



Riggers' Subcommittee

Thursday 1 February 2018 at 1600

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

Present: Paul Applegate (AR) - Riggers' Subcommittee Chair
Richard Wheatley (PR)
Gary Stevens (AR)
Dave Major (AR)
Pete Sizer (RE)
Karen Saunders (AR)
Rick Boardman (AR)
Noel Purcell (AR)

Key:

RE = Rigger Examiner

AR = Advanced Rigger

PR = Parachute Rigger

Apologies: John Curtis, Ray Armstrong, Nicky Johnston.

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

Observers: Steve Saunders, Kieran Brady.

ITEM

1. DECLARATIONS OF INTEREST

Gary Stevens declared an interest in Item 10 of the Agenda.

2. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 16 NOVEMBER 2017

Page 1, Item 2 – Tandem Mods Website & Supporting Documentation. This project was still ongoing.

Page 2, Item 4 – Equipment Inspection Policies Working Group. This item was on the main agenda.

Page 4, Item 10 (AOB ii) – Guidelines for Obtaining an Approved Packing Certificate (BPA Form 197). The COO had asked the Riggers' Subcommittee to look at these Guidelines, as he felt that more detailed information was required within in the Training Syllabus section of the form. He stated that as yet, there had been no further input received from the Committee.

Page 4, Item 10 (AOB iii). Karen reported that she had received no further reports in relation to Vigil AAD units where the attachment to the control unit was snapping.

There being no further matters arising, it was proposed by Pete Sizer and seconded by Dave Major that the Minutes of the Riggers Subcommittee Meeting of 16 November 2017 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF THE 16 NOVEMBER 2017

There were no matters arising from the previous meeting.

4. PANEL OF INQUIRY REPORT

The Chair of STC took the chair for this item.

The Chair of STC reported that a Panel of Inquiry had been formed to investigate a packing incident at RAF Weston on the Green. He stated that an equipment Related Incident Report was submitted to the BPA by the Chief Instructor (CI) of RAF Weston on the Green, detailing information relating to an error which had been brought to his attention on one of their parachute systems during a routine six-month inspection.

The Panel Report had been circulated to REs and ARs with the Riggers' Subcommittee Agenda for information and the Report including its Recommendations and Summary would also be considered by CIs at the subsequent STC meeting this evening.

The Panel Report included the following observations to the BPA and its Committees and Council:

- a. The Panel considered the recent changes to the requirements for the annual renewal of an AP rating to be a valuable improvement in safety. This new audit requirement will mean anyone who holds an AP rating will have to have at least one repack inspected by a BPA Advanced Rigger or CI.

The Panel would ask those completing these renewal audits that if they are inspecting an already packed reserve that they should also be sure that good practice is being followed in respect of inspection processes used by that packer.

BPA Form 302 - Requirements & Guidelines for renewing Advanced Packer Ratings states - *"The AR or CI should also audit at least one reserve pack of the AP by either disassembling a pack job (if the AP is current) or by supervising a complete repack."*

- b. It is accepted that unintentional mistakes can be made. If a parachute system is assembled and then subsequently inspected and repacked by a different person this introduces a higher degree of certainty that the equipment is suitable for use. It is recognised that some Centres have limited access to Advanced Packers or Riggers but in order to reduce the risk that any packing errors become systematic or go undetected, CI's may wish to consider that where possible a reserve system is not always packed by the same individual.

The COO stated that he would be writing to PTOs for consideration of the Panel's observations and will emphasise the importance of having third party assurance in relation to reserve packing and that PTOs audit themselves in this area as well.

Paul Applegate then resumed as Chair for the remainder of the meeting.

5. RIGGERS' COURSE REPORTS

- i) The BPA wished to thank Jason Farrant for kindly hosting the BPA Rigging Course at Skydive UK, Dunkeswell from the 18 – 22 December 2017. A copy of the Rigging Course report had been distributed with the Agenda.

