

ALERT SERVICE BULLETIN

SB No.: 01/24 - Initial Issue
Title: Incorrect webbing on Occupant's Restraint Harness

Issue Date: 16 April 2024
Publication Ref. 218

The technical content of this document is approved under the authority of DOA Nr. EASA.21J.351

Description:

Incorrect webbing of the length-adjustment assembly on the 'leg' lanyard tape of the Ultramagic Occupant's Restraint Harness

Applicability¹:

All hot-air balloons fitted with Ultramagic occupant's restraint harness P/N CI-C-1302 supplied between 01 DECEMBER 2022 and 12 APRIL 2024 (See Appendix 2)

Effectivity²:

CI-C-1302 Occupant's restraint harnesses where the safety tape has been incorrectly routed/sewn to the adjustment Buckle of the Leg Lanyard (See Figure 1 & Appendix 1)

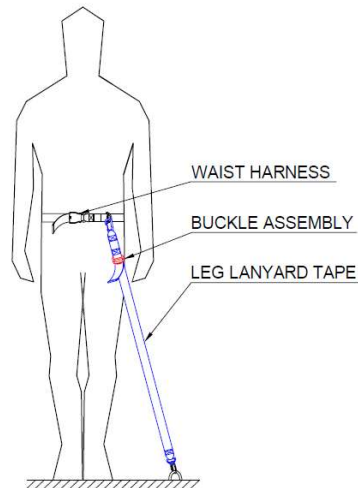


Figure 1

Description of the restraint harness elements involved (marked blue and red)

Background:

A number of restraint harnesses have been identified to mount the buckle for leg lanyard length adjustment in an incorrect way, where the safety tape used has been routed and sewn so that the buckle is not acting in the expected position. As a result, the nominal friction applied by the buckle to the tape is reduced, and the assembly may suffer an unexpected extension when loaded.

¹ Units potentially affected

² Units actually affected

Compliance:

Upon receipt of the Bulletin

Potential Consequences of the Non-Compliance:

Undue stress on the harness webbing if system is loaded.

Risk of injury/death of the involved occupant(s) during a windy landing due to the failure of the system.

Action due:

Pilot / Owner: Identify whether if the Bulletin is applicable or not (see Applicability & Effectivity sections)

Where a positive identification takes place:

- 1) Ultramagic must be contacted, preferably using the form in Appendix 4 of this SB.
- 2) The leg lanyard tape of all affected harnesses must be **identified** and **replaced** with P/N CI-C-1308. This must take place **prior to the next flight** unless action (3) below is adopted.

Such replacement consists in the removal of the lanyard tape by undoing the quick link securing the tape to the restraint attachment point and installing the replacement harness (CI-C-1308) instead. Quick link must then be closed with a 9mm spanner, preferably adding first a drop of Loctite® 638 to the fillet.

Replacement above must be appropriately signed off and logged to consider this Bulletin completed.

Unless otherwise indicated by Ultramagic, harness(es) removed must be clearly identified as 'Unserviceable' and stored in a controlled and secure location, enabling future investigation and preventing an inadvertent re-entry in service.

- 3) Where urgent operational needs exist and the action (2) above is proven to be impossible, affected harnesses can temporally continue to be used if the requirements in Appendix 3 are adopted.

NOTE: Masses, Instructions for Continuing Airworthiness and Operation Instructions remain unaltered.

NOTE: Unless otherwise indicated by Ultramagic in written, no attempt must be made to modify or correct an affected harness(es).

WARNING: No affected harness must be present on board, even if not used (unless Appendix 3 is applied). Where an affected harness is not mandatory for operation, it must be removed from the aircraft.

Material(s):

1 x CI-C-1308 Restraint Leg Tape Replacement


NOTE: Replacement part above does not include the Waist Harness nor the quick link for floor attachment. Original elements may continue to be used as only the Leg Lanyard assembly is affected by this Bulletin. If such items are needed, they must be ordered separately.

Contact details:

Technical questions regarding this Bulletin can be addressed to support@ultramagic.com

