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There being no further matters arising, it was proposed by Paul Stockwell that the Minutes of the Riggers be accepted as a true record.

3. **MATTERS ARISING FROM THE STC MEETING**

There were no matters arising from the previous meeting.

4. **PROPOSAL TO AMEND VARIOUS BPA PACKING CERTIFICATES**

A proposal from Rick Boardman to amend two forms with the agenda. Details of the proposed amendments were circulated and summarised below:

**Form 197 – Guidelines for Obtaining an Approval**

Deleted all references to student front mount rigging.

Replaced the second bullet point under Training with:

- "Certification for main parachutes and a CSI or AFFI (who also holds the same Certificate), or a Parachute Rigger."

Added under "General Information", Para 1, the following:

*"All packing and rigging related documents are to be submitted to the STC for approval."*

**Form 111 –Approved Packing Certificate**

Replaced the asterisked reference to who can certify with:

- "Certification for main parachutes and a CSI or AFFI (who also holds the same Certificate), or a Parachute Rigger."

Added under N.B. (1) the following:-

*"All packing and rigging related documents are to be submitted to the STC for approval."*

Following consideration, it was proposed by Rick Boardman that the above revised forms be accepted.

5. **CORRESPONDENCE FROM BILL SHARP**

The Committee discussed correspondence from Bill Sharp on the Agenda.

Bill Sharp had reported that he had been updating the manufacturers list. He noted that the manufacturers (Strong Parachutes) ([www.strongparachutes.com](http://www.strongparachutes.com)), an approved list of manufacturers compatible to be used with the TNT Tandem system, included the unusual step of approving the use of their own canopies into their equipment apart from their own.

Bill had stated approved or had taken in Subcommittee main into compatibility

had many years ago containers' products

policy that canopy had been and Rigger.

Bill Sharp had affect the B

Following cases set out a of various types

6. CORRESPONDENCE WEBSITE

Correspondence

Paul Stocky impressed references

Paul stated accompany BPA documents

Paul had also a manufacturer longer available worked. Although office, he did information

had a problem "Notice" from

safety risk to the

Paul Stocky the various

Following the Committee Mods website thus creating Sharp and C

being a developing

Until the Wd papers refer equipment This would

completing paperwork files for that particular me

7. DISCUSSION UK

This item had concerning

Rick Board qualified in stated that not have the high.

cannot in his

having the be either

Rick Boardman had expressed some concern that other Advanced Riggers may have been retrofitting the Skyhook to Javelin bridles without realizing that speaking, he was the only person in the UK licensed by Sunpath to do so.

Rick had therefore sought the Committee's opinion as to what they believe if an AR was faced with having to retrofit a skyhook.

Following discussion, it was stated that the BPA already had a well established permits a BPA Advanced Rigger or above to carry out work on any type of as it is to the same manufacturers specifications.

It was therefore confirmed by those present after further discussion that by from one Javelin bridle to another that the BPA policy would apply.

## 8. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Training Course had been held at Skydive 18 – 11 February 2016. The Course had been run by Noel Purcell and Pete Sizer.

Pete Sizer had submitted a Course Report, a copy of which had been

The Course had been attended by Simon Beech, Chad Smith and had reported that Drew had attended the Course for revision training more than 12 months since he had attended his original AP Training; candidates were advised to practice under supervision before presentation for the examination phase.

Pete Sizer had also reported that Noel Purcell had been well prepared of the lessons of the Course in a structured and logical manner and that he be added to the list of Riggers authorised to run and examine

- ii) An Advanced Packers Examination Course had been held at UK P (Beccles) from the 10 – 12 February 2016. Andy Page had submitted a Report, a copy of which had been tabled for information.

Javi Centeno-Gomez successfully completed the Course and was awarded Packer (Grade S) status.

- iii) An Advanced Packers Examination Course had been held at Nether February – 3 March 2016. George Panagopoulos had submitted a copy of which had been tabled for information.

The Course was attended by Reuben Wolfe who was advised to attend examination phase of the Course at a later date following a number of pack jobs.

- iv) An Advanced Packers Examination Course had been held at Skydive the 27 – 28 March 2016. Pete Sizer had submitted a Course Report had been tabled for information.

Drew Moon successfully completed the Course and was awarded Packer (Grade S) status.

## 9. BPA SAFETY NOTICES/INFORMATION BULLETINS

A BPA Safety Information Bulletin (1/16) had been issued regarding Next / Tandem Equipment.

At the Riggers Subcommittee meeting of the 04 February 2016 it was decided that the recommendation made by the Working Group on the 20 of November 2015 (SI 5/15), that the inspection of the reserve closure loop be extended to 100 jump intervals between inspections may now fall in line with the current requirements for the 100 jump Tandem Equipment inspection.

