



Deutscher Fallschirmsportverband (DFV) e.V.
Deutscher Aero-Club (DAeC) e.V. Luftsportgerätebüro
Verband unabhängiger Prüfer von Luftsportgerät e.V.

An alle Vereine/Schulen/
Fallschirmtechniker
Fallschirmwarte

SICHERHEITSMITTEILUNG für Gurtzeuge

herausgegeben: 22.03.2011

Nummer: 04/2011

Bezug: **Sicherheitsmitteilung der Firma United Parachutes Technologies
SERVICE BULLETIN 20110322 vom 22. März 2011**

Betroffene Muster: alle Gurtzeuge der Firma UPT, die mit einem AAD Typ Argus
der Firma Aviacom ausgestattet sind.

Status: **verpflichtende Modifikation vor dem nächsten Sprung!**

Betrifft: Probleme mit dem Cutter beim Schneiden des Loops

Grund: Aufgrund mehrerer Vorkommnisse mit Cutterproblemen des Öffnungsautomaten
ARGUS der Firma Aviacom, bei denen der Loop nicht oder nicht korrekt
geschnitten wurde, zieht die Firma UPT die Einbauerlaubnis des
Öffnungsautomaten Argus in alle ihrer Produkte zurück.

Maßnahmen: Diese Gurtzeuge dürfen vom technischen Personal nicht mehr gepackt werden,
wenn ein Argus installiert ist. Springer, die diese Systeme benutzen, müssen den
Öffnungsautomaten vor dem nächsten Sprung ausbauen.
Diese Regelung gilt bis die Vorfälle aufgeklärt sind und der Hersteller des
Öffnungsautomaten eine erprobte und getestete Lösung für das Grundproblem
gefunden hat und UPT sein Service Bulletin widerruft.

Durchzuführen bis: **Vor dem nächsten Sprung!**

Bemerkungen: im Anhang: Service Bulletin # 20110322 vom 22.03.2011.

Verteiler: Techniker, Warte, Händler, Vereine, Sprungzentren.

Dresden , den 22.03.2011
Chris Buß - Referat Technik DFV

Ralf Homuth – Geschäftsstellenleiter VuPL

UNINSURED UNITED PARACHUTE TECHNOLOGIES, LLC.



DATE: March 22, 2011

SERVICE BULLETIN #20110322

OF PAGES: 2

SUBJECT: Aviacom Argus AAD installation approval in United Parachute Technologies products (UPT).

STATUS: **MANDATORY**

BACKGROUND: Over the past three years and particularly in the last several months, there have been documented reports from the field of Argus AAD firings where there was a failure to cut the reserve locking loop. Aviacom, the manufacturer of the Argus, has been contacted concerning these incidents, and to our knowledge to date, they have not yet identified the root cause of the problem, nor have they suggested a solution.

With the UPT container design, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located **BELOW** the reserve pilot chute, as it is in UPT harness and container systems, if the cutter fails to sever the loop completely, pulling the reserve ripcord will launch the reserve pilot chute, but may interfere with the deployment sequence and cause a significant delay or possible container lock, which could result in a fatality.

Based upon a field report stating that a pilot chute came out unexpectedly on the ground, there is a potentially serious safety issue in that a partially cut loop could go unnoticed for many more jumps throughout the day with an inoperable AAD and its potential for the interfering with the normal deployment sequence when manually activated.

In light of the seriousness of the aforementioned potential scenario, UPT is hereby withdrawing approval of the installation of Argus AADs in any and all of their harness and container systems. This action will remain in effect until such time as Aviacom has identified the root cause of the cutter failure mode and has developed a proven and tested solution to resolve it to our satisfaction and until further notice.

14 CFR Part 65.129(e) states that "No certificated parachute rigger may **PACK**, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute." UPT no longer approves any procedures to install the Argus AAD in UPT products, and hereby rescinds any prior approved procedures to do so. Because of this cancellation of the approval of the installation of the Argus AAD in UPT products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a UPT harness and container system with an Argus AAD installed. It could also be a violation of 14 CFR Part 65.129(b), if, because of the installation of an Argus AAD, a parachute were to be deemed by the FAA to not be safe for emergency use.

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SERVICE BULLETIN: All users of an Aviacom Argus equipped UPT harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 22, 2011

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