



---

## Riggers' Subcommittee

Thursday 17 November 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)  
Andy Shaw (AR)  
Noel Purcell (AR)  
Pete Sizer (RE)  
Paul Stockwell (PRv)  
Karen Saunders (AR) – *From item 4*  
Iain Anderson (PRv)

**Key:**

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non-voting)

**Apologies:** John Curtis, George Panagopoulos, Ray Armstrong, Gary Steven,  
Dave Major, Nicky Johnston.

**In Attendance:** Tony Butler - Chief Operating Officer  
Jeff Montgomery - Chair STC/STO  
John Hitchen - Vice Chair STC  
Jack Bradford - Council  
Jason Kelleher - Council  
Trudy Kemp - Assistant to COO/STO

**Observers:** Stuart Meacock, Steve Saunders, Iain Anderson

---

### 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 22 SEPTEMBER 2016**

**Page 1, Item 2 – (Next & Next Century Tandem Systems)**. There was nothing new to add from the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems. The Committee felt that unless Kim Newton (WG) Chair had anything further to report, this item could now be concluded.

**Page 1, Item 2 – (Proposal to amend Various Rigging Related Forms)**. Rick Boardman had re-drafted the Student/Tandem Harness & Container Initial Clearance forms and this item was on the main Agenda for consideration.

**Page 2, Item 2 – (Tandem Mods Website & Supporting Documentation)**. Paul Stockwell reported on the WG that had been established with a view to creating a document reference library of historical safety related material and supporting paperwork. He stated that he hoped to have something further to report after the winter period.

**Page 2, Item 2 – (Rigging/Packing Confidential Reporting System).** This item was on AOB of the agenda.

**Page 2, Item 2 – (Mars 2 AAD).** At the meeting in July, the Subcommittee had discussed information surrounding the inspection procedures relating to the Mars 2 AAD, which had raised some concern.

Karen Saunders reported that the manufacturers had promised to provide a video, which would aide packers/riggers during the inspection process, but this had not yet materialised. She stated that she would contact the manufacturers again regarding this matter.

**Page 2, Item 4 – (Rigging Syllabus Update Project).** This item was on the main agenda.

**Page 4, Item 9 (AOB(i) – Incident Report).** At the previous meeting, the Chair had reported on an incident where a jumper had a premature reserve deployment at approx. 4000ft. It was believed that the ripcord cable may have been too short, causing the problem. As it was believed this had been the third time this reserve had popped open. The equipment (Aerodyne container) had been grounded pending further investigation.

The Chair reported that he and one other had inspected the equipment concerned, and they did not believe that the ripcord cable was too short. It was just one of those things where the ball on the end of the cable had got caught and a low poundage on the reserve caused it to pop. It was believed that the incident just appeared to be a 'one off' occurrence and it had been recommended to the owner that he gets a pad rather than a handle.

**Page 4, Item 9 (AOB(ii) – SWS Fire Tandem).** Rick Boardman reported that he was still waiting to hear back from the manufacturer regarding the various issues that had been discussed at the previous meeting.

There being no further matters arising, it was proposed by Rick Boardman and seconded by Paul Stockwell that the Minutes of the Riggers Subcommittee Meeting of 22 September 2016 be accepted as a true record.

**Carried Unanimously**

**3. MATTERS ARISING FROM THE STC MEETING OF THE 22 SEPTEMBER 2016**

There were no matters arising from the previous meeting.

**4. BPA RIGGERS' SUBCOMMITTEE CHAIR FOR 2017**

Jason Kelleher withdrew from the meeting for this item. He stated that there was no conflict of interest, it was out of respect of the nominees.

The Chair of STC took the 'Chair' for this item. He stated that at the last meeting of each year, Riggers' Subcommittee would report to STC on nominations for Riggers' Subcommittee Chair so that STC may formally elect their Chair for the following year.

The Chair of STC reported that there had been two nominations received for Riggers' Subcommittee Chair for 2017; Paul Applegate & Andy Shaw. The Chair of STC asked if there were any other nominees, and there were none.

