



SERVICE BULLETIN SPSB005
IH101-3 (HIP RING MLW) AND IH101-4 (4 RING MLW) RING DAMAGE
INSPECTION

DATE: FEBURARY 3, 2009

SERVICE BULLETIN # SPSB005

SUBJECT: HIP RING AND 4 RING MAIN LIFT WEB INSPECTIONS

STATUS: MANDATORY

INDENTIFICATION:

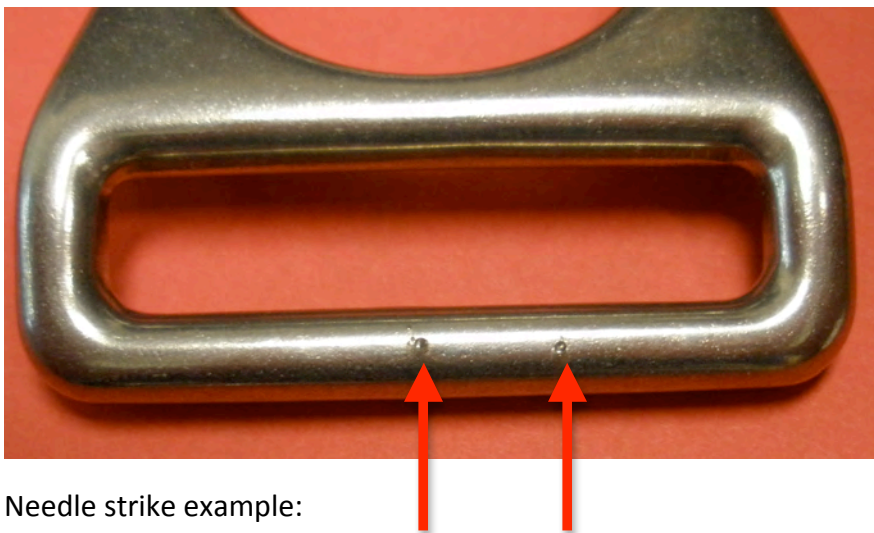
ALL SPORT JAVELIN ODYSSEY HARNESS/CONTAINERS WITH HIP RING OR 4 RING MAIN LIFT WEB, WITH DATE OF MANUFACTURE BETWEEN SEPTEMBER 2008 AND DECEMBER 2008.

BACKGROUND:

It has been brought to our attention that the hip ring on JH101-3 (Hip Ring Only) and JH101-4, (4-Ring) main lift webs, may have been struck by the needle used for installing the 5 cord harness stitching. This needle strike on the hip ring may cause damage to the Type 12 buffer, 5 cord stitching and possibly the Type 7 webbing. As a precaution, a mandatory inspection of the hip rings is required for all systems with a date of manufacture between September 2008 and December 2008.

Inspection must be completed before next use.

The picture below is an example of a needle strike on an SR8 hip ring.



Needle strike example:

COMPLIANCE DATE: IMMEDIATELY, BEFORE NEXT USE

1. Any certificated FAA senior or master parachute rigger or foreign equivalent can perform this inspection and submit the electronic report.
2. Locate the date of manufacture of your harness/container system. The DOM is located on the TSO label.