The Examiners conducting the Course were: Pete Sizer and George Panagopoulos.

There were 3 candidates on the BR Course. All candidates were successful and were awarded Basic Rigger status. The candidates were: Daniel Mercer, Philip Wayper and Alex Hewitt.

There were 3 candidates on the PR Course. All candidates were successful and were awarded Parachute Rigger status. The candidates were: Liam Goddard, Jonathan Charles and Javi Centeno Gomez.

There was 1 candidate on the AR Course; Josh Clark. Josh successfully completed the Course and was awarded Advanced Rigger status.

Noel Purcell attended the Rigger Examiner Course and successfully completed the second part of the requirement for his Rigger Examiner rating. The report noted that Part 3 and final assessment would be completed on the next Course.

One candidate was assessed on the final part to achieve Rigger Examiner status. The Examiners felt that candidate concerned be further assessed on the next Rigging Course.

- ii) The BPA wished to thank Jason Farrant for kindly hosting the BPA Rigging Course at Skydive UK, Dunkeswell from the 3 – 7 January 2018

The Examiners conducting the Course were George Panagopoulos and Pete Sizer.

There were 2 candidates on the BR Course. Both candidates successfully completed the Course and were awarded Basic Rigger status. The candidates were: Jack Bradford and Ralph Mitchell.

There were 4 candidates on the PR Course. All candidates were successful and were awarded Parachute Rigger status. The candidates were: George Kakkis, Vitor Pacheco, Ionut Lucian Ciofu and Sara Orton.

There was one candidate who attended the AR Course. The candidate, Gary Stevens, successfully completed the Course and was awarded Advanced Rigger status.

Rick Boardman attended the Rigger Examiner Course and successfully completed the second part of the requirement for his Rigger Examiner rating. The report noted that Part 3 and final assessment would be completed on the next Course.

Pete Sizer provided a summary of both Courses and stated that a few issues had come to light that had prompted the proposed changes to the PR Course Syllabus, which was on the main agenda for this evening.

Pete stated that the recording process of the work carried out by candidates had also been questioned. Candidates need to ensure that their log of work ties in with the work that they have actually produced.

6. EQUIPMENT INSPECTION POLICIES WORKING GROUP

Rick Boardman reported on the meeting held this afternoon and highlighted the following points:

- An e-mail had been sent to several suppliers asking if they have policies on orphaned equipment.
- The WG is looking at (via BPA) contacting countries to ascertain their equipment inspection policies.
- The WG are looking at the possibility of including an article in the BPA magazine.
- The WG are also considering a policy where the responsibility for inspecting older equipment is split across the ratings.

The Minutes of the Equipment Inspection Policies WG from the meeting of 16 November 2017 would be attached to the Riggers' Subcommittee Minutes for information.

7. EQUIPMENT RELATED INCIDENT REPORT RÉSUMÉ

HQ had received several Incident / Malfunction / or Deployment problems reported since the last Riggers Subcommittee meeting of the 16 November 2017:

- i) On the 7 of January 2018, it was reported that whilst an Advanced Packer was opening a set of equipment to perform a six-month inspection and repack for a private customer, he found an inversion on the suspension lines below the slider. According to the Record of Inspection the reserve had been packed 6 months earlier, however there was an annotation stating that the reserve had been opened mid cycle to replace the AAD.

It is believed that the inversion in the lines was caused by not having an adequate system in place to prevent an inversion occurring in the lines at the point of placing the free bag back in to the container.

The CI has spoken to the packer in question and has made him aware of his error. The PTO has reviewed the processes for the reopening of containers in such circumstances and are considering the implementation of a full inspection and repack and not just opening the container, making a replacement and then closing it back up.

The equipment was a Teardrop SF, Smart 150 reserve with a Vigil quattro AAD.

