



Riggers' Sub-Committee

Thursday 24 September 2015 at 1600

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

Present: Paul Applegate (AR) - Riggers' Sub-Committee Chair
Chris Gilmore (PR(v))
Pete Sizer (AR)
Ray Armstrong (AR)

Key:

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non voting)

Apologies: Jeff Montgomery, Rick Boardman, Phill Elston, John Curtis,
George Panagopoulos, Noel Purcell, Paul Stockwell, Kim Newton.

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

Observers: Gary Stevens, Mike Rust, Dennis Buchanan, Steve Saunders.

ITEM

1. DECLARATIONS OF INTEREST

The Chair invited declarations of interest relating to items on the agenda for this meeting. None were stated.

2. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 30 JULY 2015

Page 1, Item 2 – Next & Next Century Tandem Systems. The WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems was still ongoing. Unfortunately, Kim Newton (WG Chair) had been unable to be present at this meeting to give a progress report.

The Chair reported that he had been advised of damage found on a reserve loop on an Aircare Tandem rig. Various paperwork and photographs of the damaged loop had been tabled in advance. He stated that investigations were being carried out as to what may have caused the damage. In the meantime, Nicky Johnston had written to Aircare Tandem rig owners, recommending that all reserve loops are inspected every 50 jumps.

Page 2, Item 2. – The Chair reported that he had written to Rigger Examiners with regard to developing a system for integrating Non-BPA rated Riggers & Packers into the BPA system.

Page 2, Item 2 – Basic Rigger Training. The Chair reported that the Working Group set up to look at the BR training methods and any other issues in relation to Packer/Rigger training was still ongoing.

Page 2, Item 2 – Tour of Parachute Training Squadron & Parachute Engineering Squadron RAF Brize Norton. Unfortunately, the tour had been cancelled due to a lack of uptake.

Page 2, Item 4 – Equipment Maintenance Record Cards. A finalised version of the proposed data card would be presented to the next meeting.

Page 3, Item 5 – The use of Soft Links on Tandem & Student Equipment. Pete Sizer had been tasked with looking at the wording in the Riggers Technical Manual regarding Soft Links, which followed a decision at the previous meeting (30 July 2015) that only connector links (soft or metal) approved by the canopy manufacturer may be used on reserve canopies. A draft of Pete Sizer's suggested wording had been circulated to those present.

Following discussion, it was agreed by those present that Pete Sizer's suggested amendment to the Riggers Technical Manual be accepted. It was also agreed by the meeting that a BPA Safety Information be issued to publicise the amendment to the Manual.

There being no further matters arising, it was proposed by Pete Sizer and seconded by Ray Armstrong that the Riggers' Sub-Committee Meeting of 30 July 2015 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF THE 30 JULY 2015

There were no matters arising from the previous meeting.

4. TANDEM 100 JUMP INSPECTION BOOKS

No substantive proposed amendments to the Tandem 100 Jump Inspection Books had been received prior to the outgoing Agenda being circulated.

The meeting noted and agreed to a couple of minor adjustments to BPA Form 112b (Tandem Equipment Main Parachute Packing/Inspection Log & 100 Jump Equipment Inspection), which included the re-numbering of the Log from 100 – 1 to 1 – 100, as it was felt that this would assist with tallying the numbers.

5. ADVANCED PACKER COURSE REPORTS

- i) An Advanced Packers Training Course had been held at Netheravon from the 27 – 30 July 2015. George Panagopoulos had submitted a Course Report, a copy of which had been tabled in advance.

The Course was attended by Colin Jenkins, Richard Kimber and Roman Cnotalski. All candidates were advised to practise under supervision in preparation for the examination phase of the Course at a later date.

- ii) An Advanced Packer Examination Course was held at Netheravon from the 17 – 18 August 2015. George Panagopoulos had submitted a Course Report, a copy of which had been tabled in advance. The Course was attended by Roman Cnotalski.

The report noted that Roman had logged a total of 815 reserve pack jobs while living in Poland using his Polish ratings, and he was a very knowledgeable reserve packer. Roman successfully completed the Course and had been awarded Advanced Packer (Grade S) status.

Roman Cnotalski had subsequently attended an Advanced Packers Tandem Upgrade Course, which was held at Netheravon from the 1 – 2 September 2015. Roman was successful and was awarded with his Advanced Packer (Grade T) rating. George Panagopoulos had also submitted a Course Report, a copy of which had been tabled in advance.