Paul Stockwell referred to the BPA Riggers' Subcommittee Terms of Reference (ToR, which did not stipulate that the Riggers' Subcommittee would 'elect' a Chair, it merely states that "Riggers will report to STC on nominations for Riggers' Chair so STC may formally elect the Rigger's Chair for the following year".

Andy Shaw raised some concern and stated that he believed that the names of the nominees for Riggers' Subcommittee Chair should be published ahead of the meeting, so that all eligible voting members of the Riggers' Subcommittee could take part in the voting process.

Other members of the Committee Subcommittee ToR regarding the Subcommittee Chair should be re section of the Riggers' ToR for cc

Following further discussion, it wa a formal vote on who they wished 2017. They felt that names of the CIs to consider.

It was therefore proposed by Petr the two nominees be put to STC 1

For: 6                      Against: 0

Jason Kelleher re-joined the mee

Paul Applegate then resumed his

**5. RIGGING SYLLABUS UPDATE**

The Chair reported that the propc associated syllabus documents fr been circulated with the agenda. provided background information proposed forms and voted on the

Rigging syllabus s  
f of the Rigger E

**Form 199 - Basic Riggers Cour**  
Andrew Hilton had stated that the same thing, and they should be r

**Limitations of work**

~~Basic Riggers are clear listed above. All work has to be in at least 2 years standing.~~

• After successfully comple Rigger course, candidates will wo years standing. The supervising r

Rigge  
work d

Andy Shaw stated that although F work, in some cases this had not

The meeting felt that it was impor Course was signed off by the sup

ing of w  
Rigger,

d by t  
point

It was proposed by Andrew Hilton (proxy) and se BPA Form 199 – Basic Riggers Course Syllabus

The Subcommittee also requeste

**Form 200 - Parachute Riggers Course Syllabus**

The various amendments to Form 200 were as follows

- Correct typo – "Submissic. "Submission of previously
- Remove pullout pilot chul making a toggle pilot chul
- Add BOC pocket
- Add a variety of steering t

- Change wording of course requirements to candidate **MUST** bring one of each item on t zero
- Wherever safety stows are referenced, ment form

It was proposed by Andrew Hilton (proxy) and second to BPA Form 200 – Parachute Riggers' Syllabus be a

The Subcommittee also requested that clarification w log by the supervising Rigger should be included on l

#### **Form 201 - Advanced Riggers Course Syllabus**

The various amendments to Form 201 were as follows:

- Remove the current "The establishment mus per 2 candidates" to align with the other Rigg already the same in all the other syllabuses.. AR syllabus.
- Extend the AR course to 5 days not 4 days. always sufficient for such a high level rating, an of the other courses usually running alongside.
- Remove AP(Rounds) from the AR syllabus.

It was proposed by Andrew Hilton (proxy) and second amendments to BPA Form 201 – Advanced Riggers'

**Carried Un:**

#### **Form 202 - Rigger Examiner Course Syllabus**

The various amendments to Form 202 were as follows:

- Change the part requiring "PR course attend. Rigger course attendance".
  - This would align with the BPA Instructor Exi courses
  - Also, the PR course activities are all include *Assist Examiners with the course planning and pr*  
*Check each candidate's course work*  
*Check each candidate's submission of previous w*  
*Mark all candidate's training records with the assi*  
*Complete a course report*  
*Debrief candidates*  
*Recommend any changes in the course to the Exi*
- A RE needs to be an experienced teacher of and replacing the PR course with the BR cou
- Note requirement to be ready from day 1 to d first BR, rest on 2nd BR course

As the meeting was not quorate for the number of Rigg decision on the Rigger Examiner Course Syllabus, it v 202 to STC for formal acceptance.