- ii) A parachute system was brought to an AR in order for him to carry out a UPT PSB (20110523), E-Stitch modification and re-pack of the reserve. During the inspection of the container, the AR noticed that the arrangement, design and fitting of the RSL was not familiar with the UPT Vector 3. The permanent record card, original date 27 August 2014 did not indicate who had carried out the modification. When speaking to the owner of the equipment, they stated that when they purchased the equipment, there was no data card present.

The equipment was a Vector 3 (V348) main and a Tempo 17 reserve.

The AR concerned had not spoken to the previous packer but had been in touch with the local Rigger who said that he would inform the AP who packed it last.

The owner of the equipment has been informed of the issue, and they have asked for the equipment to be returned to them without the RSL work being completed.

This incident prompted some discussion by those present. Because there was no paperwork prior to August 2014, it could not be ascertained whether an AR had carried out the original RSL modification, the Riggers' Subcommittee therefore agreed that the equipment concerned would need to be inspected by an AR before it was deemed airworthy.

It was felt that this incident should act as a warning to potential buyers, that if there is no service history accompanying the equipment, this should raise alarm bells and buyers should beware.

8. PROPOSED CHANGES TO THE PR COURSE SYLLABUS

An e-mail from George Panagopoulos had been circulated with the Agenda proposing a number of amendments to the PR Course Syllabus (BPA Form 200).

George had stated that the recent Rigging Courses had prompted these changes, which had been discussed with other Rigger Examiners.

It had been noted that Parachute Rigger candidates had been submitting a host of hybrid items and the proposed changes should make it clear what was expected on the Rigging Courses.

Following consideration, it was proposed by George Panagopoulos and seconded by Pete Sizer that the amendments to BPA Form 200 be accepted.

Carried Unanimously

Note: Form 200 – PR Course Syllabus would be uploaded to the BPA Forms page of the BPA website: <http://www.bpa.org.uk/bpa-forms/>

9. CLARIFICATION OF BPA SAFETY NOTICE 1/99

A letter had been circulated with the agenda from Richard Wheatley who had asked the Committee for clarification of BPA Safety Notice 1/99, which concerned 'RAPS' Zerox/Vector Reserve Container Flaps. Richard had stated that BPA Safety Notice 1/99 requires the fitting of a protection flap to Vector and Zerox containers used for Static line parachuting. This was due to the possible extraction of a curved pin used to close a reserve. This Safety Notice did not affect equipment that used a straight reserve pin such as Javelin or Telisis containers.

Richard Wheatley stated that a few years after this SN was issued the Zerox was redesigned to use a straight pin similar to the Javelin. He asked the Committee whether in their opinion the SN should still apply to all Zerox containers.

There followed considerable discussion, after which it was proposed by Richard Wheatley and seconded by Pete Sizer that Zerox containers should only be subject to the Safety Notice (SN 1/99) when fitted with the older style curved pin and RSL.

Those of the newer, straight pin design, do not require the addition of the protector flap as per SN 1/99.

Carried Unanimously

A BPA Safety Information Bulletin would be circulated to reflect the above change and would also be attached to the Minutes for information.

10. REQUEST FROM GARY STEVENS

A letter from Gary Stevens had been circulated with the agenda requesting that he assumes responsibility for the supervision of Marie-Anne Steven's Basic rigging work (Method two) from Rick Boardman with immediate effect.

Following consideration, it was proposed by Rick Boardman and seconded by Karen Saunders that the above request be accepted.

For: 6

Against: 0

Abstention: 1 (Gary Stevens)

Carried

11. REQUEST FROM GEORGE PANAGOPOULOS

An e-mail from George Panagopoulos had been circulated with the Agenda requesting an extension to the BR rating of Stephen Handley who had been unable to attend the Dec 2017 and Jan 2018 Rigging Courses.

At the time of the meeting, it could not be clarified whether or not this was Stephen's first BR extension. The Committee asked that this information be noted on any future requests together with any additional supporting information.

