



: Jeff Montgomery (Safety & Technical Officer (STO)/Chair STC) - In the Chair  
Dave Major (AR)  
Pete Sizer (RE)  
Richard Wheatley (PR)  
Karen Saunders (AR)  
Rick Boardman (AR)  
Gary Stevens (AR)  
Noel Purcell (AR)  
Nick Johnston (AR)

:  
RE = Rigger Examiner  
AR = Advanced Rigger  
PR = Parachute Rigger

Paul Applegate, John Curtis

Tony Butler - Chief Operating Officer (COO)  
John Hitchen - Vice Chair STC  
Trudy Kemp - Assistant to COO/STO

Andy Clark.

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The Chair noted that Bill Sharp had contacted the office stating that he had now stopped jumping, and would be relinquishing his BPA ratings, which included his Advanced Rigger & Rigger Examiner ratings. Bill Sharp has however, taken out a BPA 'Retired' Membership, which entitled him to vote and to continue to receive the BPA magazine. Bill had indicated that he was still happy to continue to update the Tandem Mods website for the time being.

The Chair reported, that a BPA Certificate of Merit has been awarded to Bill in recognition of his service and dedication to sport parachuting for over 40 years.

The Chair of Riggers' Subcommittee (Paul Applegate) also wished to express his personal thanks to Bill for the work he has undertaken over the years whilst being a member of the Committee.

The Chair also reported that Kim Newton and Andrew Hilton had also decided not to renew their Rigger Examiner ratings for the new renewal year.

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The Chair stated that as we continue to make the journey of good governance, it had been pointed out that in the past, members voting on items they have proposed to Riggers' Subcommittee where they have an interest is considered to be incorrect. Therefore, in the future any Riggers with a conflict of interest may take part in a debate, but not be included in the vote when it comes to vote on their particular item.

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\_\_\_\_\_ . This project was still ongoing.

\_\_\_\_\_. There had been a further incident in relation to a Vigil AAD unit where the attachment to the control unit had snapped.

Gary Stevens provided further details and stated that upon inspection for the 6 monthly repack, it was noticed that the Vigil AAD unit would not switch on. Upon further inspection it was noticed that the cable was damaged where it enters the control unit.

Gary stated that it is common for Packers, who pack main parachutes, to stand the container on its yoke in order to place the pilot chute into the BOC pocket. He felt that this should be discouraged, and packers educated to place the container in its side when completing this task. This places a compression, twisting force on the AAD cable, along with other components within the parachute container system. It is a particular problem where the AAD control unit is in a vertical position on the inside of the container (against the wearer's back). Examples are Wings and Javelin.

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\_\_\_\_. This item was on the main agenda for this evening.

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\_\_\_\_\_. This item was on the main agenda for this evening.

There being no further matters arising, it was proposed by Karen Saunders and seconded by Gary Stevens that the Minutes of the Riggers' Subcommittee Meeting of 1 February 2018 be accepted as a true record.

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There were no matters arising from the previous meeting.

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A letter from Karen Saunders had been circulated with the Agenda asking the Committee to consider whether a field for AAD jump numbers should be added to the Standard & Tandem ROI books.

Following consideration, the Committee did not feel that this should be a mandatory requirement. However, they considered it good practice for packers to record AAD jump numbers either in the comments section of the ROI or on the equipment data card. It was agreed that a reference to this be included within the Reserve Packing Guide. The Chair of STC agreed to draft something in consultation with other Riggers.

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The draft BPA Approved Packing Certificate (BPA Form 111) together with the draft Guidelines for Obtaining an Approved Packing Certificate (BPA Form 197) had been circulated with the agenda.

Karen Saunders reported that she had received feedback from a number of Riggers prior to the final draft forms being sent out. Karen provided further details and was also able to clarify a number of points from those present.

During discussion, the Committee agreed to a number of minor changes to the draft Guidelines. It was also agreed to delete the reference to CF equipment, as this was still subject to the Working Group recommendations.

