

<p style="text-align: center;"><b>COMMISSION TECHNIQUE ET PEDAGOGIQUE CIRCULAIRE DE SECURITE N° 156</b></p>
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**UNOFFICIAL ENGLISH TRANSLATION – BY ERIC FRADET OF THE FRENCH  
FEDERATION**

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Concerning: Vigils manufactured before September 2006 (950 in total, figure provided by AAD).

Because of five ground misfires in 3 years in France alone the manufacturer declared to us:

- to have listed in the world nine misfires of which eight come from the same problem. From these eight cases, two took place under open canopy.
- that by the current knowledge, these misfires can only take place between the ground and 256 m or 317 m or 622 m, ( according to the choice of mode).
- to have identified the origin of the problem without being able to solve it. Due to the unpredictable aspect of the failure and, is therefore not to distinguish those AADs that are likely to be failing.
- to have implemented an improvement of the hardware and software from October 2006.
- not to be informed of failures concerning AADs manufactured as from October 2006.
- not to consider an immediate withdrawal of any AAD produced before September 2006.

Action: While waiting for a acceptable solution of the manufacturer, the CTP (Comission Technique et Pedagogique) of the French Parachute association:

- Informs the owners and users of Vigils for the potential danger of an opening under canopy with all the possible risks.
- recommends, parachuting schools lending or renting parachutes to their members or customers, to withdraw all Vigils manufactured before September 2006,
- recommends for the private users, not to use any Vigils manufactured before September 2006.

However, by the continued use to take the following precautions:

On the ground

- To approach the plane by the back and not to turn your back to the propeller.
- not to take part in the start up of the aircraft (installation and withdrawal of the starter)
- not to carry your parachute on the back at the time of travelling by bicycle or on a motor cycle

Under open canopy:

- Under activation height to reduce the speed of your canopy
- To be attentive for a possible unwanted opening
- In the event of an unwanted opening, to try to catch the reserve pilot chute before the reserve canopy can deploy.
- not to carry out a “overspeed” in landing, (swoop, hookturn??)
- To warn AAD and the FFP of any misfire.