Rick Boardman asked for clarification with regard to F be able to attend a PR/BR Course to maintain their cu go ahead, bearing in mind that there may only one or Committee felt that Rigger Examiners in training who apply to the Riggers' Subcommittee for an exemption

### Form 169 - Advanced Packer Course Syllabus

The various amendments to Form 169 were as follows:

- Remove the (S, R) course option, thereby making the repacks of ram-air systems. Splitting across S and R option nowadays for initial qualification.
- According to this form currently PRs can run and teach PRs should be able to supervise APs and teach BRs no-one has ever qualified as a PR to run such course removed so only ARs can run such courses, as only these.

appropriate  
n. However,

It was proposed by Andrew Hilton (proxy) and seconded by R amendments to BPA Form 169 – Advanced Packer Course S

### Other Miscellaneous System Changes

Andrew Hilton had included several miscellaneous system changes detailed below:

- Place formal rating requirements for all rigger ratings 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 main packing certificate).*  
*A written recommendation from a CI or Advanced Rigger with minimum of six months.*

Andrew Hilton had stated that the above requirements are duplicated Manual and Syllabuses, and that by putting them in the Ops Manual as Course requirements. This also emphasizes the importance of having the start of a course. Any deviation attempted by a candidate on this would (unacceptable) breach of the Ops Manual.

The COO stated that if the above was agreed by the Committee Operations Manual would also require acceptance from STC out with the outgoing STC agenda for consideration at the next

The other miscellaneous system changes were as detailed below:

- Add the Rigging Question Pool to the BPA Rigging Manual and is available on the BPA website. It will sit well at the studying that needs to be done. The answers will not seek out the answers from all the resources listed elsewhere.
- Another subject that was mooted for discussion from 'examination courses'. This refers to the very old past their exam 2.5 days with one Examiner at one location another examiner at another location. Note, this option at least 14 years. Such a system does not lend itself to candidates who have done the "full 5 day / 2 Examiner doing full CSI / AFF etc Instructor courses for single courses. Examiners, such a system belongs in the past alongside windsocks and doing jumpsuit repairs on 3 day rigging

Following consideration, it was proposed by Andrew Hilton (proxy) that the above miscellaneous system changes be accepted, and the Operations Manual would require acceptance from STC.

The Chair reported that Andrew Hilton had stated that he had made amendments into the relevant forms and paperwork for the meeting.

Andy Shaw referred to the annual currency requirements for Riggers. He expressed some concern about an Advanced Instructor/Climber who they themselves did not hold an actual Riggers' rating.

A number of Committee members present also shared their views. Perhaps some thought should be given to having a requirement for the one for signing off an AP rating at the annual rating of a Rigger.

signatures  
which also

It was also pointed out that at this time, there were no guidelines themselves that an Advanced Packer is current in all aspects of their status when they are signing off their ratings at meetings.

The Committee agreed that this was an area that requires a proposal for consideration at a future meeting.

#### **6. PROPOSED AMENDMENTS TO VARIOUS RIGGING FORMS**

Rick Boardman had re-drafted the Student/Tandem Harness forms (BPA Forms 258 & 258A), which had been circulated for comment.

Following consideration, it was proposed by Rick Boardman that the amendments to BPA Forms 258 & 258A be accepted.

#### **7. REQUEST TO HOST TWO BPA RIGGERS COURSES**

A request for permission to run two BPA Rigging Courses had been received from George Panagopoulos, a copy of which was on the agenda.

Skydive  
had been

The proposed dates were as follows:

17 – 21 December 2016  
3 – 7 January 2017

It was proposed by George Panagopoulos (proxy) and his request be accepted.

#### **8. BPA RIGGERS' SUBCOMMITTEE TERMS OF REFERENCE**

The Chair reported that at the last meeting of each year, the Terms of Reference would be reviewed and any proposed variations should be considered by the Riggers' & Training Committee and ratification by Council to maintain consistency as applicable. A copy of the current BPA Riggers' Subcommittee Terms of Reference had been included with the Agenda for information.

subject to app  
consistency ac  
nittee ToR had

As reported earlier (item 4 refers), the COO had agreed to review the Riggers' Subcommittee Terms of Reference regarding the nominations of the Riggers' Subcommittee Chair.

