



SAFETY INFORMATION

2/94

SAFETY INFORMATION BULLETINS

1. AIRTEC

2. PARA-FLITE

3. FXC

1. The attached Safety Bulletin (68ii & iii) from Air Tec Safety Systems concerns the recall of Cypres AAD units released between 26th August 1993 and 2nd November 1993.
2. The attached Safety Bulletin (68iv and v) from Para-Flite Incorporated concerns 'bartacks' on Swift Plus reserves with Spectra lines.
3. The attached Safety Bulletin and letter to JSPC (N), (68vi and vii) concerns the mandatory upgrading of FXC 12000 to the 'J' modification.

Tony Butler
Technical Officer

18th March 1994

Distribution

CCI's
Council
Riggers
STC Mailing
Sport Parachutist
File

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Up until August 1993 Airtec produced 7600 Cypres without problem. A situation has now arisen where, because of a small modification in one integrated circuit which was not identified in our test procedures, we have produced units which under extremely rare circumstances might exceed the precise tolerances we demand.

As our policy is not to accept anything but the best we are recalling 1527 units released between 26 August 1993 and 2 November 1993.

We are therefore asking every owner affected by this to return his Cypres for checking and modification as soon as possible.

Preparations have been made to ensure that units will be returned as soon as possible and at the most within 2 weeks of receipt at Airtec. We will refund \$10 for shipping, send the unit back free of charge, and also, if the Cypres had already been installed, pay \$40 for a reserve re-pack. Owners who feel that they cannot be without a Cypres should send a note and we will try to send a loan unit to use while theirs is being checked.

If you own a Cypres which is affected by this notice and you are in the Continental United States, please send your Cypres or your complete rig to:

UPS shipping address:

SSK Industries
4925 N. State Rt. 42
Waynesville, OH 45068

Postal shipping address:

SSK Industries
P.O. Box 635
Waynesville, OH 45068

From elsewhere please ship to:

Airtec GmbH
Mittelstr. 69
33181 Wünnenberg
Germany

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If you are in any doubt as to whether or not your Cypres is affected please contact your dealer. He has a complete list of serial numbers from us. The following information might also be of help. All units delivered since the end of November 1993 have numbers engraved on the side of the control unit (the bit you press to switch it on), at the opposite end to the cable. These Cypres are not affected.

If you are shipping abroad, please declare a notional low value of \$10, stating that the unit is being returned for repair or replacement and not for resale. This will prevent any problems with customs and will help any undue delay.

We apologise for any inconvenience and thank you for helping us to maintain the highest standards of quality.

Please find attached a list of those Cypres units affected by this notice, which you have received from us. As an additional aid to identification you should know that all Cypres released by us since the end of November 1993 have numbers engraved on the side of the control unit, at the opposite end to the cable. These units are not affected.


We would ask you to contact the owners of affected units and also, as far as you can, to answer any questions those owners might have.

Although the modification has to be done here in Germany it would make sense for dealers in the Continental United States to go through SSK. This should be the easiest option unless you intend to send a large quantity and are happy to ship them direct to us.

If you are shipping abroad, please declare a notional low value of \$10, stating that the units are being returned for repair or replacement and not for resale. This will prevent any problems with customs and will help any undue delay.

Should you incur any additional expenses when contacting or informing your customers etc., we would be pleased to receive your account.

Thank you very much for helping us to maintain the highest standards of quality



PARA-FLITE Incorporated

PRODUCT SERVICE BULLETIN

PRODUCTS AFFECTED: All Swift Plus reserves with Spectra- lines.

ISSUE DATE: January 3, 1994

SERVICE BULLETIN NO: 9401

SUBJECT: Swift Plus reserves with Spectra lines must be inspected for possible faulty bartacks.

STATUS: This inspection is mandatory at the next repack/reinspection or within 150 days of the issue date of this notice, whichever comes first.

IDENTIFICATION: All Swift Plus reserves manufactured by Para-Flite with Spectra line sets prior to January 1, 1994 are subject to the requirements of this notice.

