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CONSEIL SÉCURITÉ
CIRCULAIRE DE SÉCURITÉ N° 183

Réf. : 11/471

Date : 25 Mars 2011

Émetteur : F.F.P. – Conseil Sécurité.

Objet : Déclencheurs à bord de Sacs-Harnais de 7 Constructeurs.

Matériels concernés : Déclencheurs **Argus** du fabricant **AVIACOM** à bord des **Sacs-Harnais** des fabricants **AERODYNE RESEARCH, MIRAGE SYSTEMS, PARACHUTES AUSTRALIA, PARACHUTE SYSTEMS, RIGGING INNOVATION, SUN PATH PRODUCTS** et **UNITED PARACHUTES TECHNOLOGIES**.

Texte : Les 7 constructeurs suivants (AERODYNE RESEARCH, MIRAGE SYSTEMS, PARACHUTES AUSTRALIA, PARACHUTE SYSTEMS, RIGGING INNOVATION, SUN PATH PRODUCTS et UNITED PARACHUTES TECHNOLOGIES) ont décidé de ne plus approuver temporairement, et jusqu'à résolution du problème, les déclencheurs **Argus** du fabricant **AVIACOM** à l'installation et l'utilisation sur leurs sacs-harnais.

Les Service Bulletins respectifs **SB 250311** (AERODYNE RESEARCH) **SB 03-11** (MIRAGE SYSTEMS), **SB 1101** (PARACHUTES AUSTRALIA), **SB 0003** (PARACHUTE SYSTEMS), **SB 1548** (RIGGING INNOVATION), **SB 006** (SUN PATH PRODUCTS) et **SB 20110322** (UNITED PARACHUTES TECHNOLOGIES) sont en annexe de cette C.S.

Actions : Diffusion et application des SB.

Personnel qualifié : toute personne concernée pour la diffusion d'information et la suspension d'emploi, Plieurs qualifiés pour l'application technique de dépose des appareils.

Date d'application : immédiat.

AFFICHAGE OBLIGATOIRE



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SERVICE BULLETIN SB250311

AVIACOM ARGUS AAD INSTALLATION PROHIBITED IN ICONS

Effective Date: 25 March 2011

Status: Mandatory

Identification: All Icon harness and container systems

Background: This week a number of major gear manufacturers have withdrawn their approval of Argus AAD's based on their review of PIA reports on three incidents over the last three years. The most recent of these happened in the last month in Texas. There is an ongoing investigation of this occurrence, starting Monday March 28 with Argus reps, the riggers involved and the FAA.

Aerodyne has reviewed these reports and spoken with the Argus manufacturer, as well as several other rig manufacturers and riggers. While do not feel that the current evidence is conclusive, we have decided that it is prudent to prohibit the use of the Argus AAD in Icon rigs at this time.

The use of a Cypres, Vigil or Argus aad, while authorized by Aerodyne, is at the discretion of the owner and his or her rigger. When the AAD functions appropriately, the Icon system will deploy the reserve as it was designed to do.

We look forward to the current investigations being completed and to an official position statement by PIA. Until further notice, Aerodyne prohibits the use of Argus AAD's in Icon harness and container systems.

Authority:
William D. Legard
President and CEO
Aerodyne Research, LLC

A handwritten signature in black ink, appearing to read 'W. Legard', is written over a faint, larger version of the signature.

MIRAGE SYSTEMS, INC.

PRODUCT SERVICE BULLETIN No. 03-11

DATE: 24 MARCH 2011

NO. OF PAGES: 2

SUBJECT: Suspension of approval for the installation and use of an Aviacom SA/NV ARGUS® AAD in Mirage Systems, Inc. harness and container assemblies.

AFFECTED PRODUCTS: All Mirage and RTS harness and container models

COMPLIANCE: **MANDATORY**

BACKGROUND: Over the past three years, and in particular in the last several months, there have been documented reports from the field of the Argus® AAD failing to cut through the reserve closing loop when fired. Aviacom SA/NV, the manufacturer of the Argus® AAD, has been contacted concerning these incidents and, to the best of our knowledge, has not identified the root cause of the problem, nor have they developed a solution.

It is possible that the design of the Argus® AAD cutter is such that it could interfere with, or prevent, manual activation of the reserve parachute system when the cutter is located above the reserve pilot chute, as it is in Mirage container systems. If the AAD cutter fails to cut through the reserve closing loop, it could possibly trap the closing loop inside the cutter and prevent the release of the reserve pilot chute, even if the ripcord is subsequently pulled.