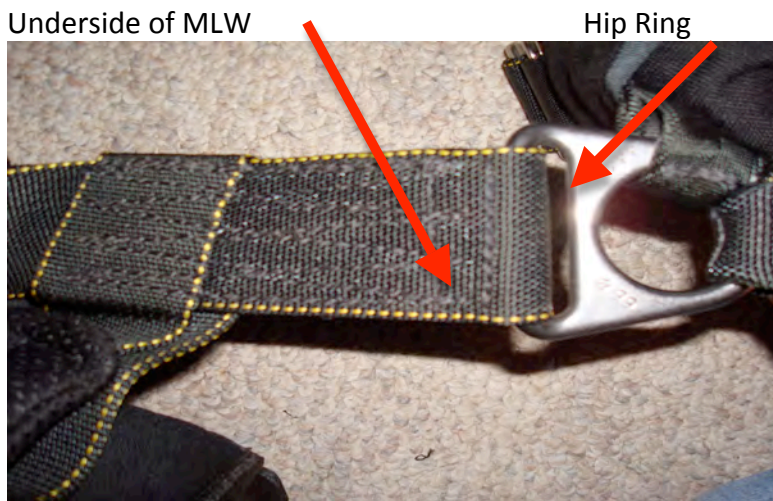


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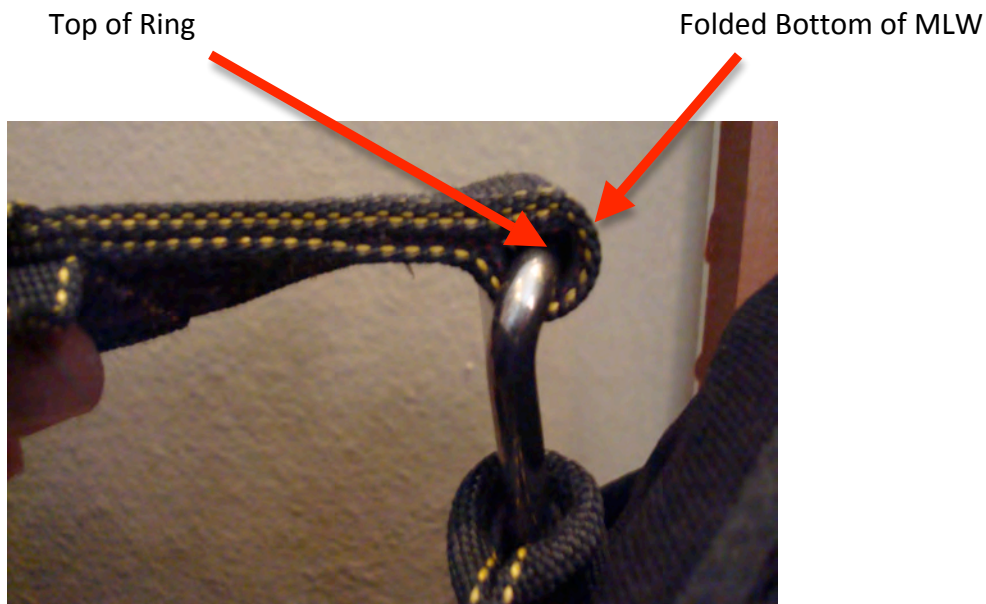
3. If your harness/container was manufactured between September 2008 and December 2008, your rig requires this inspection "BEFORE NEXT USE".

REQUIRED INSPECTION PROCEEDURE:

Turn Main lift web over, to expose the underside of the MAIN LIFT WEB (MLW).



5. Rotate Hip ring and leg pad 90 degrees downward as to expose the top of the ring to the inside of the folded bottom end of the MLW webbing, as shown below.

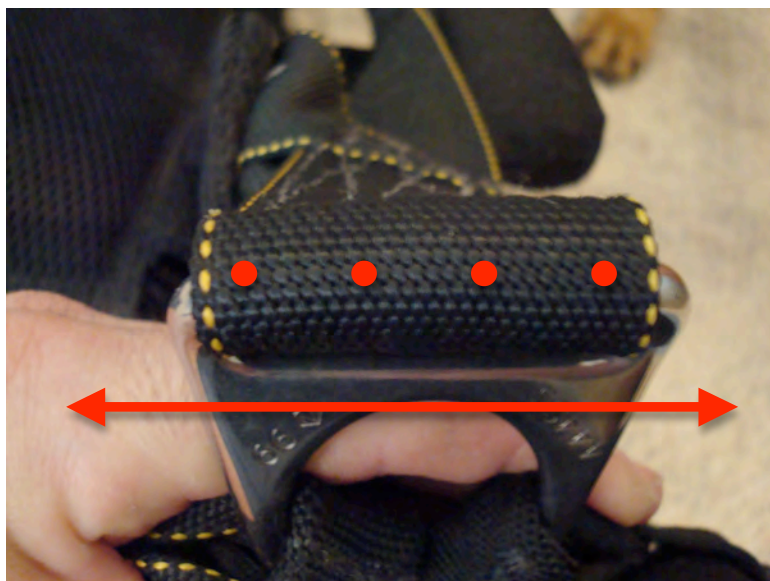




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6. Move the hip ring back and forth (side to side) and rotate inside the webbing, while pressing the top of the ring through the webbing. If a needle strike is present, the rough spot on the top of the webbing bar of the ring will catch or snag on the TYPE 12 buffer on the inside of the TYPE 7 MLW. This will feel like a rough spot(s) on the top of the bar and cause a rough or snagging feel.

FEEL HERE FOR DAMAGED RING INSIDE WEBBING. DAMAGE WILL MOST LIKELY BE ALIGNED WITH THE BOTTOM POINTS OF THE 4 POINT STITCH PATTERN.

