



**BEAUFTRAGTE des BUNDESMINISTERIUMS  
für VERKEHR, BAU und WOHNUNGSWESEN (BMVBW)  
für das LIZENZWESEN im Bereich SPRUNGFALLSCHIRME**  
Deutscher Fallschirmsportverband (DFV) e.V.  
Deutscher Aero-Club (DAeC) e.V. Luftsportgerätebüro



An alle Vereine/Schulen/  
Prüfer Klasse 5/Fallschirmtechniker/Fallschirmwarte

**SICHERHEITSMITTEILUNG**  
**für Sprungfallschirme**

- Gültig ab: 25.07.2003
- Nummer: 04/2003
- Bezug: Herstellerbulletin # SP 02
- Betroffenes Muster: Alle Javelin- und Javelin Odyssey-Gurtzeuge mit Verstellharness (meist Schülergurtzeuge).
- Status: **Verpflichtend !**
- Betrifft: Beschädigung der Haupttragegurte durch die Verstellschnalle.
- Problem: Es kam zu einem Unfall durch beschädigte Gurte.
- Maßnahmen : Die Gurte müssen im Bereich der Schnalle auf besonderen Abrieb, Beschädigungen, Abscherungen und Einrisse, die über das Maß des normalen Verschleißes hinausgehen, durch einen Fallschirmwart, Prüfer Kl.5 oder Fallschirmtechniker untersucht werden.
- Anweisungen: Werden Beschädigungen festgestellt, so ist das Gurtzeug gegroundet. Der Hersteller muss für weitere Aktionen kontaktiert werden. Die Inspektion wird auf der Packkarte mit # SP 02 vermerkt.
- Durchzuführen bis: **Sofort, vor dem nächsten Sprung**
- Bemerkungen: Adresse: Sun Path Produkts, Inc.  
4439 Skydive Lane,  
Zephyrhills, FL 33542  
Tel. (831) 782 – 9242  
www.sunpath.com
- Verteiler: Prüfer Klasse 5, Packer, Händler, Vereine, Sprungzentren.  
Veröffentlichung in den Fachmagazinen.

Altforweiler, 25.07.2003

Helmut Bastuck  
Geschäftsführer DFV

Rainer Hüls  
Leiter LSG-B DAeC

# Manufacturer Product Service Bulletin

## Number SP02

**Issue Date:** July 22, 2003

**Subject:** MANDATORY INSPECTION

**Identification:** All Adjustable Main Lift Web Harnesses on Javelin and Javelin Odyssey harness/container systems, the majority being Student Systems. The Main Lift Webs (MLW) on the left and right side are threaded through adapters mounted just above the junction of the legstrap and lateral side supports. The Adjusters are primarily used for sizing of the MLW to better fit the user during use.

**Background:** Sun Path Products, Inc. has received notification of a MLW adjuster, used on a Student Javelin harness/container system, shearing through its securing webbing. This failure may or may not have resulted in a fatality.

**Inspection Requirement:** The webbing securing the adjuster in place at the junction of the legstrap and lateral side supports is to be inspected for wear and tear. If the webbing shows signs of fraying or abrasion that is inconsistent or appears to be excessive with what would be termed “normal wear”, the harness/container system is to be grounded and Sun Path Products, Inc. is to be contacted for further action

