## Riggers' Subcommittee

### Thursday 2 June 2016 at 1600

at Blaby Civic Centre, 22-24 Leicester Road, Blaby, Leicestershire LE8 4GQ

Present:

Paul Applegate (AR)

Riggers' Subcommittee Chair

Bill Sharp (RE)

Paul Stockwell (PRv)
Mathew Knight (PRv)
Richard Wheatley (PRv)
Karen Saunders (AR)
Pete Sizer (RE)

Key:

RE = Rigger Examiner
AR = Advanced Rigger
PR(v) = Parachute Rigger (voting)
PR(nv) = Parachute Rigger (non-voting)

**Apologies:** 

Rick Boardman, John Curtis, George Panagopoulos, Noel Purcell.

In Attendance:

**Tony Butler** 

Chief Operating Officer

Jeff Montgomery

Chair STC/Safety & Technical Officer

John Hitchen

Vice Chair STC

Trudy Kemp

Assistant to COO/STO

**Observers:** 

Martin Cole, Steve Saunders, Packer (ref. item 7iii(a).

### **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' SUBCOMMITTEE MEETING OF THE 7 APRIL 2016

<u>Page 1, Item 2 – Next & Next Century Tandem Systems</u>. There was nothing to report from the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems.

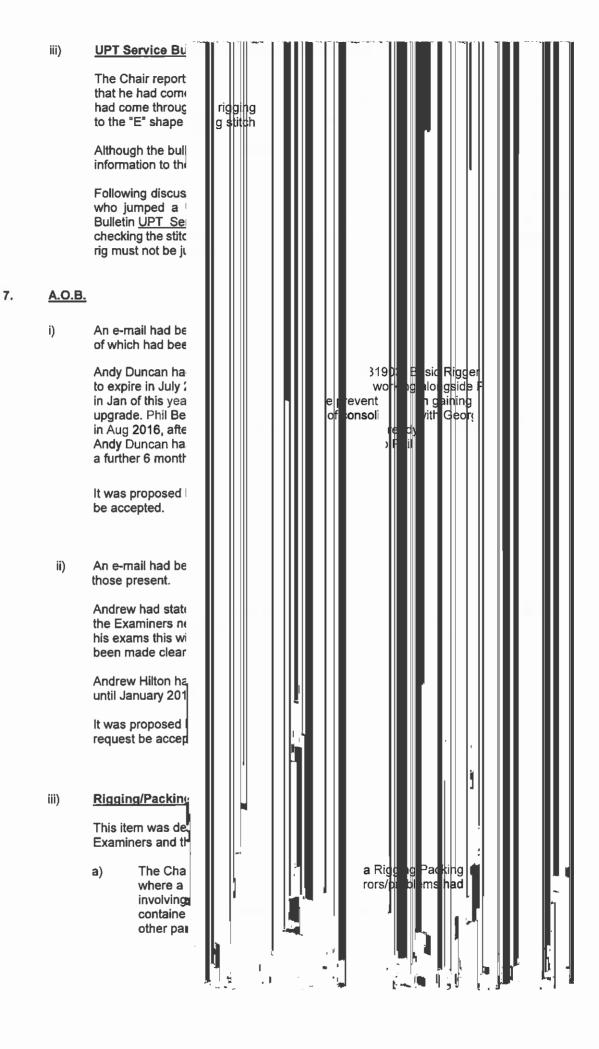
<u>Page 1, Item 2 – Non-BPA Rated Riggers/Packers & Basic Rigger Training.</u> The Chair reported that the WG set up to look at developing a system for integrating Non-BPA rated Riggers & Packers into the BPA system, as well as looking at BR training methods and any other issues in relation to Rigger and Packer training, was still ongoing.

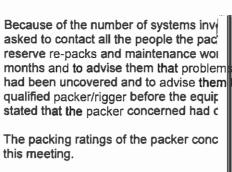
<u>Page 1, Item 2 – Equipment Proposal Request</u> Ray Armstrong had agreed to look at compiling a list of manufacturers who were recognized by the BPA for manufacturing Student main and reserve canopies. This item was still ongoing.

