



ÖSTERREICHISCHER AERO-CLUB

SEKTION FAA Blattgasse 6, A-1030 WIEN

Sicherheitsmitteilung SM050101

Datum: 12. Jänner 2005

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Betrifft: Cutter-Positionierung für AAD

Grund: Eine mögliche Verzögerung des Öffnens des Reservecontainers nach einer Aktivierung vom Öffnungsautomaten

Betroffene Systeme: Alle Mirage and RTS-Gurtzeuge hergestellt vor Dezember 2004

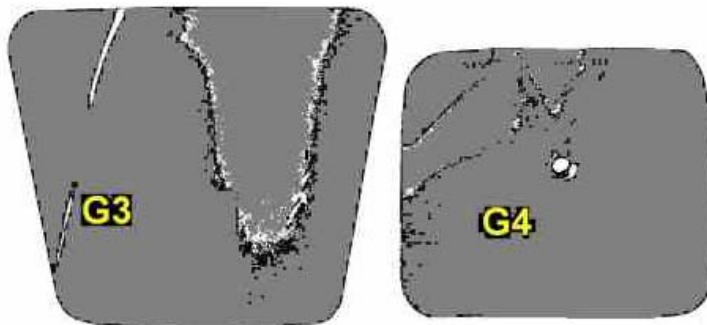
Maßnahme: Bei diesen Mirage-Gurtzeugen muss der AAD-Cutter von der Positionierung auf Klappe #1 (unter dem Reservehilfsschirm) auf eine neue Positionierung auf Klappe #3 geändert werden (über dem Reserve Hilfsschirm).

Wirksamkeit: Dieser Umbau muss beim nächsten Repack geschehen; darf aber nicht länger als 120 Tage nach dem letzten Repack erfolgen.

Auszuführen durch: FAA-Master-Rigger oder eine Person mit gleichwertiger Qualifikation

Bemerkung:

Beim Testen für eine bessere Cutterpositionierung wurde festgestellt, dass die Reservefedern von Mirage-Gurtzeugen Typ-G4 unter Umständen nicht gleich hoch springen wie jene von Typ-G3-Gurtzeugen. Einer der Unterschiede zwischen G4 und G3 ist die geänderte Versteifungsplatte von Reserveklappe Nr. 1 im Reservecontainer.



Um auch bei Type-G4-Gurtzeugen die optimale Sprungweite zu erreichen, empfiehlt Mirage eine größere Versteifungsplatte (erhältlich bei Mirage) in diesen Systemen zu montieren. Diese Modifikation sollte gleichzeitig mit der Cutterpositionsänderung durchgeführt werden.

Auszuführen durch: FAA-Master-Rigger oder eine Person mit gleichwertiger Qualifikation

Neue G4 Gurtzeuge (produziert ab 01/2005) werden schon mit der neuen Klappe ausgerüstet.

Anlagen:

Product Service Bulletin 12-04
Product Modification Procedure
AitecPSB12-04

MIRAGE SYSTEMS, INC.

PRODUCT SERVICE BULLETIN 12-04

December, 2004

SUBJECT: AAD CUTTER LOCATION CHANGE

DESCRIPTION: The location of the AAD cutter assembly must be changed from below the #1 flap (below the reserve PC) to below the #3 flap (above the reserve PC). This reduces the cut length of the reserve closing loop and isolates it from the effects of poor field rigging, such as misplaced bulk, under-compressed or worn pilot chutes and overly long and/ or unlubricated loops. By reducing and standardizing loop cut length, reserve pack opening functionality and reliability in the case of AAD activation are improved.

Only the functionality of optional AAD equipment is addressed here. Manually (ripcord) operated reserve pack opening functionality and reliability are NOT in question and are not affected by the cutter location change.

BACKGROUND: Mirage Systems has always used the #1 flap cutter location on Mirage and RTS sport containers. This location is also used by many other manufacturers and was approved by Airtec, GmbH, the manufacturer of the Cypres AAD. Following AAD activation, the free (cut) end of the closing loop is still held by the reserve ripcord and must weave its way through the separating top flaps as they are pushed up and apart by the deploying reserve pilot chute.