Following further consideration, it was proposed by George Panagopoulos and seconded by Richard Wheatley that the above request be accepted with the proviso that this was Stephen's first BR extension.

Carried Unanimously

12. ADVANCED PACKER (AP) COURSE REPORTS

The following AP Courses had been held since the last meeting, and the respective Course Reports had been circulated to those present:

- i) Pete Sizer had run an Advanced Packers Examination Course at Skydive Headcorn from the 9 – 10 November 2017. Wayne Kennedy had successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- ii) Karen Saunders had run an Advanced Packers Examination Course at Skydive Langar from the 22 November. Alex Hewitt successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- iii) Karen Saunders had run an Advanced Packers Training Course at Skydive Langar from the 20 – 23 November 2017. The Course had been attended by Nick Robinson, Ryan Garner and Benjamin Mitchell. All candidates were advised to attend the Examination phase of the Course once they had completed a number of supervised reserve pack jobs.
- iv) Karen Saunders had run an Advanced Packers Examination Course at the Black Knights Parachute Centre from the 28 November 2017. Levi Hamill successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- v) George Panagopoulos had run an Advanced Packer Training Course at Netheravon from the 4 – 7 December 2017. The Course had been attended by Oliver Goss and Daniel Longster. Both candidates were advised to attend the Examination phase of the Course once they had completed a number of supervised reserve pack jobs.
- vi) Pete Sizer had run an Advanced Packers Reassessment Course at Skydive Headcorn from the 16 – 17 January 2018. Judith Lees attended the Course and was assessed for the reinstatement of her Advanced Packer (S & T) ratings. Judith was successful and her Advanced Packer (S & T) ratings have been reinstated.
- vii) Pete Sizer had run an Advanced Packers (Tandem) upgrade Course at Skydive Headcorn from the 16 – 17 January 2018. Frank Millerick successfully completed the Course and awarded Advanced Packer (Grade T) status.

13. BPA SAFETY NOTICES/INFORMATION BULLETINS

Please refer to Item 9.

14. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

Aerodyne had issued a mandatory Service Bulletin (SB121817) relating to Aerodyne Semi-stowless deployment bags. Further information can be found on the Aerodyne website at www.flyaerodyne.com

A copy of the Bulletin would be attached to the Minutes for information.

15. A.O.B.

- i) The Chair reported on correspondence received from Airtec asking us to discuss AAD maintenance requirements.

He stated that at present, the BPA requirement for any CYPRES AAD Units manufactured prior to the 1st of January 2017 remain at a 12.5-year lifetime and must still adhere to the four-year maintenance cycle as per BPA Safety Information Notice 02/16.

The Chair stated that Airtec have asked us to look at having the same policy for all AAD manufacturers.

Following discussion, the Riggers' Subcommittee did not feel they could impose the same servicing requirements of other AAD manufacturers.

- ii) Rick Boardman reported on the Riggers and Packers Personal Development & Safety day held on Friday 26 January 2018 at EMCC, Nottingham. Rick stated that the feedback received had been good and the various presentations had been well received. It is expected that a similar event will be held next year.

The COO stated that he was disappointed that more Advanced Packers had not registered for this event, particularly as the Riggers' Subcommittee had been advocating continuing development.

The Chair thanked Rick Boardman and Karen Saunders for their assistance with the organisation of this event.

- iii) A BPA Tandem Instructor Personal Development & Safety Day had also been held on Friday 26 January 2018 at EMCC.

The Chair reported that one of topics discussed had been a 'Safety Analysis' review of BPA Tandem Injury Reports received during 2017 that was presented by Noel Purcell.

Noel Purcell provided the Riggers' Subcommittee with a resume of the stats from the some of the equipment related reports that he had produced as part of his presentation.

