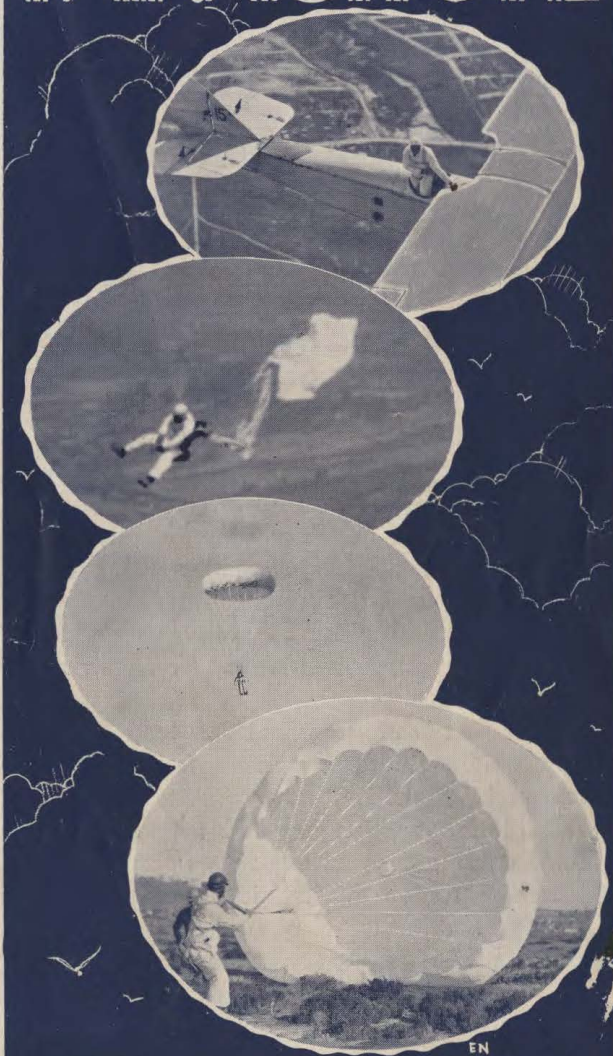
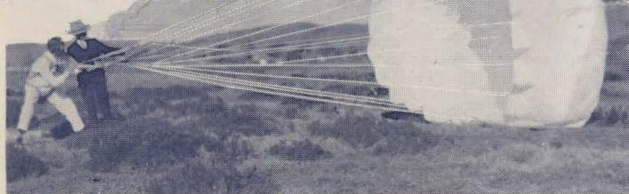


RUSSELL "LOBE" PARACHUTE



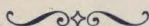
Russell Parachute Co.
AIRCRAFT ACCESSORIES
1202 KETTNER BOULEVARD
SAN DIEGO, CALIFORNIA

RUSSELL "LOBE" PARACHUTE



New and Revolutionary

FROM PEAK TO PACK



THE RUSSELL "LOBE" PARACHUTE answers the urgent need of Air Craft for an efficient and practical life saver. Having been designed primarily for Military use it offers the maximum in performance and durability to the Commercial Airman. Years of research and intensive development have resulted in the following outstanding exclusive features:

Lobe type Canopy designed on aerodynamic principles giving positive rapid opening even under extremely fouled conditions.

Rapid opening without excessive shock load.

Maximum skirt extension under all air and load conditions.

Automatic compensation for load within body weight limits, assuring safe descent for abnormally slight and heavy persons.

Oscillation or swinging reduced to a minimum, assuring the greatest safety upon landing.

Ease of control during descent with means provided for partial collapsing and hastening descent. This exclusive feature decreases drift and permits avoiding danger from above.

Operates safely at one hundred feet, lessening the low altitude menace.

Excellent performance when packed by inexperienced persons, providing an extreme factor of safety.

One hundred per cent manually operated.

May be safely used by aerial passengers and aviators not having had previous parachute instructions or experience.

Construction and Materials

Materials used in constructing the Russell "Lobe" Parachute conform in every respect to United States Government specifications. The silk fabric used is specially woven imported material of high tensile strength and light weight. The cords, twenty-four to each parachute, are specially woven of high quality silk, the tensile strength of each cord being four hundred pounds. These cords are extremely durable and will not exhibit picked threads after the most severe usage.

The Russell Silk "Lobe" Parachute is recommended for use in connection with any type of airplane and particularly for pursuit planes, where high speed performance and severe usage is demanded.

The Russell "Lobe" Parachute is also constructed of cotton materials. The cotton fabric used is of light weight, yet high tensile strength, specially woven to meet United States Government test requirements. The silk cord furnished with the cotton parachute is of two hundred and fifty-pound tensile strength and extremely durable.