One incident has been reported overseas in which 2 Mirage containers failed to immediately deploy their reserves on the same jump after Cypres activations. Both jumpers deployed their mains and landed safely without further incident. Although details of the incident were vague, Mirage Systems was able to inspect the team gear involved and to review their typical packing procedures.

The results of that review, and of extensive in-house testing, were that although AAD activation was generally reliable when the Mirage is properly packed, and numerous saves have been reported, common rigging errors could possibly produce a situation where the loop cut length is too long to allow the loop to clear the closing flaps and the reserve container to open immediately.

Mirage engineers, working in cooperation with Airtec engineers, determined that moving the cutter above the reserve PC, to flap #3, essentially eliminated the identified risks with only a minimal aesthetic cost. It was felt that this solution was simpler and more reliably effective than any other combination of rigger education and container modifications.

AFFECTED SYSTEMS: All Mirage and RTS containers manufactured prior to December 2004 equipped with Cypres or other loop-cutting AADs. See Modification Procedure for instructions on identifying previously modified and/ or compliant systems.

MODIFICATION PROCEDURE: See attached.

QUALIFIED PERSONNEL: FAA Master Rigger or foreign equivalent.

COMPLIANCE: Since the reserve container must be opened and sewn, a repack is indicated. Affected containers must be modified no later than the next repack, or 120 days from the last repack, whichever is earlier. Affected containers showing signs of loose rigging, such as being able to "tip" the reserve pilot chute from side to side, are more likely to experience activation problems, and should be addressed accordingly.

AUTHORITY: Daniel Thompson, President, Mirage Systems

MIRAGE SYSTEMS, INC.

PRODUCT SERVICE BULLETIN 12-04

Product Modification Procedure

Authorized Repairman: FAA Master Parachute Rigger or Foreign Equivalent.

Tools required:

1. Snips or small pointy scissors. (Seam ripper optional)
2. Small crafts glue gun. (Optional)
3. A 3/4" x 1 5/8" squared plastic template, with a mark at 3/8". (See step 1)
4. Tailors marking pencil.
5. Lighter and/ or hot knife.

Machine required:

1. Medium to heavy duty 301 Straight Stitch (5-9 spi.) Capable of sewing through .040 nylon plastic.)

Materials required:

1. 3 1/4" length of 3/4" type III nylon binding tape (cover for elastic keeper.)
2. Size E / 69 nylon thread. (Color black or matching)

Time required: 15-20 min.

Procedures:

Step 1.

Cut a 3/4" X 1 5/8" (2 X 4 cm.) template using a piece of plastic template material or firm craft poster board. Mark at 3/8" (1cm) as shown.



Step 2.

With main canopy removed, open reserve container (if not already), remove free-bag, remove suspension lines from pocket and chain link. Bag the canopy in its free-bag with pilot chute and tie off with pull-up cord at the reserve risers.



Step 3.

Completely unthread the Cypres cutter from the underside of #1 kicker flap and temporarily store it in the channel under the reserve pack tray.



Step 4.

Carefully remove the elastic cutter keeper and rip-stop channel from the under side of the #1 kicker flap. Retain elastic keeper for repositioning to under side of #3 center flap.



Step 5.

Carefully remove the grommet guard from the back side of closing flap #3.



Step 6.

Lay the template against binding tape and grommet. Mark **three** locations as shown.



