Deutscher Fallschirmsportverband (DFV) e.V.
Deutscher Aero-Club (DAeC) e.V. Luftsportgerätebüro

An alle Vereine / Schulen / Fallschirmtechniker / Fallschirmwarte / Besitzer

SICHERHEITSMITTEILUNG
für Gurtzeuge

Herausgegeben: 15. Mai 2026

Nummer: 2026-05 SM Paraworld – Sife - Klappe Rev. 1

Bezug: **Service Bulletin 2023-001 Revision 1**

Betroffene Muster: Sife – Gurtzeuge

Grund: Revision der ersten SM von Paraworld – Sife – Klappe

Status: **wird vom Hersteller angeraten**

Maßnahmen: Verlängerung der Zick-Zack-Nähten an der Klappe

Durchzuführen von: Fallschirmtechniker

Durchzuführen bis: bis spätestens zum nächsten Reservepack

Dokumentation Datum - Name / Nr.: - **SB 2023-001 Rev.1 Naht**
Name: Wart/Techniker/TM - Sign

Herstellerhinweis: Der Hersteller hat die Zick Zack Naht an der Klappe verlängert
Im Anhang ist die originale Meldung der Herstellers.
Bitte die SB 2023-001 Rev. 1 komplett lesen!

Verteiler: Techniker, Warte, Händler, Vereine, Sprungzentren, Besitzer

Ablage im ParaOrg: 2026-05 SM Paraworld – Sife – Klappe – Rev. 1

DFV-Überherrn, den: 15. Mai 2026 Gremium Technik

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Service Bulletin 2023-001 Revision 1

Issue Date: July 10, 2023 Revision Date:1.8.2024

Issue Number: 2023-001 Revision Number: 1

New information has been highlighted in yellow

Subject: bar tack/zig zag stitching on main container flap #2

Status: recommended

Identification:

SIFE harness & container systems in all container sizes.

Background:

Incident 1:

We have been informed that during the activation of the main canopy, one suspension line of the left rear suspension lines caught on the main container flap #2.

This involved a container size 01:00 (DOM 2016, number of jumps unknown)

As a result, the main canopy didn't separate fully after the emergency procedure and the skydiver had a hard landing and was taken to hospital for check-up. Unfortunately, we didn't have the chance to inspect the affected harness and container system to find out the concrete reason why the line was caught on the main container flap #2.

We tried to simulate this scenario and were able to generate the following:

During the pack job the lines had to be laid under the reserve container as described on page 50 in our OWNER MANUAL as **WRONG** and the main canopy had to have a pulling direction which would be due to an unstable body position.

We couldn't simulate the scenario without a **WRONG** packing method.

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Incident 2:

We have been informed by the skydiver itself that she had an unusual reserve opening. This involved a container size 00:00 with 1500 jumps on it (DOM 2016). After opening the main canopy, the main canopy spiraled strongly and the skydiver started the emergency procedure immediately. She noticed that the riser on the right side did not go away during pulling the cutaway handle. She pulled the reserve ripcord handle and the reserve riser released the main canopy riser. The reserve canopy continued to turn briefly, but the skydiver was able to stop it immediately and she landed safely on the ground.

The rig was packed again and the skydiver did two more jumps before a rigger noticed a damage on the flap #2. That was the reason why the skydiver contacted us.

We inspected the rig and found out the following:

-the main pilot chute was a self-made one and smaller than the original SIFE main pilot chute

-the main pilot chute had 468 jumps on it (SIFE recommends changing the main pilot chute after 400 jumps at the latest)

-the flap #2 was damaged and bent

-the material and the stitching between the green circle were week

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Conclusion:

Probably during the main canopy opening, the main pilot chute did not have enough power to pull the main canopy correctly out of the container. The lines slipped up over the reserve container and came to rest at flap #2. As the material and the stitching had already softened after 1500 jumps, a line could get caught.

Procedures to be followed:

1. Before jumping your SIFE harness and container system, read the OWNER MANUAL and follow the described packing method: lay the suspension lines along the side of the main container and stow the overlength in S-loops (page 49).
2. Use only SIFE spare parts (see OWNER MANUAL page 10)
3. Change your spare parts after the recommended jumps (see OWNER MANUAL page 63-64)

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Actions you may take:

1. Stitching between the two red lines

If the material is week between the two red lines on the picture below, we recommend strengthening the main container flap #2 with a bar tack/zig zag stitching (minimum 10 stitches per inch, 3mm wide). Start at the end of the binding, where the flap is attached to the reserve container and end at the beginning of the stiffener (red lines in the picture below). You may overstitch your bar tack/zig zag stitching. The result of the stitching is a stiff flap in this area.

2. Stitching between the green circle

The flap #2 is stiff in the area between the two bindings (green circle on the picture above), when your SIFE rig comes out of production because of a stiff material and a stitching under the bindings. If the material and/or the stitching under the bindings are week after many jumps (green circle in the picture above), overstitch this area also with bar tacks/zick-zack stitching (minimum 10 stitches per inch, 3mm wide).

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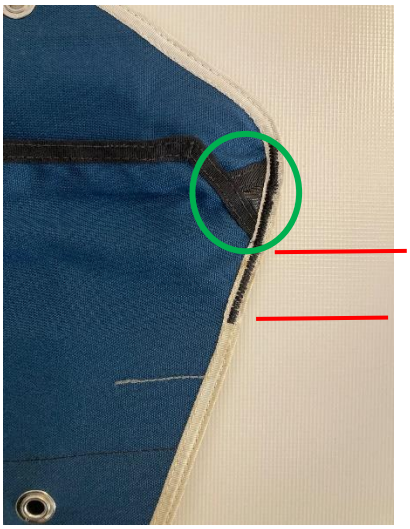
The result is a stitching, which begins over the first binding and ends at the beginning of the stiffener. The result of the stitching is a stiff flap in this area.



You don’t have to separate the flap from the reserve container while doing the bar tacks/zig zag stitching.

Check the stitching and the material of the flap #2 (between red lines and green circle) on each reserve repack.

If the flap #2 stays week between the red lines and/or the green circle after your stitching, we recommend contacting SIFE and ordering a new center flap. See prices on www.sife.at

Authorised Signatory

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