



FEDERATION FRANÇAISE DE PARACHUTISME

62 rue de Fécamp - 75012 PARIS

Tél : 01.53.46.68.68 - Fax : 01.53.46.68.70

e-mail : ffp@ffp.asso.fr

Web : www.ffp.asso.fr

CONSEIL SECURITE

INFORMATION SECURITE N° 26

Réf. : 12/0758

Date : 01 juin 2012

Émetteur : F.F.P. / C.S.

Objet: Rappel de non autorisation de montage des déclencheurs de sécurité **ARGUS** de la société **AVIACOM SA** par les constructeurs dont la liste suit :

ALTICO, AERODYNE, BASIK AIR CONCEPT, FIREBIRD, MIRAGE SYSTEMS, PARACHUTE DE FRANCE, PARACHUTE SYSTEMS, STRONG ENTERPRISE, SUNPATH, RIGGING INNOVATIONS, UNITED PARACHUTE TECHNOLOGIES.

Matériels concernés : Déclencheurs de sécurité **ARGUS** de la société **AVIACOM**.

Texte : Le conseil de sécurité a été informé d'une recrudescence de demande de montage de déclencheurs de sécurité **ARGUS** dans les sacs-harnais.

Suite à différents problèmes de fonctionnement, l'installation du déclencheur de sécurité **ARGUS** n'est pas autorisée dans les matériels cités (voir liste non exhaustive en annexe).

Pour rappel, la société AVIACOM SA a officiellement arrêté la production du déclencheur de sécurité ARGUS.

Actions :

- Déposer les déclencheurs ARGUS des sacs concernés.
- Contacteur les constructeurs de parachute impliqués.
- Obtenir la liste des déclencheurs approuvés par eux.

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 : Immédiate

Diffusion : Tous publics

AFFICHAGE OBLIGATOIRE



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: 12.04.2011

Nummer: 07/2011

Bezug: **Sicherheitsmitteilung der Firma Aerazur Frankreich
SM- Aerazur BS-SPP/2011-01 vom 8.4.2011**

Betroffene Muster: Gurtzeuge der Firma Aerazur,
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: Auf Grund mehrerer Vorkommnisse mit Cutterproblemen des
Öffnungsautomaten ARGUS der Firma Aviacom, bei denen der Loop nicht oder
nicht korrekt geschnitten wurde, untersagt die Firma Aerazur den Einbau des
Öffnungsautomaten Argus in Parachutes de France Gurtzeuge bis zu einer
neuen Mitteilung.

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.

