

Serviceordre – Materiell

Materiellsjef F/NLF kommuniserer pålegg omkring forhold som ansees som vesentlige for å oppnå de målsettinger som er satt for materiellarbeidet via denne Service ordre. Målgruppen for Serviceordre er Materiellkontrollører, Hovedinstruktører og andre nøkkelpersoner i miljøet.

SERVICEORDRE – 2012-1

HENVISNING:	UPT Servicebulletine # 20111109, 09 nov 2011
FORMÅL:	Kontroll av søm som fester ryggkrysset til containeren
STATUS:	Obligatorisk
IDENTIFIKASJON:	Alle Sigma Sport Tandem Rigger.
BAKGRUNN:	Under hovedkontroll og ompakk av reserven, ble det oppdaget at venstre søm som fester reservecontaineren til ryggkrysset hadde raknet og ikke lenger festet containeren til den diagonale webbingen. Det var rapportert om en hard åpning før skaden oppstod. Dette er stort sett det samme forholdet som ble håndtert i F/NLF SO 3 2011 for Vector 3 produkter.
SERVICE:	Sømmen som fester containeren til ryggkrysset skal undersøkes av MK/MR. Ved skader på sømmen skal riggen til MR for reparasjon/omsyng. For detaljerte instruksjer, se under.
UTFØRELSE:	Før neste hopp. Kontrollen utføres av MK/MR. Reparasjon utføres av MR. Ved kontroll når alt er i orden, påføres riggens kontrollkort SO 2012-1 kontroll utført ok. Ved reparasjon påføres SO 2012-1 reparasjon utført. For rigger som kun blir kontrollert, må MK ved fremtidige hovedkontroller sjekke sømmen.
DISTRIBUSJON:	Klubber Hovedinstruktører Materiellkontrollører SU Spot on Sky Design verksted F/NLFs Internet sider Hærens Jegerkommando Luftfartstilsynet

Oslo, 16. januar 2012

Rolf I Sotberg
materiellsjef F/NLF



DATE: November 09, 2011

SERVICE BULLETIN #20111109

OF PAGES: 3

SUBJECT: Inspection of the top diagonal attachment point on all Sigma Sport Tandem Systems.

STATUS: Advisory

BACKGROUND: During an inspection and repack, a rigger noticed the left side zigzag stitching that holds the diagonals to the top of the reserve container had completely failed and was no longer securing the container to the diagonal webbing (See Fig 1 - 2).

Fig 1.

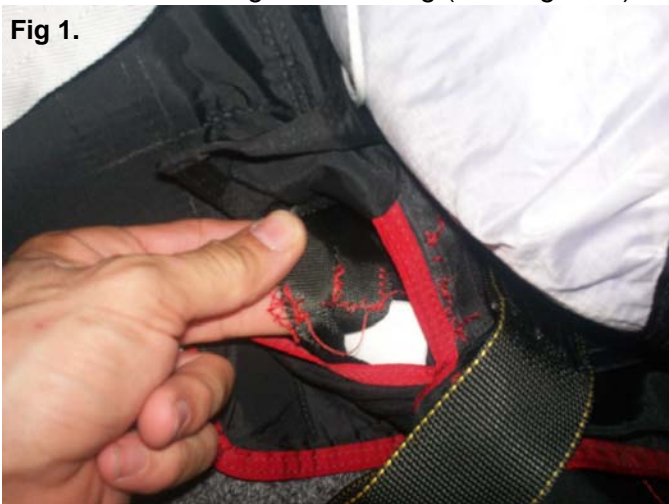


Fig 2.



Affected rig information:

- Sport Sigma
- Serial # 48833
- DOM 30 Mar. 2009
- Estimated to have 1250 jumps
- Hard opening reported before damage appeared
- 3-4 reserve deployments

NOTE: The diagonal stitching on the right side of this rig remained undamaged but also showed the stitch count to be lacking. During close examination of this stitch pattern's production history, we learned that the stitch count on a number of rigs was inadvertently reduced.