**Qualified Inspector:** FAA Senior or Master Parachute Rigger or Foreign Equivalents.

**Compliance:** This inspection must be performed before the next jump.

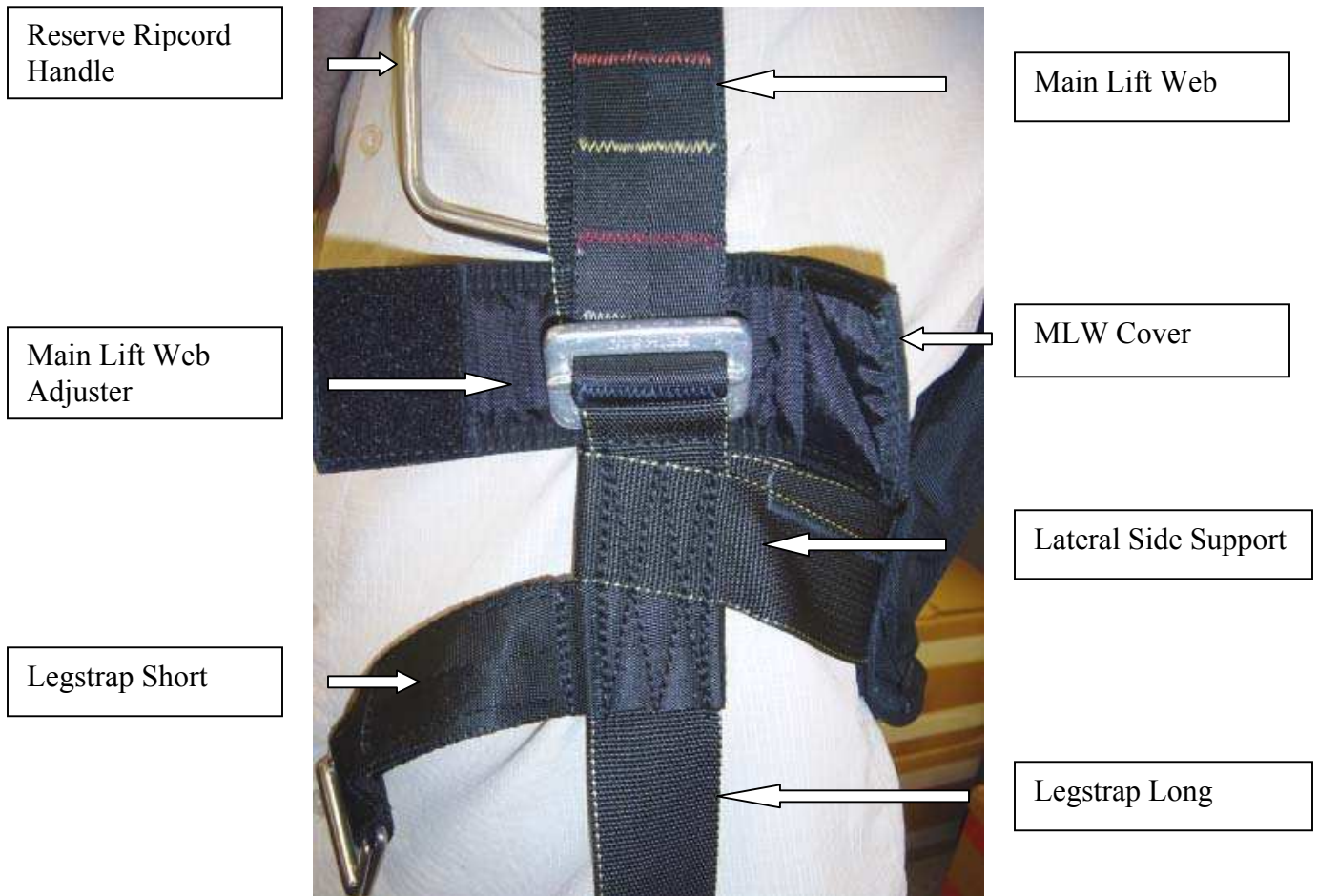
**Authority:** Derek Thomas, President  
Sun Path Products, Inc.  
4439 Skydive Lane, Zephyrhills, FL 33542  
Tel: (813) 782-9242, Fax: (813) 788-3057  
E-mail: [info@sunpath.com](mailto:info@sunpath.com)

**Distribution:**

1. Sun Path Products, Inc. Website [www.sunpath.com](http://www.sunpath.com)
2. All Sun Path Products, Inc. Dealers,
3. PIA Technical and Rigging Committees
4. IPC Technical Committee
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7. All Parachuting Publications
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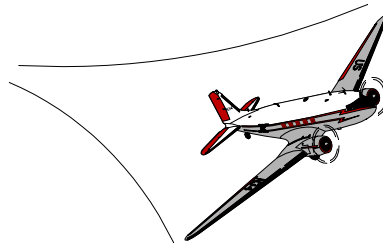
**Note:** For purposes of updating this information, there may be a revision issued after evaluation of the subject equipment is completed.

