



Deutscher Fallschirmsportverband (DFV) e.V.
Deutscher Aero-Club (DAeC) e.V. Luftsportgerätebüro



An alle Vereine / Schulen / Fallschirmtechniker / Fallschirmwarte / Besitzer

SICHERHEITSMITTEILUNG für Gurtzeuge

Herausgegeben: 01.08.2023

Nummer: 2023-02 SM **2023-001** Paraworld – Sife - Klappe

Bezug: Service Bulletin 2023-001 vom 10. Juli 2023

Betroffene Muster: Sife - Gurtzeuge

Grund: Ein Vorfall mit der Klappe und einer Umschlingung durch Fangleinen.

Status: **wird vom Hersteller angeraten**

Maßnahmen: Setzen von zwei Zick-Zack-Nähten an der Klappe

Durchzuführen von: Fallschirmtechniker

Durchzuführen bis: bis spätestens zum nächsten Reservepack

Dokumentation Datum - Name / Nr.: - **SM 2023-001 Sife Klappe** –
Name: Wart/Techniker/TM - Sign

Herstellerhinweis: - Fadenstärke : **Wir empfehlen wie üblich E69**
- Stichlänge und Stichbreite: **Bitte am Nahtbild im SB orientieren.**
Stimmt das eigene Ergebnis mit dem Nahtbild im SB überein,
dann erhält man mindestens 10 Stiche pro Inch,
bei mindestens 3mm Breite.

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

Ablage im ParaOrg: 2023-02 SM 2023-001 Paraworld – Sife – Klappe

DFV-Überherrn, den: 01.08.2023

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Service Bulletin 2023-001

Issue Date: July 10, 2023

Issue Number: 2023-001

Subject: Zig zag stitching on main container flap #2

Status: advisory

Identification:

SIFE harness & container systems in all container sizes.

All SIFE harness & container systems after **DOM 06/23** are not subject to this service bulletin.

Background:

We have been informed that during the activation of the main canopy, one suspension line of the left rear suspension lines caught on the main container flap #2.

As a result, the main canopy didn't separate fully after the emergency procedure and the skydiver had a hard landing and was taken to hospital for check-up.

Unfortunately, we didn't have the chance to inspect the affected harness and container system to find out the concrete reason why the line was caught on the main container flap #2.

We tried to simulate this scenario and were able to generate the following:

During the pack job the lines had to be laid under the reserve container as described on page 50 in our OWNER MANUAL as **WRONG** and the main canopy had to have a pulling direction which would be due to an unstable body position.

We couldn't simulate the scenario without a **WRONG** packing method.



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Procedure to be followed:

Before jumping your SIFE harness and container system, read the OWNER MANUAL and follow the described packing method: lay the suspension lines along the side of the main container and stow the overlength in S-loops (page 49).

Action you may take:

Before the next reserve repack your rigger may strengthen the main container flap #2 with a zig zag stitching as shown on the picture between the two red lines. Start at the end of the binding, where the flap is attached to the reserve container and end at the beginning of the stiffener (red lines in the picture below). Overstitch your zig zag stitching once.

Don't stitch over the two bindings (green circle in the picture below) because there are already two bar tacks under the binding. You don't have to separate the flap from the reserve container while doing the zig zag stitching.



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