



Riggers' Subcommittee

Minutes of the meeting held on

Thursday 14 November 2019 at 1700

at BPA HQ, 5 Wharf Way, Glen Parva, Leicester LE2 9TF

Present: Pete Sizer (RE) - Chair
Chris Gilmore (PR)
Dave Major (AR)
Gary Stevens (AR)
Rick Boardman (RE)
Noel Purcell (RE)
Karen Saunders (AR)

Key:

AR = Advanced Rigger

PR = Parachute Rigger

RE = Rigger Examiner

Apologies: John Curtis, Nicky Johnston.

In Attendance: Jeff Montgomery - STO/Chair STC
Tony Butler - Chief Operating Officer
John Hitchen - Vice Chair STC
Angel Fernandez - Communications Manager
Trudy Kemp - Assistant to COO/STO

Observers: Mal Richardson, Alex Busby-Hicks, Ralph Mitchell, Stuart Meacock,
Nick Robinson, Kieran Brady, Tim Moran.

ITEM

1. **DECLARATIONS OF INTEREST**

Any declarations of interest would be made at the item/s to which they relate.

2. **MINUTES FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 19 SEPTEMBER 2019**

It was proposed by Dave Major and seconded by Rick Boardman that the Minutes of the Riggers' Subcommittee Meeting of 19 September 2019 be accepted as a true record.

Carried Unanimously

3. **MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 19 SEPTEMBER 2019**

Page 1, Item 3 – Equipment Inspection Policies Working Group. There was nothing further to report at this time.

Page 1, Item 3 – Sunpath Belly Band Spec. Karen Saunders had produced a file containing rigging related items/documents, which would be available to access online in due course.

The Subcommittee thanked Karen Saunders for the work she had undertaken on this project.

Page 1, Item 3 – Equipment-Related Incident Report Resumé (iv). The proposed guidelines relating to the serviceability of Tandem components was a main Agenda item.

Page 7, Item 11 (AOB-iv) - Riggers & Advanced Packers Personal Development & Safety Day – Expo Industry Day 2020. The Chair STC reported that there would be a slight change to the format from previous years. The morning session would still include various topics and presentations relating to packing and rigging. However, the afternoon session would contain various modules open to all those who have registered for the day. Further information including event registration details would be circulated shortly to Riggers and Advanced Packers.

4. **MATTERS ARISING FROM THE STC MEETING OF THE 19 SEPTEMBER 2019**

There were no matters arising from the previous STC Minutes.

5. **PROPOSED BPA GUIDELINES ON SERVICEABILITY OF TANDEM COMPONENT PARTS**

The proposed guidelines produced by Karen Saunders relating to the serviceability of Tandem component parts had been circulated with the Agenda.

There followed discussion, during which Chris Gilmore stated that some component parts wear quicker than others. He made particular reference to containers that have been re-harnessed, which he believed would have an impact on the jump numbers stated in the guidelines. He asked that that reference to this point be added to the guidance notes, which the Subcommittee fully supported.

Following consideration, it was proposed by Gary Stevens and seconded by Chris Gilmore that the proposed Guidelines on the Serviceability of Tandem Components be added to the Guidelines for Completing the Tandem Blue Book (BPA Form 281). This also included the addition of a note on containers that have been re-harnessed as requested by Chris Gilmore.

Carried Unanimously

6. **STUDENT PARACHUTIST EQUIPMENT CHANGE PROPOSAL**

A proposed Student Equipment Change request submitted by Pete Sizer had been circulated with the Agenda together with the relevant drawings.

Pete Sizer had proposed to re-site the Cypres control unit from the inside of the yoke (facing the neck) to the outside, as in the new Atom Tandem, facilitating easier flight line checking and making the position standard across their PTOs 10 rigs.

Pete Sizer had stated that this change does not require any structural alteration to the equipment, simply the manufacture of a Cypres window which is sewn to the outside of the yoke using the same dimensions and method accepted by the Riggers' Subcommittee for the Student Javelin in September 2007 and the Student Zerox in 2018.

