

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



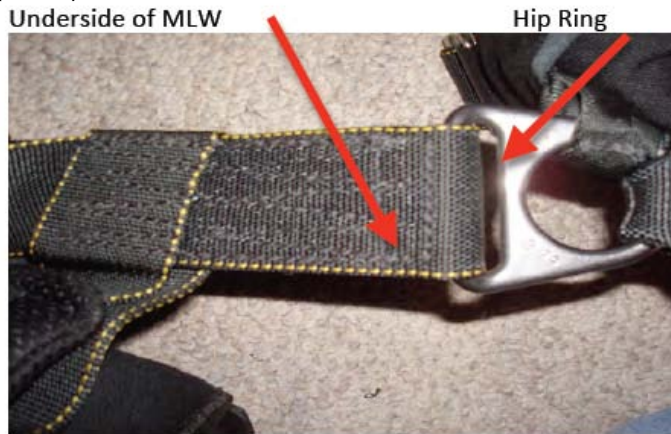
<p><b>Technical &amp; Safety Information Notice No.</b></p>	<p><b>02/2009</b> <span style="float: right;"><b>W.N. 23</b></span></p>
<p><b>Date of Issue</b></p>	<p><b>09 February 2009</b></p>
<p><b>Subject Matter and Applicability</b></p>	<p><b>Sun Path Products Inc.</b>  <b>SERVICE BULLETIN #SPSB005, dated February 3 2009</b>  <b>Re JH1013 (HIP RING MLW) AND JH1014 (4 RING MLW) RING DAMAGE</b></p> <p><b>SUBJECT: HIP RING AND 4 RING MAIN LIFT WEB INSPECTIONS</b></p> <p><b>IDENTIFICATION:</b>          ALL SPORT JAVELIN ODYSSEY HARNESS/CONTAINERS WITH <i>HIP RING OR 4 RING</i> MAIN LIFT WEB, WITH DATE OF MANUFACTURE BETWEEN <b><u>SEPTEMBER 2008 AND DECEMBER 2008.</u></b></p> <p><b>BACKGROUND:</b>          It has been brought to our attention that the hip ring on JH101-3 (Hip Ring Only) and JH101-4, (4-Ring) main lift webs, may have been struck by the needle used for installing the 5 cord harness stitching. This needle strike on the hip ring may cause damage to the Type 12 buffer, 5 cord stitching and possibly the Type 7 webbing. As a precaution, <b><u>a mandatory inspection of the hip rings is required for all systems with a date of manufacture between September 2008 and December 2008.</u></b></p> <p><b>Inspection must be completed before next use.</b>          The picture below is an example of a needle strike on an SR8 hip ring.</p> <div data-bbox="558 1398 1416 1822" data-label="Image"> </div> <p style="text-align: center;">Needle strike example:</p>

**COMPLIANCE DATE: IMMEDIATELY, BEFORE NEXT USE**

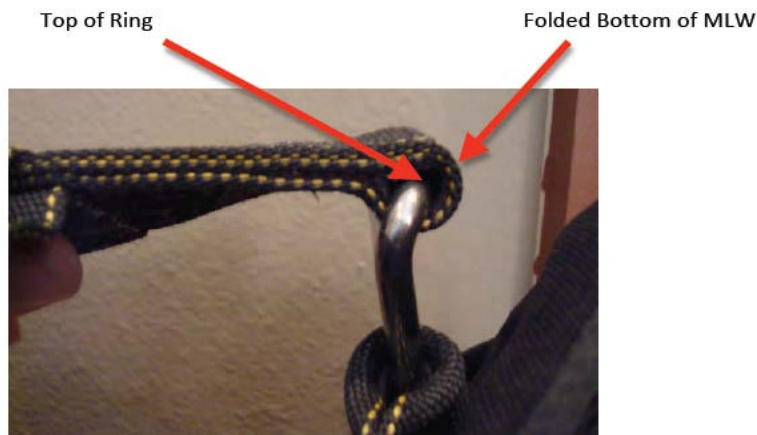
1. Any certificated FAA senior or master parachute rigger or foreign equivalent can perform this inspection and submit the electronic report.
2. Locate the date of manufacture of your harness/container system. The DOM is located on the TSO label.
3. If your harness/container was manufactured between September 2008 and December 2008, your rig requires this inspection "**BEFORE NEXT USE**".

**REQUIRED INSPECTION PROCEDURE:**

Turn Main lift web over, to expose the underside of the MAIN LIFT WEB (MLW).

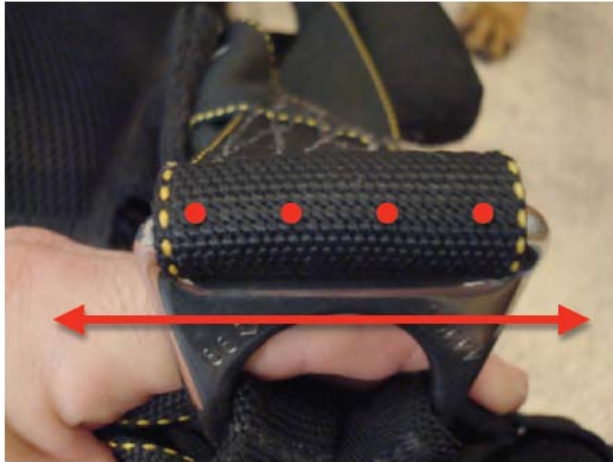


5. Rotate Hip ring and leg pad 90 degrees downward as to expose the top of the ring to the inside of the folded bottom end of the MLW webbing, as shown below.