There is a field report stating that a pilot chute came out unexpectedly on the ground after the Argus® AAD had fired but failed to cut through the reserve closing loop on a Mirage. This incident identifies a second, potentially more serious safety issue: *A partially cut loop could go un-noticed and cause an unwanted reserve deployment on a later jump.* An unexpected reserve deployment at the wrong time could result in the serious injury or death of the jumper, other jumpers in freefall or onboard the jump aircraft, the pilot, and even persons on the ground.

Considering the serious nature of these potential scenarios, Mirage Systems, Inc. is hereby suspending approval of the installation or use of Argus® AADs in all models of our harness and container systems. This action is in effect immediately and will remain in effect until such time as Aviacom SA/NV has identified the root cause of the cutter failure mode, and has proven to our satisfaction that the Argus® AAD cutter has been redesigned and thoroughly tested to resolve these failures.

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.” Effective immediately, Mirage Systems, Inc. no longer approves any procedures to install the Aviacom SA/NV Argus® AAD in any Mirage System, Inc. harness and container assembly, and hereby suspends any procedures previously approved. It could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack any model of a Mirage Systems, Inc. harness and container system with an Aviacom SA/NV 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.

SERVICE BULLETIN: All users of a Mirage Systems, Inc. harness and container assembly equipped with an Aviacom SA/NV Argus® AAD should immediately remove the Argus® AAD prior to making ANY further jumps. Failure to do so could result in serious injury or death.

COMPLIANCE DATE: 24 MARCH 2011

AUTHORITY:

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DISTRIBUTION:

1. All Mirage Systems, Inc. dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO-Orlando
8. FAA Engineering Branch-Atlanta
9. Aviacom SA/NV



PARACHUTES AUSTRALIA

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SERVICE BULLETIN No PA SB1101

Issued 22nd March 2011

SUBJECT: AVIACOM ARGUS AAD INSTALLATION APPROVAL IN
PARACHUTES AUSTRALIA PRODUCTS

STATUS: MANDATORY

IDENTIFICATION: TALON AND TELESIS HARNESS & CONTAINER SYSTEMS
(ALL MODELS) MANUFACTURED BY PARACHUTES AUSTRALIA

BACKGROUND:

Parachutes Australia (PA) manufactures the Talon and Telesis Harness and Container Systems under licence from Rigging Innovations Inc USA (RI).

RI Service Bulletin SB-1548 dated 21st March 2011 prohibits the use of the Aviacom Argus AAD in their harness and container systems.

Under the terms of the above mentioned licence agreement, RI's Service Bulletin SB-1546 applies to all Talon and Telesis Harness and Container Systems manufactured by Parachutes Australia.

MANUFACTURER ADVISORY:

The Aviacom Argus AAD is NOT approved for use in a Talon or Telesis Harness and Container System manufactured by Parachutes Australia until further notice.

All users of a PA Talon or Telesis harness and container system, currently equipped with an Aviacom Argus AAD should remove the Argus AAD prior to making any further jumps with the system.

AUTHORITY: Managing Director, Underline Designs Pty Ltd trading as
Parachutes Australia.

COMPLIANCE DATE: Immediate

DISTRIBUTION: Subscribers to the APF Service Bulletin Service



SERVICE BULLETIN

Date : March 23, 2011 Service Bulletin# PSSB0003 #Pages 2
Subject : Aviacom Argus AAD installation approval in Parachute Systems products
Status : MANDATORY
Identification : Vortex, Vortex 2, Student Vortex 2, Condor Military Vortex2

BACKGROUND : Over the past few years, there have been documented reports from the field of Argus AAD firings which failed to fully cut the reserve closure loops. Aviacom, the manufacturer was contacted in concern to these incidents. They have failed to identify the cause of the problem and have not come forward with a solution to this ongoing problem.

The cutter is positioned at the base of our reserve container below the free bag, failure of the cutter to fully sever the loop will result in a hesitation at low altitude and with no ripcord pull by the jumper will result in a fatality. With the cutter situated above the reserve pilot chute as in a lot of rigs out there it makes things worse as it may interfere or prevent manual activation of the reserve parachute system.

There is a potentially more serious safety issue with a partially cut loop on later jumps as the reserve could activate as the jumper is preparing to exit the aircraft or at anytime in freefall with other jumpers above him/ her.