- iv) Gary Stevens reported that he had been fortunate enough to obtain a Vigil data recorder and stated that although I wasn't a Vigil Service Centre, if anyone wanted to download the data off a Vigil unit, instead of shipping it back to the factory, they were welcome to make use of the facility.
- v) Noel Purcell reported that he may look at running a BR Course in the near future. Anyone who was interested in attending a Course should contact Noel direct.
- vi) The Secretary reported that Tandem Equipment ROI Books (Form 112A) and the Standard ROI Books (112) were due for re-print. Anyone with any minor amendments was asked to contact the Secretary asap.

Date of Next Meetings: Thursdays 5 April, 31 May, 26 July, 13 September and 15 November
at 1600 at BPA HQ

9 February 2018

**PAPERWORK FOR CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE
BY MONDAY 19 MARCH 2018**

Distribution:

Chairperson Riggers' Subcommittee, All CIs, All Riggers, AP, Council, CAA
Editor – Skydive

BPA Inspection Policies Working Group (IPWG)

15.00hrs 16th Nov 2017

In attendance:

Rick Boardman AR – Chair - IPWG
Paul Applegate AR - Chair-Riggers Sub Committee
Jeff Montgomery BPA Chair STC, Safety & Training Officer
Tony Butler – BPA Chief Operating Officer
John Hitchen – Vice Chair STC
Steve Saunders – AI
Karen Saunders - AR
Jason Farrant – DZO & CI
Andy Shaw - AR
Pete Sizer RE
Gary Stevens – PR
Paul Stockwell (15.10 onwards) - PR

Apologies; - Noel Purcell AR

The meeting start was held until 15.00hrs, owing to Chair being delayed.

The Chair thanked everyone for their patience and gave a brief overview.

IPWG has been asked by the BPA office to revisit the complicated problem of what BPA Advanced Packers and Riggers are to do when confronted with ageing reserve canopies or harness.

It is now increasingly accepted that the BPA would be going against a manufacturers rule or instruction at our peril. The recent UPT ruling (INFO 002) on the recertification of their Tandem Vector Reserves is a good example of this.

The IPWG were therefore concentrating on “orphaned” kit. This is defined as reserve parachutes and harness which no longer have an extant manufacturer to refer to. It was re-iterated that the IPWG is only looking at the reserve canopy, and the parachute harness, since these two components are what ultimately save life when everything else has failed.

The subject of duty of care was discussed. Should a packer have a different duty of care to a Tandem or Student used piece of equipment? The COO pointed out that we don't differentiate on ownership of AADs, they're all treated the same irrespective of who owns or uses them.

John Hitchen reminded us that in UK law you can't indemnify (i.e. wave some of your rights).

The COO also pointed out that there was a potential legal responsibility, even up as far as BPA Council & the Board of Directors.

There was a discussion about whether we put responsibility on the parachute user or the owner (NB Rigger Technical Manual, Pg 14 “Validity of Reserve Repacks” states “The serviceability of any parachute equipment is ultimately the responsibility of the owner”).

Should (or could) we alter BPA references to read “User”?

It was clear that we can hardly hand a student (as the “user”) total responsibility for a parachute they were possibly introduced to, for the first time, on the day of their first jump.

We also discussed what the tests consisted of, which the manufacturers carry out when re-certifying parachutes and harness. Could we (the BPA) come up with our own? Typical industry level tests can involve removal of sample areas/parts, destruction testing, and comparison to the original data from original specification.

The question was asked if the IPWG had a clearly defined aim, and if so, is it legal? Would our decisions be classified as legally binding in the future? Whatever suggestions or recommendations we have in had in the past, they have always routed via debate at Riggers, followed by approval of minutes by STC, who are themselves subject to ratification by Council.

Discussion continued, about the possibility of making a rule to encompass old “orphaned” canopies and harnesses.

A particular relevant point was raised by Jason Farrant, that we should look at how much of the equipment in use today is actually “orphaned”. This is worthy of more study, as much has changed over the last few years with the kit in use at UK DZs.

Chair felt there were three questions to ask, when looking at orphaned kit.

