

**Item #1 Deactivation of Tandem RSL's** Both Strong Enterprises and The Uninsured Relative Workshop have issued bulletins which offer optional compliance for disconnecting the reserve static line (RSL) on their Tandem systems. This comes as a result of incidents which involved risers breaking during deployment of the main parachute. These manufacturers differ in the manner in which they wish to deactivate the RSL, so you must contact each individually for the correct information.

The Relative Workshop, in Product Service Bulletin 071897, also lists a number of Tandem components for which they have established a "lifetime" - recommending the replacement of the components after a specified number of jumps. Canadian Aerosports has also adopted these recommendations for their Gemini Tandem systems.

Strong Enterprises  
11236 Satellite Blvd.  
Orlando, FL 32837  
Phone: (407)859-9317  
Fax: (407)850-6978

The Uninsured Relative Workshop  
1645 N. Lexington Ave.  
Deland, FL 32724  
Phone: (904) 736-7589  
Fax: (904) 734-7537

**Item #2 Velcro-less Toggle Brake Hang-ups** Rigging Innovations Inc. has identified possible problems with Talon 2 and Genera velcro-less main toggles.

When the lower control line brake setting loop is allowed to pass below the point on the velcro-less toggle where the control line is attached, or when the brake setting loop passes below the knot which forms the toggle attach loop in the lower control line the result can be a control brake which is difficult or impossible to release in flight. The condition is potentially dangerous when one brake is released while the other hangs up, especially on highly loaded canopies.

Information on how to remedy this potential problem can be obtained from Rigging Innovations Inc., PO Box 1398, Romoland, CA 92585. Phone (909) 928-1438 Fax (909) 928-1538

**Item #3 AAD Maintenance** Riggers should be familiar with the regular maintenance cycles on all AAD's which they come in contact with during reserve repack cycles. FXC maintains that FXC 12000's be functionally tested in a altitude chamber at each repack cycle. Airtec, makers of the CYPRES, require that the batteries be changed after 2 years or 500 jumps, or when a set of identified numbers comes up on the control unit. Riggers must also take into consideration the 4 year inspection on all CYPRES units - requiring return to the factory.

CYPRES batteries may not last two years or 500 jumps. If the batteries become unserviceable during the repack cycle they should be replaced at the earliest possible convenience. If the replacement tag indicates that the batteries will come due during a repack cycle then the batteries should be replaced prior to repacking the reserve. Riggers are reminded that they are not only certifying that they have repacked the reserve by signing the card, but also indicate to the customer that the complete system, including the AAD, is airworthy for the next 120 days.