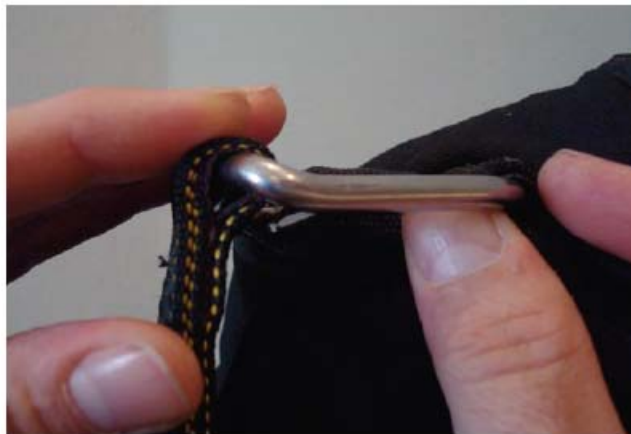


6. Move the hip ring back and forth (side to side) and rotate inside the webbing, while pressing the top of the ring through the webbing. If a needle strike is present, the rough spot on the top of the webbing bar of the ring will catch or snag on the TYPE 12 buffer on the inside of the TYPE 7 MLW. This will feel like a rough spot(s) on the top of the bar and cause a rough or snagging feel.

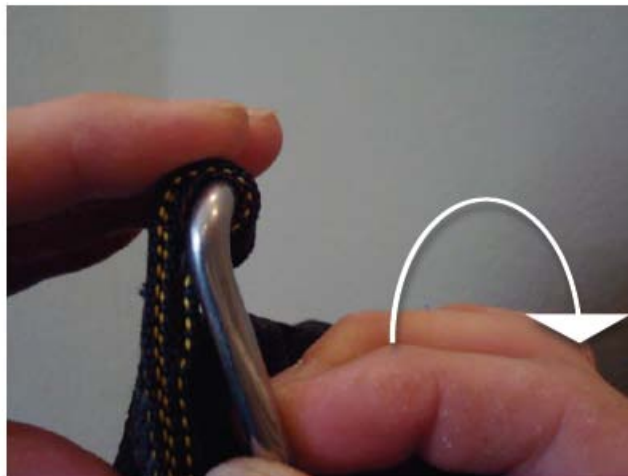
**FEEL HERE FOR DAMAGED RING INSIDE WEBBING. DAMAGE WILL MOST LIKELY BE ALIGNED WITH THE BOTTOM POINTS OF THE 4 POINT STITCH PATTERN.**



**BACK AND FORTH/ SIDE TO SIDE MOTION**



**ROTATE DOWWARD**



	<p><b><u>Results, Procedure, and Documentation</u></b></p> <p><b>A. Inspection Complete <u>NO DAMAGE FOUND</u></b></p> <p>1. After inspection is complete, please fill out the electronic form found at <a href="http://www.sunpath.com/RigDamageReport.htm">http://www.sunpath.com/RigDamageReport.htm</a></p> <p>2. If no damage is found, please log the inspection on the packing data card and submit the electronic form on the website as proof that the inspection was completed. Then place the H/C back into service.</p> <p>Note the following in the next available open block on the Packing Data Card: "SPSB005 INSPECTION COMPLETE"</p> <p><b>B. Inspection Complete <u>DAMAGE FOUND</u></b></p> <p>1. If damage is found or suspected, the harness/container will need to be sent to Sun Path Products, Inc. for repair. Please ship to the following address and include a completed Hip Ring Damage Repair Form found at the end of this document:</p> <p>Attention: Hip Ring Replacement 404 West Edinborough Ave. Raeford, NC 28376</p> <p>This repair will be at no charge to the customer. Shipping will be paid by Sun Path Products, Inc. and the rig will be returned in the same packed or unpacked condition as it arrives at the factory.</p> <p>(NOTE: Please remove main canopy prior to shipment)</p> <p>2. Please fill out the electronic form found at: <a href="http://www.sunpath.com/RigDamageReport.htm">http://www.sunpath.com/RigDamageReport.htm</a></p>
<b>Compliance</b>	<p>Sun Path Products, Inc. has designated the status of this Service Bulletin as <b>MANDATORY</b>.</p> <p><b>COMPLIANCE DATE: - IMMEDIATELY, BEFORE NEXT USE.</b></p>
<b>Concerned Publication</b>	<p>Sun Path Products Inc. Service Bulletin #SP SB 2005 dated February 3, 2009.</p>
<b>Authority</b>	<p>Dave Singer, Engineer Sun Path Products, Inc. 4439 Sky Dive Lane, Zephyrhills Florida 33542 Tel: (813) 782- 9262, Fax:(813) 788- 3057 Email: <a href="mailto:Dave@sunpath.com">Dave@sunpath.com</a></p> <p>If you have any questions regarding this please feel free to contact Sun Path Products Inc. at <a href="mailto:sunpathrigging@sunpath.com">sunpathrigging@sunpath.com</a> or (910) 875-9002 during regular business hours, Mon-Thurs 8am-5pm.</p>

<b>Acknowledgement</b>	<p>Thanks to Kim Hardwick, Technical Officer, APF, for bringing this notice to the attention of the T&amp;S Committee.</p> <p><i>Liam McNulty</i> IPC Technical &amp; Safety Committee 09 February 2009</p>
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- 1 An incident or experience in the field being reported.**
- 2 A directive or notice issued by an aviation or government authority concerning parachuting operations or parachuting equipment.**
- 3 The issue of a notice by a manufacturer or by a National Parachuting Organisation.  
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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**The Technical & Safety Committee, International Parachuting Commission, can be contacted on e-mail - [lmcnulty@skydiveireland.ie](mailto:lmcnulty@skydiveireland.ie)**

**Liam McNulty, Technical & Safety Committee, International Parachuting Commission.  
09 February 2009**