In light of the seriousness of the aforementioned potential scenarios, Parachute Systems is hereby withdrawing approval of the installation of The Aviacom Argus AAD in any and all of their harness/ container systems. This action will remain in affect until such time as Aviacom has identified the root cause of the problem 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.” Parachute Systems no longer approves any procedure to install the Argus AAD in Parachute Systems products, and hereby rescinds any prior approved procedures to do so. Because of the this cancellation of the approval of the installation of the Argus AAD in Parachute Systems products, it could now be in violation of 14 CFR Part 65.129 (e) if a certificated parachute rigger were to pack a Parachute Systems harness/ 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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PARACHUTE SYSTEMS SERVICE BULLETIN

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

COMPLIANCE DATE : March 23, 2011

AUTHORITY :

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DISTRIBUTION :

1. All Parachute Systems Dealers
2. National Aero Clubs, Parachuting Section
3. PIA Technical Committee
4. PIA Rigging Committee
5. All Parachuting Publications
6. Military Parachute Organisations
7. FAA MIDO
8. Aviacom



RIGGING INNOVATIONS INC

SERVICE BULLETIN

DATE: March 21, 2011

SERVICE BULLETIN# 1548

OF PAGES: 2

SUBJECT: Aviacom Argus AAD installation approval in Rigging Innovations products

STATUS: **MANDATORY**

PMP#: N/A

IDENTIFICATION: Talon 1, Talon 2, Talon 3.0/FS/FX, Telesis 1, Telesis 2, Telesis 3.0, Flexon, Genera, Voodoo 2.0, Voodoo 3.0

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 Rigging Innovations container designs, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located ABOVE the reserve pilot chute, as it is in Rigging Innovations harness and container systems, if the cutter fails to sever the loop, pulling the reserve ripcord may not be sufficient to fully open the reserve container and may result in a fatality.

Based upon a field report stating that a pilot chute came out unexpectedly on the ground, there is a second potentially serious safety issue in that a partially cut loop could cause an unwanted reserve deployment on a later jump. If such a deployment were to occur while floating, during exit, or while others were in freefall above the jumper experiencing the unexpected deployment, the consequences could be grave and could result in more than one jumper, or a plane load of jumpers, a pilot and even persons on the ground being seriously injured or killed.

In light of the seriousness of the aforementioned potential scenarios, Rigging Innovations 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." Rigging Innovations no longer approves any procedures to install the Argus AAD in Rigging Innovations 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 Rigging Innovations products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a RI 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.

RIGGING INNOVATIONS INC

SERVICE BULLETIN

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

COMPLIANCE DATE: March 21, 2011

AUTHORITY:

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DISTRIBUTION:

1. All Rigging Innovations Dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO
8. Aviacom



SERVICE BULLETIN

DATE: March 22, 2011 SERVICE BULLETIN# SPSB006 # OF PAGES: 2
SUBJECT: Aviacom SA/NV Argus AAD installation approval in SUN PATH PRODUCTS, INC equipment
STATUS: **MANDATORY** PMP#: N/A

IDENTIFICATION: JAVELIN, JAVELIN ODYSSEY, JAVELIN LEGACY, STUDENT JAVELIN, AND STUDENT ODYSSEY

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 closing loop completely. Aviacom SA/NV, 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 viable solution.

With certain container designs, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located ABOVE the reserve pilot chute, as it is in some common harness and container systems, if the cutter fails to sever the loop, pulling the reserve ripcord may not be sufficient to fully open the reserve container and may result in a fatality. Even though the cutter is located below the reserve pilot chute on Sun Path Products, Inc. harness/containers, this failure to cut the reserve-closing loop fully could cause a significant delay, which could result in a fatality.

There is also a second and potentially more serious safety issue with a partially cut loop. In addition to the above scenario, a partially cut loop could cause an unwanted reserve deployment on a later jump at an inopportune time. This could result in grave consequences, specifically while floating, during exit, or while others are in freefall above said jumper. In reviewing the reports, it appears that the pilot chute coming out when not expected on the ground after an AAD firing and not cutting the loop highlights this possibility.

This second scenario is far more dangerous since it has the potential of taking out a whole plane load of jumpers or causing a freefall collision, whereas the interference scenario just takes out one jumper, and only if he/she happens to need their reserve on the next or subsequent jumps.

In light of the seriousness of the above potential scenarios, Sun Path Products, Inc. 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 SA/NV 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.

SERVICE BULLETIN

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.” Sun Path Products, Inc. no longer approves any procedures to install the Argus AAD in Sun Path 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 Sun Path products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a Sun Path Products, Inc. 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.

SERVICE BULLETIN: All users of an Aviacom SA/NV Argus equipped Sun Path Products, Inc. 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

AUTHORITY:

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DISTRIBUTION:

1. All Sun Path Products Dealers
2. PIA Technical Committee
3. PIA Rigging Committee
4. National Aero Clubs, Parachuting Section
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO SAVANNA
8. FAA ACO ATLANTA
9. Aviacom SA/NV

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.

UNINSURED **UNITED PARACHUTE TECHNOLOGIES, LLC.**



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

AUTHORITY:

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DISTRIBUTION:

1. All UPT Dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO
8. Aviacom