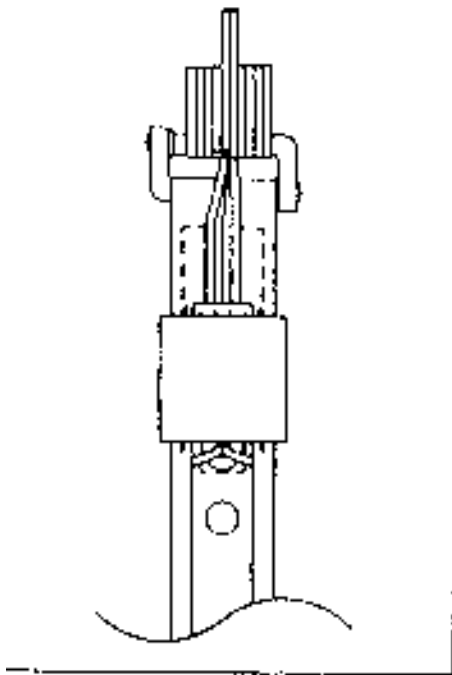


Item #1 Tandem Vector Reserve Steering Lines Owners of Relative Workshop Tandem Vectors should ensure that the reserve's steering lines have been properly tacked to their risers. Tacking the lower control lines to the connector link helps prevent the lines from snagging on the corners of the "Lbar" connector links during deployment and brake release. (The reserve has four control lines on each toggle, creating the possibility that the connector link will slip between them.) The Florida manufacturer recently inspected several Tandem Vectors that lacked the tacking. The control lines are tied to the centre of the link using two turns of single cotton safety-tie thread, the same type used to seal reserves. 'Re tacking is tied off with a surgeon's knot.

The company says a rig should be checked before the next jump if the owner is not sure the control lines are properly tacked. For complete instructions, contact the Relative Workshop at (904) 736-7589.



Item #2 Jump Shack Cable Inspection Jump Shack has issued a bulletin asking jumpers to check their cutaway cables if the rig has been equipped with the red Teflon coated cables. This inspection must be performed before the rig is jumped again.

The notice, dated March 10, was issued after the company found the red coating on some cables had cracked. Cracks could make it difficult or impossible to pull the cutaway handle because they can snag a riser locking loop.

Furthermore, a piece of separated coating could lodge in the locking loop after the cable has been extracted. This could prevent the riser from separating from the harness ring, making canopy release impossible.

These cables are easily recognised as the colour is different from the industry standard yellow Lolon-coated cables found on most rigs. To obtain a copy of this bulletin contact the Jump Shack at (904) 734-5867.

Item #3 Vector Tandem Mandated Changes Beginning June 1, all Vector Tandem owners must reconnect their reserve static lines (if they have been disconnected) and install the Relative Workshop's 'Collins lanyard' on their rigs.

The Collins lanyard, conceived last summer by company engineer Kyle Collins, is a simple device that connects the main riser on the RSL side to the cutaway cable of the opposite riser. If the RSL-side riser breaks or otherwise releases prematurely, the lanyard releases the other riser before the reserve pin is pulled. Its function is to prevent a main-reserve entanglement.

The lanyard costs \$12 US from the Relative Workshop and only takes a few minutes to install. It must be installed by a Rigger and the RSL must be connected for it to function properly.

Also, in a separate bulletin issued in March, the Relative Workshop made mandatory a new double-ended closing loop for all Vector Tandem systems using a "double drogue-release riser."

The new closing loop is made of the same Type 2A sheathing as the original loop, but is straight stitched rather than bartacked. A rigger "B" can build the new loop using the company's instructions, or the loops can be purchased from the Relative Workshop for \$1 US each. Installation must be performed by a Rigger or the Tandem Pilot who is using the system.

These bulletins are available from the Relative Workshop by calling (904) 736-7589.

Item #4 Racer Tandem Brake Setting The Jump Shack issued a bulletin recently, along with the illustration below, showing how to properly set the brakes on its Racer Tandem rigs. The bulletin was a response to field reports of the brakes sometimes not being set correctly. The company's tandem mains have a retaining loop attached to the rear riser, directly below the metal guide ling. The loop should pass through the guide ring and then through the upper steering line. The toggle is then inserted through the retaining loop, as shown.

For a copy of the bulletin, contact the Jump Shack at (904) 734-5867.

