



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: 05.06.2011

Nummer: 09/2011

Bezug: **SERVICE BULLETIN SB 20110523 vom 23.05.2011**
UPT für Vector-Gurtzeuge

Betroffene Muster: alle Vector 3 Sport und Vector SE Student Gurtzeuge

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

Betrifft: ein möglicher Bruch der Naht des Rückengurtes am Reservecontainer

Grund: Bei einem Vector SE Student-Gurtzeug ist die besagte Naht gebrochen, der Rückengurt wurde aus dem Container herausgezogen und hat über die RSL die Reserve zusätzlich ausgelöst

Maßnahmen: alle Vector 3 Sport und Vector SE Student Gurtzeuge sind vor dem nächsten Sprung zu kontrollieren. Bei einem Nahtbruch ist die betroffene Stelle vor dem nächsten Sprung zu reparieren!!!

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

Bemerkungen: **Die Reparatur darf nur von Fallschirmtechnikern durchgeführt werden. Die Reparatur ist wie im SB beschrieben auszuführen!!!**
Wer möchte kann die betroffenen Gurtzeuge zu UPT schicken
Die Kosten der Reparatur übernimmt UPT. Porto trägt der Kunde
Generell ist diese Stelle bei allen Gurtzeugen beim Check zu kontrollieren!!
Im Anhang die originale SM von UPT inkl. Reparaturanleitung.

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

Dresden , den 05.06.2011

Chris Buß - Referat Technik DFV

Ralf Homuth – Geschäftsstellenleiter VuPL

UNINSURED UNITED PARACHUTE TECHNOLOGIES, LLC.



DATE: May 23, 2011

SERVICE BULLETIN #20110523

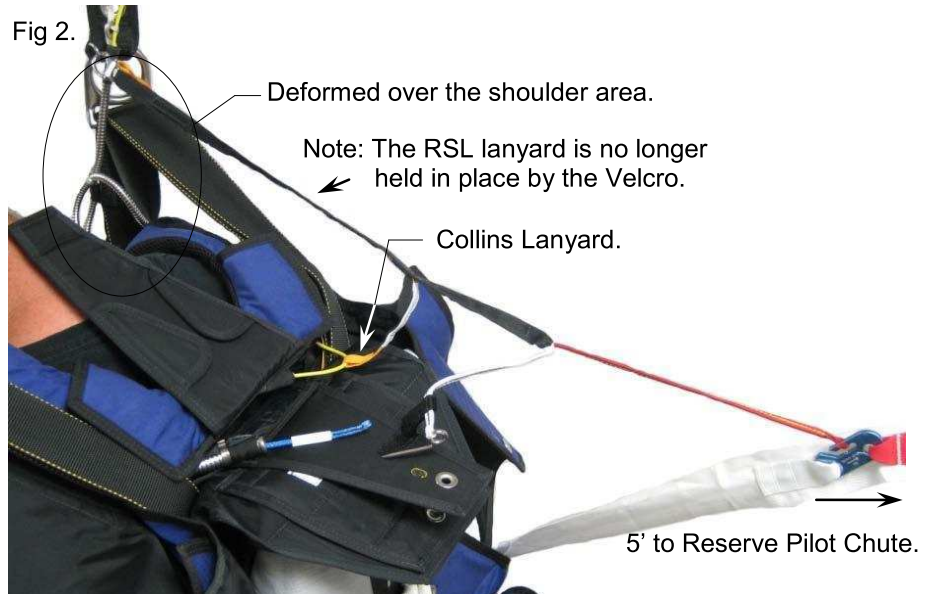
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SUBJECT: Inspection of the top diagonal attachment point on all Vector 3 Sport and SE Student Harness/Container Systems.

STATUS: Advisory

BACKGROUND: It was reported that a student jumper after pulling at a planned altitude of 5000', experienced a very hard opening and broke the upper double zigzag stitching that holds the diagonals in place and tore most of the ring cover off (See Fig1). This allowed the large ring riser attachment to be pulled far away from its normal position, deforming the over the shoulder section of padding and in turn pulled the RSL lanyard releasing the reserve pilot chute.

At an altitude of around 4500' the attachment point of the SkyHook and RSL lanyard produced a trailing reserve pilot chute (*preventing a two out scenario*) as witnessed from the ground (See Fig2). At an altitude reported to be between 225' and 250' the student jumper initiated a final approach turn, but due to the deformation of the right shoulder section of the harness, the Collins lanyard released the left riser from this turn input (See Fig2). The student then reacted by immediately pulling the cutaway handle releasing the right riser initiating a SkyHook direct bag deployment. After a very short reserve canopy ride, the student experienced a hard landing in a corn field.



