bag, not the bridle.



8. Write riggers name, drogue number and date rigged on a piece of tape on the yoke. Congratulations! You just rigged a BLM drogue parachute.



9. Be sure to check the weak link for any damage or wear.

DROGUE INSPECTION

1. **Rubber Bands.** Replace Locking stow rubber bands after every use. Inspect line stow bands and replace if needed.
2. **D-Bag.** Check grommets for burrs, pulling from fabric, and spinning. Check the cloth for tears. Check binding tape for burns or loose stitching.
3. **Kill Line.** While Drogue is killed, inspect lower section, up to the mark, for damage or burns. Un-kill drogue, and inspect upper kill line section from apex to reference mark.
4. **Apex.** While inside the cap, inspect the apex reinforcement piece and its stitching. Also inspect the tubular webbing attachment for the kill-line. There should be 4 bartacks on the tubular piece and one bartack on the kill-line.
5. **Bridle.** Inspect the bridle for wear. Both the Kevlar and the stitching. Any hole in the Kevlar that is large enough to see the kill line should be reported. Check confluence wrap area. Check the stitching on the sail, and look for fraying.
6. **Closing pin.** Insure pin is smooth, and check stitching.
7. **Cap, Body, and Mesh.** Starting at gore 1 (stamp panel), rotate drogue, inspect these sections for holes or worn stitching to binding tape. Check mesh panels below the cap also.
8. Ensure that the entire drogue has been checked before rigging. Damage constitutes a repair. All repairs must approved by a senior rigger.
9. Inspect the drogue D-bag. Check the elastic, the mouth with the cord-locks, the static line, the static line clip, and the weak link.