# Riggers' Subcommittee

## Thursday 22 September 2016 at 1600

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

Present:

Paul Applegate (AR)

Riggers' Subcommittee Chair

Rick Boardman (AR) Matt Knight (PRv) Paul Stockwell (PRv) Gary Stevens (PRny)

Key:

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

**Apologies:** 

John Curtis, Pete Sizer, Noel Purcell, Ray Armstrong, Dave Major,

George Panagopoulos.

In Attendance:

Tony Butler

Chief Operating Officer

Jeff Montgomery
John Hitchen

Chair STC/STO Vice Chair STC

Trudy Kemp

Assistant to COO/STO

Observers:

Martin Cole, Alex Busby-Hicks.

#### **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 28 JULY 2016

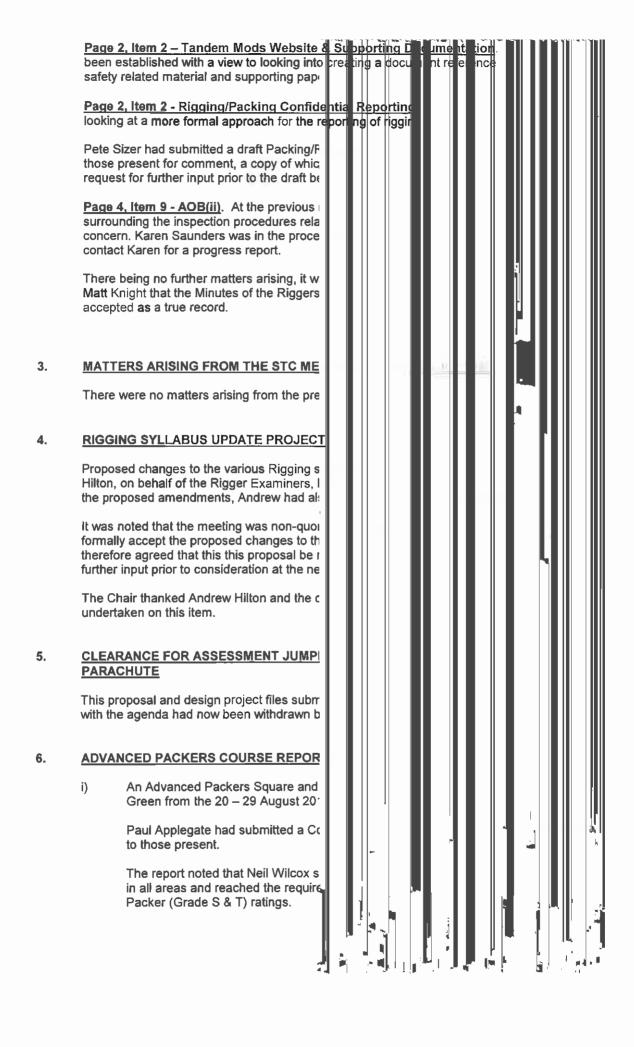
<u>Page 1, Item 2 – Next & Next Century Tandem Systems</u>. There was nothing further to report on the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems.

<u>Page 1, Item 2 – Non-BPA Rated Riggers/Packers & Basic Rigger Training</u>. This item was on the main agenda.

<u>Page 1, Item 2 – Equipment Proposal Request</u>. At the meeting in November 2015, Ray Armstrong agreed to look at compiling a list of manufacturers who were recognized by the BPA for manufacturing Student main and reserve canopies.

The Chair reported that unfortunately, Ray Armstrong was no longer able to progress this item.

Page 1, Item 2 – Proposal to amend Various Rigging Related Forms. Rick Boardman reported that he was in the process of drafting the Student/Tandem Harness & Container Initial Clearance forms and stated that the draft documents would be available for consideration at the next meeting.



ii) An Advanced Packers Training Course had been held at Netheravon from the 22 – 25 August 2016. George Panagopoulos had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Jonathan Charles, Daniel Mercer and Tana Quigley. All candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

iii) An Advanced Packers Training Course had been held at Skydive Hibaldstow from the 5 – 8 September 2016. Noel Purcell had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Liam Goddard and Ionut-Lucien Ciofu. Both candidates were advised to attend the examination phase of the Course following a number of supervised reserve re-packs.

iv) An Advanced Packers Examination Course was held at Netheravon from the 20 – 21 September 2016. The Course was attended by Stephen Handley.

George Panagopoulos had submitted a Course Report, a copy of which has been circulated to those present.

Stephen Handley successfully completed the Course and was awarded Advanced Packer (Grade S) status.

#### 7. BPA SAFETY NOTICES/INFORMATION BULLETINS

Following the previous meeting, a BPA Safety Notice had been issued with regard to Sport parachute equipment cutaway cables.

#### 8. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

A Service Bulletin (BS-Atom-25-002) concerning all harness/containers single and dual manufactured by Parachutes de France, which had been issued by them on them on 11 July 2016, and previously circulated for information.

