

Item #1 Chute Shop of SA Canopies Chute Shop of South Africa issued a bulletin which affects canopies built between November 1, 1996 and May 30, 1997 with reference to slider stops.

The company says..... This particular batch of slider stops (discs) look and feel normal but will bend when squeezed hard between the fingers". "Please check your main parachutes for faulty slider stops and have a rigger check your reserve. Soft slider stops can bend, and therefore cause the slider to hang up, resulting in a malfunction". Chute shop will replace slider stops free of charge. Phone 01 1 31 304 8038 or fax 01 1 31 304 8082.

There have also been reports from the **field** of soft slider stops on canopies which are outside of the dates listed above. Riggers should check for slider stop softness on all Chute Shop canopies, regardless of manufacture date.

Item #2 Vector Release Housing Fittings The Relative Workshop, makers of the Vector line of harness/container systems, issued a service bulletin on September 11, 1998 citing incorrectly swaged AMP fittings on the riser end of the release housings on some of their rigs.

Rigs manufactured after January 1996 must be inspected before the owners make more jumps on them. This involves removing the heat-shrink tubing over the fitting and inspecting the attachment method. Correctly swaged fittings will show two, semi-circular indentations around its shank, while incorrect swaging will show numerous small indentations.

Correct swaging involves removing the heat-shrink tubing and re-swaging the fitting using the proper procedure and tool. Information on this procedure and where the tool may be obtained can be found on the Relative Workshop's website <www.relativeworkshop.com> or by calling (904) 736-7589.

Item #3 Incorrectly Packing Pilot Chutes on Reflex Rigs Reports have been forwarded to Fliteline Systems regarding incorrectly packed reserve pilot chutes on their Reflex systems. Some riggers **have** been misinterpreting the owner's manual on how to stow the canopy fabric under the pilot chute cap. This could cause the pilot chute not to fully inflate during deployment of the reserve.

The Reflex manual isn't as clear as it could be in that it refers to both the domed cap, which is actually part of the pilot chute, and the fabric cover as "caps". The domed cap is "the primary pilot chute cap", the manual says, and the fabric cover is the "outer cap".

The manual says..... Stuff the fabric up under the cap and between the coils of the spring" - "try to **fill all** the space beneath the cap."

The correct way to stow the reserve pilot chute is to stuff the nylon fabric underneath the domed cap and the coils of the springs, not between the domed cap and the fabric cover.

Riggers who have questions regarding the correct procedures should contact Fliteline Systems at (909) 245-8828.