

Serviceordre – Materiell

Materiellsjef F/NLF kommuniserer pålegg omkring forhold som ansees som vesentlige for å oppnå de målsettinger som er satt for materiellarbeidet via denne Service ordre. Målgruppen for Serviceordre er Materiellkontrollører, Hovedinstruktører og andre nøkkelpersoner i miljøet.

SERVICEORDRE – 2011-2

HENVISNING:	Innovation Rigging SB – 1548, UPT SB – 20110322 og Sun Path SPSB 006, samt F/NLF SO 2010 – 01 og SO 2010 – 02. SU referat 4/2007 pkt 3.
FORMÅL:	Tilbaketrekking av godkjenning av Argus nødåpner
STATUS:	Obligatorisk
IDENTIFIKASJON:	Alle nødåpnere av typen ARGUS.
BAKGRUNN:	Det vises til problemene det har vært med ARGUS nødåpner jfr SO 2010-1 og SO 2010-2. Videre har F/NLF nå mottatt tre Servicebulletiner fra store produsenter av fallskjermutstyr jfr henvisning. Disse SB'ene ligger vedlagt denne SO. Produsentene godkjenner ikke lenger Argus som nødåpner i sine produkter. Det kan også forventes at flere produsenter følger etter. SU/MSJ ser det som u hensiktsmessig fortsatt å godkjenne ARGUS AAD.
SERVICE:	Godkjenningen av Argus nødåpner som ble gjort av SU på møte nr 4 i 2007 trekkes tilbake med umiddelbar virkning..
UTFØRELSE:	Gjelder fra dags dato. Rigger som er utstyrt med ARGUS nødåpner mister luftdyktigheten..
DISTRIBUSJON:	Klubber Hovedinstruktører Materiellkontrollører SU Spot on Sky Design verksted F/NLFs Internet sider Hærens Jegerkommando Luftfartstilsynet

Oslo, 24. Mars 2011

Rolf I Sotberg
materiellsjef F/NLF

UNINSURED UNITED PARACHUTE TECHNOLOGIES, LLC.



DATE: March 22, 2011

SERVICE BULLETIN #20110322

OF PAGES: 2

SUBJECT: Aviacom Argus AAD installation approval in United Parachute Technologies products (UPT).

STATUS: **MANDATORY**

BACKGROUND: Over the past three years and particularly in the last several months, there have been documented reports from the field of Argus AAD firings where there was a failure to cut the reserve locking loop. Aviacom, the manufacturer of the Argus, has been contacted concerning these incidents, and to our knowledge to date, they have not yet identified the root cause of the problem, nor have they suggested a solution.

With the UPT container design, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located BELOW the reserve pilot chute, as it is in UPT harness and container systems, if the cutter fails to sever the loop completely, pulling the reserve ripcord will launch the reserve pilot chute, but may interfere with the deployment sequence and cause a significant delay or possible container lock, which could result in a fatality.

Based upon a field report stating that a pilot chute came out unexpectedly on the ground, there is a potentially serious safety issue in that a partially cut loop could go unnoticed for many more jumps throughout the day with an inoperable AAD and its potential for the interfering with the normal deployment sequence when manually activated.

In light of the seriousness of the aforementioned potential scenario, UPT is hereby withdrawing approval of the installation of Argus AADs in any and all of their harness and container systems. This action will remain in effect until such time as Aviacom has identified the root cause of the cutter failure mode and has developed a proven and tested solution to resolve it to our satisfaction and until further notice.

14 CFR Part 65.129(e) states that "No certificated parachute rigger may **PACK**, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute." UPT no longer approves any procedures to install the Argus AAD in UPT products, and hereby rescinds any prior approved procedures to do so. Because of this cancellation of the approval of the installation of the Argus AAD in UPT products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a UPT harness and container system with an Argus AAD installed. It could also be a violation of 14 CFR Part 65.129(b), if, because of the installation of an Argus AAD, a parachute were to be deemed by the FAA to not be safe for emergency use.

UNINSURED **UNITED PARACHUTE TECHNOLOGIES, LLC.**



SERVICE BULLETIN: All users of an Aviacom Argus equipped UPT harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 22, 2011

AUTHORITY:

Mark Procos, General Manager
United Parachute Technologies LLC
1645 Lexington Avenue
DeLand, FL 32724-2106 USA
Telephone: +1 386 736 7589
FAX: +1 386 734 7537
Email: mark@uptvector.com

DISTRIBUTION:

1. All UPT Dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO
8. Aviacom



RIGGING INNOVATIONS INC

SERVICE BULLETIN

DATE: March 21, 2011

SERVICE BULLETIN# 1548

OF PAGES: 2

SUBJECT: Aviacom Argus AAD installation approval in Rigging Innovations products

STATUS: **MANDATORY**

PMP#: N/A

IDENTIFICATION: Talon 1, Talon 2, Talon 3.0/FS/FX, Telesis 1, Telesis 2, Telesis 3.0, Flexon, Genera, Voodoo 2.0, Voodoo 3.0

BACKGROUND: Over the past three years and particularly in the last several months, there have been documented reports from the field of Argus AAD firings where there was a failure to cut the reserve locking loop. Aviacom, the manufacturer of the Argus, has been contacted concerning these incidents, and to our knowledge to date, they have not yet identified the root cause of the problem, nor have they suggested a solution.

