



SWITLIK PARACHUTE COMPANY · INC.

ESTABLISHED
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Change Received
Acknowledged
FIA NOV 27 1996
Date

November 25, 1996

Federal Aviation Administration
NYACO
10 Fifth Street (3rd Floor)
Valley Stream, New York 11581-1200

Attn.: Danko Kramar

Dear Mr. Kramar,

I apologize for any confusion that might have arisen concerning our application of October 18, 1996 covering P/N's S-511XX-(), S-512XX-(), S-514XX-(), S-516XX-() and S-518XX-() life preservers. This submission was intended to be a minor change request to our previously approved units [under P/N's S-311XX-(), S-312XX-(), S-314XX-(), S-316XX-() and S-318XX-()]. We have reworded our letters of submission dated October 18, 1996 to reflect the minor change request nature of that submission.

The difference between the S-31XXX series and the S-51XXX series of life preservers is that we have changed the inflator assembly (and associated components) from a multi part, removable unit to a single part non removable unit. This new inflator assembly is the same as the inflator used in Life Preserver S-411XX-() (recently approved under TSO C13f) except that the threads are a different size to accommodate the different CO₂ inflation cylinders used in the S-51XXX series. The S-411XX-() uses 1 each 33 gram CO₂ cylinder, which have 1/2" thread, and the S-51XXX series uses 2 each 16 gram CO₂ cylinders which have 3/8" threads. The shape of the cells, the buoyancy, and the donning and attaching hardware of the S-51XXX series is exactly the same as the S-31XXX series.

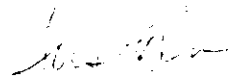
Attached we have included a sheet comparing the differences in the Bills of Materials (Sheet 3 for each drawing) between each of the S-31XXX series vest and the corresponding S-51XXX series vests to help in your analysis of our submission.

6/11/61

In addition to the changes of the CO, inflators, the inflator cover (Item 16 in most of the old S-31XXX series drawings) has been redesigned to conform to the new inflator; light assembly S-1003-3 (Item 29 in most of the old S-31XXX series drawings) which was one of two alternates used, will not be used on the new S-51XXX series; and the light attachment patch (on the side) construction (Item 30 in most of the old S-31XXX series drawings) will not be used in the S-51XXX series.

Should there be some part of this explanation that is not clear or should you require any additional information, please do not hesitate to contact us.

Regards,


Gustavo Fanjul
Chief Engineer

GF/ljs

cc: FAA, Teterboro, NJ