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

Bemerkungen: im Anhang: SM- Aerazur BS-SPP/2011-01 vom 8.4.2011

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

Dresden , den 12.04.2011
Chris Buß - Referat Technik DFV

Ralf Homuth – Geschäftsstellenleiter VuPL

AERAZUR 61, rue Pierre Curie 78373 Plaisir Tél. 33 1 61 34 23 23 Fax 33 1 61 34 24 23	<h1>Bulletin Service</h1> <p>Titre : Intégration des ouvreurs automatiques Argus <i>Argus AAD integration</i></p>		BS-SPP/2011-01 Date: 08/04/2011 Page 1/1	
Block 1	<u>Données d'application/Technical background</u>			
a) Applicabilité/ <i>Applicability</i>	: Tout type de sacs/harnais de la marque Parachute de France. All the harness/containers manufactured by Aérazur/Parachutes de France.			
b) Raison/ <i>Reason</i>	: Manque d'information sur les résultats d'enquêtes sur des incidents/accidents récemment identifiés. Lack of information concerning incidents/accidents recently documented.			
c) Description/ <i>Description</i>	<p>: Il règne une grande confusion sur l'implication de l'ouvreur automatique Argus dans des incidents/accidents. Sans préjuger des résultats des enquêtes et analyses en cours, les informations divergentes et contradictoires en notre possession nous incitent à prendre une mesure conservatoire temporaire sur l'intégration de l'Argus dans nos sacs/harnais. En effet s'il s'avérait que le couteau ne coupait que partiellement la bouclette de fermeture du conteneur secours, il pourrait s'en suivre un blocage de l'extracteur qu'une action manuelle sur la poignée d'ouverture secours ne pourrait résoudre.</p> <p>Il doit être noté qu'aucun incident/accident avec les sacs/harnais de la marque Parachutes de France n'a été identifié et qu'ils restent intrinsèquement conformes aux exigences sur lesquelles ils ont été qualifiés.</p> <p><i>A big confusing occurs concerning the implication of the AAD Argus in incidents/accidents. Without foreseen of the results on the current inquiries and analysis, the divergent and contradictory information in our possession incite us to take a temporary measure against the integration of Argus in our harness/containers. In fact, if it was possible that the cutter may cut only partially the closing loop of the reserve container, it can occur a blockage of the pilot chute which a manually action on the ripcord cannot resolve.</i></p> <p><i>It has to be noticed that no incident/accident has been identified with Aérazur/Parachutes de France rigs and that these parachutes are still intrinsically in accordance with the requirements used for their qualification.</i></p>			
d) Compliance	: Obligatoire. Mandatory.			
e) Approbation/ <i>Approval</i>	: Approuvé par Aérazur en accord avec le Part 21 - §21A.211. Approved by Aérazur in accordance with Part21 - §21A.211.			
f) Main d'œuvre/ <i>Labour</i>	: Non applicable.			
g) Masse et centrage/ <i>Weight and balance</i>	: Non applicable.			
h) Références/ <i>Reference</i>	: Non applicable.			
i) Publications concernées/ <i>Publication concerned</i>	: Non applicable.			
j) Interchangeabilité/ <i>Interchangeability</i>	: Non applicable.			
Block 2	<u>Information concernant le matériel/Information concerning the equipment:</u>			
a) Matériel/ <i>Material</i>	: Non applicable.			
b) Approvisionnement/ <i>Supplier</i>	: Non applicable.			
Block 3	<u>Consignes d'exécution/Accomplishment instruction:</u> Ne pas utiliser les ouvreurs de type Argus dans les sacs/harnais de la marque parachutes de France jusqu'à l'émission d'un nouveau Bulletin Service. Do not use Argus AAD in Parachutes de France rigs until new Service Bulletin			
Block 4	Diffusion	Block 5	Approbation des Services Qualité et R&D	
DGAC – OSAC – FFP ARZ – Distributeurs – Utilisateurs	Date		Name	Visa
	08/04/11		P. CHAVANON	
	08/04/01		B. DELAHOUCHE PO P. CHAVANON	

Page 1 of 2

THE UNINSURED ALTITUDE CONNECTION INC
d/b/a

CANCELLATION OF SERVICE BULLETIN #ASB 032411

DATE: 29 MAR 2011

SUBJECT: Installation of ARGUS AAD in the DOLPHIN
parachute harness/container system
manufactured by Altico

On March 24, 2011 Altico issued a service bulletin stating that the installation of an Argus AAD into a Dolphin harness/container system was not authorized. The service bulletin also stated that any Argus installed in a Dolphin was to be removed before the next jump. The principal reason for the service bulletin was the belief that if the cutter of the AAD failed to cut the closing loop, the resulting configuration would interfere with manual activation of the reserve.

After further consideration, and review of additional information, Altico has reached the conclusion that because of the location of the cutter on the Dolphin, it would not be possible for that scenario to occur on a Dolphin. Altico therefore issues this cancellation of Service Bulletin ASB 032411 and offers its sincere apology for any inconvenience that may have been caused by its issuance.

AUTHORITY: Michael Furry, President
ALTICO
35870 CLINTON AVE
DADE CITY FL 33525
TEL (352) 523-0052
FAX (3452) 523-1229
email: alticon@aol.com



559 CHEMIN DES SALLES
83300 DRAGUIGNAN FRANCE

Tel : +33 (0)4 94 99 12 36 Fax : +33 (0)4 94 39 89 37 E-Mail : basik.fr@free.fr

Date : 14/09/06

A/To : To all concerned persons
De/From : Jérôme Bunker
Objet/Subject : Mandatory declaration
Réf : 14/09/06/AAD

MANDATORY DECLARATION

Basik Air Concept does not allow at all, the installation and the use of the Argus AAD system into its harness /containers systems type: Advance OUT, Advance IN and Advance Tandem.

This decision has been taken after several incidents with this AAD brand, and mainly after the tests performed by the Dutch Rigger Association, VVV. The complete report made by the VVV is clear enough.

We would not support the responsibility to be involved for an Advance reserve container malfunction equipped with this AAD if it is not working properly as it should be.

From now the only AAD brands allowed to be used into our H/C Advance systems are:
Cypres, FXC, and Vigil types.

Sincerely yours,

Jérôme Bunker
Basik Air Concept owner

A handwritten signature in black ink, appearing to be "J. Bunker", written over a white background.



