



RIGGING ADVISORY CIRCULAR

Issue Date: 01 December 1991

RAC No. 321 Rev. A

SUBJECT: PINTALL MAIN CANOPIES

STATUS: MANDATORY

IDENTIFICATION: The following canopies manufactured by PISA (Parachute Industries of Southern Africa):

Pintail 144 (Part No. PO 817-00)

Pintail 170 (Part No. PO 785-00)

Pintail 120 (Part No. PO 866-00)

BACKGROUND: During April 1991, customer reports of Pintail malfunctions became a source of major concern to PISA. On 17 April 1991, the company issued Service Bulletin 01/01/5004, in which Pintail canopies were temporarily grounded. The reason was to thoroughly re-evaluate the opening characteristics of the Pintail, in the light of these reports.

The company concluded that, due to its unique shape, the Pintail was rather difficult to pack. Dealing with the tapered tail, as well as the slack in the D-lines, required a fair degree of care and attention, and that these were possible problem areas.

With this in mind, a series of Pintails were modified, and have undergone an intensive evaluation programme.

Essentially, these modifications comprised the removal of the two outboard D-lines, altering the deployment brake setting, and some additional cross porting.

At 24 May 1991, some 300+ jumps had been performed with these modified canopies on a formalised testing programme with no malfunctions experienced.

The company has received positive comments from the jumpers about the openings and the flight characteristics of the Pintail canopies. Overall performance remains unaltered, and no peculiar or unusual habits were noted.

Service Bulletin 01/01/5005 was clarified on 8 August 1991 by the issue of Service Bulletin 01/01/5007. This RAC incorporates the advice of Service Bulletin 01/01/5007.



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MANUFACTURER'S
SERVICE BULLETIN:

Modifications to these canopies must be carried out by a FAA Master Rigger or equivalent recognised by the National Aero Club or Government Aviation Authority of the country concerned.

The cost of the modification to be performed on the Pintails will be borne by Parachute Industries of Southern Africa. We recommend that all Pintail customers return their canopy to the dealer through whom the canopy was purchased. P.I.S.A. will compensate each dealer \$us 35 per canopy once the serial number is supplied.

The modifications comprise the following (Refer to Appendix A):

1. Reposition the deployment brake loops
 - a. The deployment brake loops on the two steering lines must be unpicked and removed;
 - b. These loops must be repositioned such that the length of the steering lines is level with "A" lines (plus or minus 20mm).
2. The D-line brake loops must be unpicked and removed.
3. The two outboard D-lines must be removed. This means that only two D-lines are left, one on each side of the centre cell. The line attachment tabs can be left in place.
4. Cross-ports must be cut into the two ribs marked x-x-x-x on figure 3 of Appendix A. The size and position of the cross-ports are indicated in figures 4 and 5.

APF POLICY: As manufacturer's service bulletin. The modification may be carried out by the holder of a Rigger "B" rating or higher.

EFFECTIVE DATE: Immediately: modifications are to be completed before the canopy is used again.

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RAC Holders



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APPENDIX 1 (Figures 1-5)

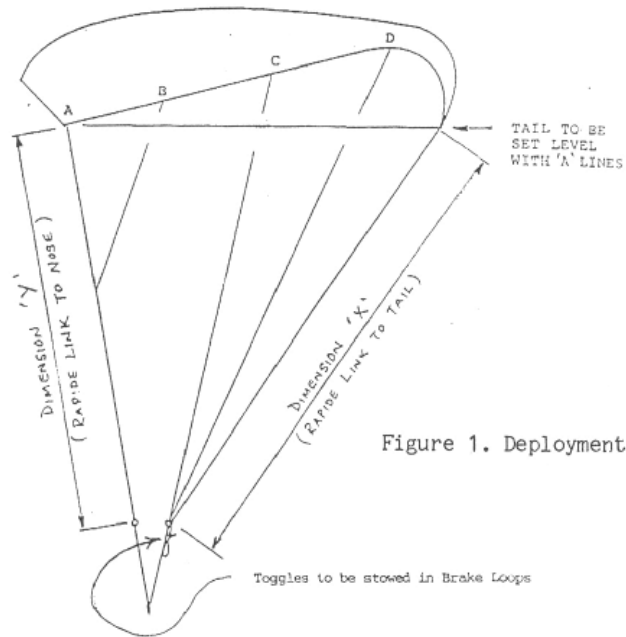


Figure 1. Deployment brake setting

AFTER MODIFICATION, THE LENGTH OF THE BRAKE LINES (DIMS 'X')
MUST BE EQUAL TO THE NOSE LINES (DIMS 'Y')
PLUS OR MINUS 20mm (3/4")

