



Riggers' Subcommittee

Minutes of the meeting held on

Thursday 30 May 2019 at 1743

at BPA HQ, 5 Wharf Way, Glen Parva, Leicester LE2 9TF

Present: Pete Sizer (RE) - Chair
Karen Saunders (AR)
Josh Clark (AR)
Phil Wayper (PR)

Key:

AR = Advanced Rigger

PR = Parachute Rigger

RE = Rigger Examiner

Apologies: John Curtis, Rick Boardman, Noel Purcell.

In Attendance: Jeff Montgomery - STO/Chair STC
Tony Butler - Chief Operating Officer
John Hitchen - Vice Chair STC
Trudy Kemp - Assistant to COO/STO

Observer: Tim Moran

ITEM

1. **DECLARATIONS OF INTEREST**

The Chair stated that any member with any personal, financial or material interest in any item/s of business on the agenda for this meeting should state any declaration of interest. None were stated.

2. **MINUTES FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 4 APRIL 2019**

Phil Wayper identified a minor typographical error on Page 2, item 5 of the Minutes.

It was proposed by Phil Wayper and seconded by Josh Clark that the Minutes of the Riggers' Subcommittee Meeting of 4 April 2019 together with the slight amendment be accepted as a true record.

Carried Unanimously

3. **MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 4 APRIL 2019**

Page 1, Item 2 – Vigil AADs. No further reports had been received with regard to Vigil AAD units where the attachment to the control unit was found to be snapping. It was therefore agreed by those present that no further action was required on this item.

Page 1, Item 2 – Equipment Inspection Policies Working Group. There was nothing further to report at this time.

Page 3, Item 6 – Limitations of Work. Josh Clark reported that he had contacted a number of manufacturers regarding the manufacture of belly bands. He stated that whether a chest strap is removed, and a belly band is used or whether a chest strap is kept on with a belly

band to help rig stability, as far as Sunpath and the FAA are concerned, they view it as a harness component and essentially, they consider it to be Advanced Rigger work.

Josh reported that Sunpath are sending him over a couple of specs, so he would look at producing a belly band design for consideration by the Committee.

Page 4, Item 7 – Permissions. At the previous meeting a permission was granted against the requirement of having to be a BPA member for at least 18 months to attend a BPA Advanced Packer Course.

The Chair answered a question from Phil Wayper in relation to the history of this particular requirement.

The Chair stated that at the previous meeting, it had been suggested that the Committee may wish to look at this aspect of the AP Course attendance criteria, as it was felt that it was the previous packing experience of a potential candidate that was the important factor rather than how long they had been a member. However, this would require a proposal for consideration by the Committee.

Page 5, Item 14 – (AOB iii) – Older Tandem Systems no Longer in Use in the UK. This

The equipment was a Next Tandem container, Icarus 365 Main canopy, twin speed 402 reserve and a Cypres 2 Tandem AAD.

Also, during the inspection, there were some other minor issues found on the equipment which related to wear and tear. The Teflon pins were found to be in poor condition and the swage holding the pins had rough edges and there was no heat shrink on it. It was also found that the number four flap on the main container had worn through the binding tape and exposed the plastic stiffener.

The Rigger who conducted the reline and maintains the equipment was contacted by a Rigger Examiner and was informed of the mistakes. The rigger accepted that he had made a mistake and was very apologetic about the issue. The rigger subsequently checked all the other sets of Tandem equipment and confirmed that no others were found to be affected.

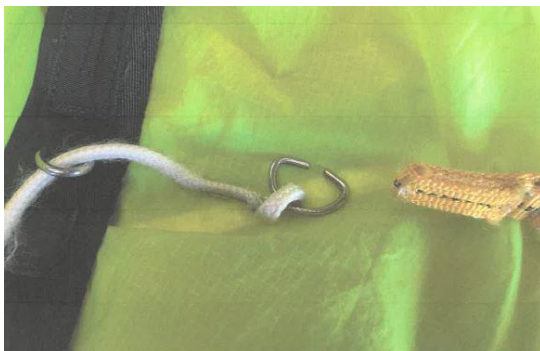
The Committee were satisfied with the actions taken by the Rigger concerned following this incident.

Pete Sizer stated that the checking of connector links on Tandem equipment should be part of the 100 jump equipment inspection and he also reminded owners that they should regularly be checking their equipment to ensure that the connector links are fully tightened.

