



---

## **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**

**Page 1, Item 2 – Next & Next Century Tandem Systems.** 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.

**Page 1, Item 2 – Non-BPA Rated Riggers/Packers & Basic Rigger Training.** 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.

**Page 1, Item 2 – Equipment Proposal Request** 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.

**Page 1, Item 2 – Proposal to amend Various Rigging Related Forms.** 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.

Page 3, Item 6 -  
gave the meeting  
looking into crea  
supporting paper  
links via the Tan

Paul reported the  
involved.

Bill Sharp stated  
not be of a good enough  
re-drawn. This may also  
consideration an

Page 3, Item 7 -  
UK. An e-mail from  
clarify a number  
previous meeting

Rick Boardman from  
Riggers' Subcomm  
the agenda gave  
discussion, when  
confirmed with S  
out this specific v

As Sunpath's UK  
that he had no in  
any other rigger,

Rick Boardman from  
plenty of time to  
achieved in 2008  
providing a barta  
still awaiting a re:

Page 5, Item 11/  
to the rigger conc  
that there were a  
still being investig

There being no fr  
Pete Sizer that th  
as a true record.

3. MATTERS ARISING

There were no m

4. ADVANCED PACE

i) An Adv  
(TSE), B

The Cou  
examina  
(Grade 3

Chris Th  
those pre

ii) An Advanced Package Panagopoulos at C/ attended by Phil Bel (Grade T) status.

George Panagopoulos tabled to those pres

iii) An Advanced Package the 14 – 15 April 20 awarded AP (Grade

Pete Sizer has sub present.

iv) An Advanced Package from the 8 – 11 May 20 Wilson. Both candidates following a number

Andy Shaw had sub present.

5. **BPA SAFETY NOTICES/INI**

There had been no BPA Saf

6. **MANUFACTURERS' SAFE**

i) Advanced Aerospace Designs replacement reminder: This ha and would also be a

ii) A Maintenance Inform maintenance had be also be attached with

Airtec have stated th improvement they have changed its units which have been manufactured "highly recommende

The COO reported o the discussion had c maintenance, as ma updates etc. He als problems in South A

Following considerat to warrant BPA chan AADs and it was agr, of CYPRES AAD uni

Therefore, any CYP still adhere to the fou

It was proposed by F Information Bulletin

regarding CYF information,

iii) **UPT Service Bu**

The Chair report that he had come had come through to the "E" shape

rigging g stitch

Although the bull information to the

Following discuss who jumped a Bulletin UPT Ser checking the stitc rig must not be ju

7. **A.O.B.**

i) An e-mail had be of which had bee

Andy Duncan ha to expire in July 2 in Jan of this yea upgrade. Phil Be in Aug 2016, afte Andy Duncan ha a further 6 month

31900 Basic Rigger working alongside F e prevent on gaining of consoli with Geor ready Phil

It was proposed l be accepted.

ii) An e-mail had be those present.

Andrew had state the Examiners ne his exams this wi been made clear

Andrew Hilton ha until January 201

It was proposed l request be accep

iii) **Rigging/Packin**

This item was de Examiners and th

a) The Cha where a involving containe other par

a Rigging Packing rors/problems had

Because of the number of systems involved, the packer concerned was asked to contact all the people the packer concerned reserve re-packs and maintenance work for the next 12 months and to advise them that problems had been uncovered and to advise them to have their equipment inspected by a qualified packer/rigger before the equipment is used. The packer concerned stated that the packer concerned had contacted all the people concerned.

The packing ratings of the packer concerned were reinstated at this meeting.

The packer concerned was present at the meeting and made a comment and answered questions in relation to the packing. The packer concerned reported that all equipment (over 70) as requested and that no further packing had been found. The packer concerned advised the packer concerned in respect of packing tools to avoid the same problem occurring.

The packer concerned stated that they would be prepared to have their packing and rigging techniques inspected by an independent Rigger Examiner on their packing and rigging techniques and also to demonstrate their tool control.

The Committee were satisfied that this was a satisfactory outcome and Pete Sizer volunteered to be the independent Rigger Examiner.

It was therefore proposed by Pete Sizer that the above course of action be followed and the packing ratings re-instated.

This was carried unanimously by those REs present.

- b) The Chair gave the meeting details of the report received since the meeting. The packer concerned had dealt with this matter and the packer concerned of their responsibilities. The packer concerned stated the actions taken by the CI and stated that the packer concerned was satisfied with the actions taken.

The meeting then resumed in open session and dealt with other matters under AOB.

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

The Committee believed that a more formal approach should be taken and that thought should be given to perhaps a separate report on parachuting related incidents are reported.

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

The Committee agreed that this subject warrants further investigation.

Date of next Meeting: Thursday 28 July 2016 at 4pm  
Blaby Civic Centre

10 June 2016

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

**Distribution:**

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



Advanced Aerospace Designs

The following  
I, II & 2  
from the

Remarks  
months  
been taken

A battery

- «B  
sch
- Wh

If you have  
we recommend  
Failure of  
proper function

Extra information

- Document  
mc
- All  
mi

Regards  
Vigil Team



AAD nv/sa. Advanced Aerospace Designs - Belgium - Formerly: Bristol Babcock Benelux nv/sa

193, Bld. A. Reyers • B-1030 Brussels • T: +32 (0)2 732 65 52 • F: +32 (0)2 736 06 27 • info@vigil.aero • www.vigil.aero  
V.A.T.: BE 0428.488.590 • R.C.B.: 477955 • Bank: Fortis 210-0624852-30 • Swift: GE BA BE BB 36A • IBAN Code: BE15 2100 6248 5230

## **CYPRES Maintenance turns from mandatory to highly recommended**

After 25 years of experience and continuous product improvement Airtec uses its possibilities 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 especially 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 necessary 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 authorities 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 do something against it.

As a result of full 25 years of continued research, development and experience we can now 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 manufactured 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

### **▲ WARNING**

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