- iii) An Advanced Packers (Round) Upgrade Course had been held at Skydive Headcorn from the 9 – 10 September 2015. The Course was attended by Chris Sharmon and Mathew Knight. Both candidates successfully completed the Course and were awarded Advanced Packer (Grade T) status.

Pete Sizer had submitted a Course Report, a copy of which had been tabled in advance.

- iv) An Advanced Packers Examination Course had been held at Skydive Headcorn from the 21 – 22 September 2015. Pete Sizer had submitted a Course Report, a copy of which had been tabled in advance.

Ralph Mitchell successfully completed the Course and had been awarded Advanced Packer (Grade S) status.

- v) An Advanced Packers Examination Course had been held at Netheravon from the 22 – 23 September 2015. George Panagopoulos had submitted a Course Report, a copy of which had been tabled in advance.

Christopher White successfully completed the Course and had been awarded Advanced Packer (Grade S) status.

6. BPA SAFETY NOTICES/INFORMATION BULLETINS

A BPA Safety Information Bulletin (3/15) had been issued concerning Vector Tandem (Grey) Ex-military containers & MVT 421 Reserve Canopies.

Vector Tandem (Grey, Ex-Military) containers that have had their grounding (SN 2/14) individually lifted by Riggers Committee must have their data card endorsed with the date of the relevant committee meeting.

ie #39605 "Cleared for use by Riggers Committee 30/07/15"

At present all other ex-military (Grey) Vectors containers remain grounded by SN 2/14 until presented with the appropriate documentation to the Riggers Subcommittee for acceptance.

The following MVT 421 Reserve Canopy has had its grounding (SN 2/14) individually lifted by the Riggers Committee. This reserve canopy is only cleared for use with the above Ex-Military (Grey) container.

i.e #VR-421-005459

7. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

A Product Service Bulletin had been circulated from Parachute Systems (South Africa) regarding the mandatory bar tacking on Vortex containers produced after 07/2014 that are fitted with a new style RSL and Sky hook system on the right side of the rigs.

The Sky-hook lanyard, which is manufactured by Parachute Systems, had been found, in some cases, to have a construction omission. The yellow loop is not included in the bar tacks on the lanyard in some cases. This could tear off when the RSL/Skyhook is activated.

Because the Velcro is fitted over the bar tacks on one side of the lanyard, it is not possible to see if they are through the yellow loop when inspecting a completed lanyard.

While there have been no reports on the lanyard pulling apart, the manufacturers advise that the affected rigs be bar tacked or zigzagged immediately before the next jump by a Master Rigger or equivalent.

The manufacturers state that their procedures for this are to add two bar tacks or two rows of zigzag stitching over the existing bar tacks. These will then be visible on both sides of the lanyard, through the Velcro tape.

Ray Armstrong expressed some concern with regard to these prescribed procedures, as in his opinion, over bar tacking may lead to a weakening of the area concerned, which he believed may lead to further complications.

The Committee noted Ray's concerns.

8. A.O.B.

- i) Ray Armstrong stated that it was his intention to submit a request for consideration at the next meeting for a general acceptance of military 421 Tandem reserves. He asked if anyone foresaw any issues with his intended proposal to let him know.
- ii) Pete Sizer had produced an update to the BPA Safety Notices/Information Index, a copy of which had been tabled for information:

2. Safety Information Bulletins

- 101. Tandem Vector #43482 & #43491 grounding lifted. SI 1/15, 18/2/15
- 102. Tandem Vector #35845 grounding lifted, Tandem Reserve MVT 421-005445 grounding lifted. SI 2/15, 9/6/15
- 103. Tandem Vector #39605 grounding lifted, Tandem Reserve MVT 421-005459 grounding lifted. SI 3/15, 6/8/15
- 104. Connector Links. SI 4/15, 24/9/15

8. Parachutes de France

- 51. Sticky freebags. BS-ATOM-25-001 25/2/15

12. UPT

- 63. Spectra Ripcords. PSB 2015-01 24/6/15

40. Parachute Systems

- 4. Skyhook RSL bartacks. PSB 2015-01 16/9/15

43. Paratec

- 9. Next Tandem secondary handles velcro only on one side. BPA Memo, 3/8/15

Date of next Meetings: Thursday 19 Nov 2015 at 4pm at the BPA Offices,
Glen Parva, Leicester

30 September 2015

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 2 NOVEMBER 2015

Distribution:

Chairperson Riggers' Sub-Committee, All CIs, All Riggers, Advanced Packers, Council, CAA
Editor – Skydive