The condition of the reserve closure is to be checked at the same time as the 100 jump Tandem Equipment inspection and documented on forms 112A and 112B (ROI and Blue book).

The reserve closure loop check is to conform to the same time and extension constraints as the 100 jump Tandem Equipment inspection, at which time a new reserve loop must be fitted.

Any closure loops which are found to be in good condition are no longer required to be sent to the working group as evidence, although you are advised to keep these on record as it is seen as good practice.

#### **10. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS**

The Chair reported that Parachute Systems have released a further update to their product service bulletin (PSB# 2016-01) concerning DSF Stainless Steele hardware on Vortex Harness Containers. This bulletin would be attached to the Minutes for information.

#### **11. A.O.B.**

- i) Tabled to those present was correspondence from Pete Sizer.

Pete Sizer reported that Mike Morton had attended an Advanced Packers Training Course at Skydive Headcorn in January 2014, before the time limits were introduced.

Pete stated that Mike Morton had packed a number of reserves under his supervision over the past two years, but as a weekend jumper accumulating enough re-packs had taken a long time. Mike Morton was now approaching 20 pack jobs and Pete Sizer requested that Mike undergoes an extended exam phase to ensure that he was current in all aspects and that this exam takes place within the next six months.

It was proposed by Pete Sizer and seconded by Rick Boardman that the above request be accepted.

**Carried Unanimously**

- ii) The Chair reported that Chris Gilmore had identified a numbering error in BPA Form 290 (Advanced Packer Tandem Guide for Tandem Reserves – issue 2) following the previous update. Chris had stated that when he had added the MVTC-3R (421), he had listed it as number 18, instead of number 2. He had therefore, amended the form to maintain consistency. Chris stated that he had also added the 402 from Paratec, which had been accepted for many years in a variety of containers, including the UPT/Vector, to include the UPT Sigma. A draft of Form 290 (issue 3), had been tabled for information, and the various amendments were noted by those present.

- iii) The Chair reported that he had received a number of Rigging/Packing Confidential Reports involving the same Advanced Packer. He stated that whilst he was still investigating the various alleged packing related anomalies, there was one issue specifically that he wished to bring to the Committee's attention that had been mentioned in all of the Reports.

The Chair stated that on opening up a number of reserves to conduct a routine inspection and re-pack. A small piece of paper which contained info relating to the Advanced Packer concerned had been found tucked inside the reserve slider. The understanding was that it had been their idea to 'catch out' other Advanced Packers that may be pencil packing their pack jobs.

Following discussion, the Committee reminded Packers that they should not under any circumstances place any foreign objects including pieces of paper into their re-pack jobs.

It was also agreed by those present that a reference to this should be included in the Riggers Technical Manual.

Date of next Meeting: Thursday 2 June 2016 at 4pm

Venue to be notified due to the planned BPA office re-furbishment

19 April 2016

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 16 MAY 2016**

**Distribution:**

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

PRODUCT SERVICE BULLETIN

**parachutesystems**

Reg No: 2002/050029/23

PRODUCT SER

Co

ISSUE DATE: 24<sup>th</sup> Februar

A small number of harness  
stainless steel base ring as



These DO form part of the recall and are in addition to the ones referenced in the original Bulletin (PSB#2016-01) stamped "DSF".

We were unaware that the manufacturer changed their stamp on the rings at the time we published the first Bulletin.

The original Bulletins are hereby corrected and should include the harness containers with the rings stamped as this picture indicates. All references in all Bulletins and Notices include products with either one of these stamps on the stainless steel base rings.

**Harness containers with stainless steel base rings with either or both of these stamps are immediately grounded and affected by the recall.**

These should immediately be registered and returned for replacement.



32 Melbourne Road, Dalbridge  
Durban, SA 4014  
Tel: (031) 304 8038 / Fax: (031) 304 8082  
E-mail: vortexrecall@parachutesystems.com  
Web: www.parachutesystems.com

Reg No: 2002/050029/23

Serial numbers of containers with the stamp in question are:

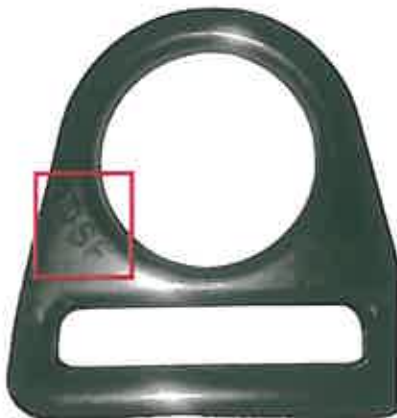
**0322514, 0322535, 0322540, 0322541, 0322542, 0322543, 0322544, 0322545,  
0322546, 0322547, 0322548, 0322549, 0322550, 0322551, 0322552, 0322553,  
0322554, 0322555, 0322556, 0322558**

**SUBJECT:** Stainless Steel Base Ring Hardware on Vortex Harness Containers with DSF stamp or Daesung logo (as pictured)

**STATUS:** **All Harness Containers with Stainless Steel base ring hardware stamped DSF AND with Daesung logo are Permanently Grounded (Product Recall)**

**IDENTIFICATION:** Vortex Harness Containers Fitted with Stainless Steel Base Rings as identified below:

All DSF/and Daesung logo printed Stainless Steel Hardware (Part Number: H38005) ,this includes the stainless steel mini base ring and hip and chest rings identifiable by DSF stamp and logo stamp as in picture below.







