CAPEWELL
Life Support/Aerial Delivery Systems

Acceptance Test Procedure

For Capewell Components, LLC

Emergency Descent Device

P/N 379103C

Applicable To:

Boeing:	747 SP, 747-100 Series, 747-200B Series, 747-200C Series, 747-200F Series, 747-300Series, 747-300F, 747-400 Series, 747-400D Series, 747-400F Series, 757-200PF
Airbus:	A300B4-103, A300B4-203, A310-221, A310-222, A310-324, A310-325
Lockheed:	L1011-385-1, L1011-385-1-14, L1011-385-1-15, L1011-385-3, C-5A, C-5B
TIMCO:	767-200F (Modification Only)

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Capewell Components, LLC
105 Nutmeg Road South
South Windsor, CT 06074
Phone: (860) 610-0700

FSCM 71304

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I. Note

This latest revision of the Capewell Components, LLC S-379-2 document supersedes all previous issues. It is imperative that all obsolete issues be removed from your files and destroyed. This is the only way to make certain that inspection and maintenance of the 379103C Emergency Descent Devices in your aircraft are performed correctly. Therefore, please comply with this instruction as you insert this updated S-379-2 document in your manuals and files.

II. Revision L Changes

Document was updated to incorporate positional changes within the organization as well as formatting changes.

1.0 Warranty

Capewell Components, LLC warrants each Emergency Descent Device to conform to the applicable design specification and control drawing, and to be free from defects in material and workmanship for five (5) years after the original date of manufacture. The aircraft operator is responsible for assuring that the pre-use storage of the device, its maintenance, and the installation provisions in the aircraft shall adhere to written procedures and shall prevent exposure of the device to any liquid. Failure to do so shall constitute misuse. This warranty is applicable to Descent Devices transferred from the original purchaser to another airline, but is void in the event of abuse, misuse, damage sustained after shipment from the factory, or disassembly unauthorized by Capewell Components, LLC and in no circumstance shall the latter be liable for consequential damages.
THIS WARRANTY IS EXCLUSIVE AND IN LIEU OF ANY OTHER WARRANTY EXPRESSED OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE BEYOND THE 5-YEAR WARRANTY PERIOD.

2.0 Certification

Capewell Components, LLC certifies each Emergency Descent Device to conform to all required specifications for a five (5) year period or one use, whichever comes first. Each Emergency Descent Device must be returned to Capewell Components, LLC for overhaul, testing, and recertification every five (5) years. The aircraft operator is responsible for assuring that the pre-use storage of the device, its maintenance, and the installation provisions in the aircraft shall adhere to written procedures, and shall prevent exposure of the device to any liquid. Failure to do so shall constitute misuse. This certification is applicable to Descent Devices transferred from the original purchaser to another airline, but is void in the event of abuse, misuse, damage sustained after shipment from the factory, or disassembly unauthorized by Capewell Components, LLC and in no circumstance shall the latter be liable for consequential damages.

3.0 Scope

This document prescribes uniform test procedures to be used as the basis for acceptance of P/N 379103C Emergency Descent Device production units. The examinations and tests defined herein will be conducted on a continuing basis on each lot in production to verify that the units produced meet the requirements of Capewell Components, LLC Specifications S-379-1.

4.0 Applicable Documents

The following documents, of the latest applicable revision and dash number, form a part of this document to the extent specified herein.

Specifications

Military

MIL-I-45208	Inspection System Requirements

Capewell Components Company, LLC

S-379-1	Specification for Capewell Components, Emergency Descent Device for Aircrew Personnel
S-379-3	Operating, Inspection, and Maintenance Procedures for Capewell Components, LLC P/N 379103C Emergency Descent Devices Capewell Quality Control Manual
S-379-4	Information for Airline Support and Provisioning Applicable to Capewell Components, Emergency Descent Device, P/N 379103C-XX

Drawings

Capewell Components, LLC	379103C Specification Control Drawing, Descent Device 379001 Final Assembly Drawing, Descent Device 379101 Final Assembly Drawing

5.0 Requirements

5.1 Classification of Inspection

The examinations and testing for acceptance shall be classified as follows:

A. First Article Inspection - First article shall consist of examinations and tests performed on a P/N 379103C Emergency Descent Device to determine that the production item meets the requirements of the Capewell Components specification and control drawing(s).

B. Quality Conformance Inspection - Quality conformance inspection shall consist of examinations and tests performed on individual Emergency Descent Devices to determine their conformance to the requirements of the Capewell Components, LLC specification and control drawing(s).