<u>Page 1, Item 2 – Proposal to amend Various Rigging Related Forms</u>. Rick Boardman reported that he had re-drafted the Student/Tandem Harness & Container Initial Clearance forms following the February meeting, which he had circulated to various Committee members and staff for comment.

	pave the looking support links via Paul rejinvolved Bill Shanot be or re-draw consider Page 3. UK. An clarify a previous Rick Bo Riggers the age discussic confirme out this As Sunjuthat he lany other links any other providing still aware providing still aware providing that the still being the still be still be still being the still be still be still be still be still be	e meeting into creating paper at the Tand ported that it.  rp stated of a good on. This meration an e-mail from number is meeting ardman his subcommoda gave ion, where do with S specific who path's UK had no interrigger, ardman his firme to a din 2008 g a bartaliting a resulting a								
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ii)	Panagopoulos at Co attended by Phil Be (Grade T) status. George Panagopou tabled to those pres	
iv)	An Advanced Packe from the 8 – 11 May Wilson. Both candid following a number of Andy Shaw had sub present.	(2016 dates
5. <u>B</u> F	PA SAFETY NOTICES/INI	
Th	nere had been no BPA Saf	
6. <u>M</u> /	ANUFACTURERS' SAFE	
i)	Advanced Aerospace replacement remind and would also be a	This ha
ii)	A Maintenance Informaintenance had be also be attached with Airtec have stated the improvement they have been shighly recommended. The COO reported of the discussion had commintenance, as many updates etc. He also problems in South A. Following considerate to warrant BPA charmada and it was agrof CYPRES AAD unite Therefore, any CYPR still adhere to the four it was proposed by Information Bulletin in the state of the still adhere to the still adhere to the four information Bulletin in the state of the state	ave changed its en manufactured





The packer concerned was present at i comment and answered questions in repacker concerned reported that all equivore 70) as requested and that no furtipacking had been found. The packer is respect of packing tools to avoid the sale

The packer concerned stated that they by an independent Rigger Examiner on techniques and also to demonstrate the

The Committee were satisfied that this and Pete Sizer volunteered to be the in

It was therefore proposed by Pete Size above course of action be followed pric packing ratings re-instated.

This carried unanimously by those REs

buld be prepared eir pasking and i tool control.

b) The Chair gave the meeting details or report received since the meeting. He concerned had dealt with this matter concerned of their responsibilities. If the actions taken by the Cl and state packer concerned.

The meeting then resumed in open other matters under AOB.

iv) Discussion then ensued with regard to the B of rigging and packing related incidents in gent was not being used as it was originally intended.

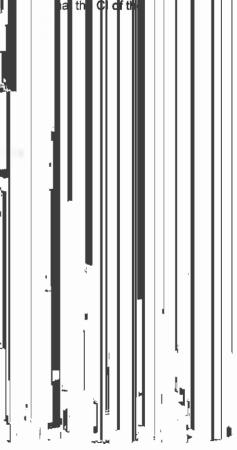
The Committee believed that a more formal at and that thought should be given to perhap parachuting related incidents are reported.

It was felt by those present that in this way m developing trends could be monitored.

The Committee agreed that this subject warr

Date of next Meeting:

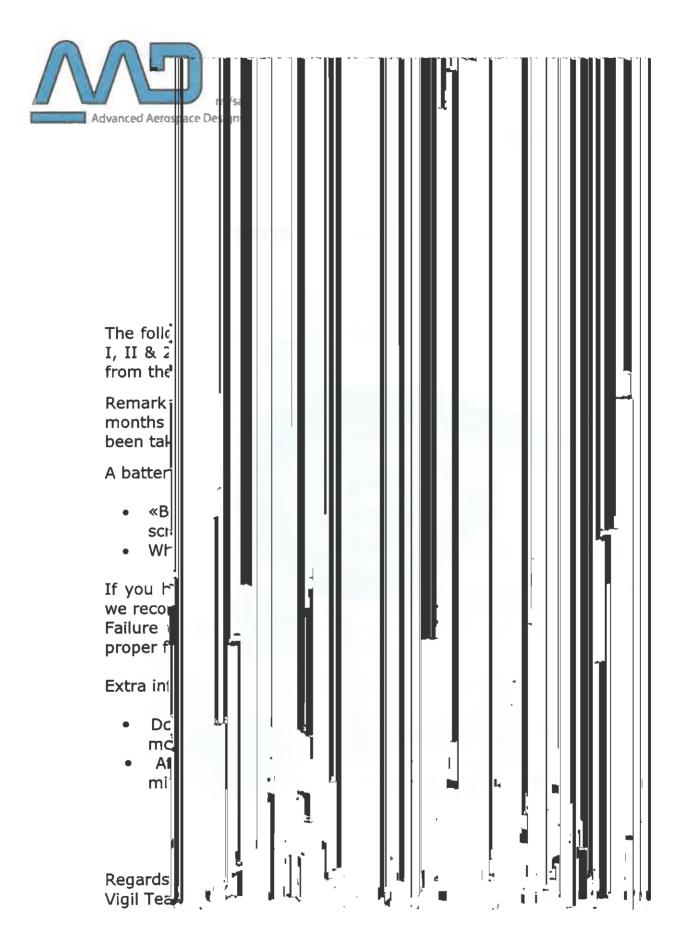
Thursday 28 July 2016 at 4pd Blaby Civic Centre



