



## ÖSTERREICHISCHER AERO-CLUB

SEKTION FAA Blattgasse 6, A-1030 WIEN

### Sicherheitsmitteilung

SM 060401

**Datum:** 27.04.2006

**Hersteller:** AAD nv/sa Advanced Aerospace Designs  
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**Herstellerbulletin:** Vigil AAD # 2 vom 18.04.2006

**Betroffene Systeme:** Alle mit VIGIL Öffnungsautomaten ausgestatteten Gurtzeuge wobei der Cutter über dem Reservehilfsschirm positioniert wird.  
Wenn im System der Cutter unterhalb dem Reservehilfsschirm positioniert ist, ist es nicht von dieser Sicherheitsmitteilung betroffen.

**Betrifft:** Beschädigungen an der Plastikhülse des Cutters und am Loop



**Grund:** Beschädigungen durch unsachgemäßes packen und Benutzung von „Kraftaufwand – reduzierende -Werkzeuge“:  
Anlage SB #2-pictures\_photos : Bilder #1 , #2 , #3

**Maßnahme:** Es ist besonders darauf zu achten, dass die Kunststoffhülse des Cutters während des Reservepackens nicht beschädigt wird.  
Sobald irgendeine Beschädigung der Kunststoffhülse erkennbar ist, ist es unbedingt notwendig, den Cutter und den Loop zu ersetzen.

**Wirksamkeit:** Bei jedem packen

**Anlagen:** Herstellerbulletin Vigil AAD # 2 vom 18.04.2006  
SB #2-pictures\_photos

# VIGIL AAD

## SERVICE BULLETIN #2

**Date** : 18<sup>th</sup> 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.

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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).

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).

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).

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.

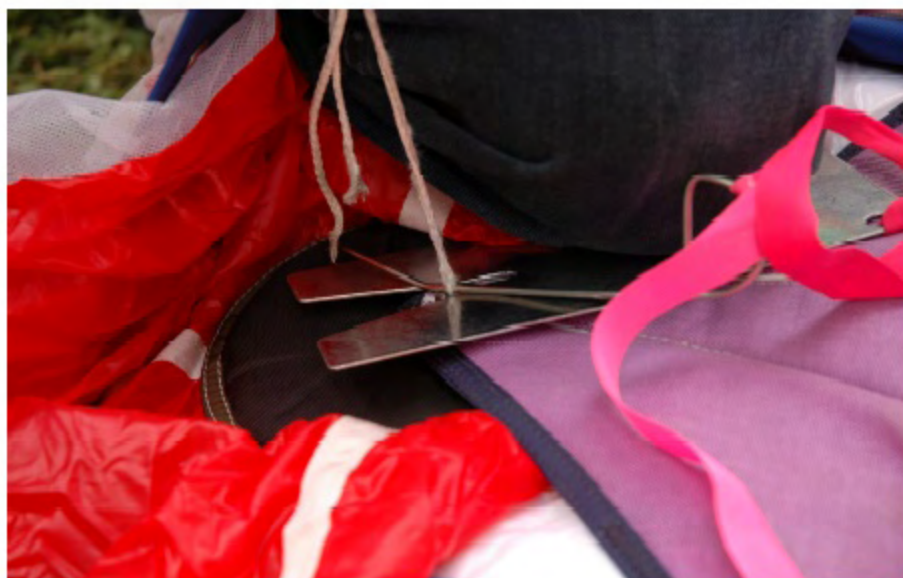
Hereby AAD also would like to remind you that the cutter location above the pilot chute is not in question here. We even recommend to place the Vigil cutter as close as possible to the reserve closing pin and this on all types of parachutes.

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

  
Jo Smolders  
Managing Director  
Advanced Aerospace Designs

## VIGIL - AAD

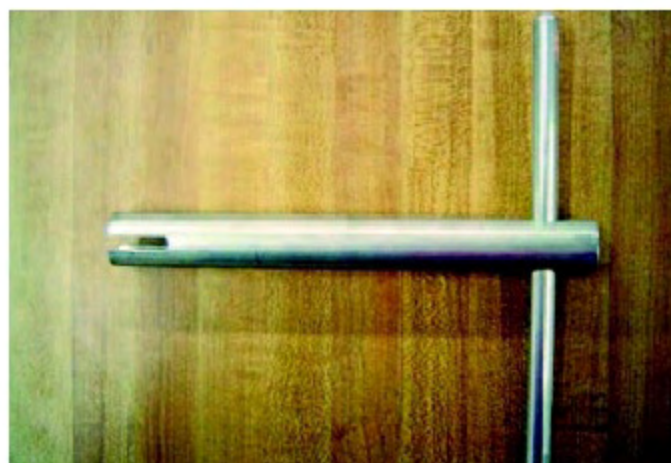
### Pictures of Service Bulletin # 2 Photos du Bulletin de Service #2



#1



#2



#3



#4



#5