The Russell Cotton "Lobe" Parachute is recommended for use in connection with the slower speed type of airplane, such as bombing planes, photographic, observation, commercial and training planes.

Both the Russell Silk "Lobe" and Cotton "Lobe" Parachutes are equipped with Russell Parachute Company's new improved adjustable harness and positive action, manually operated packs.

Positive Action Packs

Russell "Lobe" Parachutes are furnished with seat pack unless otherwise requested. The Russell back pack or special packs to meet unusual conditions will be furnished on request. The seat packs and back packs have been so constructed as to eliminate the objectionable features incorporated in parachute packs heretofore. They are compact and so connected with the harness as to insure maximum comfort to the wearer under flying conditions. Russell Parachute Packs are entirely manually operated; a jerk of the release ring entirely freeing, as well as ejecting the parachute from the pack. This method of operation insures rapid positive action with minimum effort. All rubber elastics, springs and the necessity of dangerous pilot chutes have been eliminated.

The packs are of twelve-ounce double-fill O. D. duck, with .080 music wire pins. The joints are wrapped, soldered and tested, rip

1
cords rings are made of seamless steel tubing cadmium plated and are four inches in diameter.

The release ring and rip cord attachments are so constructed and connected with the pack and harness as to make it practically impossible to rip the pack except by actually manually pulling the ring, after same has been removed from its pocket. This insures minimum deterioration and up-keep and maximum service. Both the Russell Silk "Lobe" and Cotton "Lobe" Parachutes are furnished with the same size seat or back pack.



Russell
Back Pack

Russell
Seat Pack

Russell Adjustable Harness

Improved Adjustable Harness

The Russell Adjustable Parachute Harness is simplified to increase safety and insure maximum comfort. Loose, comfortable adjustment may prevail while seated, the harness automatically tightening when the wearer stands. The design is such that under any condition the seat strap is held in proper position while the parachute is in use.

The harness is built of specially woven three-ply linen web with a tensile strength of two thousand seven hundred and fifty pounds. All hardware is dropped forged, nickel steel cadmium plated to prevent rust and is tested to twenty-five hundred pound load before employed in construction.

The combination of Russell "Lobe" Parachute, Harness and Pack offers the maximum comfort and safety and weighs only nineteen pounds, costing no more than ordinary parachutes complete.

Prices Now Effective

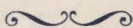
F. O. B. San Diego, California

Subject to Change Without Notice

Russell Silk "Lobe" Parachute, Complete, with carrying bag, each.....\$350.00

Russell Cotton "Lobe" Parachute, Complete, with carrying bag, each, \$250.00

Quantity discounts varying on lots of ten or more, quoted upon request.



Performance and Test Results

Exhaustive tests comprising hundreds of drops with dead weight loads have proven the high efficiency of the Russell "Lobe" Parachute, Harness and Pack. In the face of twisted shroud lines, improper packing and other attempts at fouling, the Russell "Lobe" Parachute has never failed to open and bring its load safely to the earth. Numerous jumps made with this parachute by Navy, Marine and Commercial Testers have resulted in the highest praise in each case for the entire equipment.

In tests recently conducted by the United States Government it was shown that in comparison with existing parachutes the rate of descent of the Russell Parachute is slower, the opening time much faster and the shock load less.

An extract from the United States Government Test report reads: "The Russell Parachute was then dropped from an altitude of one hundred feet to ascertain whether or not it would open from that altitude. This parachute is surprisingly fast in opening and checks the descent of the dummy very suddenly."

Russell "Lobe" Parachutes constructed of both silk and cotton materials have been used recently by exhibition jumpers John Tranum, James Young and Ralph Douglas, who have made free falls, or delayed openings, in excess of 3,000 feet, demonstrating the ability of the parachute constructed of either material to meet the most severe conditions encountered by an aviator in aerial accidents.

During 1927 the lives of four aviators were saved in forced jumps in which Russell "Lobe" Parachutes constructed of both silk and cotton materials were used.

Russell "Lobe" Parachutes are now standard equipment on the principal Air Mail Lines of the Pacific Coast, and are being used daily by a large number of aviators to safe-guard their lives while in the air.

SPEC
Rare
TL
754
R8
R87
1928

Among the prominent owners of the Russell "Lobe" Parachute we are proud to name Col. Charles August Lindbergh.

Parachutes for Special Purposes

Large parachutes 50, 60, and 70 feet in size, suitable for lowering safely entire airplanes and their loads, manufactured on order.