10 June 2016

# PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 11 JULY 2016

<u>Distribution:</u>
Chairperson Riggers' Subcommittee, All Cls, All Riggers, Advanced Packers, Council, CAA Editor – Skydive







### CYPRES Maintenance turns from mandatory to highly recommended

After 25 years of experience and continuous product improvement Airtec uses its possibility to change the maintenance for new CYPRES from "mandatory" to "highly recommended" For background, circumstances and concrete decision please read the following text.

Here is the present situation and the Airtec philosophy:

Our understanding of an AAD is that it should never misfire (to avoid injuries and fatalities and to carry out its life saving action with 100 percent reliability.

That is an unbelievably difficult task to achieve. Therefore the design of the device and expecially the manufacturing process makes everything unique at Airtec. All modules are of the highest industry standard. Despite of that every single one of them is tested and in case of any doubt sorted out before being processed. The production of a civilian CYPRES is a 1 day detailed hand-worked process. All manufacturing is solely carried out in Wünnenberg Germany.

A CYPRES maintenance does not only consist of a typical maintenance as to be expected but much more. For instance: adjustments to new developments in the sport and adjustment to changing conditions in the environment, additional properties, enhanced efficiency, new features, hardware updates and software updates. In addition all repairs that might be new essary are done and if parts or modules need to be replaced, they will be replaced for free When a CYPRES gets back to the owner it has the latest features and is technically like new Furthermore the warranty is extended until the next maintenance.

This service with its flat rate price is more than worth it.

Currently we have carried out 231,823 of these procedures.

### But now there is a difficulty:

In an increasing number of cases, CYPRES owners face problems with custom authoritie when their unit returns after maintenance. It is custom bureaucracy which creates delays hassle and frustration and increases the price.

As part of the skydiving community we believe we should to do something against it.

As a result of full 25 years of continued research, development and experience we can no justify a change in the maintenance policy better than ever before in the history of CYPRES This gives the possibility to support those skydivers and still provide everybody else with the benefit of the CYPRES maintenance. Because of all these circumstances we are changing the status of the CYPRES maintenance for new civilian CYPRES and those manufacture since January 1, 2016\* from "mandatory" to "highly recommended".

This change should give users the freedom to choose the best of all options and still offer the benefit of the CYPRES maintenance to everybody.





This is what CYPRES has achieved so far:

CYPRES has accompanied 121 million jumps.

CYPRES has saved far more than 3,000 skydivers from certain

death.

All CYPRES have always activated and always cut the reserve loop

when the conditions for an activation have been met.

With no exception. For 25 years. \*\*

That is absolute reliability. Something many people believe is

impossible.

and:

Twenty-five years ago virtually nobody used an AAD, although there were more AAD brands available than today. Everybody was extremely afraid of dangerous misfires.

Only the reliability of CYPRES turned the attitude of skydivers worldwide towards AADs upside down

from 25 years ago "don't want" to today "must have".

Through its perfection CYPRES has improved the safety in the sport dramatically. Through its existence CYPRES has greatly helped to make skydiving popular.

and now CYPRES Maintenance turns from mandatory to highly recommended

- \* From January 2016 we have done technical changes that permit this decision.
- \*\* To our knowledge in April 2016

### AWARNING

Although the CYPRES maintenance is no longer mandatory, it is still highly recommended. A portion of the CYPRES reliability over the past 25+ years is attributed to the 4 and 8 year maintenance cycle with an end of the guaranteed life at 12.5 years. If these recommendations are not followed for a particular CYPRES, that unit's ability to cope with changing conditions, its precision and its reliability will decrease and even its functionality might be considerably limited or impossible. It is your responsibility to weigh possible advantages and disadvantages and as such, you bare any and all possible consequences of choosing not to have the maintenance performed.

If you or your friends or relatives are not willing to accept the uncertainties and risks that CYPRES might generate, then you must not use CYPRES.

CYPRES is the abbreviation of CYbernetic Parachute RElease System