

## SAFETY NOTICE

No. 14-01

<b>To:</b>	All Parachute Technicians		
<b>Re:</b>	Unapproved Repairs and Modifications		
<b>Compliance:</b>	Informational		
<b>Compliance Due:</b>	Ongoing	<b>Date of Issue:</b>	24 Feb 2014

Recently during a routine repack, a Racer Elite reserve pilot chute was found with several tacking stitches missing from the cap, and some kind of sticky tape underneath the cap (Elastoplast or similar). The tape appears to have been used to hold the closing loop in place, instead of tacking it down as required by the manufacturer.



This practice is not in accordance with approved repair/modification procedures for this equipment (and not effective either, as evidenced by the way the tape has bunched up and not held the loop in place at all). Furthermore, the introduction of non-conforming materials into the reserve assembly voids the equipment's TSO, which can have far-reaching legal as well as safety consequences.

It's difficult to say when this was done and what factors lead to it going undetected. It's possible that the unapproved maintenance was done quite some time ago and not within the NZPIA system, but we can't know for sure.

The implications of this are alarming—it means that even a PT who does good work could still be signing their name on unsafe or non-compliant gear, if there are pre-existing defects that are not noticed and rectified. A signature on a reserve data card following a repack is certifying the safety and airworthiness of that equipment at that time. In the current regulatory environment, that usually means that the last person to sign for something is ultimately responsible for it.

All this is to say: be ever-vigilant in your gear inspections, and EXTRA-thorough when inspecting equipment that has previously been maintained by someone whose work you are unfamiliar with.

For more information, please contact [ceo@nzpia.co.nz](mailto:ceo@nzpia.co.nz).

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