Description of Identification (View shown is “ Wearer’s Left “)



# SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

CE-05-14  
November 10, 2004

[www.faa.gov/certification/aircraft](http://www.faa.gov/certification/aircraft)

*This is information only. Recommendations aren't mandatory.*

## Introduction

This Special Airworthiness Information Bulletin alerts you, owners, operators, and riggers of **parachutes**, that Sun Path Products, Inc. of Zephyrhills, Florida has issued Service Bulletin SP03, copy attached. This service bulletin specifies immediately grounding Javelin Student and Student Odyssey equipped with Adjustable Main Lift Webs harness and container systems.

## Background

We are aware of two incidents where the main lift web on a Javelin Student separated during opening of the main canopy. The main lift webs on the left and right side are threaded through adapters mounted just above the junction of the leg strap and lateral side supports. The adjusters are primarily used for sizing of the main lift web to better fit the user.

As a result of the first incident, Sun Path issued Service Bulletin SP02 to require inspection for wear and tear of the webbing that secures the adjuster. Upon the second incident, Sun Path issued Service Bulletin SP03 to supersede Service Bulletin SP02 and immediately ground all Javelin Student and

Student Odyssey equipped with Adjustable Main Lift Webs harness and container systems.

## Recommendation

Due to the potential consequences, we strongly recommend that all Javelin Student and Student Odyssey with Adjustable Main Lift Webs harness and container systems be immediately grounded and subjected to a thorough inspection following Sun Path Products Service Bulletin SP03. You may download the Service Bulletin from the Sun Path web page at <http://www.sunpath.com/>.

## For Further Information Contact

Donald J. Young, Aerospace Engineer, FAA, Central Region, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; phone (770)-703-6042; fax (770) 703-6097; email: donald.young@faa.gov

Sun Path Products Inc, 4439 Skydive Lane, Zephyrhills FL, 33542; phone: 813-782-9242; fax: 813-788-3057; internet: [www.sunpath.com](http://www.sunpath.com)



## Service Bulletin **SP03 – Adjustable Main Lift Web Harnesses**

Issued July 19, 2004

**Subject:**

Javelin Student and Student Odyssey with Adjustable Main Lift Webs.

**Status:**

Grounding, mandatory and effective immediately.

**Identification:**

Javelin Student and Student Odyssey with Adjustable Main Lift Webs. See Fig 1. TSO Label Identification as per - Part No 101 A-ADJ, B-ADJ or C-ADJ, see Fig 2. All dates of manufacture up to and including July 19, 2004 are affected.

**Background:**

During a recent incident involving a very hard opening of a main canopy the left side of a Javelin Student, Adjustable Main Lift Web separated. For safety reasons and due to the severe nature of this occurrence, Sun Path Products, Inc. is issuing this Grounding Notification.

**Service Bulletin:**

Effective immediately all Javelin Students and Student Odysseys described above must be grounded and subjected to a thorough and intensive inspection of the harness system.

**Inspection of the harness/container system must be done by an FAA certified Master Parachute Rigger or foreign equivalent, or Sun Path Products, Inc.**

The Inspector must accomplish the following:

- (a) Visually inspect the harness webbing and hardware to determine whether or not it is showing signs of abrasion, fraying, nicks, wear and tear or any other visible damage to any part of the webbing and or hardware damage that will degrade the strength of it.

(b) Refer to the attached pictures of webbing for grading the harness webbing. The grading is on a scale of 1 through 3, where 1 is “like new” and 3 is “damaged in need of repair or replacement”.

- “1” - Like New – see fig A.
- “2” – Minor Hook & Loop type abrasion. Minor abrasion from normal use similar to that of legstrap webbing through a friction adapter – see fig B.
- “3” – Any selvedge damage at all to any harness webbing - see fig C.  
Missing or broken harness stitching - see fig D.  
Any loosening or stretching of the lower connection point webbing which would allow the friction adapter to rotate – see fig E1 & E2.  
Any damaged hardware, sharp edges or other deformities that may be considered a cause for the damage in this grade level.

