



RIGGING ADVISORY CIRCULAR

Issue Date: 01 January 1990

RAC No. 420 Rev. A

SUBJECT: NATIONAL PARACHUTE INDUSTRIES MIRGAE
HARNES/CONTAINER, MAIN AND RESERVE RISERS

STATUS: MANDATORY

IDENTIFICATION: National parachute Industries Mirage harness/containers
manufactured prior to 1 November 1988.

BACKGROUND: On 1 November 1988, the manufacturer issued a bulletin containing
the following information:

As of 1 November 1988 our Mirage main and reserve risers will no longer include the 800 pound tensile line loop that was part of the brake look set up for ram-air canopies.

Feedback from test jumps, our customers and dealers have prompted us to re-evaluate this dual brake lock method (ref. 1) and to go to the direct lock method (ref.2).

The line loop in conjunction with the smaller diameter ring (9/16 inch ID) can occasionally prevent the brake line from releasing. An experienced jumper can rectify this easily; a novice jumper could have a problem. We feel that the direct lock method is safer configuration.

MANUFACTURER'S ADVICE: If you have an existing Mirage with the small keeper ring and the line loop, do not use the line loop. You may wish to cut it off entirely so it is out of the way. If you Mirage toggle keeper has the larger ring (7/8 inch ID), we recommend using the line loop as before.

APF POLICY: As Manufacturer's Advice. The cutting off of the loop may be performed by the holder of a Packer "B" rating (main risers) or a Packer "A" rating (reserve risers).

AUTHORITY: 1. Manufacturer's Advice: National Parachute Industries, Inc.
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2. APF Policy: APF Director, Riggers

EFFECTIVE DATE: Immediately

DISTRIBUTION: RAC holders



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Ref. 1

dual brake lock
method

line loop



Ref. 2

direct lock
method