



Deutscher Fallschirmsportverband (DFV) e.V.  
Deutscher Aero-Club (DAeC) e.V. Luftsportgerätebüro  
Verband unabhängiger Prüfer von Luftsportgerät e.V.

An alle Vereine/Schulen/  
Fallschirmtechniker  
Fallschirmwarte

**MITTEILUNG**  
**Gurtzeuge**

herausgegeben: 03.02.2009

Bezug: Mitteilung über eine Technikinformation der FAI von 1/2009 **W.N. 22** ,  
Loop-Bruch am Riser Rigging Innovation

Betroffene Muster: Riser der Firma Rigging Inovation  
**Bitte angehängte Service Bulletin SB 1538 von Rigging Innovation und  
die Technische Mitteilung W.N.22 FAI beachten!**

Betrifft: Der Loop für das Drei-Ring-System wurde durch eine harte Öffnung unter dem  
Umschlingungsband des Risers herausgezogen, was im Prinzip dem Bruch  
eines Loops am Riser entspricht. Hier war es ein Riser mit RSL-Ring

Maßnahmen: Bitte beachtet noch einmal eindringlich die Loops an den Risern.  
Kontrolliert, ob bei den betroffenen Baumustern die Sicherheitsmitteilung  
durchgeführt wurde.  
Unabhängig davon sind natürlich auch die Riser der anderen Hersteller zu  
kontrollieren.  
Wir erachten es als ausreichend, bei dieser Meldung der FAI noch einmal auf  
die bestehende Sicherheitsmitteilung hinzuweisen und keine neue zu erstellen.

Verteiler: Techniker, Warte, Händler, Vereine, Sprungzentren.

Dresden, den 3.03.2009


Chris Buß - Referat Technik DFV

Ralf Homuth – Geschäftsstellenleiter VuPL

# TECHNICAL & SAFETY COMMITTEE

## INTERNATIONAL PARACHUTING COMMISSION (FAI)



<b>Technical &amp; Safety Information Notice No.</b>	01/2009 <span style="float: right;">W.N. 22</span>
<b>Date of Issue</b>	28 January 2009
<b>Subject Matter and Applicability</b>	<p>Following a riser failure on a PA Talon, the Australian Parachute Federation's Director Rigging, Jo Chitty, issued the following notice. This notice is of mandatory status for APF members, and it is being distributed by the Technical &amp; Safety Committee of IPC to alert skydivers worldwide to the issues concerned.</p> <hr/> <p style="text-align: center;"><b>IMPORTANT ANNOUNCEMENT FROM THE DIRECTOR OF RIGGING, AUSTRALIAN PARACHUTE FEDERATION. MANDATORY INSPECTION OF ALL 3-RINGS PRIOR TO NEXT USE</b></p> <p><b>RISER FAILURE</b> On Sunday 18 January 2009, a <b>PA Talon</b> riser failed on opening. It was the left riser with RSL fitted. The reserve was deployed into the trailing main by the RSL resulting in a main reserve entanglement. Fortunately and with luck the jumper managed to attain sufficient reserve inflation to survive the landing with broken bones in his back and shoulder.</p> <p>During the investigation of his equipment it was found that the 3-ring closing loop had pulled out from under the confluence wrap, releasing the riser. It was reported as a snappy opening. The rig was built in June 99 and had undergone 12 reserve repacks over subsequent years.</p> 



In August 2001 the APF promulgated APF Service Bulletin No APF010801-A 3-ring Inspection And Maintenance. The inspection, Part A, is designated **Mandatory**. This rig's reserve had been packed six times since the service bulletin was published, and numerous other times when the main was packed and possibly the 3-rings serviced. Had the service bulletin been applied it would have highlighted that the riser did not meet the criteria of the service bulletin; **the locking loop was too short.**

Due to the unique method of construction on this riser of bar-tacking across the loop it is probable that over a period of jumps some of the stitches had broken, due to the excessive load applied by the short locking loop until on this jump they failed completely allowing the loop to pull out of the riser, releasing it. It is impossible to visually inspect the stitching as it is covered by the confluence wrap; failure comes without warning signs. There was no kink in the left cutaway cable to warn of excessive loading. To prevent a similar event occurring especially when an RSL is fitted the following must occur.