All findings must be recorded on a separate record (Harness Inspection Form) available from Sun Path Products, Inc. This form is available for download or completion on-line at [www.sunpath.com](http://www.sunpath.com), select the “Harness Replacement Form” from the SP03 Service Bulletin. This record must be submitted to Sun Path Products, Inc. prior to the harnesses being returned to service or requiring any replacement. On-line submission of the data is recommended.

- (c) If the finding of the inspection in paragraph (a) receives a grading of “1” or “2”, the Harness Inspection Record must be submitted to Sun Path Products, Inc. prior to the system being returned to service.
- (d) If the finding of the inspection in paragraph (a) receives a grading of “3”, the harness/container system is to be removed from service immediately. The Harness Inspection Record must be submitted to Sun Path Products, Inc. prior to the affected harness sections and /or hardware pieces being replaced and the system re-certified airworthy.
- (e) Harness components from certified materials, “prepped and ready for installation” will be available from Sun Path Products, Inc. for purchase.
- (f) If a harness requires replacement, Sun Path Products, Inc. requests that the Master Rigger notify the company of the replacement, using the “Harness Replacement Form” with the following details:

Serial Number of Harness/Container:  
Description of work done:  
Work carried out by (person):  
Master Rigger Name:  
Master Rigger Certificate Number and Seal Symbol:

This form is available for download or completion on-line on our website [www.sunpath.com](http://www.sunpath.com), select the “Harness Replacement Form” from the SP03 Service Bulletin. On-line submission of the data is recommended.

**NOTE:**        **This Service Bulletin supercedes Sun Path Products, Inc. Service Bulletin SP02 dated July22, 2003.**

**Compliance date:**

Immediately prior to next use.

After initial compliance with this Service Bulletin, Inspections of the harness as per this bulletin are to coincide with each reserve repack. This may be accomplished by either a FAA certified Senior or Master parachute rigger or foreign equivalent with the results of the inspections reported to Sun Path Products, Inc. at the time of inspection.

Sun Path Products, Inc. encourages equipment owners to do frequent harness/container inspections while the equipment is in use.

**Authority:**

**Derek Thomas**

**President**

Tel: (813) 782-9242

Fax: (813) 788-3057

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Web: [www.sunpath.com](http://www.sunpath.com)

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7. FAA Chicago II.
8. All Parachuting Publications.
9. National Aero Clubs, Parachuting Section
10. Military Parachute Organizations.



