



To: CPS Military Customers

Subject: UPT - Skyhook "Product Improvement"

Date: 28 January 2009

Skyhook RSL "Product Improvement" for UPT Systems

On January 15th, 2009 United Parachute Technologies (UPT) issued a "Product Improvement" directed at owners of their Vector and Sigma Sport Harness/Container Systems equipped with the Skyhook RSL with Collins Lanyard and an automatic activation device (AAD). At this time, UPT sport tandem and student systems are affected by this product improvement.

This "product improvement" entails two (2) modifications. The first involves the installation of a grommet that guides a "Reserve Staging Loop" which uses a bungee loop and a bight of reserve bridle to ensure the reserve container flaps remain closed until the reserve bridle has reached nearly full extension.

The second modification creates a "Split Reserve Static Line." The new Split RSL, while maintaining a single connection to the right main riser, isolates the Collins Lanyard function from the other two RSL functions on the Skyhook System, thus making an inadvertent left side cutaway, for any reason, far less likely.

Both modifications require the work of a master parachute rigger. Following modification, the new components may be installed and packed by a senior rigger.

UPT is constantly striving to improve its products. These two modifications have been developed as a result of engineering R&D and feedback from customers in the field regarding theoretical malfunction scenarios. One reoccurring problem we often see reported in the field is the jumper who deploys the main canopy very low, an action which can subsequently fire the reserve's AAD.

It is theorized that if the AAD fires at the precise moment the main canopy achieves opening shock, the reserve free bag could eject from the container with enough downward velocity to cause the Collins Lanyard to put sufficient tension on the left



cutaway cable to release the left main riser. All of this could be possible if the drop of the freebag was faster than the deployment of the reserve pilot chute and bridle.

Additionally, the RSL's red Skyhook lanyard must also remain attached to the Skyhook for this complete scenario to play out. Although the possibility of this happening is quite remote, theoretically this scenario could potentially result. UPT's modifications could be of benefit during such circumstances.

At this time, UPT and CPS are evaluating the effectiveness and applicability of this product improvement for our military customers who currently use the CPS-SOV3-HH, MM & TS Harness /Container Systems which are adaptable to these modifications. RDECOM - Natick Soldier Research, Development & Engineering Center (the U.S. Military's primary test group) has yet to perform its own tests on these modifications to determine their applicability or necessity. In the meantime, all users of CPS systems may continue with standard jump operations as usual.

We recommend that our military customers read and understand these product improvement modifications which are now viewable on the UPT website.

http://www.unitedparachutetechnologies.com/index.php?option=com_content&task=view&id=160

Our domestic and international customers may choose to adopt this product improvement if they wish. Please contact your CPS account executive that represents you and he will update you with the necessary information.

If you have further questions, please direct them to my office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T.K. Donle', is written over a light blue horizontal line.

T.K. DONLE
Technical Director
Complete Parachute Solutions, Inc.