
GUIDANCE NOTES FOR THE TANDEM EQUIPMENT PARACHUTE PACKING/INSPECTION LOG AND 100 JUMP EQUIPMENT INSPECTION (FORM 112B BLUE BOOK) AND GUIDELINES ON SERVICIBILITY OF COMPONENT PARTS

GUIDANCE NOTES

When the Tandem system is initially placed into service, by an Advanced Packer (T), a new blue book must be started, which is a record of the specified Tandem system, together with the components placed in the Tandem system.

At each 6-month reserve repack and equipment inspection, or 100 jump equipment inspection, the type, serial number, date of manufacture and jump numbers (as a running total) for the harness/container, main canopy, reserve canopy and AAD should be recorded. In addition, a running jump number total for the risers, lines, drogue, centre line and AAD batteries should be recorded. Some components such as drogues may break down into two or three subcomponents (centre line, drogue canopy, and outer bridle); running jump numbers on each of these should be recorded in the notes section, if they have been individually replaced. If a subcomponent, such as a drogue centre line is replaced, it does not zero the jump numbers for the drogue, just the subcomponent. The running totals are recorded to ensure components that wear at different rates are replaced on a regular basis and last as long as expected. If a replacement component is fitted, new or used, the running total for the component should be updated. If a used component is fitted, without a component history, an estimated jump number should be detailed, depending on condition, as a starting point.

Any existing 'old blue books' being used need to have the 100 jump check page amended by deleting the two references to "(since last inspection)" and "(since last six-month inspection)".

Parachute packers should be familiar with the notes detailing routine inspection and the components to be inspected and should be aware of their responsibilities when they sign the packing log. Parachute packers should record the date, packer name and signature, for each time the main parachute is packed. A maximum of 110 jumps may be carried out before a 100-jump inspection is completed.

Advanced Packers (T) should refer to the 100 jump inspection requirements, detailed on form 112C, at the rear of the blue book, when inspecting the Tandem equipment for the 100-jump inspection. They should record the date of inspection, name, qualification and signature. Advanced Packers (T) should complete a 100-jump inspection, when completing the 6-month Tandem reserve repack and Tandem equipment record of inspection. Irrespective of the number of jumps completed in the previous six months a new section should be started.

Tandem equipment repairs, modifications, component replacements, should be recorded on form 112E, with the date, procedure, jump number (on the container), name and qualification and signature. The Tandem reserve packing card must record the date, qualification and signature of the Advanced Packer (T).

Tandem student harness inspection should be completed monthly, recording the date, name and qualification, signature. The student harness should be inspected every six months by an Advanced Packer (T). Individual harnesses should be identified with a reference (harness colour is not sufficient). The reference, serial number and date of manufacture should be recorded on form 112D. If a student harness is not in use for several months these sections can be blocked out. Any Repairs or modifications on the student harness should be detailed on the reverse of form 112D – Repair and Modification Log.

In addition to the **Guidance notes** on page one for the Inspection of Tandem equipment at 6 monthly intervals or 100 jumps whichever is the sooner, the following guidelines have been produced to assist packers and riggers, with the serviceability of components parts gathered from various manufacturers and users of tandem equipment. ***This is not meant as a definitive limit for the equipment.***

GUIDELINES ON SERVICEABILITY OF COMPONENT PARTS

- **Suspension Lines: 600 - 700 jumps**
(Close inspection required with a view to replacing the lines. Line type will play a part in the life span of the lines and therefore this should be taken into account.) Line trim can be affected on spectra line where handycam is used, as most steering is done on one side and lines quickly become asymmetrical.
- **F-111 Main Canopy: After 600 -800 jumps**
(Depends on environment and how it has been looked after – close inspection required before returning to service and possibly recertification by the manufacturer should be considered) especially if canopy fabric gets wet.
- **ZP Main Canopy: 1500 – 2000 jumps**
(Depends on environment and how it has been looked after – does it have patches/holes are the bridle and line attachment points sound etc?).
- **Drogue Centreline: 300- 500 jumps**
(Depending on amount of freefall, i.e. if continually jumping from 15k would mean more wear and tear on the centreline and therefore will need replacing more frequently) – In the case of drogues that utilise tubular webbing as the centreline it may not be necessary at all to replace this item as they possibly could last the lifetime of the Drogue assembly.
- **Drogue Assembly: 500-800 jumps**
Especially if the fabric has been wet
- **Harness / Container: 1000-2500 jumps –**
(Condition is a vital component and very close inspection is required the older the equipment becomes.)

NB: Containers that have been re-harnessed will have an impact on these jump numbers. If in doubt, consult your local Advanced Rigger (AR) or Manufacturer.
- **Main Risers: 700 -1000 jumps**
- **Drogue Riser (where applicable) - 800-1000 jumps**
Depending on condition of drogue bridle attachment ring this may wear sooner if the ring has been allowed to become rough.