BACKGROUND:

A Swift Plus 225 reserve, serial No. R7-2218, manufactured February 19, 1992, was found to have a faulty bartack at the outer D line cascade. The width of the bartack was too wide to catch the finger trapped insertion of the cascade, allowing the cascade to be pulled free by hand.

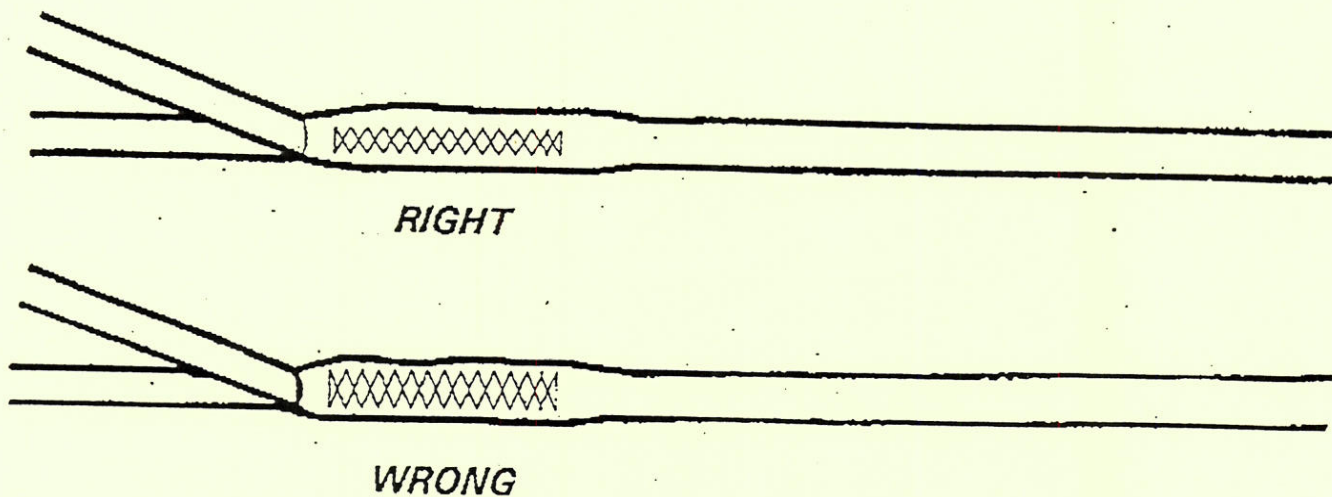
On the affected reserve parachutes the A and C lines are continuous and the B and D lines are cascaded and finger trapped into them. Therefore, the failure of this junction is not catastrophic and will not lead to a malfunction.

Because we are unable to determine how this faulty bartack went undetected and because we are unable to state with certainty that there are no others like it, all affected reserve parachutes must be reinspected as soon as possible, but no later than at the next repack cycle.

Process and machinery changes put into affect will prevent recurrence of this problem on any reserve parachutes manufactured after January 1, 1994.

SERVICE BULLETIN:

All bartacks of the suspension line sets must be subjected to a visual inspection and compared to the enclosed drawing. "Good" bartacks will have a centered appearance and ample material on both sides of the stitches.



In the case of a defective bar tack notify Para-Flite immediately providing the serial number of the affected parachute and a description of the location of the bartack and the nature of the defect. If you are not sure, please call before cutting the existing bartack.

The defective bartack may be replaced by any properly equipped and authorized repair facility and the bartack replacement costs can be invoiced or passed onto Para-Flite. Alternatively, the parachute may be sent to Para-Flite for repair, where it will be repaired free of charge.

COMPLIANCE DATE: Mandatory compliance in accordance with this notice shall be at the next repack cycle, but not later than 150 days after the issue date of this notice.

AUTHORITY: Information in connection with this notice is available from Para-Flite Customer Service Department via telephone, FAX, or compuServe mail box No. 75470, 3241.