Small parachutes for dropping packages, flares, and merchandise, complete with special padded packs, also furnished on request.

Experiments conducted by this company have proven these large and small parachutes efficient and practical for such uses.

Russell Parachute Company

H. R. McClintock, General Manager

J. M. Russell, Engineer

C. W. Haas, Plant Superintendent

1202 Kettner Boulevard

San Diego, California

Contractors to United States and Foreign Governments, and Air Mail Lines

Organized in 1925, this Company now has available 10,000 square feet of floor space in a modern fireproof building. Proper factory conditions, modern equipment and skilled workmen insure quality production.

All operations are under the personal supervision of Mr. J. M. Russell, who was employed by the U. S. Army Air Service Engineering Division as Parachute Engineer, during the development of the parachute for the Government from 1919 to 1924, inclusive.

The Company is organized and properly financed to insure prompt handling of quantity orders, and gives as reference in connection with financial matters: First National Trust and Savings Bank, San Diego, California, and Bank of Italy, San Diego, California.



FOR SAFE DESCENT

PAT
PACIFIC AIR TRANSPORT
INCORPORATED

Los Angeles, California
January 9, 1928

Russell Parachute Company
San Diego, California

Gentlemen:

I wish to express to you my gratitude for the effectiveness of your parachute which saved my life on October 23, 1927.

While on my regular run I encountered a storm over the Tehachapi Mountains. In trying to pull thru and above the storm the plane went out of control due to very rough air conditions. Knowing that the mountains were quite high in this region I left the plane after losing two thousand feet altitude. At the time the air speed indicator showed 135 miles per hour. The chute opened immediately and with no apparent jar or jerk. The landing was made very easily with no damage to myself with the exception of a slight scratch on one leg. I consider this remarkable as I landed at six thousand feet altitude on top of a mountain peak.

I now leave with the greatest sense of security on the night run under any weather conditions after strapping your chute on.

Yours sincerely

Charles R. Bowman

SAN FRANCISCO
FRESNO
BAKERSFIELD
LOS ANGELES

JOHN TRAMM,
PARACHUTE JUMPER,
811 EAST 56th STREET,
LOS ANGELES, CALIFORNIA.

January 30, 1928.

Russell Parachute Company,
1202 Kettner Boulevard,
San Diego, California.

Gentlemen:

Since purchasing one of your Russell Silk Lobe Parachutes in back pack, I have made three exhibition jumps.

On January 18th, I made a jump at the Mahoney Air Field, San Diego, from an altitude of four thousand feet. I fell one thousand feet before opening the chute and landed safely near by.

At Dyer Field, Los Angeles, on January 22nd, I jumped from an altitude of seven thousand feet and fell approximately four thousand feet before pulling the rip cord.

At the Long Beach Municipal Field on January 29th, I jumped from an altitude of five thousand feet and fell in the neighborhood of two thousand.

All three jumps were made by me preparatory to my attempt, in the near future, of breaking the World's record at which time I intend to free fall more than a mile before opening the Parachute.

It gives me pleasure to advise you that, in the three jumps I have made with the Russell Chute, there has been no severe jerk on opening; in other words, no shock load of any consequence and I have always landed safely and easy, hardly leaving my feet when I reached the ground.

In descent, the Russell Chute does not oscillate or swing but goes straight down drifting less than half the distance, as compared with other type parachutes I have used.

Because of the positive action of the Russell Parachute, I find it is unnecessary to use an emergency parachute pack in connection with same in making hazardous jumps.

I cannot recommend too highly, the Russell Lobe Parachute.

Yours very truly,

John Tramm

27-I-909

BOEING AIRPLANE COMPANY

George Owen Division

SEATTLE, WASH.

June 18, 1927.

Russell Parachute Company,
1202 Kettner Blvd.,
San Diego, Calif.

Gentlemen:-

Inasmuch as RUSSELL PARACHUTES have been adopted as standard equipment by the Boeing Air Transport, Inc., you will probably be interested in the attached photographs and other data.

On July 1, the Boeing Air Transport, Inc., takes over the Western Division of the Air Mail from Chicago to San Francisco on a four year contract. In connection with this project, they contracted with this company for the design and manufacture of twenty-five Special Boeing Mail Planes which will be used on this route. These airplanes are now completed and ready to take over the contract on schedule. We are particularly pleased with the parachutes which you have sent us and it should be a decided feather in your cap to be able to truthfully advertise that your equipment has been adopted as standard for the largest commercial air venture in the world.

