

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 U.S. Special Forces operations. In service for over 10 years, the SF-10A has proven to be a safe and reliable parachute.

MC-6 Sub-Systems

The MC-6 is a combination of three subsystems:

- SF-10A Main Canopy
- T-11R Reserve
- T-11 Harness

Main Canopy (SF-10A)

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.

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, which 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.

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.

Harness

The harness assembly is a saddle design with multi-directional adjustment. The harness incorporates two Capewell 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.

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

Specifications Comparison

MC-6

MC1-1C

Ordering information

Parachute assembly part number
NATO Stock Number

11-1-7400
1670-01-527-7537

11-1-900-2
1670-01-262-2359

Nominal diameter

32 ft 9.8 m

35 ft 10.7 m

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
Length
Tensile strength

PIA-C-5040 Type II
21.3 ft 6.5 m
400 lb 1780N

PIA-C-5040 Type II
22 ft 6.7 m
400 lb 1780N

Time for 360° turn

5 seconds

9 seconds

Assembled weight (w/o reserve)

29 lb 13 kg

29 lb 13 kg

Maximum exit weight

400 lb 181 kg

360 lb 163 kg

Minimum exit altitude AGL

500 ft 152 m

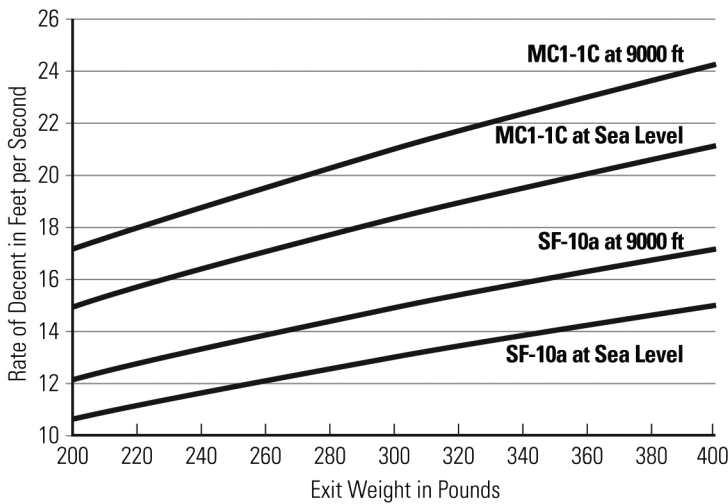
500 ft 152 m

Maximum exit velocity

150 KEAS

150 KEAS

MC-6 vs. MC1-1C – Weight vs. Rate of Descent Chart



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