

TECHNICAL BULLETIN #72

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Item #1 Vigil ADD recall

Effective 31 March 2004, Advanced Aerospace Designs, makers of the Vigil Automatic Activation Device, decided to replace all units in the field manufactured prior to 26 March 2004. This action is in response to several inadvertent firings of these units.

It was determined that a high level of electrostatic discharge on the ground may cause the cutter to activate. They say these ground misfires can only happen under very specific conditions, for example: packing in a highly electrostatic environment, such as on a dry nylon carpet in very dry atmospheric conditions.

Details for exchanging these units can be obtained by contacting: info@vigil-aad.com

Item #2 Mandatory inspection of PdF reserves

Parachutes de France, manufacturers of several models of reserve canopies, grounded for inspection all reserve canopies manufactured between 01/01/1987 and 31/02/1989 which include serial numbers 87 01 001 to 89 02 XXX.

The grounding involved assembly and sewing of the steering line attachment tapes to the trailing edge of the canopies. Necessary stitching on some canopies may have omitted.

For more information contact PdF at: <http://www.zodiac.com/eu/aerosafety.cfm>

Item #3 Parachutes Australia Service Life of Equipment

Due to ongoing testing and evaluation by Parachutes Australia they have revised their policy on service life to distinguish between emergency and reserve components which have a finite service life and those which may remain in service indefinitely, on condition.

In short, PA has imposed a service life of 20 years on all hanes/container systems they manufacture while all other PA emergency and reserve parachute components may remain in service while deemed serviceable by a person duly authorised to inspect and declare serviceable such equipment.

At each inspection/repack cycle the rigger must check the age and condition of the equipment. Those components that have a finite service life shall be permanently withdrawn from service when they reach their service life, or earlier if deemed not to be airworthy.

Those components which may remain in service indefinitely shall be inspected and if airworthy returned to service. If determined not to be airworthy they must be removed from service.

More information can be found at: http://www.apf.asn.au/apf_services/sb.asp

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