



**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  
Fallschirmtechniker  
Fallschirmwarte

**SICHERHEITSMITTEILUNG**  
**für Sprungfallschirme**

- Gültig ab: 10.12.2003
- Nummer: 06/2003
- Bezug: Herstellerbulletin Relativ Workshop PSB # 20031203
- Betroffene Muster: Alle Relativ Workshop Gurtzeuge mit Skyhook,  
die in der Zeit zwischen dem 12. Oktober und dem 1. Dezember 2003  
ausgeliefert wurden.
- Status: **Verpflichtend !**
- Betrifft: Falsch angenähter Skyhook auf der Hilfsschirmverbindungsleine.
- Grund: Der Skyhook wurde in mindestens einem Fall falsch montiert.
- Maßnahmen /  
Anweisungen: Der Hersteller schreibt bei allen betroffenen Systemen  
eine sofortige Kontrolle der Vernähung des Skyhooks nach PSB # 20031203 vor.
- Durchzuführen bis: **Sofort, in jedem Fall vor dem nächsten Sprung !**
- Bemerkungen: Die Arbeit darf von Fallschirmtechnikern und Fallschirmwarten  
durchgeführt werden. Vorzugehen ist gemäß dem SB von RWS.  
Bilder und Beschreibung in englischer Sprache gibt es im Internet  
unter [www.fallschirmsportverband.de](http://www.fallschirmsportverband.de) Rubrik Download / Sicherheitsmitteilungen.  
Ein falsch herum montierter Skyhook kann zu einer  
„Hilfsschirm im Lee“-Situation an der Reserve führen!  
Der Fehler kann nicht durch falsches Packen, sondern nur  
durch falsche Herstellung entstehen.
- Verteiler: Techniker, Warte, Händler, Vereine und Sprungzentren.  
Veröffentlichung in den Fachmagazinen.

Gera, den 10.12.2003

Chris Buß  
Referat Technik DFV

**PSB# 20031203  
 Skyhook RSL**

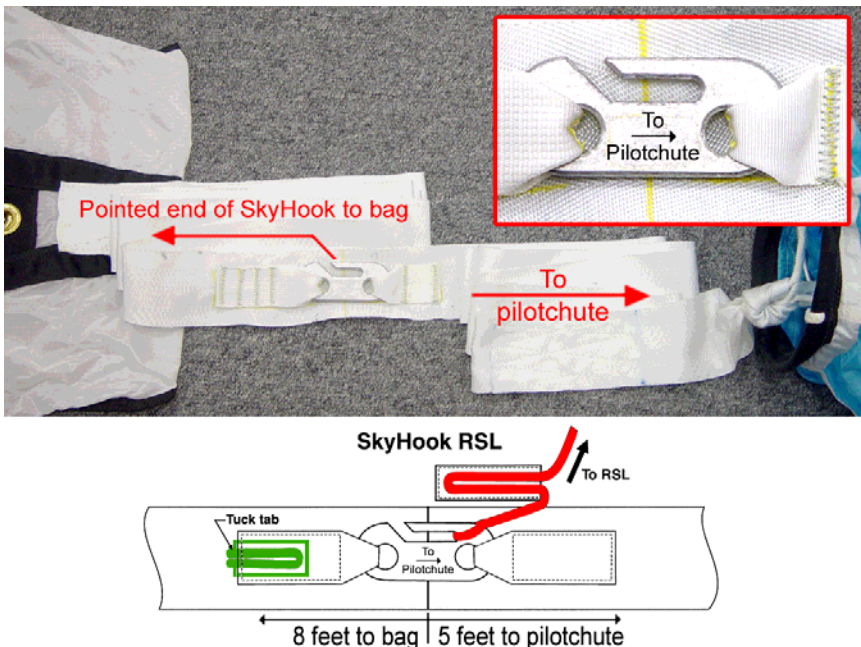
**Re: All Skyhook equipped rigs – General Caution**

Although it is clearly noted in the Skyhook packing instructions, RWS would like to reiterate one special caution - **Riggers (and owners), please be sure that the Skyhook hardware is sewn to the white freebag bridle correctly.** There is a drawing of the correct installation and set-up sewn right next to the Skyhook on every rig, and the Skyhook itself is labeled. However, if the Skyhook hardware were sewn on the bridle backwards during manufacture or subsequent repair, (with the pointed end of the hook facing the pilot chute, instead of the bag) then you would tow your reserve pilot chute if deployed in response to a main total malfunction. **As the instructions state, this pilot chute in tow can be fixed by pulling the yellow RSL tab.** Remember, this situation can only be caused by an installation error at the factory, or during a rigger repair of a damaged bridle. It cannot be caused by a packing error.

**Immediate Mandatory Inspection of Skyhook equipped rigs shipped between October 12 and December 1, 2003**

Although a lot of care was taken to insure Skyhooks were properly sewn to the bridle at Relative Workshop, one improperly sewn Skyhook did get through, and was caught by a rigger at assembly. This manufacturing and inspection error seems to have happened in the confusion created after our primary inspector was injured in a motorcycle accident on October 12, 2003, co-incident with a new person putting the Skyhooks on bridles. So, any Skyhook assemblies shipped after October 12, and before December 1, 2003 are suspect. Your rig(s) falls into this category.

Skyhook inspections at Relative Workshop have now been revamped, and doubled to make sure this never happens again. However one was sent out incorrect so there may be others. We feel confident that a rigger would (and indeed one did) catch this error during initial set-up and packing, because of the rig labeling, and the warning in the packing instructions. However, just to be absolutely sure, we feel that another inspection of each of these rigs is called for. Inspection criteria are attached to this document, are included in the Vector/Micron/Sigma packing instructions, and are available at [www.relativeworkshop.com](http://www.relativeworkshop.com). Relative Workshop will pay for a rigger to open and re-inspect your rig, just have your rigger send us the bill. A complete repack should not be necessary. Please notify us as soon as the inspection is complete.



Make sure that the Skyhook is sewn to the reserve freebag bridle correctly, with the pointed end of the hook facing toward the bag. If the Skyhook were sewn on the bridle facing the wrong way, a reserve pilot chute in tow would result if the reserve were pulled in response to a main total. (This pilot chute in tow could be cleared by pulling the yellow tab to release the RSL.) Remember, this malfunction can only occur if the Skyhook is SEWN to the bridle incorrectly. It cannot be caused by a packing error.