LRC - Left  
Ring Cover

Cheststrap

Reserve  
Ripcord Handle

Main Adjustable  
Lift Web - Left

Main Lift Web  
Adjuster under Cover  
Refer to Fig E1 below  
for Detail

Legstrap  
Left

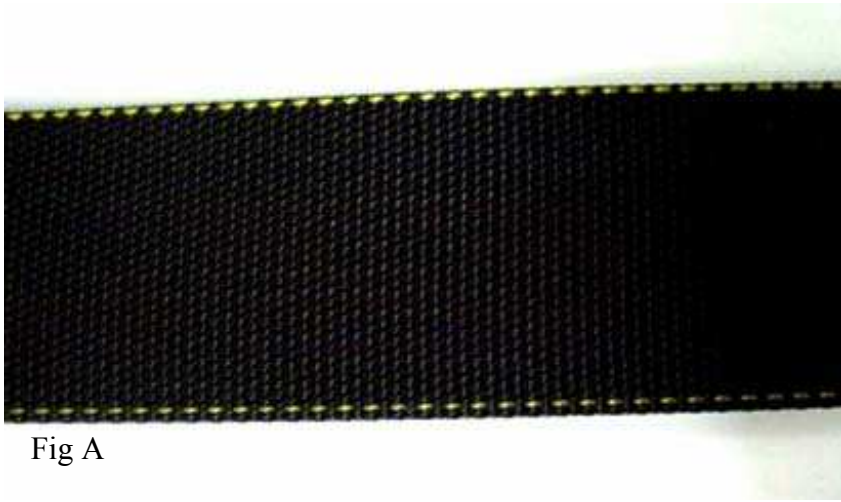
Fig 1

Part Number



Fig 2





Grade 1

Fig A



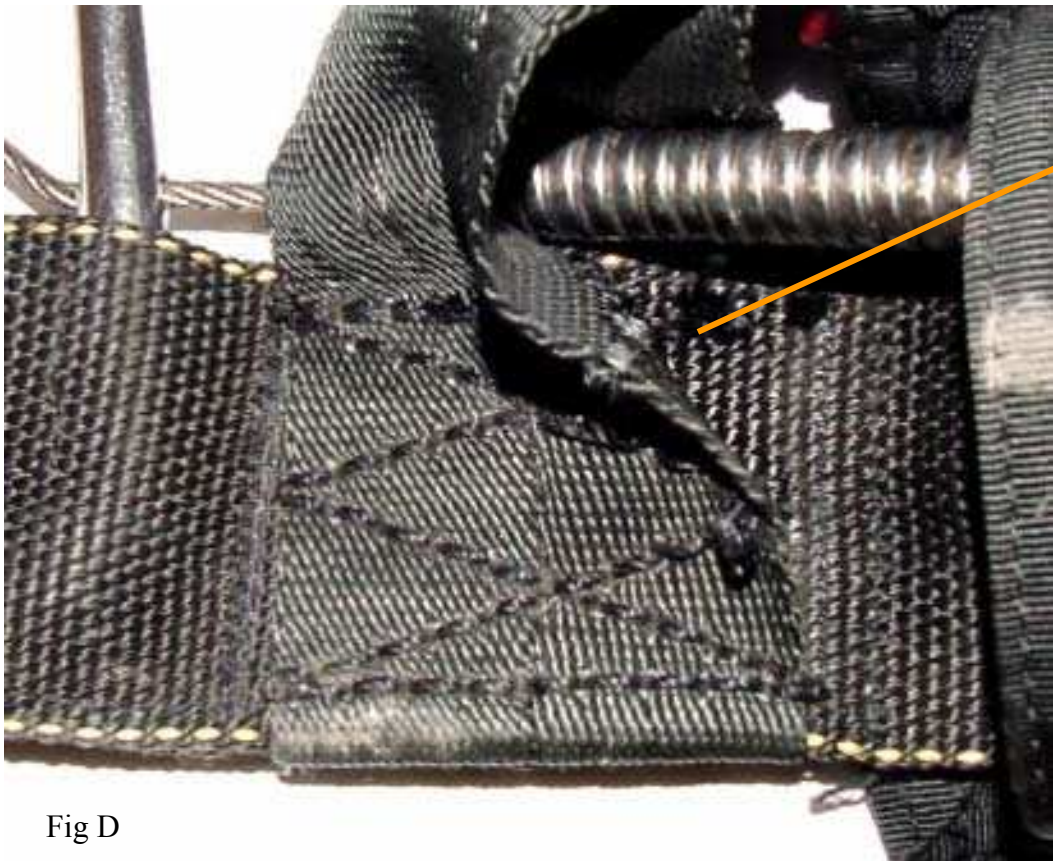
Grade 2

Fig B



Fig C

Grade 3



Grade 3

Fig D



Fig E1

Grade 1- Hardware secured by webbing



Fig E2

Grade 3 - Hardware able to rotate and/or selvedge damaged



SERIAL #   
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**HARNES REPLACEMENT FORM**

**DATE:** \_\_\_\_\_

**MASTER RIGGER NAME:** \_\_\_\_\_

**MASTER RIGGER CERTIFICATE #:** \_\_\_\_\_

**WORK CARRIED OUT BY (person):** \_\_\_\_\_

**DROPZONE NAME:** \_\_\_\_\_

**TELEPHONE #:** \_\_\_\_\_

**E-MAIL:** \_\_\_\_\_

**DESCRIPTION OF WORK DONE:**

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SERIAL #

### HARNES INSPECTION FORM

DATE: \_\_\_\_\_

MASTER RIGGER NAME: \_\_\_\_\_

MASTER RIGGER CERTIFICATE #: \_\_\_\_\_

WORK CARRIED OUT BY (person): \_\_\_\_\_

DROPZONE NAME: \_\_\_\_\_

TELEPHONE #: \_\_\_\_\_

E-MAIL: \_\_\_\_\_

**INSPECTION RESULTS, CHECK ONE ONLY (SEE CRITERIA BELOW):**

1.                       2.                       3.