Following consideration, it was proposed by Richard Wheatley and seconded by Dave Major that the Guidelines for Obtaining an Approved Packing Certificate (BPA Form 197) and the Approved Packing Certificate (BPA Form 111) be accepted. This was subject to the agreed amendments.

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The updated forms would be uploaded to the BPA Forms page of the BPA website:  
<http://www.bpa.org.uk/bpa-forms/>

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Rick Boardman provided a progress report on the Equipment Inspection Policies Working Group. He stated that he was still waiting for feedback from the manufacturers he had contacted with regard to their equipment lifing policies. HQ had also received a number of responses to a questionnaire that had been circulated to other national parachuting organisations.

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A Student Harness & Container System – Initial Acceptance application had been circulated with the agenda, a copy of which would also be attached to the Minutes for information (Appendix B)

It was requested that the Aircare/Skies Call container manufactured by Nick Johnston be accepted for use. The Advanced Riggers supporting the application were Nick Johnston and Noel Purcell.

Nick Johnston had stated that approximately 30 of these containers had been made in the 90's and re-application had been made due to the original records not being found.

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

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Nick Johnston declared an interest in this item and had therefore, not taken part in the voting process.

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HQ had received one Incident / Malfunction / or Deployment problem report since the last Riggers Subcommittee meeting:

- i) On the 25 March 2018, a Tandem Instructor initiated the main canopy deployment by pulling the primary drogue release handle. The drogue failed to release, so the Instructor pulled the secondary drogue release handle which also failed to release. On realising the situation, the Tandem Instructor followed correct procedure and initiated the deployment of the reserve canopy.

The reserve canopy deployed and was fully inflated although the Instructor reported the drogue to be tangled in the lines of the reserve. The Instructor then proceeded to clear the drogue from the reserve lines, which was done successfully. The Instructor was not aware of what caused the problem, so he opted to pull the cutaway pad and clear the three rings on his main risers, so the bag would drop straight down, should the bag come out of the container.

During the landing the drogue was trailing behind, and both Instructor and Student landed safely. On inspection of the equipment shortly after landing, the CI noticed the drogue was still attached to the drogue riser, however the double ended loop on the Next system was not there.

The cause of the deployment problem was the small ring on the drogue riser, which was twisted 180 degrees, causing a lock between the middle ring and the drogue ring and preventing the middle ring from releasing.

It is believed that the problem was caused by a packing error.

The container and drogue riser had 807 jumps and was manufactured in May 2015. The drogue riser appeared to be in good condition and was the original from manufacture.

The Container was a Next container, the reserve container was a Vector reserve with a Cypres AAD and the main was an Aerodyne 370.

The CI has reminded and reiterated to all his Instructors and Packers the importance of checking the drogue riser and the position of the rings as part of their equipment check before moving to flight line. A photograph re-creating the problem on another set of equipment was shown to those present. As this incident was not a common occurrence, it was decided to attach a copy of this photograph with the Minutes for information (Appendix A).

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

- i) George Panagopoulos has run an Advanced Packers Examination Course at Netheravon from the 7 – 8 February 2018.  
  
Cameron Clark successfully completed the Course and has been awarded Advanced Packer (Grade S) status.
- ii) Andy Page has run an Advanced Packers (Tandem) upgrade Course at Beccles Skydivers from the 14 – 16 Feb 2018.  
  
Javi Centeno Gomez successfully completed the Course and has been awarded Advanced Packer (Grade T) status.

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Following the previous Riggers' Subcommittee meeting on 1 February 2018, a BPA Safety Information Bulletin (1/18) had been issued concerning TSE Zerox Containers and had been included with the Minutes of this meeting (1 Feb 2018) for information.

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The meeting was informed of an Advisory Bulletin that had been issued by SIFE regarding reserve cover flaps. A copy of the Bulletin would be attached to the Minutes for information (Appendix C).

