



RIGGING INNOVATIONS INC

SERVICE BULLETIN

DATE: March 21, 2011

SERVICE BULLETIN# 1548

OF PAGES: 2

SUBJECT: Aviacom Argus AAD installation approval in Rigging Innovations products

STATUS: **MANDATORY**

PMP#: N/A

IDENTIFICATION: Talon 1, Talon 2, Talon 3.0/FS/FX, Telesis 1, Telesis 2, Telesis 3.0, Flexon, Genera, Voodoo 2.0, Voodoo 3.0

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 locking loop. Aviacom, 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 solution.

With Rigging Innovations 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 Rigging Innovations 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.

Based upon a field report stating that a pilot chute came out unexpectedly on the ground, there is a second potentially serious safety issue in that a partially cut loop could cause an unwanted reserve deployment on a later jump. If such a deployment were to occur while floating, during exit, or while others were in freefall above the jumper experiencing the unexpected deployment, the consequences could be grave and could result in more than one jumper, or a plane load of jumpers, a pilot and even persons on the ground being seriously injured or killed.

In light of the seriousness of the aforementioned potential scenarios, Rigging Innovations 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 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.

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." Rigging Innovations no longer approves any procedures to install the Argus AAD in Rigging Innovations 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 Rigging Innovations products, it could now be a violation of 14 CFR Part 65.129(e) if a certificated parachute rigger were to pack a RI 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.

RIGGING INNOVATIONS INC

SERVICE BULLETIN

SERVICE BULLETIN: All users of an Aviacom Argus equipped Rigging Innovations harness and container system should remove the Argus AAD from their system, prior to making ANY further jumps with the system.

COMPLIANCE DATE: March 21, 2011

AUTHORITY:

SANDY R. REID, PRESIDENT
Rigging Innovations Inc.
P O Box 86, Eloy AZ 85131-0004, USA
Telephone: 520.466.2655
FAX: 520.466.2656
Email: tech@rigginginnovations.com

DISTRIBUTION:

1. All Rigging Innovations Dealers
2. National Aero Clubs, Parachuting Section
3. Parachute Industry Association Technical committee
4. Parachute Industry Association Rigging Committee
5. All Parachuting publications
6. Military Parachute Organizations
7. FAA MIDO
8. Aviacom