DISTRIBUTION:

PIA Para News Brief
Parachutist Magazine
Skydiving
Fallschirm Sport Magazine
USPA S & T Committee
FAA registered owners of Swift Plus reserves
Para-Flite dealers/distributors
Chuting Star Magazine
PIA Tech. Committee



3410 South Susan Street • Santa Ana, California 92704 • (714) 556-7400 TWX 910-595-2801 FAX (714) 641-5053

Date: 03.09.94

To: Joint Service Parachute Centre
Airfield Camp, Netheravon
Salisbury, Wiltshire SP4 9SF

Attn: David Chapman

From: FXC Corporation
3410 South Susan Street
Santa Ana, California 92704

Subject: Mandatory Model 12000 AAD upgrade to "J" (Juliet) Revision

Howdy Dave:

Long time since "Patty Murphy's"!

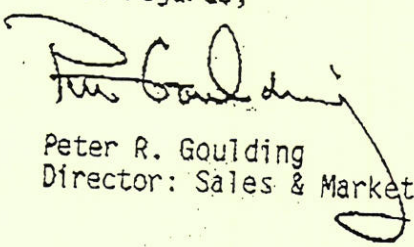
In a nut shell, your interpretation of the "J" Mandatory upgrade letter is correct. In the U.S.A., it's a "J" or it's not airworthy.

Fortunately, FXC is fully aware of the pro-active/progressive program the J.S.P.C. has had in place for years. With this fact specifically in mind, we are shrugging to make some kind of option available to you so as not (not) to ground all the 12000's in the U.K.

FXC's "Mandatory" letter went out initially over 14-months ago. In that letter we gave everyone 1-year to get the "J" work completed. My second letter (two months ago) was a final axe swing. (Except for you folks as it turns out, because of your excellent existing programs and efforts!)

If your suggestion is to upgrade at the next annual servicing, that is acceptable to us. But, we would like to re-double our point that you (J.S.P.C.) are the only exception we feel comfortable with. And, this exception is extended to you only (only) because we are aware of your on-going safety record and pro-active historical track record.

Best regards,


Peter R. Goulding
Director: Sales & Marketing

BAROMETRIC GAS
INITIATORS
PRESSURE SENSORS
WEAPONS DELIVERY
SYSTEMS
AUTOMATIC SENSING
SERVICES
BAROMETRIC TIMERS
RIPCORD RELEASES
SPEED SENSORS
CARGO RELEASES
PARACHUTE
SUB-ASSEMBLIES
PERSONNEL PARACHUTES
CARGO CHUTES
RECOVERY CHUTES
HARNESSES & CONTAINERS
HALO SYSTEMS
HIGH ALTITUDE/FREE-FALL
PRE-BREATHER
OXYGEN
TEST EQUIPMENT
ALTITUDE TEST
CHAMBERS



3410 South Susan Street • Santa Ana, California 92704 • 714-536-7400 TWX 910-595-2801 FAX 714-641-5031

Date: 12 January 1994

To: All F.A.A. Licensed Parachute Technicians (Riggers)
Parachute Technicians World-Wide

From: FXC Corporation
3410 South Susan Street
Santa Ana, California 92704

Reference: Model 12000 "MANDATORY" upgrade Service Bulletin
(dtd. 16 November 1992)

Subject: Notice to: 1. All F.A.A. Parachute Technicians (Riggers)
2. Parachute Technicians World-Wide

Gentlemen:

Reference FXC's "MANDATORY" upgrade Service Bulletin dated 16 November 1992 (effective 1 December 1992); All Model 12000 AAD's manufactured prior to 1993 when returned to FXC Corporation, Santa Ana, California for servicing, were and are presently being automatically upgraded to the latest revision level (new production standard), Revision "J".

Permanent records maintained at FXC indicate that a substantial number of Model 12000 AAD's have not (not) been returned to the Santa Ana to have this "MANDATORY" upgrade effort completed.

Be advised, to installed a Model 12000 AAD on either a main or reserve (auxiliary) parachute system, the Model 12000 AAD must (must) be a Revision "J" unit.

A Model 12000 "J" units can be readily identified by noting if the unit has three (3) small "gold-colored" air filters installed on three sides of the altitude controller. In addition, the label on the AAD will state: "J" Revision. If a Model 12000 AAD in question does not have three (3) filters installed, and/or the label does not say "J", Revision, it is not a "J" and is not to be installed on any parachute system.

Sincerely,
FXC Corporation

Frank Chevrier - President