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- i) The Committee discussed Vector Tandem Reserves Re-Certification. To assist CIs, Riggers and Packers to determine that re-certification of the reserve had taken place, the Committee had agreed that any paperwork returned from the manufacturer should be retained with the equipment documentation. This also included invoices, e-mails

etc. It should also be annotated on the data card and the modification/repair sheet. A re-certified canopy would also be returned from the manufacturers with a new panel with the tick boxes alongside the warning label on the canopy.

- ii) The Committee was advised that Andy Shaw had sent in an application to register Martin Cole as a Method 2 Basic Rigger.

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Thursdays, 31 May, 26 July, 13 September and 15 November  
at 1600 at BPA HQ

16 April 2018

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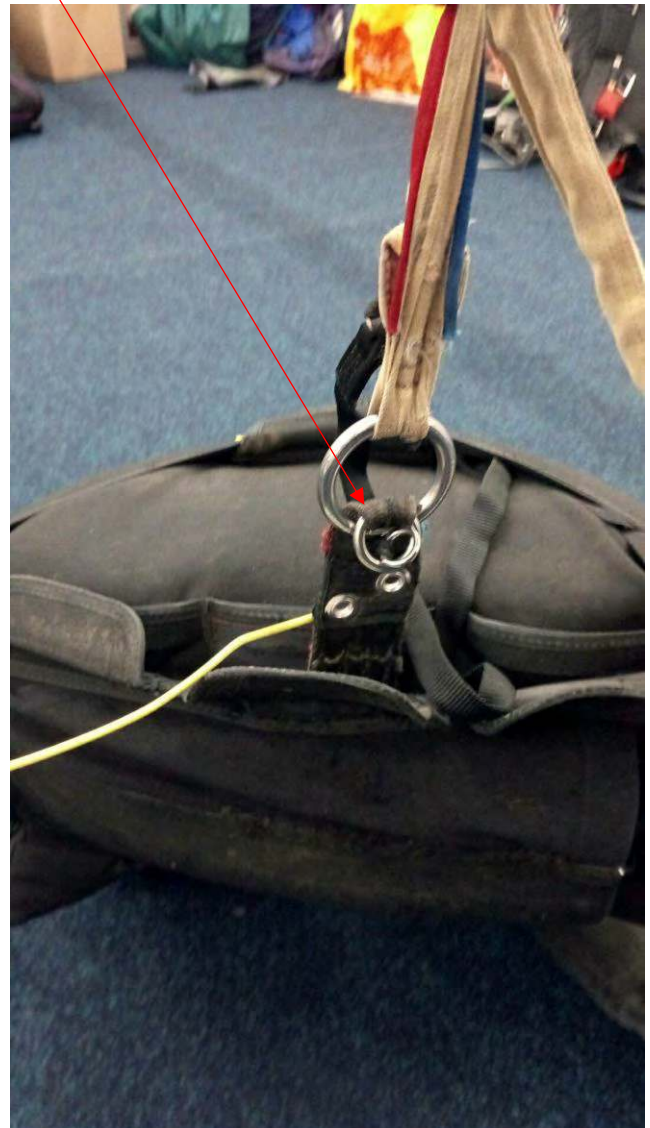
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Chair Riggers' Subcommittee, All CIs, All Riggers, APs, Council, CAA  
Editor – Skydive

## APPENDIX A

Twisted small ring causing lock between middle riser ring and drogue ring.

(Error recreated on a different set of equipment)



**APPENDIX B**

**STUDENT HARNESS & CONTAINER SYSTEM – INITIAL ACCEPTANCE**

This form is to be used when requesting BPA acceptance and approval for a new Student Harness and Container system. Two Adv. Riggers must recommend. The details shown below are required so that a true and clear record can be kept, showing exactly what was on the container at the time of its acceptance. This will be helpful in the future to determine

[The form contains multiple horizontal lines for text entry, which are mostly obscured by heavy black redaction bars.]