The Committee also asked for some clarity about the voting rights and who is eligible to vote on specific items.

The COO stated that he would also look at this area of the agenda and that any amendments would be presented to the next Riggers' Subcommittee meeting for consideration.

Riggers'  
's Subc

9. **ADVANCED PACKI**

i) An Advance  
- 7 October

Andy Shaw  
those prese

Sandy Wils  
(Grade S) s

ii) An Advance  
11 - 12 Oct

Andy Shaw  
those prese

Lewis Butch  
Packer (Gra

iii) An Advance  
- 13 Octobe

George Panagopoulos  
circulated to those pre

Alexis McN  
Packer (Gra

10. **BPA SAFETY NOTI**

There has been no I

11. **MANUFACTURERS**

i) A Service B  
replacement  
be attached

ii) A Service B  
DOM 11/20  
Subcommitt

iii) A Service B  
and Telesis

As of 1 Janu  
includes any fa tory repairs  
1559, 1/11/201 would be a

support  
of spare parts for eitl  
outgoing Riggers'

iv) An Advisory S  
the possibility  
pin protector  
Riggers' Sut

Noel Purcell reported that a jumper at his PTO had a premature deployment of a reserve as the reserve flap was opened. This was on a Vortex II container and had occurred on the ground when the jumper concerned was opening the top flap to get documents out and he managed to pull the pin and pop the reserve.

Noel stated that the issue arises from the fact that the pin protrudes beyond the end of the top flap. As the pin protector flap is pulled open, the binding tape at the end of the flap can catch on the end of the pin. He stated that the new Vortex containers have no binding tape across the bottom of the pin protector flap, obviously to try and prevent this from occurring.

Noel reported that he had brought this incident to the attention of Parachute Systems, as he was concerned of a possible repeat of this incident especially in the door of an aircraft. The manufacturer had released this particular Service Bulletin, which had addressed the problem.

Noel stated that he had also asked Parachute Systems for clarification on how to correctly identify their main and reserve soft links, as there was nothing stated on their website or explicitly clear in the manual, and he was concerned with packers inadvertently fitting the wrong links.

Noel reported that he had received a response from Parachute Systems stating that they were in the process of getting labels sewn to each link, stating reserve or main. They had confirmed that the BLACK links are for reserve canopies (the thicker and heavier spectra), and WHITE lines are for main canopies only (thinner spectra). The manufacturer had stated they would also include this information on their website.

## 12. A.O.B.

- i) The Chair reported that the Committee had been looking at a more formal approach for the reporting of rigging and packing related incidents. Pete Sizer had submitted a draft Packing/Rigging Incident reporting form, which had been previously circulated for consideration.

Pete Sizer gave the Committee further details, which he envisaged would become a standard way of reporting packing/rigging related issues in the same way as parachuting incidents are reported. He anticipated that a resume of these incidents would also be presented to each Riggers' Subcommittee meeting.

There was some concern expressed by those present that there had been a culture in the past of people unwilling to report incidents for the fear of any consequences and the Committee felt that we need to get away from the 'blame' culture.

Pete Sizer stated that the new reporting form was entirely separate from the current 'confidential' reporting system, and he saw it as a way of gathering information, which would assist in identifying any developing trends etc that could be passed on to jumpers.

Following discussion, it was felt by those present that the title of the draft reporting form be changed to 'Equipment Related Incident Report', which would better reflect the intention of the form.

It was also felt by those present that information needs to be disseminated to PTOs, Riggers & Packers explaining the new system and what is expected and that a set of guidelines for those completing the report would also assist.

Following further discussion, Pete Sizer agreed to re-draft the new 'Equipment' related reporting form for further consideration.

- ii) A request has been received from Karen Saunders and previously circulated requesting an extension to Sara Orton's BR rating.



Sara Orton's BR rating was due to expire in January 2017. She had originally planned to attend the PR course in December this year. Unfortunately, she now had to go into hospital during this period and will be physically unable to attend either course in December or January 2017.

