



Wednesday, 2/03/2021

FAA-Atlanta Aircraft Certification Office
Attn: Samuel Kovitch
1701 Columbia Avenue
College Park, GA 30337

FAA Atlanta ACO Branch
TSO Minor Change Data
ACCEPTED
Added to TSO File

SAMUEL B
By: KOVITCH

Digitally signed by SAMUEL B
KOVITCH
Date: 2021.03.09 10:06:08 -05'00'

Dear Mr. Kovitch:

Enclosed please find updated engineering drawings of our updated reserve free bag Part Numbers: 027-010-004 RESERVE DEPLOYMENT BAG-TB-S12 and 027-010-005 RESERVE DEPLOYMENT BAG-TB-S13/S14, as seen in the SPECDWG-01020-RESERVE DEPLOYMENT BAG WITH SKYHOOK-REV 0. The changes made to the free bag are design, construction and material based and are a minor change.

The updated free bag incorporates the following improvements:

- 1) The material of the bag has changed from a low CFM nylon ripstop to a 200d Oxford cloth, PIA Spec number: PIA-C-43128.
- 2) The brass grommets were changed to stainless steel PIA Spec number: PIA-G-16491.
- 3) The construction and minor change to bag shape was updated for increased canopy protection and longevity, the remainder of all other functional aspects of the free bag have not changed.

*** Material specification sheets, comparison photographs, and technical drawings included at the end of this document or as attached file***

The updated free bag uses the same or similar materials and follows the same manufacturing and quality control standards as the current reserve free bag.

The updated reserve "freebag" incorporates a change to the opening or mouth of the bag and has a slightly different shape making the reserve canopy more secure until deployment. The new bag is still a "freebag" design meaning that there is only one line stow apparatus utilized in closing the bag around the canopy. The reserve "freebag" is not attached to the reserve canopy in any other manner allowing for quick and safe reserve deployments.

The Uninsured United Parachute Technologies have conducted a significant amount of testing on this bag, some of which took place before and the majority of which was tested during the development of the SR340 and 370 reserve canopy.

During the testing conducted a difference in the updated reserve bags' deployment characteristics was seen only in the test scenarios requiring higher speeds and weights. In which the new design allowed the reserve canopy to stay more securely in place until the line stows were released. This resulted in less chance of superficial damage to the reserve canopy and decreased potential for the line stow to be excessively loaded in those extreme test scenarios.