

PSB#071785
Stabilizer Modification to Vector Tandem Canopies
July 17, 1985

NEW NOTICE: SUPERSEDES BULLETIN DATED 5/23/85 Bulletin 7/17/85 Stabilizer Modification to Tandem Vector Canopies This bulletin advises you to modify the Vector Tandem Main Canopy and Vector Tandem Reserve Canopy before the next jump on the system. These canopies must open reliably and softly at speeds of 35 to 180 mph while carrying from 100 to 400 lbs, when the canopy is new as well as after 200 jumps. This requires a delicate balance of all the factors that affect opening shock.

After considerable testing, the Relative Workshop has concluded that these canopies open more softly and are less likely to be damaged if they have completely slotted stabilizers Completely slotting the stabilizers gives the softest openings, while sewing them completely shut results in the best landing flare.

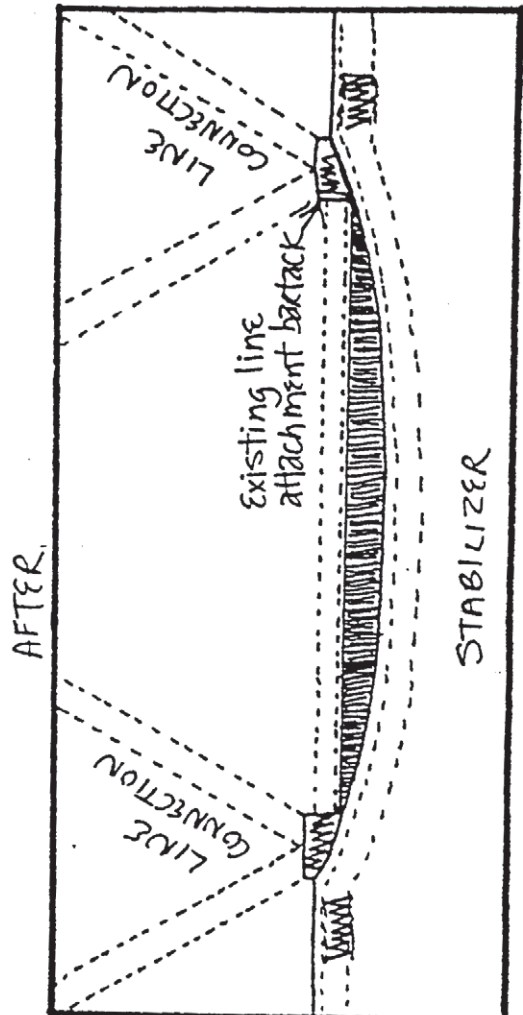
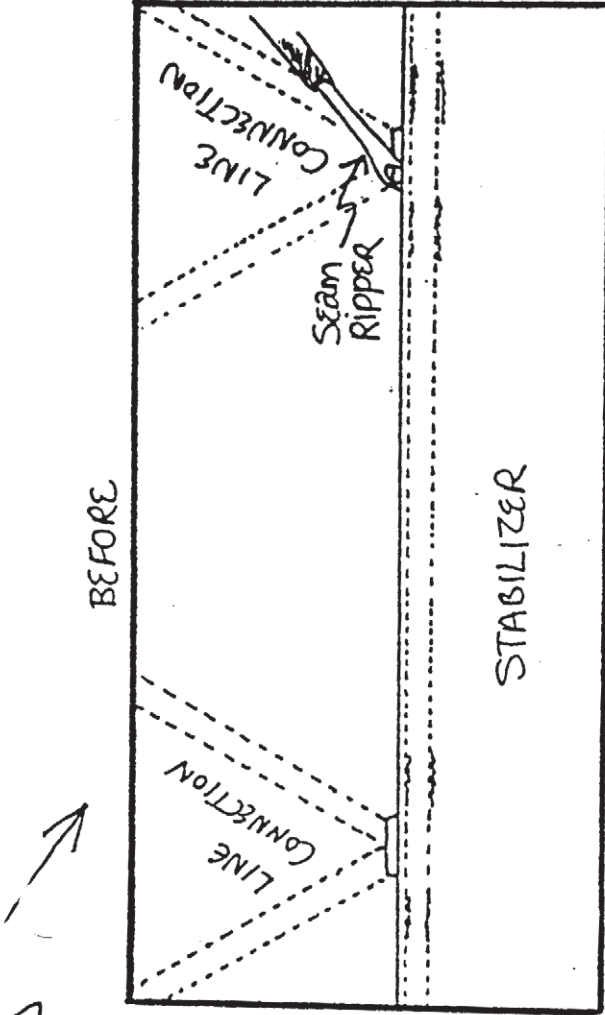
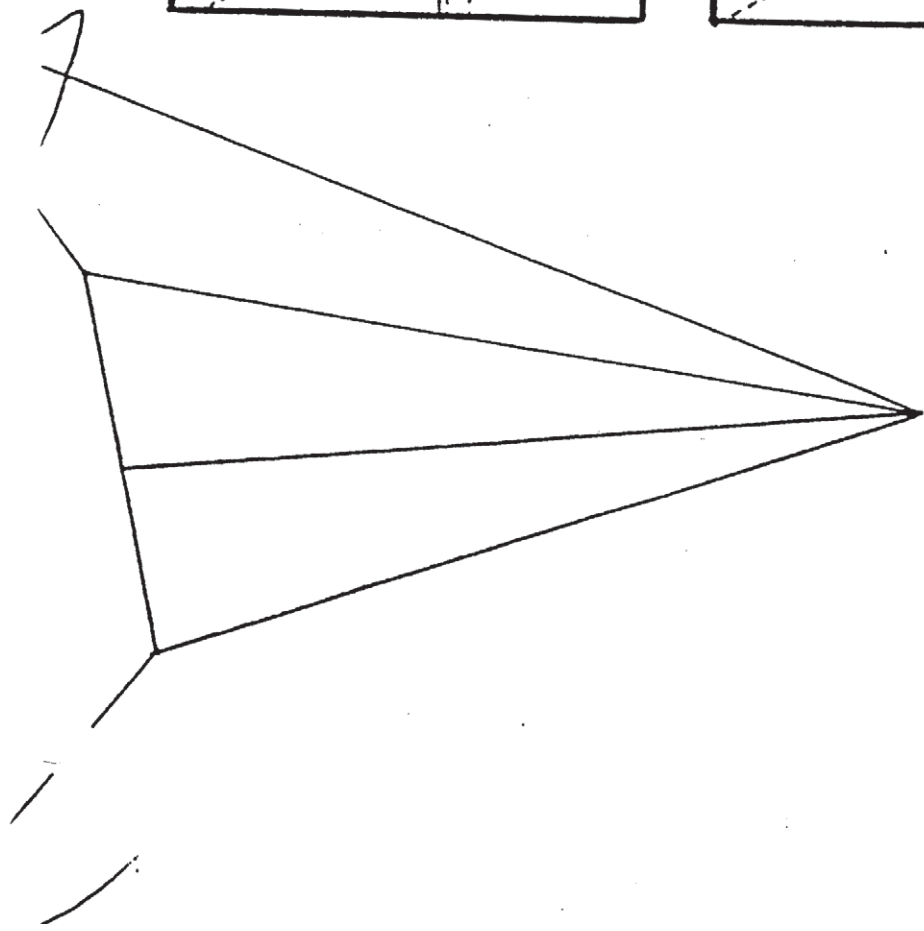
But experience has shown that new canopies with completely sewn up stabilizers occasionally open end-cell first, causing hard openings and canopy damage. Completely slotting the stabilizers seems to alleviate this problem.