Karen had therefore requested that Sara Orton is given an extension to her BR rating until the next available PR course.

It was proposed by Karen Saunders and seconded by Rick Boardman that the above request be accepted.

**Carried Unanimously**

- iii) Pete Sizer had produced an update to the BPA Safety Notices/Information Index, a copy of which had been tabled for information:

**SAFETY FILE INDEX**

52. SIFE

**1) BPA SAFETY NOTICE INDEX**

- 81. Vigil cutters mfd 3/15-7/15 grounded. SN1/15, 20/11/15
- 82. Cutaway cables must be coated. SN1/16, 9/7/16

**(2) BPA SAFETY INFORMATION INDEX**

- 105. Tandem Next loop inspection every 100 jumps if no damage found. SI 5/15, 20/11/15
- 106. MVTC – 3R (421) Reserve canopies. All ex-military MVTC-3R grounding now lifted. SI 6/15, 25/11/15
- 107. Next Century Tandem loop inspection in line with 100 jump check recorded on 112a and 112b. SI 1/16, 5/2/16
- 108. 4 year Cypres service remains mandatory in the UK. SI 2/16, 6/6/16

**(6) RIGGING INNOVATIONS**

- 25. MarS M2 AAD approved for use. SB 1552
- 26. Talon 1 and Telesis 1 no longer supported with spare parts etc from 1.1.17. SB1559

**(8) PARACHUTES de FRANCE**

- 52. Sticky material (mfd 11.04 - 9.05) BS ATOM. 25-002, 11/7/16

**(38) AIRTEC**

- 15. 4 year Cypres service remains mandatory in the UK. SI 2/16, 6/6/16

**(40) PARACHUTE SYSTEMS**

- 5. Skyhook pins catching on protector flap. PSB 2016-02. 16/11/16
- 6. All harness containers with DSF stainless steel hardware permanently grounded. PSB 2016-01 (version 2)

**(43) PARATEC**

- 10. Tandem Next loop inspection every 100 jumps if no damage found. SI 5/15, 20/11/15
- 11. Next Century Tandem loop inspection in line with 100 jump check recorded on 112a and 112b. SI 1/16, 5/2/16

**(44) VIGIL / AAD**

- 15. Vigil cutters mfd 3/15-7/15 grounded. SN1/15, 20/11/15  
PSB 01-2015, 9/11/15
- 16. Battery replacement reminder (10 years + 3 months). IB, 27.4.16

(49)

(52)

A que  
The C  
others  
out the

ny the l  
Index

they or  
bulletin

It was  
making  
be published

iv)

Rick E  
at son  
USPA  
metho

I UK jumpers  
occurred whe

Rick's understanding  
requirements that if a  
to the  
Rigger  
Some

Rick E  
sealing

The C  
in the  
some  
ripcore  
metho  
diagra

proved  
the res

v)

Pete S  
Packer

12 - 1

Date of next Meeting:

Thursday 2 F  
PA Offices

29 November 2016

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 16 JANUARY 2017**

**Distribution:**

Chairperson Riggers' S  
Editor - Skydive



MarS a.s.

**1. Issue Date** : **September**

**2. Bulletin number** : **02/09/201**

**3. Subject** : **m2 AAD Cu**

**4. Status** : **Mandatory**

**5. Identification** : **Identificati**

All cutters manufactured in 2011 are included in this service bulletin:

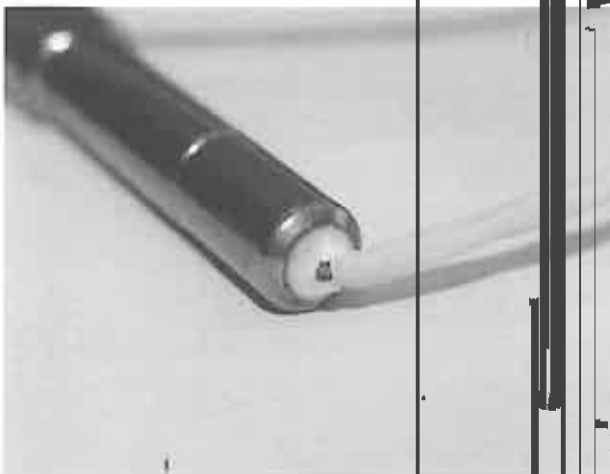
A11, B11, C11  
A12, B12, C12  
A13, B13, C13  
A14, B14, C14  
O14,

Cutters are marked as shown in the drawing. The letter identifies the manufacturer.