- 1. -Like new
- 2. -Minor Hook & Loop type abrasion.
  - Minor abrasion from normal use, similar to that of legstrap webbing through a friction adapter.
- 3. -Any selvedge damage at all to any harness webbing.
  - Missing or broken harness stitching
  - Any loosening or stretching of the lower connection point webbing which would allow the friction adapter to rotate.
  - Any damaged hardware that may be considered cause for damage in this grade level.



## **Service Bulletin** **SP03 – Adjustable Main Lift Web Harnesses**

**Issued July 19, 2004**

**Subject:**

Javelin Student and Student Odyssey with Adjustable Main Lift Webs.

**Status:**

Grounding, mandatory and effective immediately.

**Identification:**

Javelin Student and Student Odyssey with Adjustable Main Lift Webs. See Fig 1. TSO Label Identification as per - Part No 101 A-ADJ, B-ADJ or C-ADJ, see Fig 2. All dates of manufacture up to and including July 19, 2004 are affected.

**Background:**

During a recent incident involving a very hard opening of a main canopy the left side of a Javelin Student, Adjustable Main Lift Web separated. For safety reasons and due to the severe nature of this occurrence, Sun Path Products, Inc. is issuing this Grounding Notification.

**Service Bulletin:**

Effective immediately all Javelin Students and Student Odysseys described above must be grounded and subjected to a thorough and intensive inspection of the harness system.

**Inspection of the harness/container system must be done by an FAA certified Master Parachute Rigger or foreign equivalent, or Sun Path Products, Inc.**

The Inspector must accomplish the following:

- (a) Visually inspect the harness webbing and hardware to determine whether or not it is showing signs of abrasion, fraying, nicks, wear and tear or any other visible damage to any part of the webbing and or hardware damage that will degrade the strength of it.

(b) Refer to the attached pictures of webbing for grading the harness webbing. The grading is on a scale of 1 through 3, where 1 is “like new” and 3 is “damaged in need of repair or replacement”.

- “1” - Like New – see fig A.
- “2” – Minor Hook & Loop type abrasion. Minor abrasion from normal use similar to that of legstrap webbing through a friction adapter – see fig B.
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All findings must be recorded on a separate record (Harness Inspection Form) available from Sun Path Products, Inc. This form is available for download or completion on-line at [www.sunpath.com](http://www.sunpath.com), select the “Harness Replacement Form” from the SP03 Service Bulletin. This record must be submitted to Sun Path Products, Inc. prior to the harnesses being returned to service or requiring any replacement. On-line submission of the data is recommended.

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- (e) Harness components from certified materials, “prepped and ready for installation” will be available from Sun Path Products, Inc. for purchase.
- (f) If a harness requires replacement, Sun Path Products, Inc. requests that the Master Rigger notify the company of the replacement, using the “Harness Replacement Form” with the following details:

Serial Number of Harness/Container:  
Description of work done:  
Work carried out by (person):  
Master Rigger Name:  
Master Rigger Certificate Number and Seal Symbol:

This form is available for download or completion on-line on our website [www.sunpath.com](http://www.sunpath.com), select the “Harness Replacement Form” from the SP03 Service Bulletin. On-line submission of the data is recommended.

**NOTE:**        **This Service Bulletin supercedes Sun Path Products, Inc. Service Bulletin SP02 dated July22, 2003.**

**Compliance date:**

Immediately prior to next use.

After initial compliance with this Service Bulletin, Inspections of the harness as per this bulletin are to coincide with each reserve repack.

Sun Path Products, Inc. encourages equipment owners to do frequent harness/container inspections while the equipment is in use.

