

Item #1 - News from Airtec

Airtech GmbH, makers of the CYPRES line of Automatic Activation Devices, is now offering a new "2-pin field replaceable cutter" system.

The 2-pin field replaceable cutter development that was started in 1996 by Airtec was delayed by technical reasons (they did not want to compromise safety for user convenience), and then in the final stages - patent problems.

Airtec has now completed the design and testing, resolved all issues, and has readied for market a new 2-pin cutter system which gives users of 2-pin reserve container rigs the ability to easily replace activated cutters. The "2-pin field replaceable cutter" cables lead into one connector, the same type as currently used for the 1-pin field replaceable cutter. The cables between the cutters and connector plug on the "2-pin field replaceable cutter" are approximately 100mm (4") longer than on the 1-pin cutter in order to facilitate the installation in larger containers (military and tandem).

The new "2-pin field replaceable cutter" is now standard on all new 2-pin CYPRES units. CYPRES units that have the older style cutter system (without the field-replaceable cutter connector) that are activated will automatically receive the new-style system when the cutters are replaced at Airtec or SSK.

The new "2-pin field replaceable cutter" system also has the added advantage and ability to easily convert a CYPRES from a 1-pin to a 2-pin configuration, or from 2-pin to 1-pin configuration in the field by simply unplugging the old cutter(s) and plugging in the new cutter(s), without having to send the CYPRES to Airtec or SSK.

If a CYPRES needing conversion from 1 to 2 or 2 to 1-pin does not presently have the field-replaceable cutter connector, it must be sent to Airtec or SSK for installation of the field-replaceable cutter connector and cutter(s).

Note that existing non-field replaceable cutters can not be retrofitted with the connector plug. As with the older style (pre-March 1995) 1-pin non-field replaceable CYPRES units, new cutters must be purchased and installed at Airtec or SSK if it is desired to have the new-style system on a 2-pin CYPRES presently without the field-replaceable cutter connector.

Item #2 Fliteline Systems Bulletin

Attached to this Technical Bulletin, included in its entirety, a two page service bulletin from Fliteline Systems, Inc. of Lake Elsinore, California which describes a method of resetting stainless steel grommets which may not be seated correctly. All owners of Reflex harness/ container systems should be made aware of the manufacturer's mandatory requirement for inspection of the equipment listed in this attached bulletin.

**Fliteline Systems
SERVICE BULLETIN: # FSI-SB-1004**

DATE: JANUARY 16, 2000
SUBJECT: MAIN CONTAINER CLOSING GROMMETS
STATUS: MANDATORY

BACKGROUND:

Following a recent main/reserve entanglement fatality in which a main parachute suspension line became trapped under a stainless steel rolled rim grommet (installed on the main number two flap), Fliteline Systems, Inc. is recommending that all grommets installed on Reflex main containers be inspected for flush seating. The grommet in question was seated to specification, however, we recommend that all grommets now be countersunk so any potential snag points may be eliminated. Additionally, we urge that all harness/containers of every make and type have their main container grommets inspected as it appears this phenomenon is not restricted to any one make or type of rig. Newer type main suspension lines are becoming ever smaller and it is felt that this problem may well be on the increase. As a result, we are urging that grommets on all types of rigs be checked.

IDENTIFICATION:

REFLEX harness/container PN RA01-1 () and RS01-1 () serial numbers 000001-001759.

SERVICE BULLETIN:

Visually inspect all main container grommets for any deformity, lifting or wear, looking for potential snag points. Pay particular attention to the depth that the grommet is sunk into the surrounding material. If the grommet looks raised in any way it will need to be set further in to the flap. Any grommet that will allow spectra 525 LB suspension line (CYPRES loop material) or greater under the edge of its rim is considered suspect and should be reset using the following procedure.

TOOLS REQUIRED:

A standard size zero grommet setting tool base (female section only) and one flat surfaced steel head hammer.

REPAIRMAN:

Senior or Master rigger.

COUNTERSINKING PROCEDURE:

Position the affected grommet over the main body of a standard size zero grommet setting tool (female section) in the manner it would normally be set (be sure that the tool head is on a solid surface that will not absorb any of the energy from the setting procedure). Do not use the male part of the setting tool for this operation. Using a flat surface steel hammer begin topeen the grommet washer surface with moderate to heavy hammer blows (stopping every few blows to check the progress). Ensure that you strike the hammer flat and centered on the grommets surface, as careless blows may damage the grommet. A much flatter and more efficient result is obtained using just a flat steel hammer rather than the male portion of the setting tool. It has been observed that over striking stainless steel grommets using both parts of the tool can result in a sharp ridge forming on the inside of the grommet and that the tool itself can become worn or damaged.

If you have any questions regarding this bulletin or require additional information please call Fliteline Systems, Inc. at 909-245-8828 Monday through Friday from 9:00 a.m. to 4:00 p.m. PST.

COMPLIANCE DATE:

February 15, 2000

AUTHORITY:**MICK W. COTTLE, VICE PRESIDENT**

Fliteline Systems, Inc
570 Central Avenue, Suite 1-1
Lake Elsinore, CA 92530
USA

DISTRIBUTION:

All Reflex owners affected by service bulletin for whom addresses are or
All Fliteline Systems Dealers
All Appropriate Parachuting publications
USPA Safety & Training Committee
PIA Technical Committee
IPC Technical Committee
PIA Para Newsbriefs

Fliteline Systems Inc.