- 1 Did the manufacturer have a limit when they were in production? If yes, surely it should be adhered to.
- 2 Has any other company taken the design authority of the harness or canopy on, and what are their rules? If yes, then the canopy or harness is not actually orphaned. It has been “adopted”.
- 3 Finally, the hardest question to answer, for the reserves or harnesses that fail the first two questions. Do we;-
 - i. Make a generic (BPA) rule?
 - ii. Stop it’s use totally?
 - iii. Stop it’s hire, or student use?

Steve Saunders asked for a “straw poll” around the room as to what the riggers present generally use as their absolute limit on the age of kit. Many stated 20, 25 or 30 years. However, the days of just “picking a number” without strong and clear evidence are long gone. It is entirely possible that most of us who generally feel that 25 years is a top limit have had it ingrained from the BPAs old 25 year rule.

Could we set an upper age, then bring in mandatory and regular tensile tests? The PIA tensile test remains one of the very few field tests which every BPA reserve packer is familiar with, and which could be carried out relatively easily.

It was felt that before anything further can be achieved, manufacturers advice was needed (if it can be obtained) as to their rationale behind their limits (if any), and what their test programmes consist of.

Karen Saunders and Chair IPWG will pursue this.

Action; R Boardman. K. Saunders.

Once we have more data, the IPWG will hopefully be in a better position to recommend new rules or guidance (if necessary), for approval by Riggers.

(NB following a question from Kieran Brady at STC, R Boardman will also specifically discuss with Performance Designs their stance on UPTs recent ruling (INFO 002), given that UPT canopies are actually made by PD).

Chair thanked all for attending.

Meeting ended 16.00hrs.

Date of next meeting, 14.00hrs 1st February 2018



SAFETY INFORMATION

1/18

UPDATE TO BPA SAFETY NOTICE 1/99 (TSE ZEROX CONTAINERS)

Safety Notice 1/99 requires the fitting of a protection flap to ALL Vector and Zerox containers used for static line parachuting. This was due to the possible extraction of the curved pin used to close the reserve container.

This safety notice did not affect equipment that used a straight reserve pin such as Javelin or Telesis containers

Later designs of the Zerox container now use a straight pin.

At the Riggers Sub Committee meeting of the 1st February 2018 it was agreed that Zerox containers should only be subject to this safety notice when fitted with the older style curved pin and RSL.

Those of the newer, straight pin design, do not require the addition of the protector flap as per SN 1/99.

Jeff Montgomery
Safety & Technical Officer

9th February 2018

Distribution

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STC Mailing
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File

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Aerodyne Research LLC
1407 Flightline Blvd, Unit 14
Deland, FL 32724

Service Bulletin SB121817 – Aerodyne Semi-stowless Deployment Bag Replacement Program

Date of Issue: December 18th, 2017

Subject: Exchange of Aerodyne semi-stowless deployment bags supplied for Icon harness & container systems.

Status: Mandatory.

Compliance: Completed by April 30th, 2018.

Authority: Gordon Sellers, President, Aerodyne Research LLC

Identification: All semi-stowless deployment bags, with **side tuck tabs** and magnetic mouth closure, sold with our Icon containers or as a spare part from June 2015 until October 31st, 2017.



This bulletin **does not** affect the semi-stowless deployment bags delivered after Nov. 1st 2017, which have red stow pockets for the magnetic mouth closure system.

