

Service bulletine – Materiell

Materiellsjef F/NLF kommuniserer påminnelse omkring forhold som ansees som vesentlige for å orientere om viktige materiellforhold. Målgruppen for Servicebulletinen er Materiellkontrollører, Hovedinstruktører og andre nøkkelpersoner i miljøet.

SERVICE BULLETINE – 2007- 1

HENVISNING:	PSB#09307 datert 21.01.91 og fagseminaret 2007
FORMÅL:	Oppnå fokus på Vector I og Vector II reservepilotskjermer
STATUS:	Bevisstgjøring om tidligere problemer med disse pilotskjernene og kontroll av pilotfjærens kraft
IDENTIFIKASJON:	Vector I og Vector II reservepilotskjermer
BAKGRUNN:	Det er tidligere utstedt en SO fra RWS om flytting av kutter til over pilotskjermer når riggen er utstyrt med gammel Vector I og Vector II mesh reservepiloter. Det er usikkert hvor mange rigger i Norge som fortsatt er utstyrt med disse pilotskjernene.
SERVICE:	Vector I og Vector II reserveskjermer skal testes iht vedlagte PSB fra RWS.
UTFØRELSE:	Utføres av MK eller MR ved hver HK eller ompakk.
DISTRIBUSJON:	Klubber Hovedinstruktører Materiellkontrollører SU Sky Design F/NLFs Internet sider Hærens Jegerkommando Luftfartstilsynet

Oslo, 22. mars 2007

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materiellsjef F/NLF

PSB#09307

**Vector I & Vector II Reserve Pilot Chute
 Spring Compression Force Test
 January 21, 1991**

Vector I Reserve Pilot Chute Spring 20 lb. Compression Force Test Status: Mandatory testing at each reserve repack. Mandatory replacement with a Vector II Reserve Pilot Chute if 20 lb. compression force is not reached. Identification: All Vector I Reserve Pilot Chutes

Background: Pilot chute springs, like all parachute equipment, eventually wear out. The Relative Workshop mandates that Vector I pilot chutes be tested to insure their airworthiness.

Pilot chute springs with less than a 20 lb. compression force might fail to function properly when improperly packed; i.e. a closing loop that is too long, or the pilot chute skirt spread out too much toward the edges of the container, so that it is trapped by the riser covers and reserve side flaps if the reserve is activated while the main container is full. Pilot chute springs with less than a 15 lb. compression force might not function well even when correctly packed. Service Bulletin: Place the base of the Vector I pilot chute on an accurate scale as shown in Figure 1. Compress the pilot chute to within 1" of maximum compression as shown in Figure 2. A 1" spacer must be used to determine the 1" depth as shown in Figure 3. Be careful not to transfer any force through the spacer as this will cause the scale to read inaccurately high. The scale should read at least 20 lb. for the pilot chute to remain in service. If less than 20 lb. is reached or if the measurement is questionable, replace the pilot chute with a Vector II Reserve Pilot Chute.

Qualified Personnel: Testing should be performed by a Master Rigger, Senior Rigger, or Foreign Equivalent.

Compliance Date: Every_reserve repack
 Authority: Relative Workshop

Distribution: Parachutist, PIA, Skydiving, USPA, worldwide

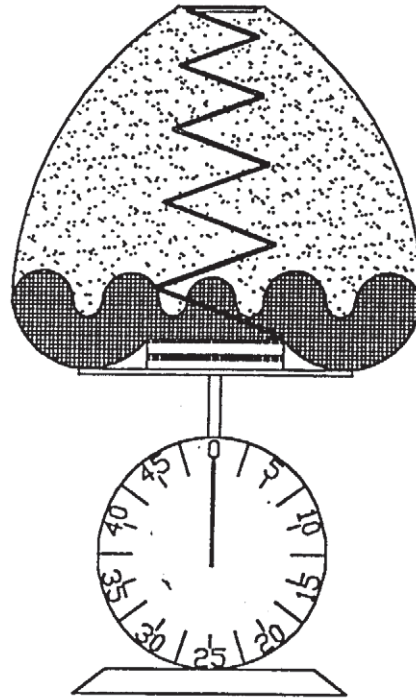


Fig. 1

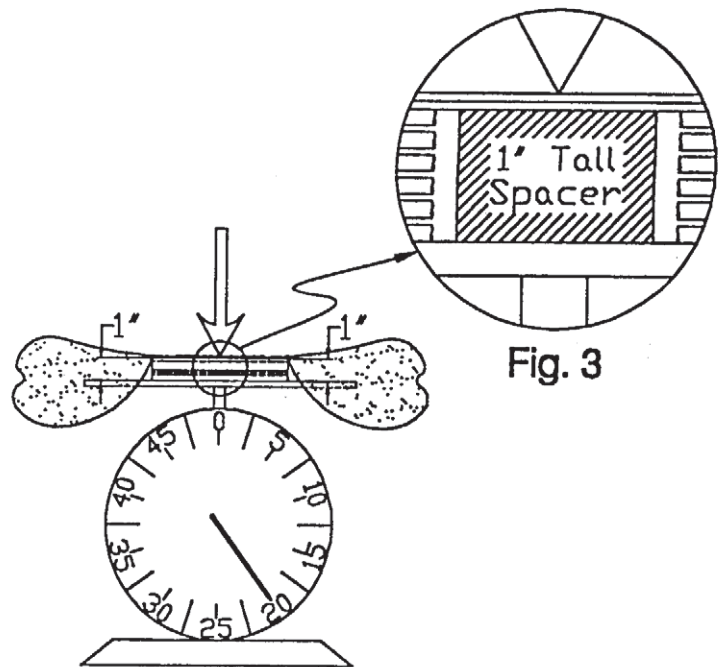


Fig. 2