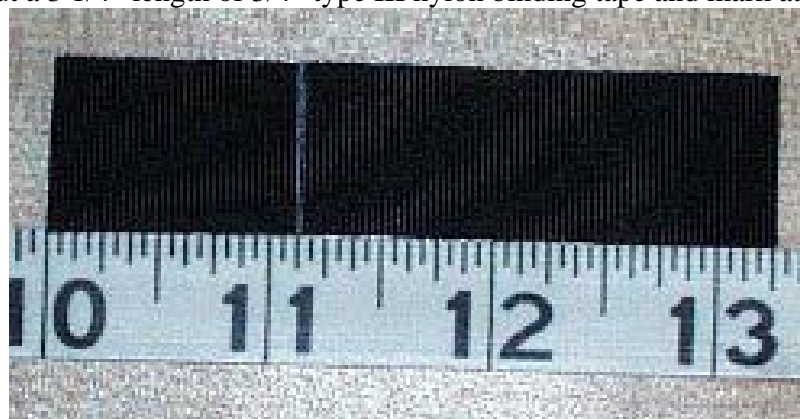
Step 7.

- a. With snips or seam ripper, carefully cut the L shape that connect the dots through the Para pack layer only. Lightly sear the cut Para pack edge with a hot knife or lighter.
- b. If the center flap has this row of stitching running below the grommet, a short section may need to be removed.

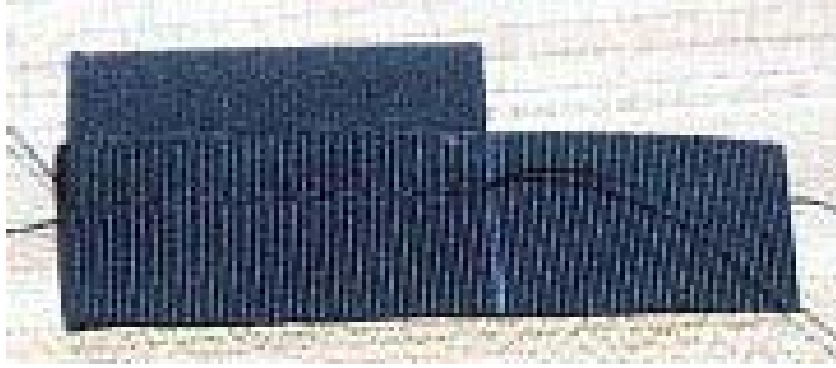


Step 8.

- a. Hot cut a 3 1/4" length of 3/4" type III nylon binding tape and mark at 1 1/8".



b. The elastic cutter keeper setup may be pre-sewn as shown here or glued as follows.



c. With a crafts hot glue gun, run a thin bead across the binding of the elastic keeper and firmly lay type III binding tape in place.

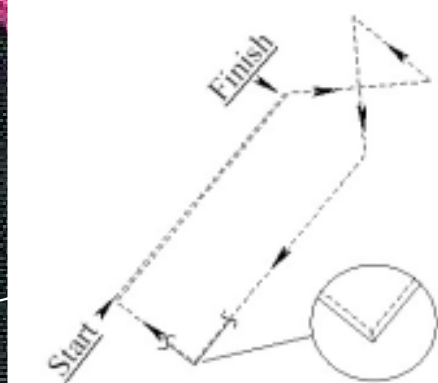
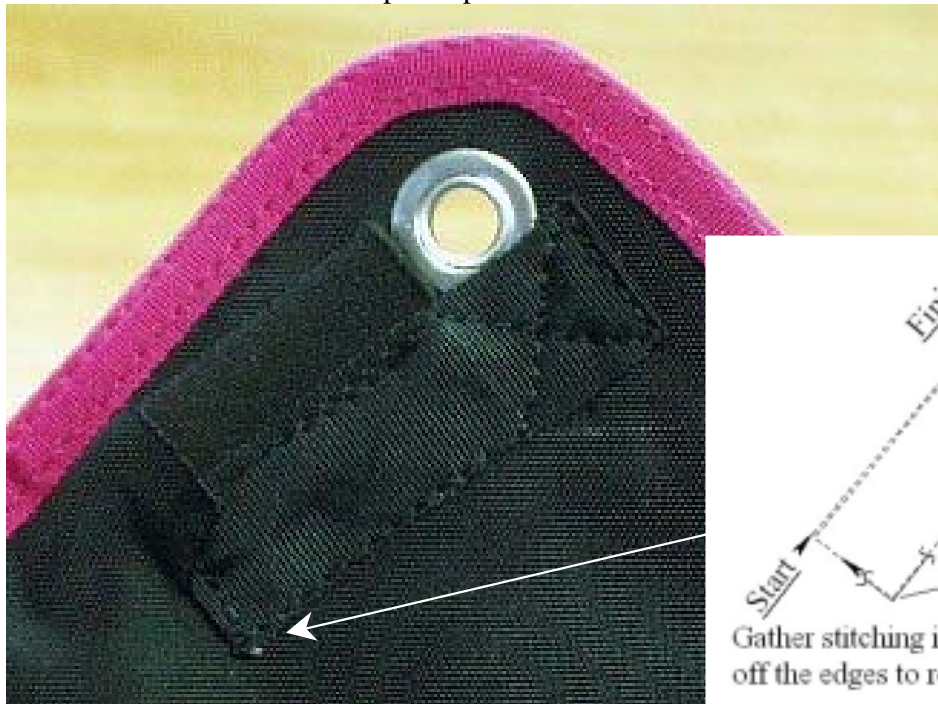