NOTE: It is unlikely this stitch pattern failed completely on this one jump, but was damaged on other prior jumps and completely failed on this one very hard opening. Further inspection of other Vector SE containers at the same DZ revealed other diagonals with various stages of stitch failure in need of repair.

Affected rig information- V392-2SE, Serial # 41750, DOM 25 Apr. 2005, estimated to have 500 to 800 jumps.

Inspection of twelve (12) other Vector SE containers from another large Drop Zone revealed one (1) student container in need of this repair. If not caught at the next reserve repack, it would have most likely continued to work its way apart and may not have taken the load required of it.

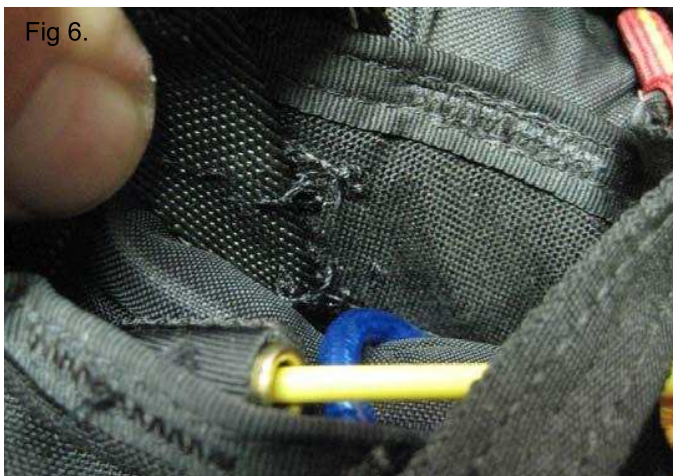
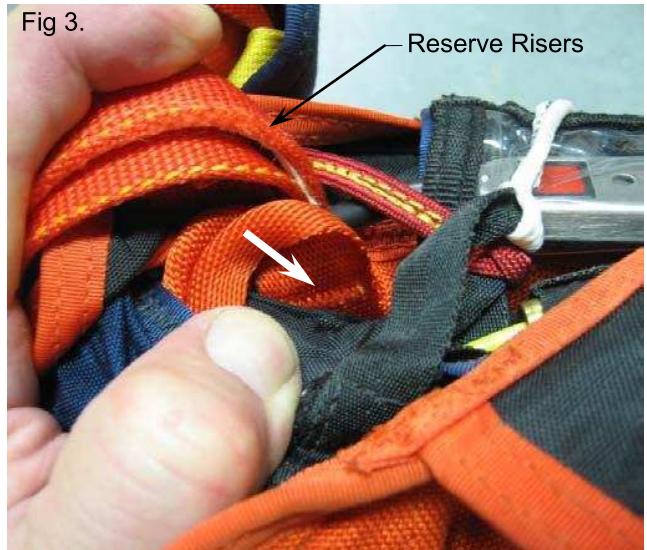
SERVICE BULLETIN: Before the next jump it is strongly recommended that all jumpers inspect this area for broken stitching. This can easily be done on packed rigs by simply opening the reserve pin cover and riser cover, then work your thumb up under the diagonal to expose the zigzag stitching. Only the top inside section of stitching needs to be inspected (Figure 3). Consult your local rigger if you are unsure or have any questions.

As with many areas of Harness/Containers, this stitch pattern should be checked periodically and especially after experiencing exceptionally hard openings.

It can be and should be inspected by riggers during routine reserve repacks.

Figures 3 and 4 show examples of undamaged stitch patterns. Undamaged stitch patterns such as these do not require repair.

Figures 5, 6 and 7 show example of failing stitch patterns in need of repair.



If the diagonals are in need of repair, riggers in the field are now authorized and requested to make this zigzag repair using "E" shape stitch pattern. This "E" shape zigzag stitch pattern is the same pattern that has been in use on the Sigma Tandem system for some time.

PROCEDURE: Slowly and carefully work your way back in between the reserve container and back pad as shown in figure 8. Ensure that nothing but what is intended to be sewn is under the presser foot. Each pass of zigzag stitching is done twice sewing over the tails of each first pass using size E, #69, T70 Nylon thread.

Inspection of the inside stitching should appear as shown in figure 9; the number of stitches per inch should appear as per samples below.

Inspection of outside/reserve pack tray stitching should appear as shown in figure 10.



Figures 11 and 12 show where the additional north/south zigzags were added.

NOTE: This stitch will now be used to attach the diagonals to the reserve container on all Vector Sport and SE type harness/container systems in production now.

For anyone unable to have this repair done in their area if required, UPT will do this repair free of charge. The owner is responsible for all shipping charges.



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