

Butler Parachute Systems, Inc.

1820 Loudon Avenue NW • PO Box 6098 • Roanoke, Virginia 24017-0098 • (540) 342-2501 • (540) 342-4037 (FAX) • info@butlerparachutes.com

Fitting and Adjusting Your Butler Seat Parachute Harness (basic harness)



NOTE: You may perform the preliminary harness adjustments while standing or while seated in the aircraft. In general, the procedure is easiest as we have shown it here. Please do this procedure in the order shown so that your harness will fit properly.

Fig. 1. Don your parachute and allow it to hang loosely on your shoulders.



Fig. 2. Pull the harness down (on the front) so that the yoke of the parachute is properly positioned on your shoulder. Note, it may help to bend forward at the waist (90 degrees) to help keep the chute in position for the next few steps.



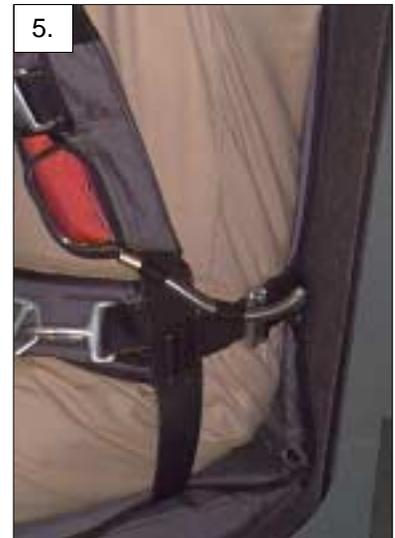
Fig. 3. Fasten the chest strap, then both leg straps. Ensure there are no twists in any of the straps and that the padding is correctly positioned.

THIS IS WHERE MANY PEOPLE HAVE PROBLEMS WITH THE ADJUSTMENT!
PAY ATTENTION AND DO THIS IN ORDER!

Fig. 4. Sit down in a seat, or board your aircraft. In all likelihood, the harness will be too loose when you first sit down. First confirm that the seat pack itself is properly positioned in the seat and has not gotten jammed sideways; then make sure that you are seated on the pack in the proper position.



Fig. 5. With the V-ring snapped into place, make adjustments in the leg straps so that the snap itself ends up on the top of your thigh and snugly back against the corner of your hip bone as shown. Take care to remove the slack that may be trapped where the leg strap passes under the seat pad (it may help to lift your leg slightly to reduce the friction on the Repeat with the other side then snug both leg straps so that you can slide a flat hand under it.



strap).

Tighten both horizontal back straps at the same time so that the back pad is snug against your back.

Fig. 6. In order to get a proper fit that is safe and feels right, **it is critical to make the proper adjustments in the main lift web.** Figure 6 shows what you are most likely starting with.



Fig. 7. Peel open the riser cover Velcro, then pull the riser webbing through the adjuster hardware until the pad lays snugly against your shoulder. This photo shows the slack above the adjuster with the main lift web properly adjusted.



Repeat the steps on the other side.

When adjusted correctly, with the main lift web slack removed, you should just barely be able to stick your hand under the pad while sitting hard upright.

Ideally, the shoulder adjuster hardware will be located just below your collarbone (if you happen to have exactly the right body size for the mid-range of the size harness). Note however, that there is a wide range of safe adjustment and moderate range for both safe and comfortable adjustment.

Fig. 8. After the main lift webs have been adjusted correctly, “S” fold the risers as shown and close the riser covers. Repeat for the other side.

Note: When “S” folding the risers, fold each riser individually with an offset (rather than together) so that risers will lay flat and eliminate a bulge when the riser cover is closed.

Fig. 9. Close the riser cover and press the Velcro together firmly. Repeat for the other side.



Fig. 10. After adjusting the main lift webs and re-closing the riser covers, tighten your chest strap just enough to keep the harness from sliding off your shoulders. If you have properly performed the preceding steps, you will only need slight tension in the chest strap.

**DO NOT
OVER-TIGHTEN YOUR CHEST STRAP.**

Its sole purpose is to keep the harness from falling off your shoulders.

Having completed adjusting your harness, your parachute is now ready for use.

Look down and form a mental picture of your ripcord handle location – you might need it someday!.



Fig. 11. If you have adjusted your harness correctly (and you have the correct size harness) the back pad will lay nicely on your shoulders and the shoulder yoke cutout will lay below your neck as shown here.

Again, there is a wide range of safe adjustments that won't look exactly like this but will be safe.

For smaller folks, in general, as long as you can make the harness tight enough (USING THESE PROCEDURES PROPERLY) without having the neck cutout dig into the neck, then you will be safe to fly.

For larger folks, if you can get it on and make the adjustment (USING THESE PROCEDURES PROPERLY) and still stand up in the cockpit (to bailout) and operate the controls, you will be safe to fly.

12.



Fig. 12. With your seat parachute harness adjusted correctly, you will not be able to stand fully upright comfortably.

If desired, you may slightly release just a bit of tension on the leg straps (but NOWHERE ELSE) to allow you to stand up more comfortably.

If you are disciplined enough to remember to snug them up before takeoff, you may loosen them a bit further.

13.



Fig. 13. Yes, we know it feels like you're carrying a load in your skivvies AND it's really hard to look cool walking around on the ramp with the chute bumping against you. HOWEVER, if it's adjusted correctly the parachute container will remain snug against the back of your thighs, thus allowing you to bailout of your aircraft with the greatest chance of leaving without snagging something and with the greatest chances of survival.

Remember, this is just a supplement to your basic owner's manual.

There is more stuff you need to know and that you need to practice!

Know your aircraft egress procedures and your parachute procedures!

Check our web site periodically for updates on our parachutes and procedures at www.butlerparachutes.com.