With Rigging Innovations container designs, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located ABOVE the reserve pilot chute, as it is in Rigging Innovations harness and container systems, if the cutter fails to sever the loop, pulling the reserve ripcord may not be sufficient to fully open the reserve container and may result in a fatality.

Based upon a field report stating that a pilot chute came out unexpectedly on the ground, there is a second potentially serious safety issue in that a partially cut loop could cause an unwanted reserve deployment on a later jump. If such a deployment were to occur while floating, during exit, or while others were in freefall above the jumper experiencing the unexpected deployment, the consequences could be grave and could result in more than one jumper, or a plane load of jumpers, a pilot and even persons on the ground being seriously injured or killed.

In light of the seriousness of the aforementioned potential scenarios, Rigging Innovations is hereby withdrawing approval of the installation of Argus AADs in any and all of their harness and container systems. This action will remain in effect until such time as Aviacom has identified the root cause of the cutter failure mode and has developed a proven and tested solution to resolve it to our satisfaction and until further notice.

14 CFR Part 65.129(e) states that "No certificated parachute rigger may **PACK**, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute." Rigging Innovations no longer approves any procedures to install the Argus AAD in Rigging Innovations products, and hereby rescinds any prior approved procedures to do so. Because of this cancellation of the approval of the installation of the Argus AAD in Rigging Innovations products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a RI harness and container system with an Argus AAD installed. It could also be a violation of 14 CFR Part 65.129(b), if, because of the installation of an Argus AAD, a parachute were to be deemed by the FAA to not be safe for emergency use.

RIGGING INNOVATIONS INC

SERVICE BULLETIN

SERVICE BULLETIN: All users of an Aviacom Argus equipped Rigging Innovations harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 21, 2011

AUTHORITY:

SANDY R. REID, PRESIDENT
Rigging Innovations Inc.
P O Box 86, Eloy AZ 85131-0004, USA
Telephone: 520.466.2655
FAX: 520.466.2656
Email: tech@rigginginnovations.com

DISTRIBUTION:

1. All Rigging Innovations Dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO
8. Aviacom



SERVICE BULLETIN

DATE: March 22, 2011 SERVICE BULLETIN# SPSB006 # OF PAGES: 2
SUBJECT: Aviacom SA/NV Argus AAD installation approval in SUN PATH PRODUCTS, INC equipment
STATUS: **MANDATORY** PMP#: N/A

IDENTIFICATION: JAVELIN, JAVELIN ODYSSEY, JAVELIN LEGACY, STUDENT JAVELIN, AND STUDENT ODYSSEY

BACKGROUND: Over the past three years and particularly in the last several months, there have been documented reports from the field of Argus AAD firings where there was a failure to cut the reserve closing loop completely. Aviacom SA/NV, the manufacturer of the Argus, has been contacted concerning these incidents, and to our knowledge to date, they have not yet identified the root cause of the problem, nor have they suggested a viable solution.

With certain container designs, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located ABOVE the reserve pilot chute, as it is in some common harness and container systems, if the cutter fails to sever the loop, pulling the reserve ripcord may not be sufficient to fully open the reserve container and may result in a fatality. Even though the cutter is located below the reserve pilot chute on Sun Path Products, Inc. harness/containers, this failure to cut the reserve-closing loop fully could cause a significant delay, which could result in a fatality.

There is also a second and potentially more serious safety issue with a partially cut loop. In addition to the above scenario, a partially cut loop could cause an unwanted reserve deployment on a later jump at an inopportune time. This could result in grave consequences, specifically while floating, during exit, or while others are in freefall above said jumper. In reviewing the reports, it appears that the pilot chute coming out when not expected on the ground after an AAD firing and not cutting the loop highlights this possibility.

This second scenario is far more dangerous since it has the potential of taking out a whole plane load of jumpers or causing a freefall collision, whereas the interference scenario just takes out one jumper, and only if he/she happens to need their reserve on the next or subsequent jumps.

In light of the seriousness of the above potential scenarios, Sun Path Products, Inc. is hereby withdrawing approval of the installation of Argus AADs in any and all of their harness and container systems. This action will remain in effect until such time as Aviacom SA/NV has identified the root cause of the cutter failure mode and has developed a proven and tested solution to resolve it to our satisfaction and until further notice.

SERVICE BULLETIN

14 CFR Part 65.129(e) states that “No certificated parachute rigger may **PACK**, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute.” Sun Path Products, Inc. no longer approves any procedures to install the Argus AAD in Sun Path products, and hereby rescinds any prior approved procedures to do so. Because of this cancellation of the approval of the installation of the Argus AAD in Sun Path products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a Sun Path Products, Inc. harness and container system with an Argus AAD installed. It could also be a violation of 14 CFR Part 65.129(b), if, because of the installation of an Argus AAD, a parachute were to be deemed by the FAA to not be safe for emergency use.

SERVICE BULLETIN: All users of an Aviacom SA/NV Argus equipped Sun Path Products, Inc. harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 22, 2011

AUTHORITY:

DAVID L. SINGER, DIRECTOR OF ENGINEERING
Sun Path Products, Inc.
404 West Edinborough Ave, Raeford NC 28376 USA
Telephone: 910-875-9002
FAX: 910-875-9272
Email: dave@sunpath.com

DISTRIBUTION:

1. All Sun Path Products Dealers
2. PIA Technical Committee
3. PIA Rigging Committee
4. National Aero Clubs, Parachuting Section
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6. Military Parachute Organizations
7. FAA MIDO SAVANNA
8. FAA ACO ATLANTA
9. Aviacom SA/NV