

## 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 Servicebulletin. Målgruppen for Service bulletinen er Materiellkontrollører, Hovedinstruktører og andre nøkkelpersoner i miljøet.

### SERVICEORDRE – 2019-01

<b>HENVISNING:</b>	Firebird USA LLC (Product Service Bulletin FB 2019-01)
<b>FORMÅL:</b>	Visuell inspeksjon av kobling mellom reservepin og reservewire.
<b>STATUS:</b>	<b>Obligatorisk før neste hopp.</b>
<b>IDENTIFIKASJON:</b>	Reservepin på Firebird EVO seletøy SN# BD001 - CB010
<b>BAKGRUNN:</b>	30 mars 2019 ble produsenten gjort oppmerksom på at en reservepin hadde sluppet reservewiren i sammenkoblingen.
<b>SERVICE:</b>	Visuell inspeksjon av reservepin, der man skal idenifisere “senkings-merker” etter klemmeprosessen mellom reservepin og reservewire. Dersom tydelig senking ikke blir idenifisert, må riggen ikke hoppes før Firebird er varslet og komponenten undersøkt av Firebird USA LLC.
<b>UTFØRELSE:</b>	Utføres av MK.  Når inspeksjonen er utført merkes kontrollkortet med med SO 2019-01 gjennomført.
<b>DISTRIBUSJON:</b>	Klubber Hovedinstruktører Materiellkontrollører SU Sky Design Verksted Spot On Skyvoss F/NLFs internet sider Forsvaret Luftfartstilsynet

**Trondheim, 1. april 2019**

**Anders Opsal Mæland**  
materiellsjef F/NLF



## Product Service Bulletin

**ISSUE DATE:** March 30<sup>th</sup> 2019  
**Bulletin Number:** FB 2019-01  
**SUBJECT:** Reserve pin ripcord assemblies on Firebird EVO Harness Containers  
**STATUS:** **MANDATORY BEFORE NEXT JUMP**  
**Affected HC:** All Firebird EVO HC with Pillow Ripcord assemblies PN 012 built between April 2018-March 2019, Serial numbers BD 001-CB 010  
**To:** All Firebird Dealers and Customers

### **Background:**

On March 30<sup>th</sup> 2019, Firebird USA LLC was made aware that a pillow reserve ripcord cable got separated from the reserve pin at assembly on a newly delivered EVO HC. Firebird went directly in touch with the reporting rigger for more information and the supplier for the ripcord assemblies in order to swiftly identify the problem. After inspecting the pictures of the reserve cable and pin in question, the supplier and Firebird USA came to the conclusion, that it highly appears that the cable and pin didn't get swaged at all during the manufacturing process which would explain the separation. All other ripcords of that batch of the supplied ripcord assemblies present at Firebird show clear swage marks which makes it easy to confirm if the pin has been swaged. Firebird does occasionally manufacture ripcords using an internal tool and follows a similar test procedure than the supplier. Firebird did test swages with the internal tool which also leaves marks and which will help identifying a "no-swage".

After reviewing all production and QC paperwork, one isolated production order of 10 ripcord assemblies could be identified that included 2 ripcord cables made by Firebird. We are very confident that this is an isolated event to this particular production order including SN CB 001- CB 010. Due to the fact that there are no swage marks on the pin



in question, identifying the source of the human error is difficult and the reason we are including the whole batch in this product service bulletin.

All rigs with those 10 ripcord assemblies have been traced back and we have been in touch with the owners. No other “no-swage” escape has been found. The supplier and Firebird are actively working on tracing back the source of the error so that the quality control flow can be improved and errors like this eliminated.

Firebird instructed the reporting rigger to send the ripcord directly to the supplier with the confidence of their expertise and for the sake of complete transparency.

Compliance:

**MANDATORY** visually inspection of the pin cable junction by a FAA certified Senior or Master Rigger (or national equivalent) before next jump.

If your HC has a ripcord pillow ripcord assembly installed between SN BD001 and CB010 they have to be visually inspected for swaging marks.

If your reserve pin doesn't have clear swage marks as pictured, DO NOT JUMP until notification and further inspection through Firebird USA LLC.

Contact Firebird per phone +1 7473008880 to arrange shipping of a new ripcord at no charge. You can send us pictures per email at [usa@flyfirebird.com](mailto:usa@flyfirebird.com). Furthermore, the supplier agreed to pull test any ripcord that any customer wants tested.