You may use this information or any of the attached data for advertising purposes if you see fit to do so.

Yours very truly,

Archer W. Carr
Archer W. Carr,
Purchasing Agent.

GWC:CF

VALENTINE GEPHART
SEATTLE
U.S.A.

Seattle, Wash.
Oct. 3, 1927

Russell Parachute Company
1202 Kettner Blvd.
San Diego, California

Gentlemen:

Replying to your inquiry regarding my descent in a Russell Cotton Lobe seat pack parachute, which I purchased from you, I am pleased to advise that I owe my life to this most efficient device.

While flying a Woodson U.S. Monoplanes from Napoleon, Ohio, to New York City on Friday, September 16th, my motor cut "cold" at two thousand feet over the hills near Crispin, Pennsylvania.

To land on the hillside, with the plane fully loaded, would have undoubtedly caused a fatal crash. I jumped at nine hundred feet, cleared the ship, and pulled the ring. The Russell parachute opened within fifty feet, and I landed safely in the woods nearby.

Very truly yours,

Valentine Gephart
VALENTINE GEPHART

VG:LA

Charles R. Bowman
Life Saved with
Russell Silk "Lobe"
Parachute



Valentine Gephart
Life Saved with
Russell Cotton
"Lobe" Parachute

Packing and Maintenance Instructions



The construction of the Russell "Lobe" Parachute and Packs eliminates the necessity for repeated repacking in order to insure efficiency. Repacking is advised only for inspection of the condition of the materials used in construction of the parachute canopy. Russell Parachutes in constant use for more than ninety days, have proven efficient for emergency use. Inspection and repacking every sixty days is all that is necessary to insure the proper functioning of the Russell "Lobe" Parachute complete.

It can be readily seen that the difference in the maintenance expense of this parachute and others used heretofore will practically equal its cost over a period of one year.

Inexperienced persons may correctly repack The Russell "Lobe" Parachute by following the simple instructions here outlined:

Stretch parachute, shroud lines and harness full length on table in such position that the harness is back up for seat pack or front up when packing back pack.

Make sure that no cords are twisted through the harness causing a cross over of the different cords.

Grasp the two groups of cords close to the bottom of the parachute skirt, then stand on table and shake parachute thoroughly, causing the fabric to assume its natural fold or position.

Replace parachute on table with all lines straight and fold the bottom in pleats from either side into a bundle slightly larger than the width of the parachute pack, keeping cords to the center.

Fold pack frame back upon harness so that edge is within one foot of rings to which cords are tied. Then fold webbing back over pack frame and fasten with strap provided for same.

Fold back and forth across pack frame entire group of cords, moving pack frame and harness towards the parachute canopy until all cords are in place, then fasten flaps and straps provided over cords.

Place pack frame with narrow end toward parachute canopy and fold parachute in pleats upon same.

Invert entire assembly, then by kneeling on pack frame, cover may be properly fastened in position with rip cord pins provided. Snap detachable cushion on pack frame, place release ring in pocket provided, and parachute is ready for use.

TO OPERATE
RUSSELL "LOBE" PARACHUTE
"For Safe Descent"



Be sure the leg strap snaps and breast strap snap are fastened and the rip cord ring of the Parachute is in the pocket on the Harness before leaving the ground.

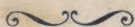
If it becomes necessary to jump, be sure to be clear of the falling plane before pulling rip cord. Never remove rip cord ring from pocket until clear of plane and ready to operate Parachute. When pulling on rip cord ring, do so with vigorous jerk. Although a ten-pound pull is all that is required to operate the Parachute, and same will function perfectly with a steady pull, it is recommended that a vigorous jerk be applied. This insures maximum speed of operation, under all conditions and positions in which the wearer might be placed in respect to his line of flight.

To change the direction of, or lessen the drift, due to wind, during descent, reach up and pull down on one or more lift webs on the side of the Parachute facing the desired direction. This method may be used to select a safe landing place.

Upon landing, let your knees bend under you as you would if jumping from a six-foot elevation.

Use cords to center of canopy to collapse Parachute after landing, if heavy wind is blowing.

Russell "Lobe" Parachutes are manufactured of the highest quality materials available and are designed to operate under all conditions. Constructed of silk throughout for high speed, severe usage, and of special cotton fabric for ordinary flying conditions, they offer the utmost protection in Aerial accidents. With proper care the Russell "Lobe" Parachute will give you five years' excellent service, always ready "For Safe Descent."



Russell Parachute Co.

AIRCRAFT ACCESSORIES

1202 KETTNER BOULEVARD
SAN DIEGO, CALIFORNIA