

Item #1 Dual Hawk Pin Replacement

Strong Enterprises, makers of the Dual Hawk Tandem systems, have issued PSB #24 – directed at systems built between 24 August 2000 and 26 October 2001 and involves replacement of the 20.5” Flex Pin used on the two-loop closing system.

All 20.5” Flex Pins manufactured from 24 August 2000 to 26 October 2001 will be replaced at no charge with new 20.5” flex pins identified with clear heat shrink tubing over the swage. The replacement flex pins can be easily installed by removing the older (black shrink tubing) flex pin. Installation time is approximately two minutes and should be done before the next jump.

Strong Enterprises has found some Flex Pins that have cable strands nicked at the swage during manufacture. Frayed or nicked strands of cable are difficult to see under the swage and heat shrink tubing. There has been one report of a broken cable found during packing.

PSB #24 and a free flex pin can be obtained by contacting Strong Enterprises at (407) 858-9317 or tedstrong@strongparachutes.com.

Item #2 Foreign Equipment in USA

Although the FAA recently changed the FAR’s to allow equipment manufactured in a foreign country to be used at all dropzones in the USA, if the system meets the civil aviation authority requirements of the parachutist’s country, the ruling may be open to individual interpretation by DZ operators and riggers in the USA.

This is especially true when they are confronted with the 180 day repack cycle now being used in Canada. Riggers should advise individuals travelling south for DZ vacations that they may be wise to call the DZ before leaving to enquire what their policy on foreign equipment might be, as some of the major dropzones in the USA still demand a 120 day repack cycle.

TSO’s equipment being jumped by a foreign parachutist would fall under the FAA 120 day regulation for reserve repacks.

More information on FAR Part 105 regulations can be obtained by accessing the FAA website. www.access.gpo.gov/nara/cfr/cfrhtml_00/Title_14/14cfr105_00.html

Item #3 180 Day Repacks for Exhibition Jumps

The CSPA petitioned Transport Canada in April 2000 to change the repack cycle referred to in CAR 623.38 from 120 to 180 days. This petition was followed up by CSPA’s attendance at the CARAC meeting in Ottawa during June 2000 which resulted in the petition being approved – now integrated into CAR 623.06.

Therefore, those participating in Exhibition Jumps are now under the same rule for repack cycles as the rest of the parachuting population in Canada.

Item #4 Main Parachute Packing

In the USA, FAR 105.43(a) states:

The main parachute must have been packed within 120 days before the date of its use by a certificated parachute rigger, the person making the next jump with that parachute, or a non-certificated person under the direct supervision of a certificated parachute rigger.

In Canada, there are no recommended guidelines to follow other than those requirements reflected in CAR 623.06 pertaining to exhibition jumps stating:

The main parachute canopy shall be packed by a person making the descent, or a certificated parachute rigger, within 180 days prior to the date of the parachute descent.

There has been some concern voiced regarding parachutes being packed for the general skydiving public i.e. students and novice parachutists. Therefore, being added to the PIM 1 – Technical Recommendations shall be the following:

Main parachutes used by non-CoP holders shall be packed by an individual holding a current main packing endorsement or failing that, a person under direct 1:1 supervision by someone holding, as a minimum, an Instructor “A”, Coach 2 or CSPA/FAA rigger rating.

Individuals packing equipment for student use must be properly instructed and endorsed (as per PIM 2B – Section 7) for the specific parachute system(s) in use.