The subject concerned hydrolyze phenomena of the cordura fabric used for the reserve container in extreme conditions of temperature and humidity, as per BS-ATOM-25-001, dated 19 February 2015.

Parachutes have been found, after a favorable inspection at the last packing, with a degraded and sticky coating. The phenomenon has been listed on the black military equipment manufactured in 2004/2005 and to a lesser extent 2009 (1 isolated case). In civil activity it was confirmed cases on other colours but information (colour and serial number) are not sufficient to isolate a batch of fabric (colour or date of manufacturing).

The manufacturers have asked for all parachutes whose reserve container is not double-lined (or in manufacturing or repair):

- For all equipment with a black reserve container manufactured between November 2004 (Serial Number PKxxx) and September 2005 (Serial Number QJxxx), to modify the reserve container in accordance with the BS ATOM-25-001 before the next jump.
- -For the other parachutes, check every 4 months the aspect of the coating. This periodic checking will be retained until application of the SB ATOM-25-001 (repair or preventive action).

The Committee clarified that any reserve repacks that may have been conducted since 11 July 2016 should be re-opened and inspected at the 4-month point. If the inspection is

conducted by the same person who packed it, he/she pack job to the 6-month point. The inspection should Inspection.

Copies of both Service Bulletins 25-001 & 25-002 wou Subcommittee Minutes.

#### 9. A.O.B.

#### i) Incident Report

The Chair reported on an incident where a jur deployment at approx. 4000ft.the ripcord cable. He stated that it was believed this was at least had popped open. The equipment (Aerodyne further investigation.

Matt Knight gave the meeting details of a nun the States where the reserve had popped at h container.

The Chair agreed to investigate this matter full

ii) Rick Boardman reported that himself, Nader / working with the SWS Fire Tandem manufact a future Riggers meeting for acceptance of thi Deployment (DRD) installed.

In the meantime, Rick and Gary presented an parts fitted, to enable the Committee to have a

There was some concern expressed by those Rick Boardman agreed to address the various manufacturer.

#### iii) Rigging/Packing Confidential Report

The Chair advised the Committee that he had where it had been found that four parachute ri the same packer. The soft links on the reserve correctly. A number of other packing/paperwo

The Chair stated that the packer concerned he they had completed work for that involved equassembled with soft links.

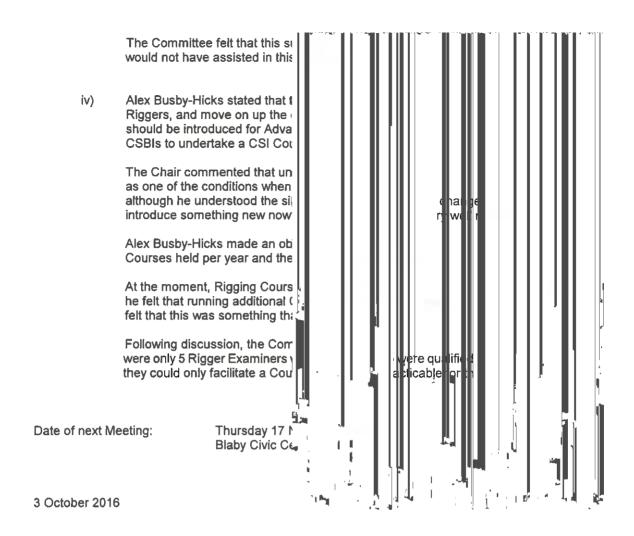
In the meantime, the packing ratings of the pasuspended.

The Chair reported that he had spoken to the was are willing to be re-examined by an indep reinstatement of their AP rating.

The Committee were satisfied that this was ar instance.

The Chair stated that he felt that an annual cube introduced and/or guidelines produced for upacker is current in all aspects of reserve pactare signing off their ratings at membership remarks.

a prema short, causing the particular |st Gar aim formally apply to : Direct Reserve



# PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 31 OCTOBER 2016

#### **Distribution:**

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

Reserve Type

Location

Wharf Way, Glen Parva, Leicester, LE2 9TF

Tele: 0116 278 5271, Fax: 0116 247 7662, e-mail: skydive@bpa.org.uk

Packer/Rigger

## PACKING/RIGGING INCIDENT REPORT

The object of this form is to encourage Packers and Riggers to share information, following a packing or rigging incident on the ground. Please fill in each section with as much detail as possible.

A.P./Rigger number

Date

Brief Title of Occurrence/Incident											
Description of Occurrence/Mistake/Incident											

Please answer where applicable										
Has the rigger/packer been informed ?	When?	What (if any) was their response?								
Has the kit manufacturer been	When?	What (if any) was their response?								
informed?	when:	what (ii any) was their response:								
RIGGERS CHAIRMAN COMME	NTS-ASSESSMENT/ACTION TAKEN	SUGGESTIONS TO PREVENT								
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Form

#### Rigging Syllabuses update project

Since January 2016 I have been in discussion with the BPA Rigger Examiners about updating and modernizing various aspects of the existing Rigging Courses and associated Syllabus documents.