CONTAINER DETAILS:

- a: AAD set up type: 'Cypres' type ~~Y/N~~ Other?: ... VIGIL/FXC .....
- b: AAD Manufacturer, make and model: ... CYPRES VIGIL OR FXC AS SET UP .....
- c: Postal Address: The Control Tower, Llangar Airfield, Llangar <sup>of exact RIB</sup> NG13 9HT .....
- d: Website Address: skydive-langar.co.uk .....
- e: Main deployment: S/L ~~Y/N~~ FF Toggle: ~~Y/N~~ BOC Throwaway: ~~Y/N~~  
Other: AS SET UP OF EACH RIG .....
- f: AFF Secondary Handle: Location/Description of secondary handle: ON BOC .....
- g: Acceptance required for: Student S/L: ~~Y/N~~ Student FF: ~~Y/N~~ AFF: ~~Y/N~~
- h: Other relevant details: APPROX 30 OF THESE CONTAINERS  
WERE MADE IN THE 90s  
RE APPLICATION DUE TO NOT FINDING  
ORIGINAL RECORDS.

FURTHER USEFUL INFORMATION SUGGESTION

- a: *Small digital Photo of Front of container*
- b: *Small digital Photo of Back of rig*
- c: *Small digital Photo of Deployment area*





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## APPENDIX C

UID: ATU68019459  
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[www.sife.at](http://www.sife.at)

### Service Bulletin 2018-001

Issue Date: March 30, 2018

Issue Number: 2018-001

#### **Subject: Upgrade reserve cover flap**

SIFE is offering an upgrade on the reserve cover flap.

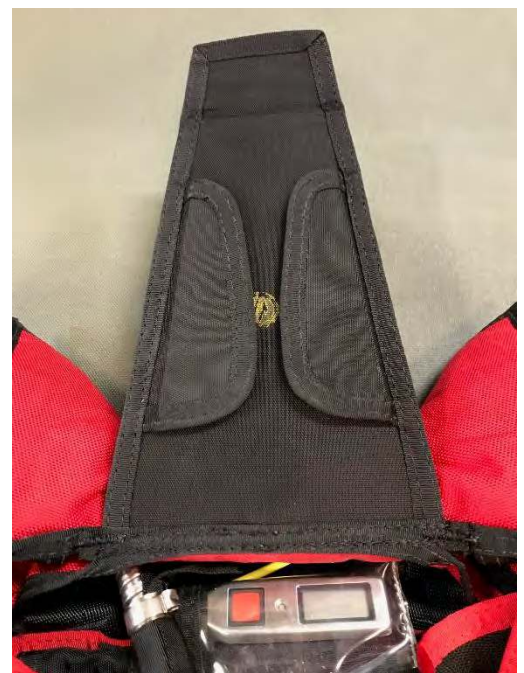
**Status: advisory**

#### **Identification:**

Name: SIFE harness & container systems in the following container sizes:

- 00:00
- 01:00
- 02:00
- 03:00

All SIFE harness & container systems after **DOM 03/18** or with the SIFE stamp on the inside of the reserve cover flap are not subject to this service bulletin.





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## APPENDIX C

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### Background:

We have been informed that during the annual reserve repack the reserve container opened with a delay of 0,18 seconds after pulling the reserve ripcord handle. The reserve cover flap wasn't moved or opened before the reserve ripcord handle was pulled.

The result of our investigations is that an increased friction between the reserve cover flap and the reserve container can lead to the unlikely event of a short delay of the opening of the reserve container.

### Procedures to be followed:

1. Make sure that the reserve cover flap and the reserve container is clean before jumping.
2. Open the reserve cover flap to check your pin, the reserve loop and your Cypres before jumping.

We are offering an upgraded reserve cover flap free of charge to all our customers who own an affected container size.

Please contact SIFE for any further information:

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**office@sife.at**  
**0043 699 181 00 656**

#### Authorised Signatory

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