Therefore, you must completely slot the stabilizers on both the main and reserve Tandem Vector Canopy. Because this is critical to flight safety, this must be done before the next jump

The procedure is straight-forward and must be completed by an FAA "aster Rigger. Tools needed are a seam ripper and a zig-zag or bartack wing machine with nylon E-thread.

Procedure: The stabilizer is sewn to the canopy after the canopy's end rib and bottom skin are sewn together. This means the stabilizer can be detached from the canopy without affecting the seam that joins the rib and skin. When ripping the seam that attaches the stabilizer to the canopy, be careful not to damage any other seam.

1. Carefully remove the double seam that connects the stabilizer to the canopy. Be sure you have the correct seam.
2. Using a zig-zag or bartack stitch, reinforce the stabilizer attachment point at both ends of the slot with a 1-inch bartack or zig-zag. This 1-inch reinforcing must be placed next to (outside of) the existing bartack at the line attachment points, not over it. Be sure not to bartack above the top stitching of the seam (see illustration).
3. Repeat this procedure on the other side of the canopy.
4. Inspect the completed work, log and return the enclosed form. MAKE SURE YOUR BRAKES ARE SET AS PER THE ENCLOSED "BRAKE SETTING MODIFICATION" BULLETIN. PLEASE NOTE: In contradiction to the last paragraph on page 6 of that bulletin, use the upper (deep) brake setting under all conditions, regardless of weight and time of delay, or the first 100 jumps on a new canopy. See the enclosed "Tandem Canopy Break-In" sheet.



FINISHED MODIFICATION

