



PRESS RELEASE
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Accident in Chrcyno, Poland

Summary

On Saturday 25 July 2009 an accident occurred in Chrcyno, Poland. A parachutist died due to impact. No parachutes were deployed. The jump was part of a post AFF training program.

An eyewitness claims that the parachutist made no attempt to pull / release her hand deploy pilot chute or the reserve. The parachutist was being observed as falling flat and stable. Near the end something seemed to be trailing above her.

This remained so until the view was blocked by trees standing directly in the line of sight.

The investigation at the scene of the accident showed that the cutter has activated. The unit's display is damaged and has a broken display. The unit itself seems to be intact.

The loop was fully cut. The reserve has left the reserve container and lies with full line stretch in front of the parachutist. The flap of the free bag is open, the canopy is uninflated and the slider is up. The main canopy is fully packed inside the harness with all flaps closed by the main pin of the hand deploy (BOC).

The cutaway and reserve handle are in place and seemingly no attempt has been made to pull any of them.

Narrative

On Monday July 27 2009 a request for assistance in the investigation of the fatality of 25 July 2009 was received from a representative of the Polish State Commission on Aircraft Accident Investigation. A meeting was set up in Belgium with the Polish representative in order to download the information to reconstruct the chain of events at the day of the accident.

The investigation and download of the unit took place according to a JAA approved Standard Operating Procedure for instruments involved in aeronautical incidents.

The data download and testing of the unit was witnessed by the polish official. A hardcopy of all downloaded data has immediately been handed over to him.

- The unit did activate at an altitude of +/- 300 meter/ 1000 feet.
- The cutter involved in the incident, severed the loop completely at the indicated altitude of 300 meter.
- Go/ No Go tests and simulations on the involved unit showed that the Argus worked well within its design parameters
- Tests with identical cutters confirmed that the loops were entirely cut.

Quality Control

Aviacom continues with its quality control program See www.argus-aad.com ..

All units are inspected by X-ray, Optical and Electronic inspection as well as Free fall Simulation in decompression chamber.

Over 5% of all the cutters are tested on reserve closing loops at the factory.

Conclusion

The Argus with serial number 0 707021 103245, involved in the accident of 25 July 2009, functioned entirely as expected.

A further investigation has to show what caused the accident.

Signed,



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