



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

<b>Technical &amp; Safety Bulletin No.</b>	<b>1/2007</b>	<b>W.N. 12</b>
<b>Date of Issue</b>	<b>1 August 2007</b>	
<b>Subject Matter 1</b>	<p>Technical Advisory Bulletin No. AV070718, dated 18 July 2007, from Basik Air Concept, 2 pages.</p> <p><b>Concerning</b> - Advance Tandem T1 and T2 Manufactured before April 2006. It is requested that the left side diagonal back strap on the Oeticker clamp level which maintains the reserve housing located right beside the 3-ring system be checked.</p> <p><b>Reason</b> – Potential risk of damage to the Type 8 webbing because of the clamp friction on the webbing</p> <p><b>Application</b> – Immediate and mandatory</p> <p>If damage is found contact <a href="mailto:basik.fr@free.fr">basik.fr@free.fr</a>. A certified Master Rigger can make the repair on receiving the manufacturer's repair plan. If no damage is found but the Oeticker clamp is mounted the wrong way the clamp must be uncrimped, turned back inside the tape and reset. If the clamp cannot be reset a hand tacking may be made to maintain the housing.</p> <p><b>THIS MUST BE DONE BY A CERTIFIED MASTER RIGGER</b></p> <p><b>Note</b> – the full Basik Air Concept Bulletin, No. AV070718, with text and photographs, can be had from Basik, e-mail <a href="mailto:basik.fr@free.fr">basik.fr@free.fr</a></p>	
<b>Subject Matter 2</b>	<p>Service Bulletin BS-25-63-34, dated 31 July 2007, from Aerazur, 8 pages.</p> <p>Improvement of the Harness/Container of 740-1 (ATOM TANDEM) and MMS 740-2 manufactured before 2002.</p> <p><b>Concerning</b> – Dual harness/containers 740 – 1 (ATOM TANDEM), and MMS 740 – 2 manufactured before 2002.</p>	

	<p><b>Reason</b> – Packing procedure not correctly applied and improvement of the centre flap design.</p> <p>During a tandem jump a main canopy line has been caught under the centre flap in the configuration</p> <p>Improper packing process – The elastic band was not inserted through the lateral grommets of the POD. In this configuration, at the extraction of the POD out of the container, some lines can be extracted from the elastic band and fly close to the centre flap.</p> <p>The drogue was released during the rotation of the jumpers.</p> <p><b>Compliance</b> - The packing procedure has to be followed correctly, immediately.</p> <p>As a precaution, the improvement of the centre flap must be done at the next periodic inspection/packing of the reserve according to the technical manual or the local regulation.</p> <p><b>THIS MODIFICATION (STITCHING AT THE BASE OF THE RESERVE FLAP WHERE IT MEETS THE CONTAINER) MUST BE CARRIED OUT BY A SENIOR OR MASTER RIGGER OR EQUIVELENT ACCORDING TO THE LOCAL REGULATION.</b></p> <p><b>Note</b> – the full text of this bulletin, in English and in French, with accompanying photographs and sketches showing the technical details of the modification, can be obtained on the Aerazur/Parachutes de France web site – <a href="http://www.parachutes-de-France.com">www.parachutes-de-France.com</a>. E-mail - infopdf@zodiac.com</p>
--	--

**Thanks to the Austrian Aero Club for forwarding these two bulletins to the IPC  
Technical & Safety Committee**

*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.*

*Technical & Safety Committee of IPC, IPC and FAI accept no liability for the use or misuse of any information contained in this bulletin. The reader assumes all liability.*