



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

Technical & Safety Bulletin No.	3/2006	W.N. 8
Date of Issue	26 April 2006	
Subject Matter	VIGIL AAD	
Origin for material/bulletin	VIGIL AAD Service Bulletin #2 (Kindly forwarded to T & S Committee by Wim de Vos,Austria and also supplied by AAD nv/sa Advanced Aerospace Designs)	
Area of Concern	Damages Stated on the Plastic Loop Protection Heads of the Cutter	

Technical and Safety Bulletins issued by the Technical & Safety Committee of the International Parachuting Commission (FAI) are issued as a guide and help to parachuting nations. The bulletins are advisory and there is no direct or implied criticism of any manufacturer or product intended. The bulletins result from:-

- 1 An incident or experience in the field being reported.*
- 2 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 full text of the Safety Bulletin, and photographs as issued by Advanced Aerospace Designs appears on page 2 of this bulletin. The photographs referred to can be seen on the web site of Advanced Aerospace Designs.

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VIGIL AAD SERVICE BULLETIN #2

Date : 18th April 2006
Subject : Damages Stated on the Plastic Loop Protection Heads of the Cutter
Status : Replacement of damaged cutters and loops
Identification : Any reserve parachute of which the cutter is located above the pilot chute and which has been closed by mechanical means to increase traction force or closed with a temporary pin directly placed on the cutter.

A particular attention is requested to look carefully that the small plastic loop protection heads of the cutter(s) are not damaged during the repack of the reserve. If any degradation sign is detected on the plastic loop protectors, it is imperative to replace the cutter unit and the loop to avoid any reserve loop deterioration.

We would like to remind you that it is not allowed to use inadequate mechanical tools (force reduction systems) to close the reserve parachute. Those mechanical systems could implement a too important traction effort (above 10 daN maximum according to the TSO norms) to release the pin of the reserve parachute (see pictures #1, 2& 3 of Russian + South American + European Tools). **(See web site for these photographs)**

The use of an inadequate mechanical system or the wrong placement of a temporary pin can cause the crushing of the cutter against the grommets or the temporary pin during the closing of the reserve (for example: using a temporary pin placed above the pilot chute, then placing the flap with the cutter and start traction on the closing loop with the temporary pin still in place). Those closing techniques could create such forces that the pressure between metallic grommets or pin could damage the plastic protection ring as even the stainless steel cutter body (see picture # 4). **(See web site for this photograph)**

Any damage of these plastic heads could provoke a deterioration of the reserve closing loop by friction during transport or use of the equipment. Those deteriorations could cause an inopportune opening of the reserve container (see picture #5). **(See web site for this photo)**

For your information, a new cutter body is currently in test phase and will be implemented after test finalization. This new design will be without plastic protection heads.

Hereby AAD also would like to remind you that the cutter location above the pilot chute is not in question here. We even recommend to place the Vigil cutter as close as possible to the reserve closing pin and this on all types of parachutes.

If your equipment has a Vigil cutter **located under the pilot chute**, you are **not concerned** by this bulletin.

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