Cutters manufactured in 2012 are NOT included in this service bulletin.

**6. Background:**

The cutter cable insulation is under investigation by the manufacturer. The manufacturer will seal the cutter body. The cracking is unaffected. However, as a precautionary measure,



### 7. Service Bulletin Procedure:

a. If a problem exists with the cutter this will be detected by the control unit and displayed as an error No.2. In this case, the cutter must be replaced immediately.

b. If no error is detected, then the AAD may remain in use until the next repack cycle. During the next regular repack the cutter must be inspected and replaced if it is affected by this bulletin.

c. The rigger shall make an entry on the packing data card stating that the installed cutter is not affected by the bulletin.

d. A replacement cutter may be obtained directly from MarS, or from an m2 distributor. The affected cutter should be sent to the manufacturer, or to an m2 distributor.

e. The cost of the replacement cutter and of shipping the replacement cutter to the user will be covered by the manufacturer.

### 8. Compliance Date:

Mandatory before the next jump.

### 9. Authority:

Ing. Jaroslav Sedlák  
Technical Department Manager  
MarS a.s.

Stamp and signature:



.....  
Distribution of this binding service bulletin includes, but is not limited to:

- All identifiable m2 safety device owners of the listed serial numbers;
- All m2 safety device dealers;
- Parachute Industry Association;
- United States Parachute Association;
- All identified parachute publications;
- All identified parachute federations and associations;
- All national aero clubs, parachuting sections;
- IPC technical committee.

## Annex No. 1

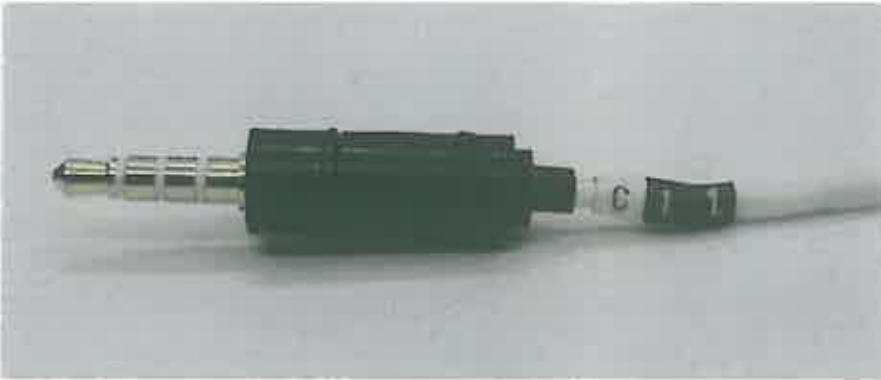
Examples of production series identification of affected cutting units:

Fig. 2 Series C, year 2011 (marked on cutting unit cable)



Fig. 3 Series D, year 2012 (marked on cutting unit cable)



Fig. 4 Series F, year 2014 (marked on cutting unit cable)



Diana Duschek  
Spittelauer Lände 7/15  
A-1090 Wien  
UID: ATU68019459  
[www.sife.at](http://www.sife.at)