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Reg No: 2002/050029/23

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**ORIGINAL BULLETIN PSB#2016-01**

**NAME:** DSF Stainless Steel Hardware on Vortex Containers (PSB # 2016-01)

**BACKGROUND:**

On January 2nd, 2016, a photograph of a stainless steel ring with DSF imprinted on it was sent to us by our dealer in Holland. This ring was observed by a jumpmaster/loader prior to boarding. We think the ring cracked and was pulled apart by about ten millimeters on one side, on the previous opening. The harness/container only had four jumps on it, according to the dealer. Without much information and due to the holiday weekend, we were unable to assess exactly what had occurred and we therefore ground all the Vortex containers with this stainless steel hardware pending a full investigation in the interests of safety. The manufacturer of these stainless steel rings, Daesung Forge, flew to meet with us and lengthy discussions were conducted and the product was reviewed against test results and conformance specifications. Opinion was also garnered on testing the rings in the harness containers, replacement of the rings only and it was concluded that in the absence of a means to test each ring on the container without damage to it and a further risk to the integrity of the harness/container which could occur in the unpicking process, that the best solution was a replacement. On Saturday 9th, 2016, agreement was made between ourselves and Daesung Forge to implement a replacement program for these affected harness containers. The harness containers that are in use with this hardware are therefore permanently grounded and must be returned to our facility in order to be entirely removed from use and circulation.

**Affected Vortex Rigs: All Harness Containers fitted with Stainless Steel DSF hardware**

**Notice regarding Grounded Vortex Harness Containers referenced in Safety Bulletin 2016/01**

To : All Parachute Systems Dealers and Customers

After extensive meetings, discussions and opinion, we wish to advise our customers:

1. While the hardware manufacturers believe the compromised stainless steel ring could be an isolated incident, and expert opinion has confirmed this is very possible, in the absence of being able to test every single ring quickly and efficiently, both companies



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Reg No: 2002/050029/23

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- have decided that they will not risk the possibility of even one Harness Container in the field with a potentially faulty stainless steel ring.
2. It has been decided, therefore, that every Vortex Harness Container with the stainless steel hardware as referenced in the Bulletin and stamped "DSF" BE GROUNDED PERMANENTLY.
  3. This grounding does NOT pertain to the Vortex Harness Containers that do not have the referenced stainless steel hardware per the Bulletin and stamped "DSF".
  4. It has been further agreed to by both companies, that EVERY Vortex harness container that has the stainless steel hardware as referenced in the initial Bulletin, will be replaced with a brand new identical Harness Container as the original order.
  5. The replacement phase (VORTEX REPLACEMENT PROGRAM) will commence immediately and the closing date for the receipt of claims under this program is December 31st, 2016.
  6. Manufacturing and delivery of new harness containers will be done in the fastest and most expeditious way possible and will include an increased production line/s for this specific purpose which will not delay or impact new orders.
  7. All new VORTEX replacements will be made 'standard' with the new Skyhook ready design and magnetic riser covers (unless otherwise requested), which will provide all replacement customers the ability for an after market Skyhook fit and give them the upgraded magnetic riser covers.
  8. Any changes to the size and extra options from the original order will attract charges outlined on the registration form discussed hereunder.



Reg No: 2002/050029/23

**The procedure for the CI**

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available  
harness c  
[vortexrecall@parachutesystems.com](mailto:vortexrecall@parachutesystems.com)

b. The harn  
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with such

d. Each harn  
accessori  
**RETURNED with the harness contain: RSL (if there is one) , Risers IF there is an RSL, Reserve freebag, Reserve Rip Cord and Cut Away Handle.**

**DISTRIBUTION:**

1. All registr
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3. All Parach
4. National
5. Military P
6. PIA Para
7. All drop z

We apologize to all our c  
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our most important conc



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**Authorizing Authority**

**Chris Dales, Managing Director**

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E-mail: [vortexrecall@parachutesystems.com](mailto:vortexrecall@parachutesystems.com)  
Web: [www.parachutesystems.com](http://www.parachutesystems.com)

A handwritten signature in black ink, appearing to read "C. Dales", is written over a horizontal dotted line.

Christopher Dales

Managing Director: Parachute Systems