Following consideration, it was proposed by Rick Boardman and seconded by Noel Purcell that the above request be accepted.

Carried Unanimously

The relevant paperwork, including drawings would be attached to the Minutes for Information (Appendix A).

7. **REQUEST TO HOST A BPA RIGGING COURSE**

A letter from Noel Purcell had been circulated with the Agenda requesting to host a BPA Rigging Course at Skydive Hibaldstow from the 13 – 17 January 2020. The Examiners running the Course would be Noel Purcell and Pete Sizer.

Following consideration, it was proposed by Gary Stevens and seconded by Karen Saunders that the above be accepted.

For: 5

Against: 0

Abstentions: 1 (Noel Purcell)

Carried

8. EQUIPMENT-RELATED INCIDENT REPORT RÉSUMÉ

The Chair reported that the following equipment-related incident reports had been received since the last meeting:

- i) On 3 November 2019, after an uneventful Tandem skydive, the Tandem Instructor initiated the main canopy deployment sequence by pulling the drogue release handle on a Next system. As the drogue rings released, the centre kill line within the drogue broke at the point where the knot lies.

After realising that the kill line had broken, the Tandem Instructor initiated his emergency procedures. After the reserve deployed the main canopy bag fell from the container and trailed behind for a few seconds and then fell away.

The Reserve canopy was a Twin 402. The main canopy was a Twin 372, with a Vigil 2 AAD. At the time of the incident the kill line had 586 jumps; the drogue had 704 jumps. The kill line had one replacement in 2011. This was the first jump after undergoing a 6-month inspection and repack.

Following discussion, the Subcommittee referred to the newly adopted Guidelines on the Serviceability of Tandem Component Parts (BPA Form 281), which states that the expected lifespan of a kill line is between 300 – 500 jumps.

It was felt by those present that by checking and inspecting equipment (kill lines) as per the Guidelines may help to address any particular issues. However, the Subcommittee would continue to monitor the situation.

- ii) On 9 November 2019, after an uneventful Tandem skydive, the Tandem Instructor initiated the main canopy deployment sequence by pulling the drogue release handle on a Next Tandem System. The main canopy deployed and did not appear malformed, however the canopy started to spin to the left. The Tandem Instructor made the decision to initiate his emergency drills. Due to the severity of the spin, the Instructor could not place both his hands on his emergency handles, only being able to locate the cutaway handle, which was now high and level with his right shoulder. The Instructor opted to go through the cutaway procedure without locating the reserve handle. As the Instructor cut away the main canopy, the RSL failed to pull the reserve pin. The Tandem pair continued in free fall and the Instructor attempted several times to locate the reserve handle but could not find it. The Instructor noticed that the RSL had disconnected and was moving in the airflow. The Instructor attempted to grab and pull the RSL to activate the reserve but struggled to find it, at which point the Automatic Activation device (ADD) activated the reserve canopy. The Tandem pair landed safely on the PLA without further incident.

The Reserve canopy was a Twin 402, the main canopy was a Hop 330, with a Cypres 2 Tandem AAD.

The Chair STC reported that following this incident he visited the PTO concerned and inspected the equipment. He stated that the RSL was also inspected and put through several pull tests using a hook scale. The recorded poundage force did not exceed 2.5 lbs. All the other RSLs were also tested and the RSL involved in the incident had the lowest recorded poundage force. The incident RSL has been taken out of service.

Following discussion, the Subcommittee were keen to ascertain how many other instances that may not have actually been logged as an actual incident where an RSL has inadvertently come undone. This could have occurred in freefall, as a result of someone maybe doing a systems check and knocking it off or someone that has just

landed and noticed that the RSL was not done up, but they were fairly certain it had been connected before they left the aircraft.

The Riggers' Subcommittee have asked that Instructors / PTOs check their RSL clips / shackles to see how much force it actually takes to undo them.