d. Fold short end over and lightly hot glue back side into place.



Step 9.

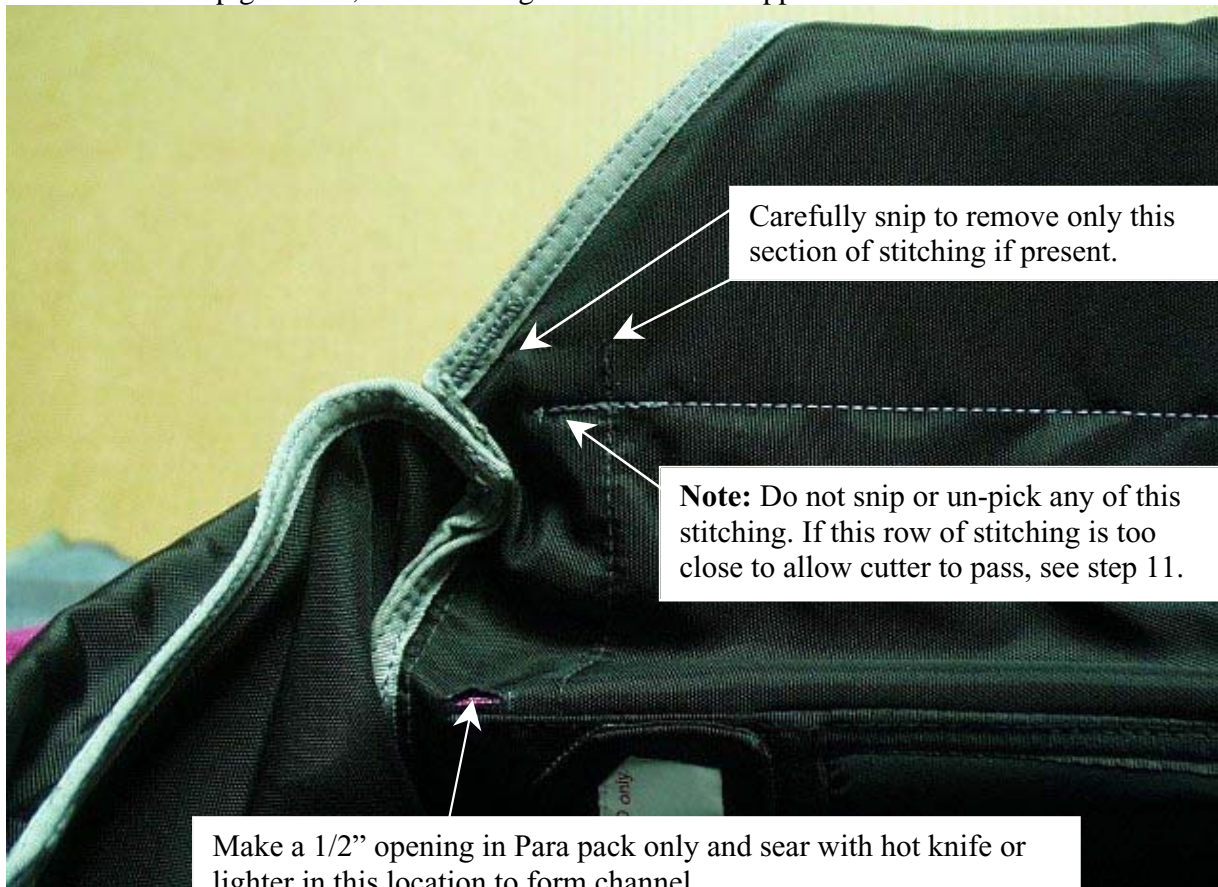
Place elastic cutter keeper in place and sew as shown.