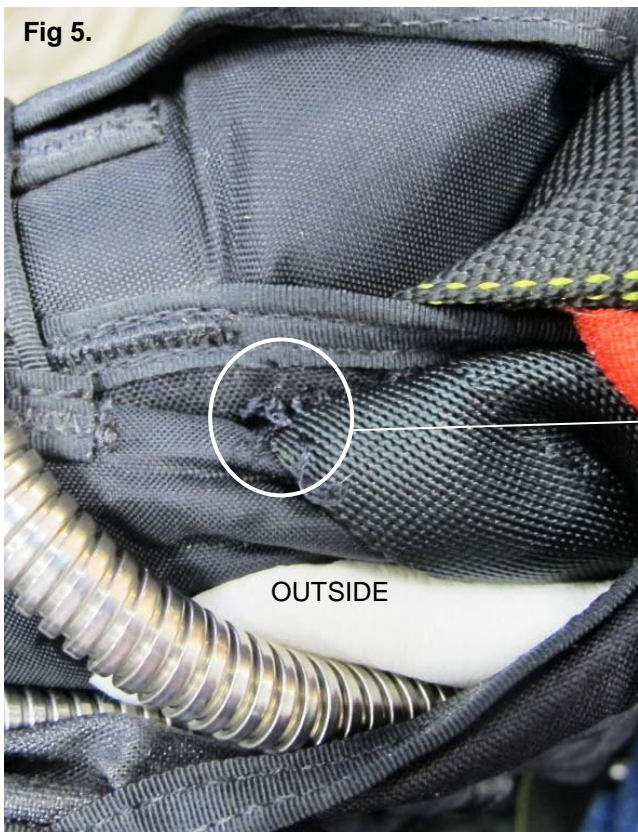
SERVICE BULLETIN: All Sigma Sport Tandem Systems are to be inspected for broken stitching at this diagonals attachment point. This can easily be done on packed rigs by simply opening the reserve pin cover and riser covers, then work your thumb up under the diagonal to expose the zigzag stitching as shown in Fig 3 (*right side*) and Fig 4 for (*left side*). Consult a rigger if you are unsure or have any questions. This inspection should take no longer than 1-2 minutes.



If the diagonals are damaged and in need of repair, riggers in the field are now authorized and requested to make this zigzag repair of the damaged area as usual, then make an additional third pass (3 total passes) in the "E" shape stitch pattern. It is the intent of the new third pass to duplicate this structural integrity on stitch patterns with a minimal stitch count.

If no damage is found, no repair is required.

NOTE: If only very minor stitch damage is found (*up to 20%*) at this stitch pattern such as Fig 5-6, the repair can wait until its next repack.



PROCEDURE: Slowly and carefully work your way back in between the reserve container and back pad as shown in Fig 7-8. Ensure that nothing but what is intended to be sewn is under the presser foot. Each pass of zigzag stitching is done as mentioned above using size E, #69, T70 Nylon thread.

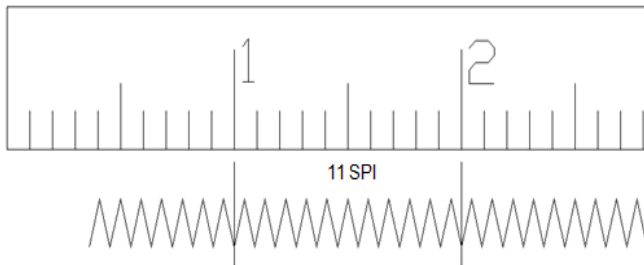
NOTE: The farthest outside north south legs get the least amount of loading and is not required if you are unable to get the sewing machine back to it.



NOTE: The correct stitch count for this diagonal attachment point is 10- 11 SPI (See Fig 9).

After the repair is made, inspect the inside stitching. The number of stitches per inch should appear as shown in Fig 10.

Fig 9. Counting zigzag stitches per Inch (SPI) as per Pointers Manual



As with many areas of all Harness/Containers, this stitch pattern should be checked periodically and especially after experiencing exceptionally hard openings.

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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