5.2 First Article Inspection - First article inspection shall consist of the following examination and tests:

- Visual Examination (see 5.2.1)
- Performance Test (see 5.2.2)

5.2.1 Visual Examination

The unit shall be examined visually, and measurements taken where necessary, to verify conformance to specification requirements for:

- interface requirements
- general design features
- guaranteed weight
- workmanship and marking
- conformance to drawings
- any visible defects

Particular attention shall be given to:

- free of burrs and sharp edges
- accuracy of dimensions
- alignment of parts
- tightness of assembly fasteners

Dimensional conformity to applicable drawings will be verified by common inspection equipment normally used to measure machined parts.

5.2.2 Performance Test

The performance of the Emergency Descent Device shall be tested in accordance with Capewell Document S-379-5, Section X, Functional Testing.
Criteria: The recorded descent rate shall meet the specified descent rate requirements.

5.3 Quality Conformance Inspection of Production Units.

Quality Conformance Inspection shall consist of the following examination and test:

A. Visual Examination (see 5.3.1)
B. Performance Test (see 5.3.2)

5.3.1 Visual Examination

Quality Conformance Inspection - Each unit shall be visually examined to verify conformance to the specification requirements for workmanship and marking, and for any visible defects. Particular attention shall be given to freedom from burrs and sharp edges, alignment of parts, and tightness of assembly fasteners.

5.3.2 Performance Test

The performance of each production unit shall be tested as described in paragraph 5.2.2 above.
Note: The preceding test requirements are summarized in Table 1

Table 1
Acceptance Testing of P/N 379103 Emergency Descent Device

Unit	Type of Test	Applicable Paragraph for Test Procedure
First Article	Visual Examination Performance Test	5.2.1 5.2.2
Each Production Unit	Visual Examination Performance Test	5.3.1 5.3.2

Table 1
Acceptance Testing of P/N 379103 Emergency Descent Device

6.0 Quality Assurance Provisions

6.1 Quality Control

Capewell Components, shall maintain an inspection system that complies with requirements of MIL-I-45208, FAA FAR 21 and 45 and CASE Requirements. Further, quality control procedures shall be documented in the Capewell Quality Control Manual.

6.2 Acceptance and Rejection Criteria

6.2.1 Acceptance

A unit that meets all the requirements of Capewell Components Specification S-379-1 and in accordance with the applicable detail and assembly drawings shall be an acceptable unit.

6.2.2 Rejection

A component, assembly, or device found defective during the quality conformance inspection tests shall be rejected. Any unit not meeting the performance requirements of Capewell Components Specification S-379-1 shall be rejected. Rejected units may be repaired or corrected and resubmitted for inspection provided the original failure was due to faulty workmanship or material.

6.3 Acceptance Test Report

A test report shall be prepared for each lot submitted for acceptance under a contract or purchase order. The original shall remain on file at Capewell Components.

7.0 Preparation For Delivery

Each package shall be inspected for strict conformance to the requirements of the customer.

8.0 Notes

8.1 Intended Use

The program and tests described in this document are used to verify that the first article produced and subsequent production units meet the requirements of Capewell Components Specification S-379-1.

8.2 Performance Verification by Customers

Visually inspect units tamper proof Safety Seals to ensure the seals have not been broken. There are three Safety Seals on the unit with two located over each end of the handle and one located over the rubber grommet on the unit. If one (1) of the Safety Seal Tapes on the handle is broken the unit may be utilized without any additional inspections required. If both of the handle safety seals are broken, remove the unit from the stowage container and extend the handle and inspect the handle straps for tears that may prevent the unit from functioning as it was intended. If tears are observed on the handle straps return the unit to Capewell for inspection, testing and re-certification. Next inspect the safety seal tape over the grommet and the grommet sealant. If the tamper proof tape over the grommet has been broken visually inspect the sealant around the grommet. If the sealant around the grommet is broken return the unit to Capewell for inspection, testing and re-certification.

9.0 Aircraft Cross Reference

	Boeing Aircraft	Airbus Aircraft	Lockheed Aircraft
379103C-13	747-200F Series, 747-300 Series		
379103C-15	747-100 Series, 747-200B Series, 747-300 Series, 747 SP	A300-B4-103, A300-B4-203, A310-221, A310-222 A310-324, A310-225	L1011-385-1, L1011-385-1-14, L1011-385-1-15, L1011-385-3
379103C-17	747-100 Series, 747-200C Series, 747-200F Series		
379103C-19			C-5A, C-5B
379103C-21	747-400 Series, 747-400D Series		
379103C-23	747-400F Series		
379103C-25	767-300F		
379103C-27	757-200PF		
379103C-29	767-200F Timco Modification Only		

10.0 Approval

Document Approved By: Sally Baumann
Sally Baumann / Senior Engineer

16 June 2004
Date