Gather stitching in this corner and step off the edges to reduce possible snagging.

Step 10.

In order to open a channel for the cutter cable to pass from to processing unit to the #3 center flap grommet, the following measures must happen.



Carefully snip to remove only this section of stitching if present.

Note: Do not snip or un-pick any of this stitching. If this row of stitching is too close to allow cutter to pass, see step 11.

Make a 1/2" opening in Para pack only and sear with hot knife or lighter in this location to form channel.

Step 11.

Only if the center flap row of stitching is too close to the corner to allow the cutter to pass, 2 additional 1/2" openings will need to be made around this stitch pattern and carefully seared with a hot knife or lighter. This will allow the cutter cable to bridge this stitch pattern.



Step 12

Use a bodkin or similar tool to draw a pull-up cord with cutter through the newly formed cutter channel as shown below.



Modification Confirmation:

Confirmation of this mod is easily made by identifying the stitching just under the reserve pin cover and side flap.



Note: When removing the cutter, push it back through with your thumb. Do not pull it out by its cable.



Loop Cutter Location Recommendation

Airtec has been testing rigs for more than 15 years. Each and every rig which is sold CYPRES ready was checked in our house for reserve openings by loop cutting. Over the years the task to open a container by loop cutting got more and more difficult. Especially in the last years, lots of rigs were redesigned to meet the requirements of freefly or speedskydiving. All efforts have been put into the containers to prevent them to open prematurely and to protect bridles, risers and toggles, etc.

It became harder to find technical ways to cover all these demands. On one side the reserve containers should stay close under all circumstances in freefall – on the other side an immediate opening without any hesitation is desired. These two criteria are difficult to meet. Several containers which have been in our house for testing needed modifications to assure reliable openings after a CYPRES activation. The pilotchute force was raised in general, but the error margin for riggers became smaller and smaller.

On containers with internal pilotchutes, the favourite cutter location is in most cases on flap nr. 1, the kicker plate below the pilotchute. It is favourite because it does not bulk at all and even a poor packjob would not make the mounted AAD “visible”. The downside of this cutter location is that the rigging work has a lot of influence on the length of the cut loop end above the cutter. Loose rigging increases the loop length above the cutter in any case. If the cutter is mounted above the pilotchute (in a rig with internal pilotchute) the cut loop length above the cutter will always be the same, independent from rigging influences. We put a lot of efforts in container testing to ensure reliable pilot chute launches after CYPRES activations.

We try to simulate the real world as good as possible and also make trials in sub-optimal conditions. Only when the results are safe under “real world” aspects, the installation is approved.

As the packing of very small reserve containers is getting more and more sophisticated, we see a cutter position above the pilotchute as being a very easy and inexpensive way to significantly increase safety. Many factors which neither the container manufacturer nor the AAD manufacturer have any influence over, can be eliminated. We appreciate the action Mirage is taking with this PSB because it eliminates possible side effects from a lot of field rigging errors which no manufacturer can prevent. We encourage other manufacturers of containers with internal pilotchutes to evaluate this cutter location and take similar action as is appropriate.

Our testing work and cooperation with rig manufacturers concerning CYPRES installations will continue in the future as in the past 15 years.