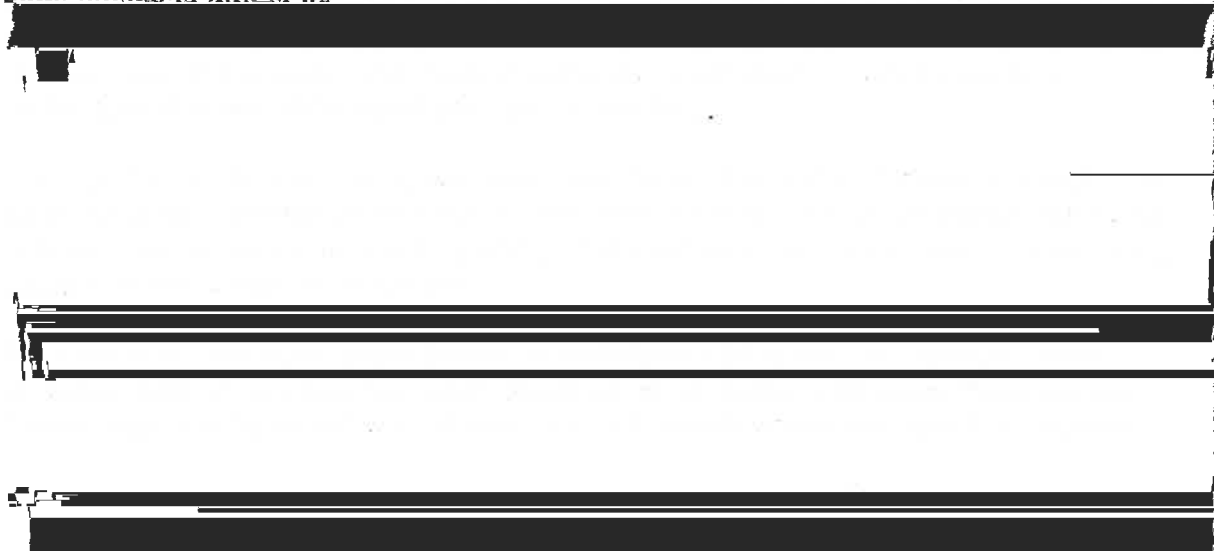


Background:

In 2015, Aerodyne began to offer a semi-stowless deployment bag as an option. In the last year there have been reported irregularities with premature releasing of lines (known as a line dump) where this bag has been in use.

Aerodyne has thousands of Icons in the field for many years with regular deployment bags using rubber stow bands with no known issues regarding line control during deployment.

Based on these reports, Aerodyne has performed additional tests on the design of the semi-stowless bag in different conditions. These conditions accounted for a wide variety



Thus, Aerodyne has decided to offer an exchange program and upgrade all the original semi-stowless deployment bags, and remove the first version of bags from further use. This replacement bag and return shipping to you will be at no charge to the customers, and will not distinguish if the bag is in a rig that is sold second hand. Simply put, if it's an Aerodyne bag, Aerodyne will exchange it to the new version free of charge.

Until users have received their new bags and wish to jump their equipment, we

recommend that the packing instructions for the semi-stowless bag be noted and followed. We have experienced a variety of packing methods on the semi-stowless bags in the field, and would remind users that free stowing lines in any type of a semi-stowless bag is a technique that requires understanding and attention

Action Required:

<http://www.flyaerodyne.com/registration>

In an effort to minimize disruption for our customers, we are in the process of manufacturing the new replacement bags and the practical exchange can start from the second week of January 2018. New semi-stowless deployment bags will be exchanged upon return of the original semi-stowless deployment bag.

To prepare the exchange of these bags and for Aerodyne to manage program customers must register on Aerodyne's website. This can be done as soon as possible.

Actions for customers to take:

- Visit <http://www.flyaerodyne.com/registration> and register your request for exchange. Please note this is important, even if you don't send in the bag straight away.
- You will receive an email acknowledgement of your registration. Please keep this for your records. Please print and include a copy of this document when

Exchange Centers

To aid in the process of distribution, after registration old bags – with a copy of the registration – can be returned to the nearest exchange center to you. Once received we will process a replacement and sent within two weeks

North and South America (USA Canada, Mexico, South America)

Aerodyne Research LLC,
1407 Flightline Blvd, Unit 14, Deland FL 32724

Europe

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Hoofdweg 101, 1795 JC De Cocksdorp, Holland

Australia

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