



Parachute Refurbishment Facility

Without properly functioning parachutes to straighten to vertical and slow the fall of the solid rocket boosters released after a space shuttle launch, the 192,000-pound boosters would be destroyed in a rapid, uncontrolled tumble into the sea.

Keeping the parachutes in good condition is the job of the Parachute Refurbishment Facility (PRF), located two blocks south of the Operations and Checkout Building in the Industrial Area at Kennedy Space Center.

The chutes – including one pilot, one drogue and three main canopies per booster – slow each booster’s fall from about 360 mph to 50 mph.

Keeping the nine parachute flight sets in good working condition is not easy. The parachutes are cleaned, repaired and repacked by a team of 25 United Space Alliance employees. They play an essential role in the recovery and recycling of the 150-foot boosters,

which help place the orbiter into space.

Typically, the flight set of parachutes begins to deploy about 115 seconds after the boosters detach from the shuttle’s external tank, about four minutes after liftoff.

First the booster’s nose cap separates from its frustum and the 11.5-foot-diameter pilot chute is released. The pilot chute extracts the 54-foot-diameter drogue chute, which inflates in three stages. The main canopies are then released from their bags in the frustum, and they also open in three stages.

After the chutes fall to the ocean, the Solid Rocket Booster Retrieval Ships reel them in and store them wet until they can be returned to the PRF for cleaning, repair and repacking.

“Most people don’t realize how much goes on to retrieve the boosters and parachutes after launch because their attention focuses on the Shuttle on orbit,”



Industrial sewing machines that can stitch through several inches of material are used to repair parachutes.

said Terry McGugin, manager of Parachute Operations for USA. “But it takes a dedicated team, of which the PRF is just one part, to keep the boosters up and running.”

After the chutes are returned to the PRF following launch, a hanging monorail system is used to transport each parachute into a 30,000-gallon washer and then into a huge dryer heated with 140-degree air at 13,000 cubic feet per minute.

Typically, each main canopy requires hundreds of repairs after each use. The smaller chutes and the parachute deployment bags they are packed in also require repairs.

Multiple repairs typically are needed for several reasons. The chutes are deployed so quickly that their fabric, taping and lines can be damaged by friction burning. For example, each 136-foot-diameter main canopy with its 204-foot-long series of risers, bridles and lines comes out of its bag in 1.5 seconds.

Other sources of damage to the chutes are sea conditions and hot debris from the jettison of the booster nozzle extension. In ad-

dition, the pilot parachute/drogue chute deployment bag assemblies are not always recovered, and when they can't be, the team manufactures replacements.

To repair the chutes, industrial sewing machines are used that can stitch through several inches of material. *(See photo on front.)*

After the chutes are cleaned and repaired, they must be carefully packed into their bags so they will deploy correctly the next time they are used. It takes about a week to pack a main canopy, for example.

After each flight set of chutes is packed, it is typically stored from six months to a year before being used for a launch.

Other Chutes

The PRF team also cleans, repairs and repacks the orbiter drag parachute that is used to slow the orbiter at landing.



(Above left) The recovered parachutes are stretched out to untangle them before hanging and moving them into a giant washer. (Above right) The PRF team repacks a solid rocket booster main chute.

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