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: 25.03.2011

Nummer: 06/2011

Bezug: **Sicherheitsmitteilung der Firma Firebird GmbH
SM- Firebird 01/2011**

Betroffene Muster: Gurtzeuge der Firma Firebird GmbH,
die mit einem AAD Typ Argus der Firma Aviacom ausgestattet sind.
Das betrifft die Gurtzeuge: Omega, Omega VII, Omega Evo (V1 R1), Omega
AFF, Omega Tandem, Performance Tandem

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

Betrifft: Probleme mit dem Cutter beim Schneiden des Loops

Grund: Auf Grund mehrerer Vorkommnisse mit Cutterproblemen des
Öffnungsautomaten ARGUS der Firma Aviacom, bei denen der Loop nicht oder
nicht korrekt geschnitten wurde, ziehen wir die Firma Firebird GmbH die
Einbauerlaubnis des Öffnungsautomaten Argus für unsere oben angegebenen
Gurtzeuge 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.

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

Bemerkungen: im Anhang: SM- Firebird 01/2011 vom 24.03.2011.

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

Dresden , den 25.03.2011
Chris Buß - Referat Technik DFV

Ralf Homuth – Geschäftsstellenleiter VuPL



Firebird GmbH & Co. KG

Am Tower 16
D-54634 Bitburg
Tel. : + 49 (0)6561 949680
Fax : + 49 (0)6561 949681
www.flyfirebird.com
E-Mail: info@flyfirebird.com

Sicherheitsmitteilung

Ausgabedatum: 25.03.2011

SM- Firebird 01/2011

Grund:

Cutterprobleme des Öffnungsautomaten ARGUS der Firma Aviacom,

Status:

Verpflichtend vor dem nächsten Sprung

Betroffenes Muster:

Omega, Omega VII, Omega Evo (V1 R1), Omega AFF, Omega Tandem, Performance Tandem

Hintergrund:

Auf Grund mehrerer Vorkommnisse mit Cutterproblemen des Öffnungsautomaten ARGUS der Firma Aviacom, bei denen der Loop nicht oder nicht korrekt geschnitten wurde, ziehen wir die Firma Firebird GmbH die Einbauerlaubnis des Öffnungsautomaten Argus für unsere oben angegebenen Gurtzeuge 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.

Verteiler:

Verbände, Techniker, Händler, Vereine, Schulen, EASA

Firebird GmbH & Co. KG

Am Tower 16

54634 Bitburg

Tel.: +49 (0) 6561 949680

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:

Daniel Thompson, President
Mirage Systems, Inc.
1501-A Lexington Avenue
Deland, FL 32724
Telephone: 386-740-9222
FAX: 386-740-9444
Email: Dan@miragesys.com

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



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.

info@parachutesystems.co.za / www.parachutesystems.co.za

Office Tel: +27 - 31 -304 8038 Fax: +27 - 31 - 304 8082

Postal Address: P O BOX 181016, Dalbridge, Durban, South Africa 4014

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 :

CHRISTOPHER MAXWELL DALES , MANAGING DIRECTOR
Parachute Systems cc.
Po Box 181016, Dalbridge, Durban,KZN. 4014, South Africa
Tel. +27313048038
Fax +27313048082
Email: chris@parachutesystems.co.za

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:

SANDY R. REID, PRESIDENT
Rigging Innovations Inc.
P O Box 86, Eloy AZ 85131-0004, USA
Telephone: 520.466.2655
FAX: 520.466.2656
Email: tech@rigginginnovations.com

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



Aerodyne Research LLC
1405 Flightline Blvd. Unit 20
Deland FL 32724 USA

Tel +1 813 891 6300
Fax +1 813 891 6315

flyaerodyne.com

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 we 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 large, faint, circular watermark or stamp.



SERVICE BULLETIN #31

Issue Date: March 29, 2011
Subject: Argus AAD, manufactured by Aviacom SA/NV use in the Dual Hawk Tandem System.
Status: Mandatory. Strong Enterprises withdraws approval (SB #29) for ARGUS AAD use in Dual Hawk Tandem, under Service Bulletin #22, dated February 20, 1997. See: FAA Part 65.129(e).

Identification:

Dual Hawk Tandem System P/N 103000 through 103005. We do not approve the Argus AAD's to be used in any of Strong Enterprises solo skydiving systems.

Background:

At least four documented instances of ARGUS AAD units have been recorded where the units have fired and the cutter failed to fully cut the reserve closing loop. These instances have been worldwide and documented with photographs of partially cut reserve loops. This failure mode subjects users to an extreme hazard and possibly death by not being able to activate the reserve parachute at all.

FAA, Part 65.129 (e) states, "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 Date: March 29, 2011.