Factory  
Hauptstrasse 126  
A-8740 Zeltweg  
+43 699 18100656  
+43 676 7602482

## Service Bulletin

**Issue Date:** September 26, 2016

**Issue Number:** 2016-002

**Subject:** The possibility of a hesitation during the emergency procedure with a RAX-RSL system

**Status:** mandatory before the next jump

### **Identification:**

Name: RAX-RSL

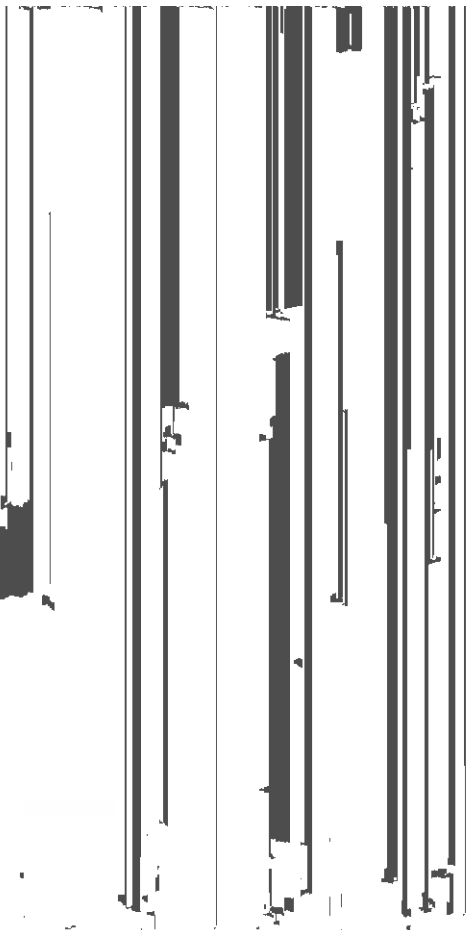
Part number: 15

All RAX-RSL systems with **DOM 11/2015-09/2016**.

RAX-RSL systems with **DOM 10/2016** or later are NOT affected.

### **Background:**

We received the information that the RAX-RSL system emergency procedure. According to the information from the incident we found out that there is a potential risk of the RAX-RSL system not closing if the RAX-RSL system pulls approximately 26 kN. The reason for that is the relationship between the force and the angle. Therefore the RAX-RSL system needs to be replaced to guarantee a proper emergency procedure.





Diana Duschek  
Splttelauer Lände 7/15  
A-1090 Wien  
UID: ATU68019459  
[www.sife.at](http://www.sife.at)

Factory  
Hauptstrasse 126  
A-8740 Zeltweg  
+43 699 18100656  
+43 676 7602482

**Procedure to be followed:**

1. Check if this service bulletin
2. Please choose between the following options:
  - a. Disconnect the RAX-RSL
  - b. Open the reserve
  - c. Replace the RAX-RSL

Modified RAX-RSL systems are in  
free of charge.

We apologize to all customers who  
Please contact

[office@sife.at](mailto:office@sife.at)

Authorised Signatory  
Markus Seifert  
Head of Design  
[office@sife.at](mailto:office@sife.at)  
+43 676 7602482



# SERVICE BULLETIN

---

DATE: Nov 1, 2016

SERVICE BULLETIN# 1559

# OF PAGES: 1

SUBJECT: TERMINATION OF SUPPORT

STATUS: **ADVISORY**

PMP#: N/A

IDENTIFICATION: TALON 1 P/N 4111-(1) & TELESIS 1 P/N 4113-(1)

**BACKGROUND:** The Talon 1 and Telesis 1 harness and container systems are now 31 and 28 years old respectively. It is increasingly difficult and no longer cost effective to continue to support these products.

**SERVICE BULLETIN:** Effective January 1, Rigging Innovations will no longer support the Talon 1 and Telesis 1 harness and container systems. This includes any factory repairs and production of spare parts for either system.

Since Rigging Innovations does not have a formal Service Life on any of its products, it is up to the rigger to make the determination as to the continued airworthiness of the system. Users must bear in mind that **all of the CERTIFICATED components of the system must be OEM (Original Equipment Manufacturer) parts.** These include but may not be limited to the following:

1. Reserve deployment bag and bridle including Safety Stow.
2. Reserve pilot chute.
3. Reserve ripcord.
4. Reserve Static Line (RSL).
5. Reserve steering toggles.

Any users of the Talon 1 and Telesis 1 can place orders for spare parts before January 1, 2017, which may be manufactured and delivered after that date.