**MANDATORY INSPECTION** in accordance with APF Service Bulletin [APF010801-B](#)\* Issued 23<sup>rd</sup> January 2009 of all 3-ring riser assemblies before the next jump. Inspection to be noted on reserve packing card and marked on inside of front riser with APF010801-B using a fine tip paint pen so it will be visible even if the risers are black.

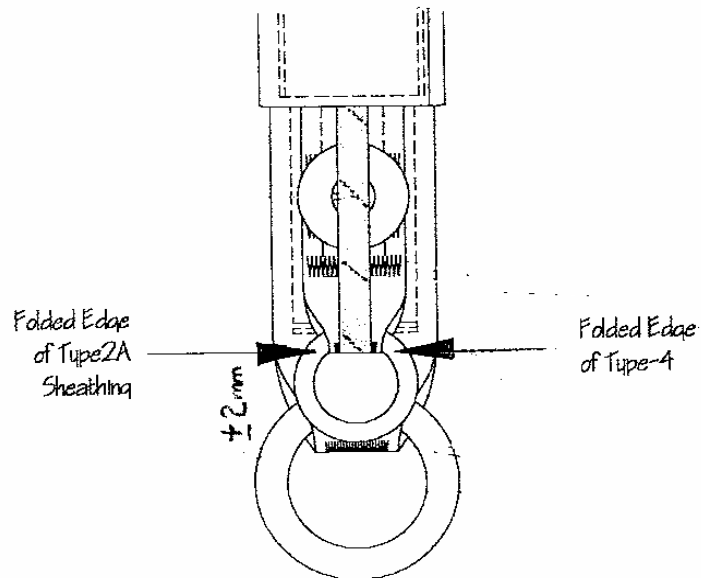
Note: [APF SB 010801-B](#) is also available for download from APF web site at: <http://www.apf.asn.au/apf-sb-racs.html>

Inspection to be carried out by a packer B or higher rating. If there is any doubt the assembly should be checked and evaluated by a rigger.

On all solo rigs and all types of riser style, one inch type 17 mini rings, type 8 mini rings and standard type 8 with the larger rings, the length of the locking loop should be level (+/- 2mm) with the end of the fold of the webbing that retains the small ring when the riser is laid flat with some tension applied to the small ring.

It is normal for new type 17 mini risers to be tight to interlock the rings, this is because they become more pliable with use, but the locking loop must still allow the housing some play and not pull the small ring against the riser, see side view on service bulletin.

*\*This Service Bulletin replaces APF SB 010801-A Issued August 2001.  
New inclusions: Identification of personnel to conduct inspection and required method to record inspection.*



**Typical view of locking loop length**

See detailed views of all risers in UPT (Relative Workshop) 1998 specifications. (Excerpts from this 20 pg manual are available from the APF Office for comparison of specific 3-ring construction tolerances. The entire manual is available from UPT.)

When reserves are repacked the main parachute should also be inspected at all the key points of wear and function.

This inspection of all 3-rings may be an inconvenience now but it should identify older systems that may still be in use that should have been removed from use. The consequences of riser failure are potentially fatal and need to be removed for our safety.