Authority: Ted Strong, President
Strong Enterprises
11236 Satellite Blvd.
Orlando, FL 32837 US

Distribution:

Manufacturer, FAA, USPA, PIA Tech Comm. and Rigging Comm., Foreign Parachute Organizations, all Dual Hawk Tandem Examiners and Instructors, Dual Hawk Tandem owners on record, Parachutist,
www.strongparachutes.com



Sun Path Products Inc. 404 W Edinborough Ave. Raeford, NC 28376 (910) 875-9002

Sun Path Products Inc. Final Report; Service Bulletin SPSB006

September 21, 2011

Scope:

On March 22nd 2011 Sun Path Products Inc. issued service bulletin SPSB006 revoking installation approval of the Aviacom SA/NV Argus Automatic Activation Device. This letter is the final report on this matter and the final decision of Sun Path regarding future installation approval of the ARGUS AAD.

SPSB006 Final Report:

Since publication of SPSB006, Aviacom SA/NV has failed to provide the TSO approval holders (Harness/container manufacturers) with an adequate root cause analysis of all **6 reported failures** of Argus AAD's to completely cut the reserve closing loop. Additionally, corrective action to effectively address and mitigate any future failures has not been provided. After a lack of satisfactory communication from Aviacom to the harness/container manufacturers, a meeting was scheduled on August 25th in St. Louis MO. This meeting was called to bring all interested and/or affected harness/container manufacturers together with all AAD manufactures to include Aviacom. Investigators from the Polish Aviation Authorities and Kirk Smith from Para-Concepts were present as well. During this meeting Aviacom and Kirk Smith were given the opportunity to present all data and resultant action. The minimal test data that was presented again was speculative, incomplete and lacked any definitive answers or conclusions other than they "think" they have a better cutter due to an upgrade to the hardness of the cutter.

(Please note that there was no specification for hardness on the cutters manufactured previous to Sept 2007. This is a critical aspect of any metal cutter.)

Outcomes from the August 25th, 2011 meeting are as follows:

1. Aviacom has been purchasing a modified commercial off the shelf, pyrotechnic reefing cable cutter from Chemring Energetics UK as a sub component for use with the ARGUS AAD assembly. Since these failures to cut in this life saving application have become public, Chemring Energetics UK has stopped sale of these cutters to Aviacom. As a result, Aviacom reports that they have approximately 200 post 2007 cutters available for both testing/verification and for fielded customer units. Further, Aviacom has no ability to institute higher or acceptable quality control practices as they do not manufacture the cutter and Chemring Energetics UK refuses to modify any internal processes for this cutter as this cutter is designed and intended for alternate purposes other than parachute automatic activation devices.



Sun Path Products Inc. 404 W Edinborough Ave. Raeford, NC 28376 (910) 875-9002

2. Aviacom has admitted that their cutter design has serious deficiencies; however they have continued to allow use of substandard cutters due to their inability to provide viable replacement cutters. Furthermore; Aviacom refuses to develop a new cutter design claiming the cost to do so would be in excess of corporate resources. Aviacom is not willing to make a capital investment to develop a new cutter, which has acceptable reliability levels.
3. Aviacom has officially stopped production of the ARGUS AAD and has informed the industry that they are officially out of business. Aviacom claims that service centers will continue to provide maintenance for an undisclosed amount of time and pre September 2007 cutters will be replaced at no charge until their stock is depleted. *(note that the limited supply of cutters critically impacts the ability to test and provide adequate quality assurance for those remaining cutters being provided)*

In light of facts provided to the harness/container manufactures and the attendees of the August 25th, 2011 meeting, those of which are outlined above, we feel that any further installation approvals for the ARGUS AAD will be unnecessary. The cutters proven deficiencies, lack of cutter subassemblies for additional statistical analysis and testing and the inability to maintain customer-fielded units are the reasons for discontinued installation approval of the ARGUS AAD. It is the final decision of Sun Path Products, Inc., that no further installation approvals will be granted. The installation of the ARGUS AAD in any Sun Path Products, Inc. harness/container system is disapproved permanently and will not be reinstated.

Sun Path Products takes skydiver safety very seriously and did not reach these conclusions without careful analysis. Feel free to contact Sun Path with questions or concerns at 910.875.9002 or info@sunpath.com

Patricia Thomas
President
Sun Path Products Inc.

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:

Mark Procos, General Manager
United Parachute Technologies LLC
1645 Lexington Avenue
DeLand, FL 32724-2106 USA
Telephone: +1 386 736 7589
FAX: +1 386 734 7537
Email: mark@uptvector.com

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