**COMPLIANCE DATE: JANUARY 1, 2017**

**AUTHORITY:**

SANDY R. REID, PRESIDENT  
Rigging Innovations Inc.  
P O Box 86, Eloy AZ 85131-0004, USA  
Telephone: 520.466.2655  
FAX: 520.466.2656  
Email: [Info@rigginginnovations.com](mailto:Info@rigginginnovations.com)

**DISTRIBUTION:**

1. All registered owners affected by the Service Bulletin
2. All Rigging Innovations Dealers
3. National Aero Clubs, Parachuting Section
4. Military Parachute Organizations
5. FAA MIDO



---

## Advisory Service Bulletin (PSB #2016-02)

### Product Service Bulletin

**Issue date:**

2016-11-16

**Today's date**

2016-11-16

**Bulletin number: PSB-2016-02**

**Subject: Reserve Pin Protector Flap Snag Possibility On UPT Style RSL/SkyHook Pin**

**Status: Advisory****Identification:**

Sport Vortex Containers manufactured with RSL/Skyhook UNIVERSAL LANYARD P/N: 025-009-001

**Background:**

We have recently had a couple of reports that some of the RSL / Sky Hook pins from UPT, which we use on the new Skyhook/RSL combination design have caught on the binding on the reserve pin protector flap. As a result of the first report, the flap design was immediately changed. A subsequent report, has motivated this advisory.

The pin being used with the Skyhook/RSL installation is longer than a normal ripcord pin and extends beyond the lower closure flap (last flap to close) edge. This can occasion the 'catching' (snagging) of Rsl/Skyhook pin on the binding tape edge, between the edge of the tape and the double needle stitch line (plus minus 2 to 3 mm in width ). If a jumper continues to pull back and up (which is normal for opening the flap) this can move the pin backwards and activate the reserve.

**Service bulletin:**

1. If you find that your flap is snagged/caught and hard to open, please stop pulling immediately, push the pin protector flap back into place, then push a finger in between the flaps near the pin and then carefully pull back on the flap and open it.
2. You can inspect the pin from the side by turning the rig on its edge and lifting up the one edge of the pin protector flap. Look at the pin to see how far it is inserted into the closure loop. If it looks like it isn't in deep enough, carefully open the flap and ease it further in. (DO NOT PUSH THE PIN IN TOO DEEP)
3. The suggested length the pin should be inserted is approx. 21 mm from the edge of the Cypress type closure loop to the tip of the pin, no more!! There must be a slight slackness in the white spectra RSL line.



4. If you find that your pin is still catching on the binding tape, after checking the above, we advise the following steps be performed by a Master rigger or equivalent at your earliest convenience.

**Tools Required:** Singer 20 U zig-zag or equivalent type machine and E-Thread

**Method of repair:** Set tension and stitch length of the zig-zag (use a tight throw stitch pattern / see picture)



Open up the pin protector flap and place the tip under the foot of the sewing machine (para - pack side up). Run a zig zag stitch across the end portion (approx. 4mm wide) with a throw being each side of the edge of the binding tape, (i.e. binding tape edge runs in center of the stitch). Put a small back tack at the beginning and end of the line of zigzag stitching. Trim thread and inspect. The end result should resemble above picture.

**Compliance date:**

**If you notice any catch or snagging or at your earliest convenience.**

**Authority:**

**Chris Dales, Managing Director**

32 Melbourne Road, Dalbridge

Durban, SA 4014

Tel: (031) 304 8038 / Fax: (031) 304 8082

E-mail: [FreeFall@parachutesystems.com](mailto:FreeFall@parachutesystems.com)

Web: [www.parachutesystems.com](http://www.parachutesystems.com)

**Distribution:**

- All dealers and owners/customers for whom addresses are on file.
- USPA Safety & Training Committee
- PIA Technical Committee
- IPC Technical Committee
- All Appropriate parachuting periodicals
- PIA Para Newsbriefs
- National Aero Clubs-Parachuting sections