A total of 100 ripcord have been manufactured with this batch.

We apologize to all our customers who are affected by this, but we believe that this is the safest and best outcome for the resolve of this risk.

Please rest assured that customer safety is our highest concern and we assure you of our best attention at all times.

A handwritten signature in black ink, appearing to read "G. Reuter", with a long horizontal line extending to the right.

Georges Reuter

CEO Firebird USA LLC

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# FIREBIRD

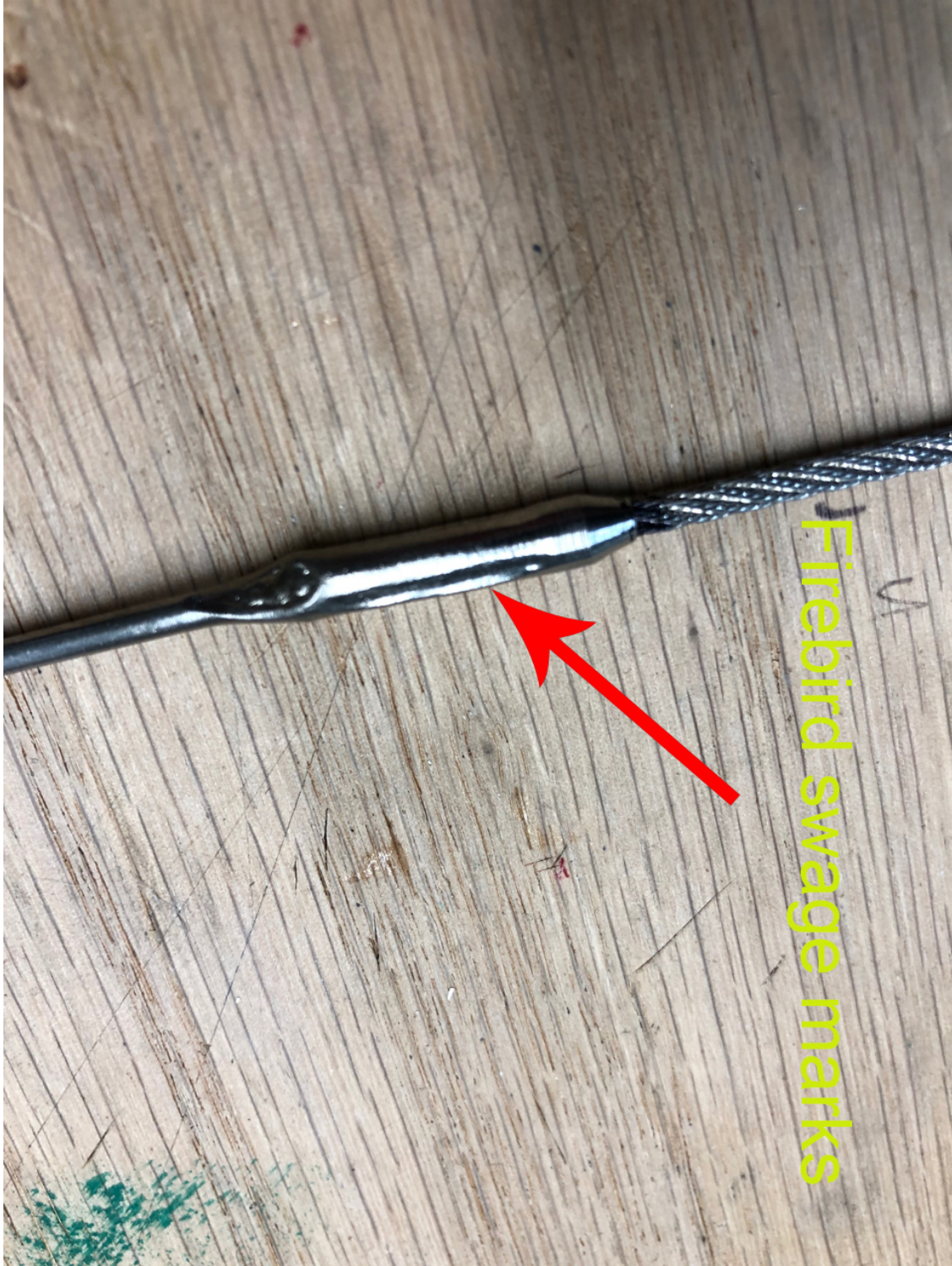


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DO NOT JUMP

No swage marks

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