Any inspections that result in identifying any 3-rings that do not conform to the inspection criteria outlined on APF SB 010801-B are to be recorded on an APF Equipment Defect Form and forwarded to the APF National Office c/o Kim Hardwick, the Technical Officer [kim@apf.asn.au](mailto:kim@apf.asn.au). This form is available for download from the APF web site at: [http://www.apf.asn.au/apf-all\\_documents\\_and\\_forms.html](http://www.apf.asn.au/apf-all_documents_and_forms.html)

Jo Chitty  
Director Rigging  
23<sup>rd</sup> January 2009

<b>Compliance</b>	This APF notice is mandatory for APF members. It is being circulated to Technical and Safety Offices in other countries for information.
<b>Concerned Publication</b>	APF Service Bulletin <a href="#">APF010801-B</a> * Issued 23 <sup>rd</sup> January 2009 Note: <a href="#">APF SB 010801-B</a> is available for download from APF web site at: <a href="http://www.apf.asn.au/apf-sb-racs.html">http://www.apf.asn.au/apf-sb-racs.html</a>
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<b>Acknowledgement</b>	Thanks to Jo Chitty, Director Rigging, APF and to Kim Hardwick, Technical Officer, APF, for permission to use the APF notice.  <i>Liam McNulty</i> IPC Technical & Safety Committee 08 February 2009

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- 3 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.*

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*The Technical & Safety Committee, International Parachuting Commission, can be contacted on e-mail - [lmcnulty@skydiveireland.ie](mailto:lmcnulty@skydiveireland.ie)*

*Liam McNulty, Technical & Safety Committee, International Parachuting Commission.  
08 February 2009*



# SERVICE BULLETIN

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**DATE:** JULY 18, 2000    **SERVICE BULLETIN #** SB-1538    **# OF PAGES:** 2  
**SUBJECT:** MAIN RISERS  
**STATUS:** RECOMMENDED

## **IDENTIFICATION:**

1. All main risers manufactured by Rigging Innovations Inc.

## **BACKGROUND:**

In January, 2000, a pair of main risers was found in the field where the locking loops were not bartacked and consequently one of the loops pulled out, releasing the riser. Fortunately this did not result in any injury. These risers were relatively new and presumed to have been manufactured within the previous few months. At the time, we believed that this was an isolated occurrence but to preclude a re-occurrence of the problem, RI implemented an additional manufacturing inspection of the riser loop bartacks.

In July 2000, a second pair of risers was found with missing bartacks. These risers had over a hundred jumps on them before the loop pulled free. It would appear that these were manufactured in the same time period as the first risers but this cannot be determined precisely. Because it is impossible to positively identify the time frame or batch lot of the risers, RI feels that ALL main risers should be inspected according to the following Service Bulletin.

RI has consulted with Bill Booth, inventor of the 3-ring release on the procedure to ensure the practicality of the test. It should be noted that this type of problem has occurred several times over the last 25 years history of the 3-ring release usage. Because it is possible for any manufacturer to experience this problem, this test could be used by riggers in the field to test any other 3-ring riser manufactured to the 3-Ring Inc specifications.

## **SERVICE BULLETIN:**

1. Since the subject risers are a non-certified separate component, this part does not have any identifying part number or date of manufacture. The only marks are L & R on the rear of the respective riser.
2. It must be assumed that any riser installed on a Rigging Innovations product has been manufactured by Rigging Innovations and consequently needs to be checked.
3. The locking loops need to be checked by doing the following:
  - a. Remove the risers from the main 3-ring.
  - b. Fasten the riser-locking loop around a smooth hook or similar object anchored securely and that will not damage the loop material.
  - c. Apply approximately 40 lbs of tension to the loop for 3 seconds. The force must be applied along the plane of the risers in the direction of the rings. If the bartacks are

missing, the end of the loop will pull free. The risers must then be returned to the manufacturer for repair.

- d. If the loop holds, mark the rear side of the loop with two dots of a BLUE permanent marker (Fig. 1R). The riser may then be returned to service. Check to make sure no damage was done to the loop during the test.
4. All new risers manufactured after January 2000 will have an identifying QC stamp on the rear of the locking loop as in Fig. 1L and do not need to be checked and are not subject to this Service Bulletin.

**COMPLIANCE DATE:** Before the next jump.

**AUTHORITY:**

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