



# SAFETY INFORMATION

1/93

Following an incident with a one pin Tear Drop (reserve pilot chute in tow), I contacted Thomas Sports Equipment, the following Safety Information was issued by them.

John Hitchin  
B.P.A.  
Wharf Way  
Glen Parva  
Leicester  
LE2 9TF

14th April 1993

Dear John,

In the field one of our agents came across a reserve bridle that was incorrectly routed, this would have caused the problem as described in Deland. Our agent educated the particular packer to the errors of his ways. I thought this was an isolated incident, since it was the only report I had ever received, however, it would seem this is not an isolated problem. In the circumstances I would suggest that;

BEFORE ATTEMPTING TO PACK A RESERVE THE PACKER MUST READ THE TEAR DROP 1 PIN OWNERS MANUAL. THE PACKER SHOULD ALSO HAVE THE MANUAL PRESENT AND OPEN TO THE RELEVANT PAGE WHEN PACKING THE RESERVE, PARTICULARLY PAGE 10 WHICH DETAILS THE RESERVE BRIDLE LINE BEING STOWED INTO THE STAGE DEPLOYMENT ELASTIC.

If the packer is unsure of exactly what to do, it is suggested that he/she does not use the stage deployment elastic. The packer can test that he/she has stowed the reserve bridle correctly on the ground, before closing the reserve, alternatively, please contact the manufacturer for instructions or any further information you may require.

Best Regards

  
C.J. Thomas

John Hitchin  
National Coach & Safety Officer

14th April 1993