



SERVICE BULLETIN

DATE: March 22, 2011 SERVICE BULLETIN# SPSB006 # OF PAGES: 2
SUBJECT: Aviacom SA/NV Argus AAD installation approval in SUN PATH PRODUCTS, INC equipment
STATUS: **MANDATORY** PMP#: N/A

IDENTIFICATION: JAVELIN, JAVELIN ODYSSEY, JAVELIN LEGACY, STUDENT JAVELIN, AND STUDENT ODYSSEY

BACKGROUND: Over the past three years and particularly in the last several months, there have been documented reports from the field of Argus AAD firings where there was a failure to cut the reserve closing loop completely. Aviacom SA/NV, the manufacturer of the Argus, has been contacted concerning these incidents, and to our knowledge to date, they have not yet identified the root cause of the problem, nor have they suggested a viable solution.

With certain container designs, this failure mode may interfere with or prevent manual activation of the reserve parachute system. When the AAD cutter is located ABOVE the reserve pilot chute, as it is in some common harness and container systems, if the cutter fails to sever the loop, pulling the reserve ripcord may not be sufficient to fully open the reserve container and may result in a fatality. Even though the cutter is located below the reserve pilot chute on Sun Path Products, Inc. harness/containers, this failure to cut the reserve-closing loop fully could cause a significant delay, which could result in a fatality.

There is also a second and potentially more serious safety issue with a partially cut loop. In addition to the above scenario, a partially cut loop could cause an unwanted reserve deployment on a later jump at an inopportune time. This could result in grave consequences, specifically while floating, during exit, or while others are in freefall above said jumper. In reviewing the reports, it appears that the pilot chute coming out when not expected on the ground after an AAD firing and not cutting the loop highlights this possibility.

This second scenario is far more dangerous since it has the potential of taking out a whole plane load of jumpers or causing a freefall collision, whereas the interference scenario just takes out one jumper, and only if he/she happens to need their reserve on the next or subsequent jumps.

In light of the seriousness of the above potential scenarios, Sun Path Products, Inc. is hereby withdrawing approval of the installation of Argus AADs in any and all of their harness and container systems. This action will remain in effect until such time as Aviacom SA/NV has identified the root cause of the cutter failure mode and has developed a proven and tested solution to resolve it to our satisfaction and until further notice.

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14 CFR Part 65.129(e) states that “No certificated parachute rigger may **PACK**, maintain, or alter a parachute in any manner that deviates from the procedures approved by the administrator or the manufacturer of the parachute.” Sun Path Products, Inc. no longer approves any procedures to install the Argus AAD in Sun Path products, and hereby rescinds any prior approved procedures to do so. Because of this cancellation of the approval of the installation of the Argus AAD in Sun Path products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a Sun Path Products, Inc. harness and container system with an Argus AAD installed. It could also be a violation of 14 CFR Part 65.129(b), if, because of the installation of an Argus AAD, a parachute were to be deemed by the FAA to not be safe for emergency use.

SERVICE BULLETIN: All users of an Aviacom SA/NV Argus equipped Sun Path Products, Inc. harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 22, 2011

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