



Mottagare: Kontrollanter, kontrollantelever, klubbar, MC Norden, HL	Datum: 2011-06-02	Bilaga	Blad nr: 1 av 1
		Ärende: Materielmeddelande nr. 1/11	
Fastställd av MK: 2011-06-02	Ersätter:	Utfärdare: SFF Materielkommitté (MK)	

Bakgrund

Efter att en elev utrustad med en United Parachute Technologies Vector SE fått väldigt hård öppning gick den sicksacksöm som håller selens diagonala remmar på plats sönder. Detta resulterade i att infästningen av den stora (tre)ringen tilläts flytta på sig långt från sin normala position och i sin tur dra RSL'en så att reserven aktiverades. Efter inspektion av ett antal riggar av typen Vector SE har det visat sig att det fanns flera stycken med varierande grad av skadade sömmar. UPT rekommenderar att aktuella sömmar kontrolleras på samtliga riggar före nästa hopp. Se bifogat servicebulletin för detaljer.

MK bedömer att det påträffade slitaget är sådant som borde fångas upp vid besiktning enligt gällande svenska regler i Materielhandboken, 603:02 punkt 2 (årsbesiktning) och 603:02 punkt 3 (delbesiktning). Tydligt har slitaget emellertid missats vid besiktning i USA (se servicebulletinen), och det är värt att särskilt påpeka behovet av kontroll.

Omfattning

Samtliga system av typen United Parachute Technologies – Vector 3 / Vector SE

Åtgärd

Sömmar enligt bifogat servicebulletin ägnas särskild uppmärksamhet vid besiktning.

När

I samband med nästa besiktningstillfälle.

Vem

Kontroll enligt servicebulletin: K2

Åtgärd enligt servicebulletin: K3

Bilagor

United Parachute Technologies Service Bulletin: #20110523, daterad 2011-05-23

Övrigt

Kontroll/åtgärd behöver ej antecknas i fallskärmsjournalen.



DATE: May 23, 2011

SERVICE BULLETIN #20110523

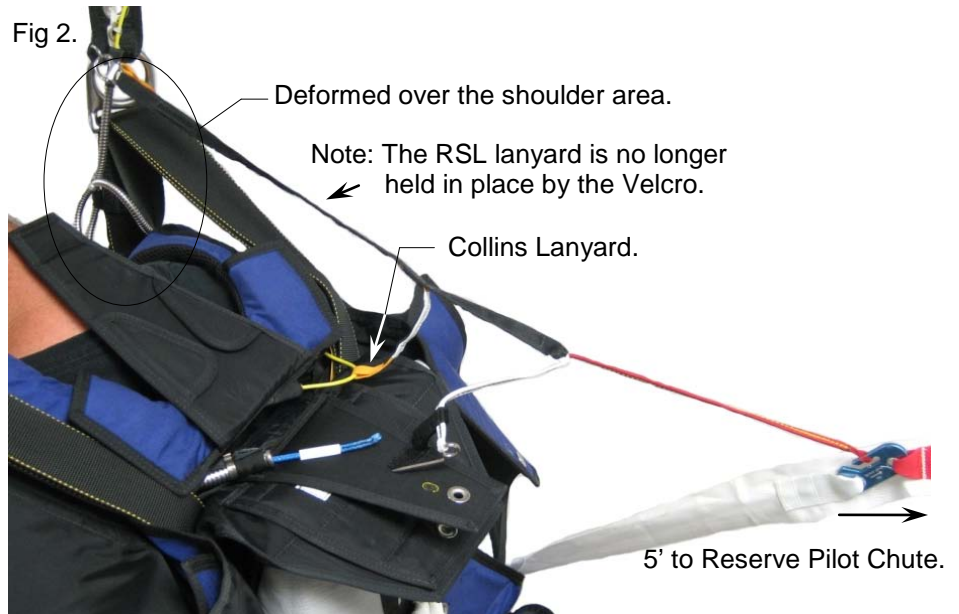
OF PAGES: 3

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.

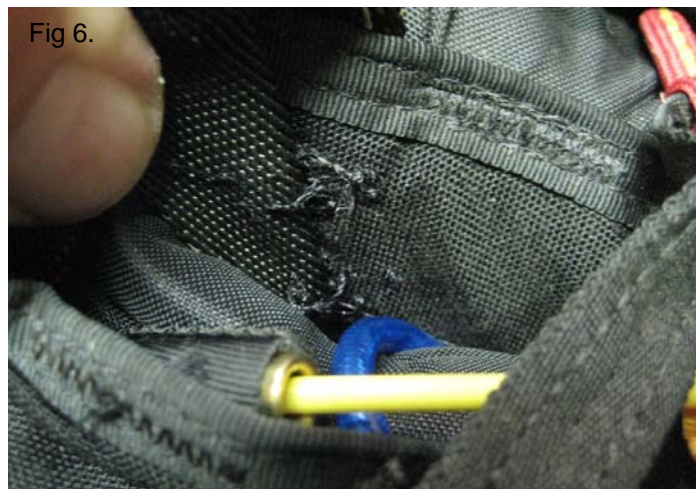
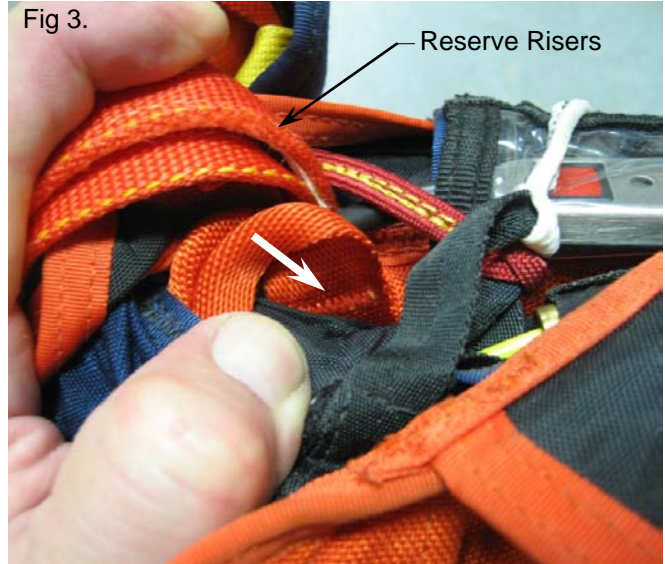
SERVICE BULLETIN: Before the next jump it is strongly recommended that all jumpers inspect this area for broken stitching. This can easily be done on packed rigs by simply opening the reserve pin cover and riser cover, then work your thumb up under the diagonal to expose the zigzag stitching. Only the 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.

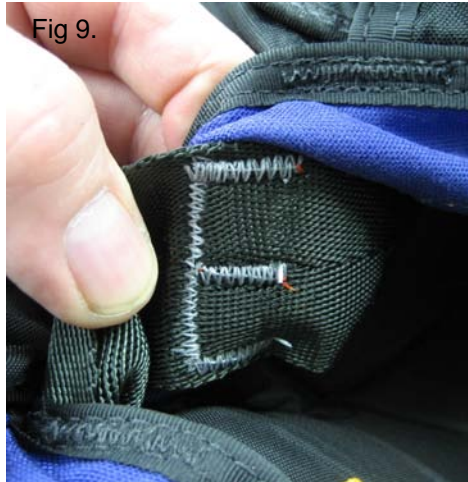


If the diagonals are in need of repair, riggers in the field are now authorized and requested to make this zigzag repair using “E” shape stitch pattern. This “E” shape zigzag stitch pattern is the same pattern that has been in use on the Sigma Tandem system for some time.

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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