



CANADIAN SPORT PARACHUTING ASSOCIATION ASSOCIATION CANADIENNE DU PARACHUTISME SPORTIF

TECHNICAL BULLETIN #94

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Item #1 - Substituting Components

It has come to our attention that riggers are using non-standard components on some systems in the field. An older harness/container system was discovered with number 3 ½ SS Rapide links installed between the reserve canopy and risers. One link was installed with short side to riser with bumper not secured. Severe damage was sustained to the T-VII webbing of the reserve risers by these links - resulting in grounding of the rig and delegation to the scrap heap because of the cost to replace the harness was prohibitive.

It was obvious this abnormality had been in place for some time and should have been caught in the semi-annual inspection/repack. Even though the system looked pristine from outer appearance this condition could have resulted in a serious accident.

Item #2 – Infinity Supplement

Velocity Sports Equipment, makers of the Infinity Harness/Container System have issued a supplement to the Owner's Manual for this rig.

To improve the function and effectiveness of an AAD activated reserve deployment, they have moved the location of the AAD cutter. It was previously located on flap #1 below the pilot chute—they have now moved it to flap #2, above the pilot chute. To protect the cutter and reduce visibility, they have also begun installing reserve pilot chutes with recessed caps. There is no specific pilot chute orientation, so recessed pilot chutes will function as designed, in any rotation around the closing loop axis. Pilot chutes with recessed caps may be used with cutters located below the pilot chute as well.

It is not mandatory to have the AAD cutter located above the pilot chute. Should Infinity owners wish to change out the pilot chute and cutter location they can contact:

Velocity Sports Equipment, Inc.
PO Box 3370
Bend, OR 97707
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Barry McAuley – Chair
Technical & Safety Committee
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