9. ADVANCED PACKER (AP) COURSE REPORTS

The following Advanced Packer Courses have been held since the last meeting:

- i) Noel Purcell had run an Advanced Packer Tandem Examination Course on 27 September 2019 at Skydive Hibaldstow. The Course was attended by Braden Dimmock, who successfully completed the Course and was awarded AP (Grade T) status.
- ii) George Panagopoulos had run an Advanced Packer Examination Course from 7 – 8 October 2019 at Netheravon. The Course was attended by Dave Icely, who successfully completed the Course and was awarded AP (Grade S) status.
- iii) Andy Shaw had run an Advanced Packer Training Course at Skydive Buzz, Dunkeswell from 7 – 10 October 2019. The Course was attended by Martin Reynolds, who was advised to practice under supervision in preparation for the examination phase of the Course at a later date.
- iv) George Panagopoulos had run an Advanced Packer Examination Course from 16 - 17 October 2019 at Netheravon. The Course was attended by Josef Biesczad, who successfully completed the Course and was awarded AP (Grade S) status.
- v) George Panagopoulos had run an Advanced Packer Examination Course from 24 – 25 October 2019 at Netheravon. The Course was attended by Jake McClure, who successfully completed the Course and was awarded AP (Grade S) status.
- vi) George Panagopoulos had run an Advanced Packers Training Course at Netheravon from the 28 – 31 October 2019. The Course was attended by Bradley McBride and Krzysztof Bazan, both of whom were advised to practice under supervision in preparation for the examination phase of the Course at a later date. George had also reported that Josh Clark had assisted on this Course giving various lessons from the Course syllabus.
- vii) Gary Stevens had run an Advanced Packers Examination Course at Rhomech Rigging from 29 – 30 October 2019. The Course was attended by Charlotte Pope who successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- viii) Gary Stevens had run an Advanced Packers Training at Rhomech Rigging from 7 – 10 November 2019. The Course was attended by Ryan Clark, who was advised to practice under supervision in preparation for the examination phase of the Course at a later date.

10. BPA SAFETY NOTICES/INFORMATION BULLETINS

There have been no BPA Safety Notices or Information Bulletins issued since the last meeting.

11. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

A notification had been previously circulated reminding Vigil customers of the approaching deadlines for compliance with Vigil's last two Service Bulletins: PSB 02-2018 and PSB 01-2018.

A copy of this notification would be attached to the Minutes for information (Appendix B)

12. A.O.B.

- i) The COO provided the Subcommittee with information relating to the new PTO Portal and explained how the system would work in relation to rating renewals. He stated that further details would be circulated to rating approvers in due course.
- ii) Rick Boardman asked for the Subcommittee's thoughts with regard to holding a Riggers' Subcommittee meeting during the Riggers & Advanced Packers Personal Development & Safety Day – Expo, as he believed it may encourage more attendance and participation. It was felt by those present that this was worth considering, and that further discussion take place during the regular Subcommittee meetings next year. It was felt that it was too late to plan anything for 2020.
- iii) The Chair expressed his thanks to the Committee for their support throughout the year and wished everyone a Merry Christmas and a Happy New Year!

12. PROVISIONAL DATES OF 2020 MEETINGS

The provisional dates of 2020 Riggers' Subcommittee Meetings are as follows:

6 February, 2 April, 28 May, 23 July,
17 September, 12 November.
Thursdays at 17:00 at British Skydiving HQ

Distribution:

Chair Riggers' Subcommittee, All CIs, All Riggers, APs, Council, CAA, Editor – Skydive

Approved by Riggers' Subcommittee and by STC on 6 February 2020
Published on 7 February 2020



STUDENT PARACHUTIST EQUIPMENT* CHANGE PROPOSAL - APPLICATION

* Equipment used by Student Parachutists; Tandem, AFF (including consolidation jumps), Category System