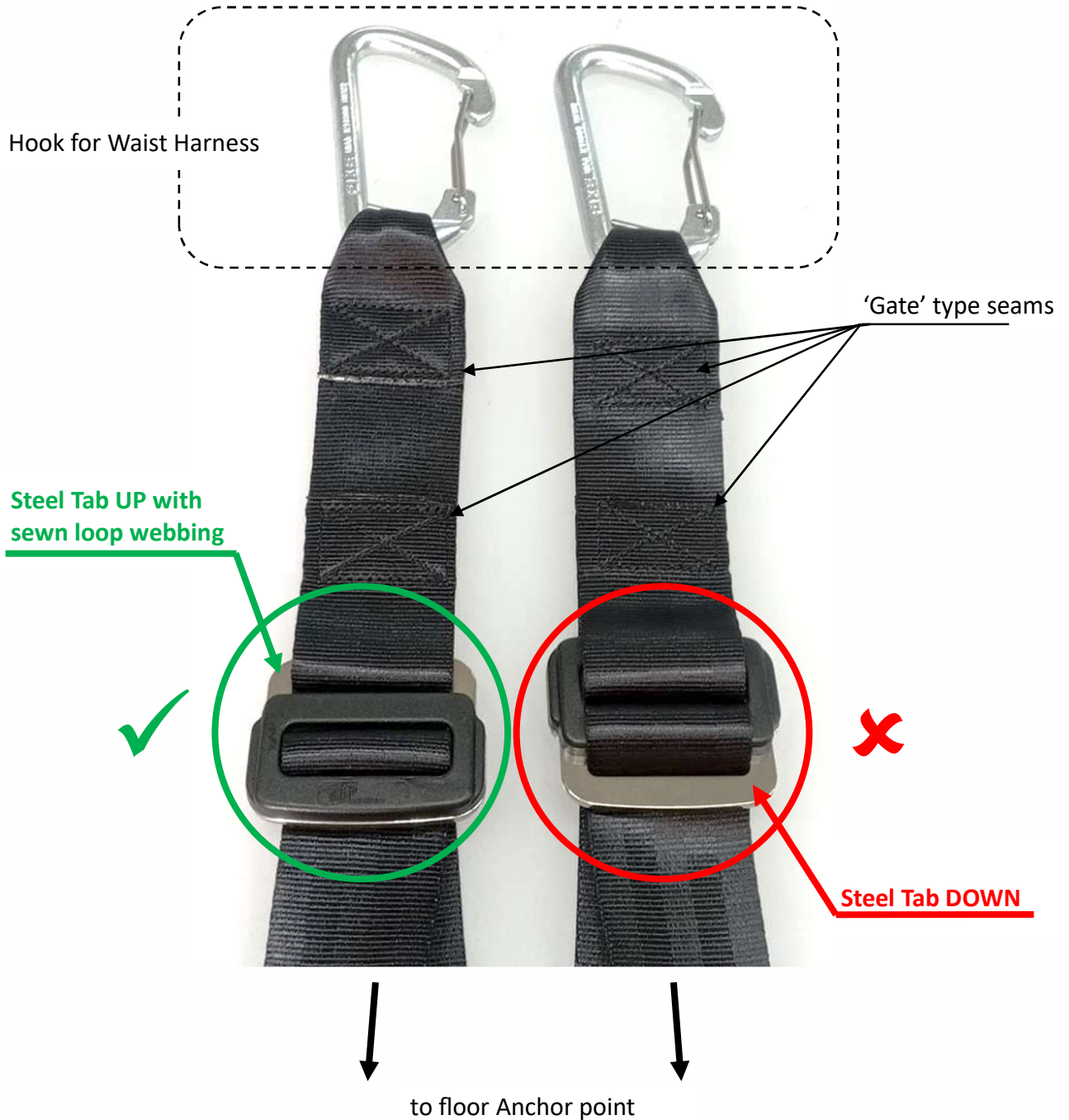
Where replacement materials are needed, please refer to Appendix 4 and contact sales@ultramagic.com

Alternatively, physical address and phone number are displayed at the bottom of this page.

Date of Approval	Name & Role	Signature
16/April/2024	Josep M Lladó DO Head	

APPENDIX 1 to SB01/24

Example of a correct VS incorrect assembly



APPENDIX 2 to SB01/24 Guide to determine Bulletin Applicability

In absence of means to identify whether if this Bulletin is applicable or not (e.g. the supply date is uncertain), the following graphical examples can be used to facilitate possible identifications.

NOTE: On affected units, P/N CI-C-1302 is readable on a sewn tab in the Waist Harness. However, not all harnesses with such tab are affected by this Bulletin.

Examples of harnesses **EXCLUDED** from this Bulletin:

- a) Harnesses using former Stubai type buckle on the Waist Harness



- b) Harnesses using the former full Stainless-Steel buckle on the leg lanyard tape



NOTE: The fact that the harness inspected is different to cases (a) and (b) above does not necessarily mean that the part is affected and must be replaced. Carefully read the Bulletin and its Appendix 1.

APPENDIX 3 to SB01/24

Temporary use of affected harnesses

This bulletin requires the replacement of the affected Leg lanyards prior to the next flight. No exceptions to this are permitted **unless ALL** conditions below are met:

- 1) An urgent operational need exists.
- 2) The replacement action due is proven to be impossible (typically, where replacement materials are being shipped or its installation has not been feasible)
- 3) No damage is present on the components of the harness.
- 4) A tight overhand knot is performed on the free end of the leg tape, right below the buckle, as shown in the picture below.

NOTE: If the free end tape is so short that impedes the knot to be made, this temporary method is not applicable and the harness must be removed.



- 5) Knot and buckle are visually inspected for damages (and re-adjusted/re-tightened where necessary) on a **flight-by-flight basis**, as part of the pre-flight inspection, until the harness is replaced.
- 6) Whenever Appendix 3 has been applied and the harness becomes stressed (typically during a windy/hard landing), such harness must be immediately and permanently withdrawn from service.
- 7) The adoption of Appendix 3 must be logged and signed off by the pilot.
- 8) This temporary use may no longer be adopted beyond the **31st May 2024**, unless otherwise stated by Ultramagic in written.

APPENDIX 4 to SB01/24

REPORTING FORM

To be completed and submitted to Ultramagic whenever an incorrect harness is identified

Name*:
Company:
Number of harnesses affected*:
Date(s) of supply of the harness(es) [if known]:
Original Form1 associated [if known]:
Physical address to get the replacement materials*:
Contact phone*:
Contact email*:
Please submit this form to sales@ultramagic.com attaching a picture of the affected harness(es) REMINDER: Harness(es) removed must be stored in a controlled and secure location enabling future investigation

**Mandatory Fields*