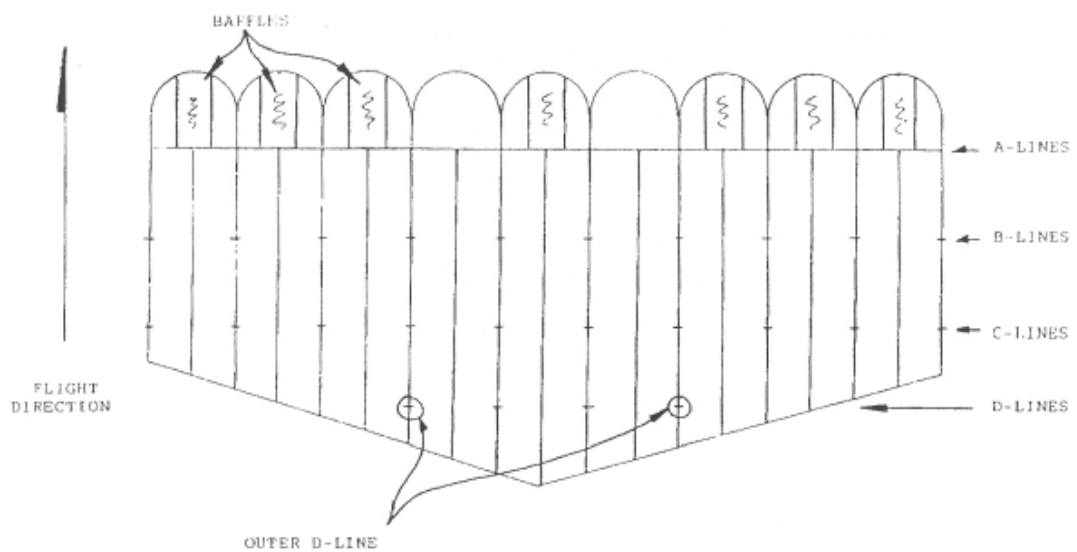


Figure 2. Line attachment positions



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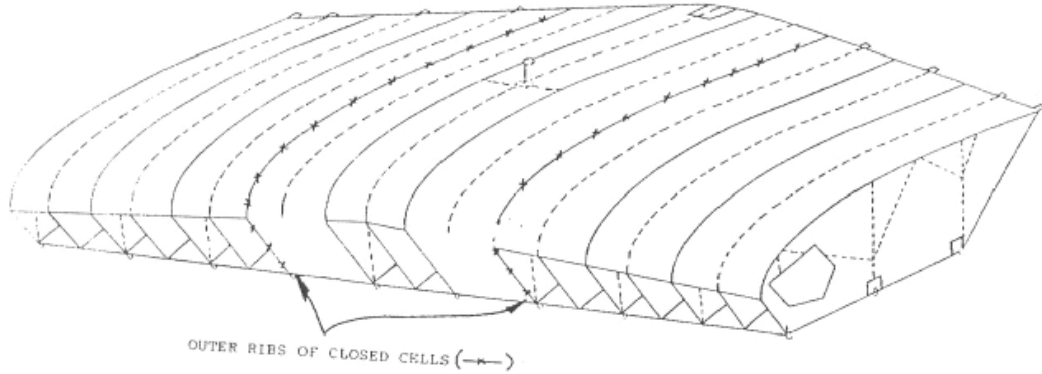


Figure 3. Crossporting of ribs

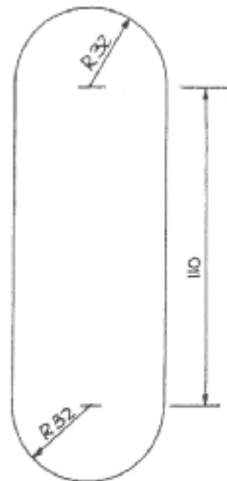


Figure 4. Crossport dimensions

NOTE: All dimensions are in millimetres!

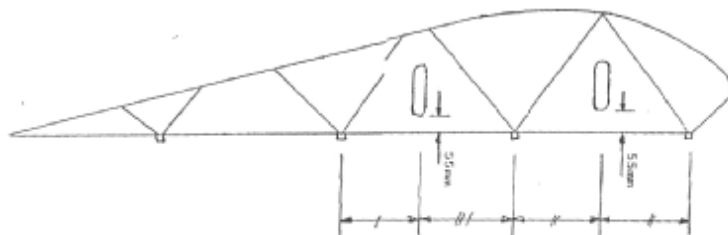


Figure 5. Crossport positioning