

**TECHNICAL & SAFETY COMMITTEE**  
**INTERNATIONAL PARACHUTING COMMISSION (FAI)**



<b>Technical &amp; Safety Information Notice No.</b>	6/2008	W.N. 19
<b>Date of Issue</b>	23 September 2008	
<b>Subject Matters</b>	<p data-bbox="511 604 1299 646">1 <b><u>Use of Vigil II AAD in Dual Hawk Tandem System</u></b></p> <p data-bbox="557 678 1325 743"><b>STRONG ENTERPRISES, Product Service Bulletin # 28, dated September 5, 2008.</b></p> <p data-bbox="557 779 1382 947"><b>Strong Enterprises Service Bulletin # 28 authorises the use of VIGIL II AAD, date of manufacture 10/2007 or later, and Cutters, date of manufacture 11/2007 or later and when installation is accomplished according Dual Hawk Manual , P/N 510045, Rev. H. 05/08, Sec. 5.1 and Vigil ii instructions.</b></p> <p data-bbox="557 982 1365 1047"><b><u>Note</u> - The Vigil II used in Dual hawk Tandem System shall only be used in Tandem mode.</b></p> <p data-bbox="511 1146 1357 1211">2 <b><u>RE-5L Emergency Parachutes, manufactured by SPEKON Sächsische Spezialkonfektionen GmbH</u></b></p> <p data-bbox="557 1247 1370 1312"><b>EASA Airworthiness Directive, AD No. 2008-0174, dated 15 September 2008.</b></p> <p data-bbox="557 1348 1183 1381"><b>SPEKON Safety Bulletin No. 01/2008, Issue 2.</b></p> <p data-bbox="557 1417 1403 1549"><b>RE-5L Emergency Parachutes, series 4 and 5, from serial number 72245 up to 72369 inclusive, and 72371. These parachutes were manufactured between 21 April 2008 and 21 August 2008.</b></p> <p data-bbox="557 1585 1393 1749"><b>One case of a cracked grommet has been found on the pilot chute of an RE-5L parachute. An internal review has revealed that drogue parachutes installed in RE-5L Emergency Parachutes series 4 and 5 as listed above, may present some crack initiations.</b></p> <p data-bbox="557 1785 1406 1883"><b>This condition if left uncorrected could create an obstruction of the closing loop and prevent the main parachute from being pulled out of its storage pack.</b></p>	

	<p>For the reason described above, this AD mandates the replacement of the identified drogue parachutes.</p> <p><b><u>Effective date</u></b> – 17 September 2008.</p> <p><b><u>Required actions and Compliance Times</u></b> –</p> <ol style="list-style-type: none"> <li>1 Within 15 days after the effective date of this AD, replace the drogue parachute by a serviceable one as instructed in the SPEKON Safety Bulletin No. 1/2008 Issue 2.</li> <li>2 After the effective date of this AD, no person shall install drogue parachutes removed per the requirements of paragraph 1 of this AD on any parachutes. To that end, conform to the applicable procedures about the control of unserviceable components.</li> </ol> <p><b><u>Note</u></b> – The RE-5L Emergency Parachute is an emergency parachute built for glider and motor pilots.</p> <p><i>Liam McNulty</i> IPC Technical &amp; Safety Committee 23 September 200</p>
<p><b>Authorities</b></p>	<ol style="list-style-type: none"> <li>1 Strong Enterprises, 11236 Satellite Blvd., Orlando, FL 32837, USA. Tel. (407) 859-9317 ; Fax (407) 850-6978.</li> <li>2 Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> </ol> <p><i>and/or</i></p> <p>SPEKON Sächsische Spezialkonfektionen GmbH, Nordstraße 40 – 02782 Seifhennersdorf, Germany Tel. +49 (0) 3586 456 0 Fax. +49 (0) 3586 456 167 E-mail – <a href="mailto:info@spekon.com">info@spekon.com</a></p>
<p><b>Acknowledgement</b></p>	<p>Thanks to the Australian Parachute Federation and to the Austrian Aero Club for bringing these two matters to the attention of the IPC Technical &amp; Safety Committee</p>

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In the case of equipment being the subject of the bulletin the reader is advised to check with the manufacturer regarding the current status or position of that equipment.**

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**Liam McNulty, Technical & Safety Committee, International Parachuting Commission.  
18 July 2008.**