At this time the below are the proposed amendments and background as applicable for consideration of the Committee.

If and when any of each of these are approved, I shall then incorporate into the relevant forms and paperwork via another Riggers Meeting for finalization.

Regards,

Andrew Hilton BPA Advanced Rigger / Examiner Rigging Syllabuses Update Working Party 2016

# Form 199 - Basic Riggers Course Syllabus The two points below in the "Limitations" section are saying the samto just one, the one not in strikethrough text. Limitations of work Basic Riggers are cleared for all work done within the Basic Rigge work has to be inspected and signed for by a supervising Para standing. After successfully completing the Basic Rigger course and prior candidates will work under the supervision of a Parachute Rigger supervising rigger will sign and be responsible for all work carried Form 200 - Parachute Riggers Course Syllabus Correct typo — "Submission of previous manufactured compe "Submission of previously manufactured components" Remove pullout pilot chutes and replace with a pud pilot chu toggle pilot chute and a pud pilot chute Add BOC pocket Add a variety of steering toggles - Velcro and Velcro-less Change wording of course requirements to clarify that when candidate MUST bring one of each item on the syllabus; non-Wherever safety stows are referenced, mention Form 256 w Form 201 - Advanced Riggers Course Syllabus Remove the current "The establishment must have a minim candidates" to align with the other Rigging Course Establishment critethe other syllabuses.....this must have been an oversight in the AR syl Extend the AR course to 5 days not 4 days. The extra day is by sufficient for such a high level rating, and the extra day aligns courses usually running alongside. Remove AP(Rounds) from the AR syllabus.

### Form 202 - Rigger Examiner Course Syllabus

- Change the part requiring "PR course attendance" intattendance".
  - This would align with the BPA Instructor Examiner re
  - Also, the PR course activities are all included in a BR Assist Examiners with the course planning and preparation Check each candidate's course work

Check each candidate's submission of previous work
Mark all candidate's training records with the assistance of
Complete a course report

Debrief candidates

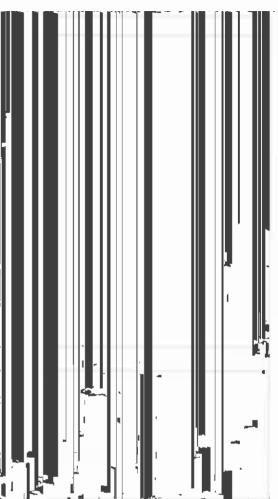
Recommend any changes in the course to the Examiners

An RE needs to be an experienced teacher of riggers, replacing the PR course with the BR course better pre-

 Note requirement to be ready from day 1 to do all les rest on 2<sup>nd</sup> BR course

### Form 169 - Advanced Packer Course Syllabus

- Remove the (S, R) course option, thereby making of ram-air systems. Splitting across S and R these of for initial qualification.
- According to this form currently PRs can run and t be able to supervise APs and teach BRs as they alre as a PR to run such courses anyway. This should be as only ARs or above can examine these.



#### **Other Miscellaneous System Changes**

Place formal rating requirements for all rigger ratings into the Ops Manual Rigging Section and remove them from the syllabus.

For example – for a BR

Must be a full BPA Member

Must have a BPA Advanced Packer Qualification Grade (S)

Must hold a BPA Approved Packing Certificate that includes a Tandem system (i.e. a Tandem main packing certificate).

A written recommendation from a CI or Advanced Rigger who has known the candidate for a minimum of six months.

- These are duplicated between the Ops Manual and Syllabuses. Putting them in the Ops Manual aligns with Instructor Course requirements. This also emphasizes the importance of having these at the start of a course. Any deviation attempted by a candidate on this is now an (unacceptable) breach of the Ops Manual.
- Add the Rigging Question Pool to the BPA Rigging Manual that Pete Sizer authored and is available on the BPA website. It will sit well at the end of that document as the studying that needs to be done. The answers will not be given. Candidates should seek out the answers from all the resources listed elsewhere in The Rigging Manual.
- Another subject that was mooted for discussion from was the notion of 'split examination courses'. This refers to the very old past practice of a candidate doing their exam 2.5 days with one examiner at one location and the other 2.5 days with another examiner at another location. Note, this option has not been in the rules for at least 14 years. Such a system does not lend itself to scrutiny and is not fair to those candidates who have done the "full 5 day / 2 examiner course". Until the BPA starts doing full CSI / AFF etc instructor courses for single candidates with single examiners, such a system belongs in the past alongside making chequered windsocks and doing jumpsuit repairs on 3 day rigging courses.

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