TECHNICAL BULLETIN #56 **January 1999**

Item #1 Astra AAD Update

FXC Corporation, in a bulletin released in October, 1998, is offering a software update to help prevent inadvertent firings on some of its Astra AADS. The modification is the result of at least two incidents where an Asta fired a few seconds after a jumper left an aircraft at jump altitude. In both instances the aircraft had orbited for some time at altitudes between 1,5M and 2,000 feet before resuming its climb to a jump altitude much higher than 2,000'.

FXC says pressure changes inside the aircraft when it is flying near these critical altitudes can cause the Astra to go into an inappropriate mode.

The new software, M3B, replaces the M3 version of the program. Astra owners can determine which version they have by watching the green light which begins blinking when the device is switched on. If the green light blinks rapidly five times and then slowly, then the software is the older version. If the M3B version is installed, the green light blinks evenly and slowly ten or more times when the unit is switched on

The bulletin advises owners with the older software to send their Astras to the factory "at your earliest convenience to have it upgraded at no cost". Units will be returned bearing an M3B label to indicate that the modification has been performed.

Copies of the bulletin are available from FXC at (714) 556-7400 or email fxc@pia.com.

Item #2 Flightline Systems Reflex

The Reflex reserve deployment system was tested under TSO conditions both with and without the Catapult pilot chute. As such the Reflex primary reserve pilot chute is approved for use by itself in all Reflex systems. No other pilot chute substitutions may be made.

If the option to remove the Catapult is chosen it is not necessary to remove the attachment loop. This loop can be tacked down to the bridle at its upper corners or it can be machine sewn using E thread (if Rigger "B"). Bridle stowage is different if Catapult is removed.

Also, reported from the field, a Reflex system in for reserve repack, when static tested on the ground, failed to adequately deploy the pilot chute under normal ripcord tension. It was found the shoulder of the reserve ripcord pin was contacting the ripcord housing before the pin had cleared the closing loop. The rig was returned to the manufacturer for adjustments.

Correct distance from the edge of the closing flap grommet to the ripcord housing, supplied by the manufacturer, is supposed to be 2 3/8". The aforementioned rig had the housing tacked down 1/16" less than the recommended measurement. All Reflex systems should be checked for correct housing-to-grommet measurements.

This measurement would not apply to the Reflex "S-Class" model containers. On these smaller units the shoulder of the ripcord pin is contained within the housing-close to the grommet.

For more information contact Fliteline Systems, Inc. at: (909) 245-8828.