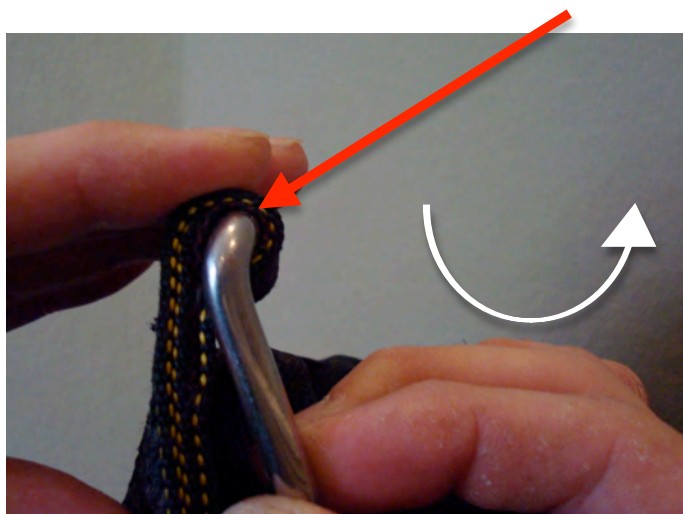


BACK AND FORTH/ SIDE TO SIDE MOTION



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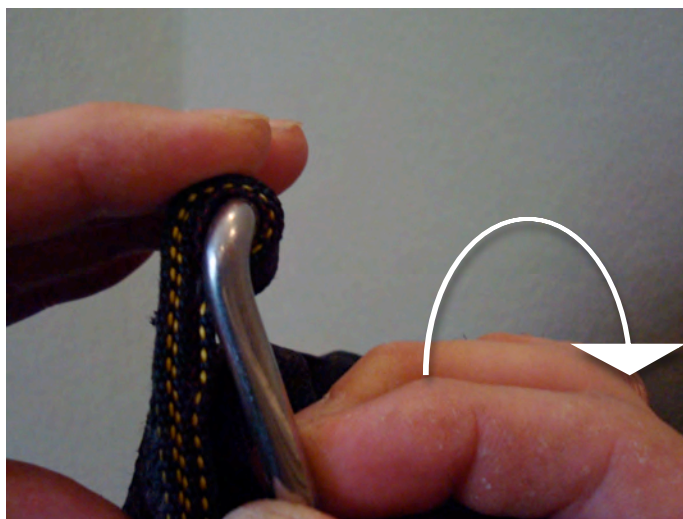
WHILE ROTATING, FEEL HERE FOR NEEDLE STRIKE.



ROTATE UPWARD



ROTATE DOWNWARD





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Results, Procedure, and Documentation

A. Inspection Complete NO DAMAGE FOUND

1. After inspection is complete, please fill out the electronic form found at <http://www.sunpath.com/RigDamageReport.htm>
2. If no damage is found, please log the inspection on the packing data card and submit the electronic form on the website as proof that the inspection was completed. Then place the H/C back into service.

Note the following in the next available open block on the Packing Data Card:
“SPSB005 INSPECTION COMPLETE”

B. Inspection Complete DAMAGE FOUND

1. If damage is found or suspected, the harness/container will need to be sent to Sun Path Products, Inc. for repair. Please ship to the following address and include a completed Hip Ring Damage Repair Form found at the end of this document:

Attention: Hip Ring Replacement
404 West Edinborough Ave.
Raeford, NC 28376

This repair will be at no charge to the customer. Shipping will be paid by Sun Path Products, Inc. and the rig will be returned in the same packed or unpacked condition as it arrives at the factory.

(NOTE: Please remove main canopy prior to shipment)

2. Please fill out the electronic form found at:
<http://www.sunpath.com/RigDamageReport.htm>



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AUTHORITY:

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Email: Dave@sunpath.com

If you have any questions regarding this please feel free to contact Sun Path Products, Inc. at sunpathrigging@sunpath.com or (910) 875-9002 during regular business hours M-Thurs 8am-5pm.

Distribution list:

1. All registered users
2. Sun Path Products, Inc.
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8. All Parachuting Publications
9. National Aero Clubs, Parachuting section
10. Military Parachute Organizations

HIP RING DAMAGE REPAIR FORM

OWNERS NAME	DATE
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OWNERS EMAIL	SENT WITH RESERVE PACKED	
	YES	<input type="checkbox"/>
	NO	<input type="checkbox"/>

OWNERS TELEPHONE CONTACT

RETURN SHIPPING ADDRESS

SERIAL NUMBER	DATE OF MANUFACTURE
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INSPECTING RIGGER NAME AND SEAL SYMBOL

DAMAGE SUSPECTED ON RIGHT LEFT

EQUIPMENT LIST:	SHIP TO	RECEIVED	RETURNED
HARNESS/CONTAINER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RESERVE PARACHUTE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CUTAWAY HANDLE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

FOR OFFICE USE ONLY			
DATE RECEIVED		DATE SHIPPED	
TRACKING NUMBER		SHIPPING CHARGES	
		TO SPP	\$
		RETURN	\$
REPAIR/REPACE	RIGHT	<input type="checkbox"/>	LEFT <input type="checkbox"/>
RESERVE REPACK	YES	<input type="checkbox"/>	NO <input type="checkbox"/>

THIS FORM MUST BE INCLUDED WITH THE HARNESS/CONTAINER FOR PROPER
PROCESSEING