- ii) On the 19 April 2019, a jumper with 362 descents exited an aircraft at approximately 8000ft with the intention of carrying out a Canopy Formation (CF) jump. Shortly after deployment and whilst releasing the brakes, the right steering toggle came off the steering line.

The equipment was CF equipment in Vector Container, Triathlon main canopy, a cricket 147 reserve and no AAD. The equipment was privately owned.

The canopy formation jump was aborted, and the jumper elected to remain with the main canopy and subsequently landed safely on the PLA. After close inspection of the equipment on the ground, it was found that the steering toggle had been attached to the steering line via a mini D ring.



The left steering toggle was also attached in the same manner and it was found to have signs of stress and was close to detaching. During further inspection it was also discovered that two of the rapide links were found to be loose but were still closed. The equipment was made safe for further jumping by replacing the steering toggles and tightening up the connector links.

It was identified that the method of attaching the steering toggles to the steering line via the mini D link was done by a qualified Rigger. The Rigger was informed on the day and made no comment. It was also established that the Rigger had carried out similar work on 12 different sets of CF equipment. All twelve sets of equipment were inspected, and two further sets were found with the same attachment method, which were subsequently rectified by a different Rigger. No other sets of equipment were found to have any further faults.

The STO reported the he had contacted the Rigger concerned but was still waiting for their comments regarding this incident.

Following discussion, the Committee expressed concern with the method that had been used for the attachment of the connector links, and at the poor choice of materials. A question arose as to whether the Rigger had made the toggles. However, this could not be established at this time.

The Committee also questioned the choice of reserve in this set of equipment, as the 'cricket', being an older canopy, is very rarely seen in use nowadays.

Following further consideration those present were extremely concerned at the lack of response by the Rigger concerned. The STO said that he would contact the Rigger again, and failure for them to respond within a set time limit would result in the suspension of their Rigger rating.

8. ADVANCED PACKER (AP) COURSE REPORTS

A résumé of the Advanced Packer Courses held since the last meeting had been circulated to those present:

- i) Noel Purcell had run an AP Training Course at Hibaldstow from 1 – 4 April 2019. The Course was attended by Mal Richardson, Richard Gecse and Wesley Thompson, all of whom were advised to practice under supervision in preparation for the examination Course at a later date.
- ii) George Panagopoulos had run an AP (Square) Training Course at Netheravon from 15 – 18 April 2019. The Course was attended by Karen Butt and Luke Osborne, both of whom were advised to practice under supervision in preparation for the examination Course at a later date.
- iii) George Panagopoulos had run an AP (Tandem) Training & Examination Course at Netheravon from 23 – 25 April 2019. The Course was attended by Cameron Clark who successfully completed the Course and was awarded AP (Grade T) status.
- iv) Gary Stevens had run an AP (Tandem) Training & Examination Course at Rhomech Rigging from 29 April – 2 May 2019. The Course was attended by Dean Hoskins. Dean successfully completed the Course and was awarded AP (Grade T) status.
- v) Noel Purcell had run an AP (Tandem) Training Course at Skydive Hibaldstow from 8 – 9 May 2019. The Course was attended by Jordan Wilcox and Justinas Kubilinskas. Justinas was advised to practice under supervision in preparation for the examination Course at a later date.

Jordan Wilcox returned the following day to the same facility and successfully completed the Examination phase of the Course and was awarded AP (Grade T).

- vi) Gary Stevens has run an AP Training Course at Rhomech Rigging from 13 – 17 May 2019. The Course was attended by Samad Anjum who was advised to practice under supervision in preparation for the examination Course at a later date.

9. BPA SAFETY NOTICES/INFORMATION BULLETINS

Following the previous meeting, a BPA Safety Information Bulletin (1/19) had been issued following the changes to the Cypres AAD maintenance policy.

10. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

No manufacturers' Safety Notices or Information Bulletins have been received since the last meeting.

11. A.O.B.

The following BR registrations had been received since the last meeting:

- i) Gary Stevens has registered Matthew Stevens as a BR for assessment training.
- ii) George Panagopoulos has registered Oliver Goss as a BR for assessment training.

12. **DATES OF NEXT MEETINGS**

Thursdays, 25 July, 19 September, 14 November.
at 1700 at BPA HQ

Distribution:

Chair Riggers' Subcommittee, All CIs, All Riggers, APs, Council, CAA, Editor – Skydive