**Authority:**

**Derek Thomas**

**President**

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LRC - Left Ring Cover

Cheststrap

Reserve Ripcord Handle

Main Adjustable Lift Web - Left

Main Lift Web Adjuster under Cover Refer to Fig E1 below for Detail

Legstrap Left

Fig 1



Part Number

Fig 2



Grade 1

Fig A



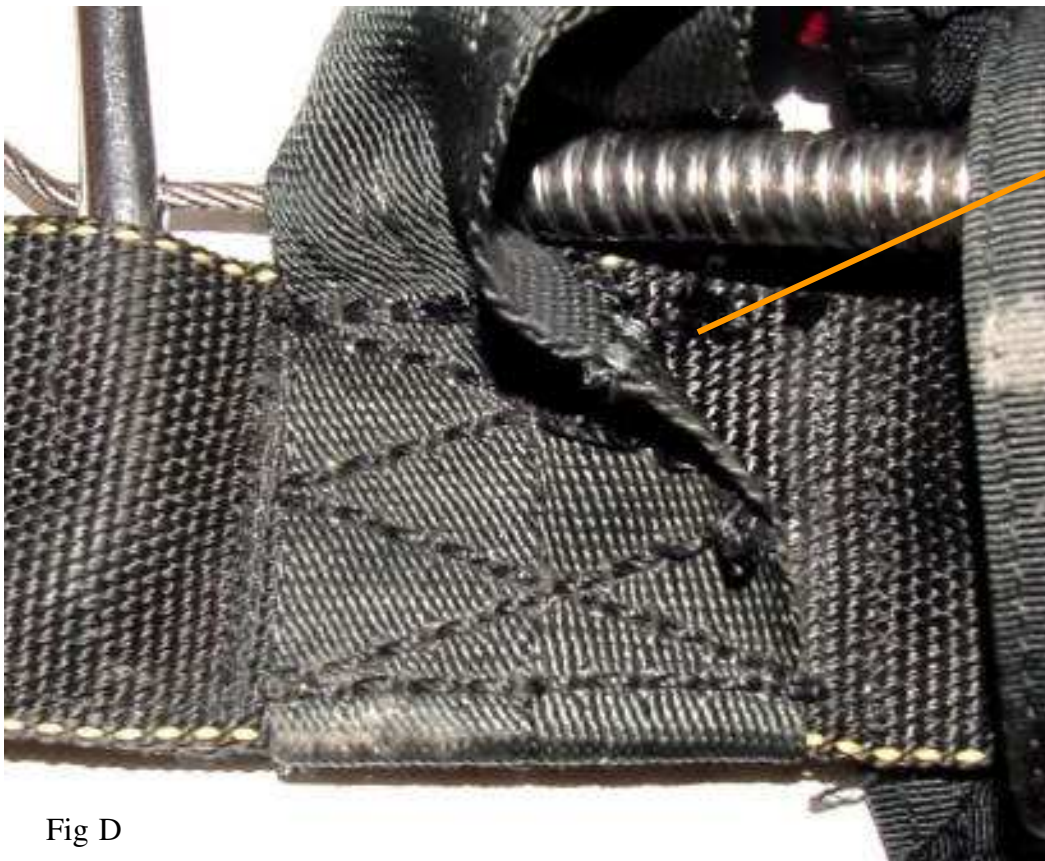
Grade 2

Fig B



Fig C

Grade 3



Grade 3

Fig D



Fig E1

Grade 1- Hardware secured by webbing



Fig E2

Grade 3 - Hardware able to rotate and/or selvedge damaged



<b>SERIAL #</b>   
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**MASTER RIGGER NAME:** \_\_\_\_\_

**MASTER RIGGER CERTIFICATE #:** \_\_\_\_\_

**WORK CARRIED OUT BY (person):** \_\_\_\_\_

**DROPZONE NAME:** \_\_\_\_\_

**TELEPHONE #:** \_\_\_\_\_

**E-MAIL:** \_\_\_\_\_

**DESCRIPTION OF WORK DONE:**

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**HARNES INSPECTION FORM**

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**INSPECTION RESULTS, CHECK ONE ONLY (SEE CRITERIA BELOW):**

1.                       2.                       3.

- 1. -Like new
- 2. -Minor Hook & Loop type abrasion.
  - Minor abrasion from normal use, similar to that of legstrap webbing through a friction adapter.
- 3. -Any selvage damage at all to any harness webbing.
  - Missing or broken harness stitching
  - Any loosening or stretching of the lower connection point webbing which would allow the friction adapter to rotate.
  - Any damaged hardware that may be considered cause for damage in this grade level.



SERIAL #

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DATE: \_\_\_\_\_

MASTER RIGGER NAME: \_\_\_\_\_

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