



CANADIAN SPORT PARACHUTING ASSOCIATION
ASSOCIATION CANADIENNE DU PARACHUTISME SPORTIF

TECHNICAL BULLETIN #78

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Item #1 – Slow Deployment of Reserve Canopy

EASA (European Aviation Safety Agency) has issued an Emergency Airworthiness Directive that immediately grounds all Parachutes de France TECHNO 240-B reserve parachutes.

A slow deployment of the reserve canopy TECHNO 240-B has instituted this action. It has been determined that the allowable opening altitude loss/opening time is not met. The proposed solution of Parachutes de France Safety Bulletin BSC_06_002, dated 21.04.2006 is not accepted by EASA to provide an equivalent level of safety. As a consequence these units may not act as safety devices.

This is an interim action and will be amended after compliance with the EASA requirements.

Item #2 – Damage to Vigil Cutters

Advanced Aerospace Designs, makers of the Vigil Automatic Activation Devices, requests that riggers look carefully at the small plastic loop protection heads of the cutter(s) on the Vigil AADs to ensure they have not been damaged during reserve repack. If any damage is detected to the loop protectors the cutter unit and loop must be replaced.

The use of an inadequate mechanical system or the incorrect placement of a temporary pin can cause the crushing of the cutter against the grommets or the temporary pin during the closing of the reserve. Those closing techniques could create such forces that the pressure between metallic grommets or pin could cause damage to the plastic inserts, or the cutter itself.

Damage to the plastic inserts could cause excess fraying of the loop and an inadvertent opening of the reserve container.

Equipment having the cutter located in the bottom of the reserve tray should not be affected by this bulletin. Those systems with the cutter positioned above the pilot chute need additional attention and more careful packing procedures.

AAD is testing a new cutter that does not use the plastic protection inserts—they will be implemented after final tests are complete.

Barry McAuley – Chair
Technical & Safety Committee
April 2006