Applicant Details

Pete Sizer
BPA 149404
RE 186

Equipment Details

TANDEM ATOM

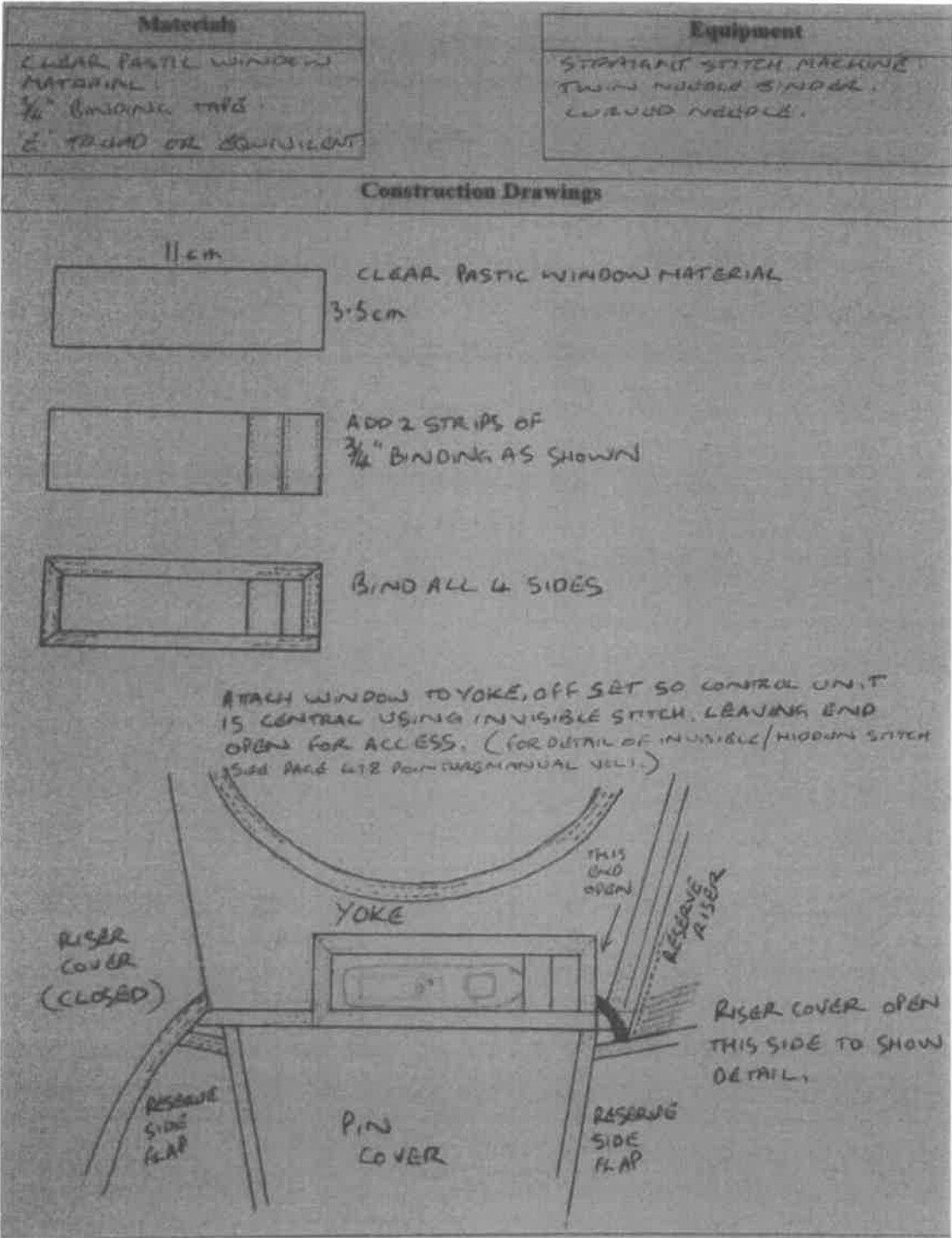
Synopsis of Proposed Change

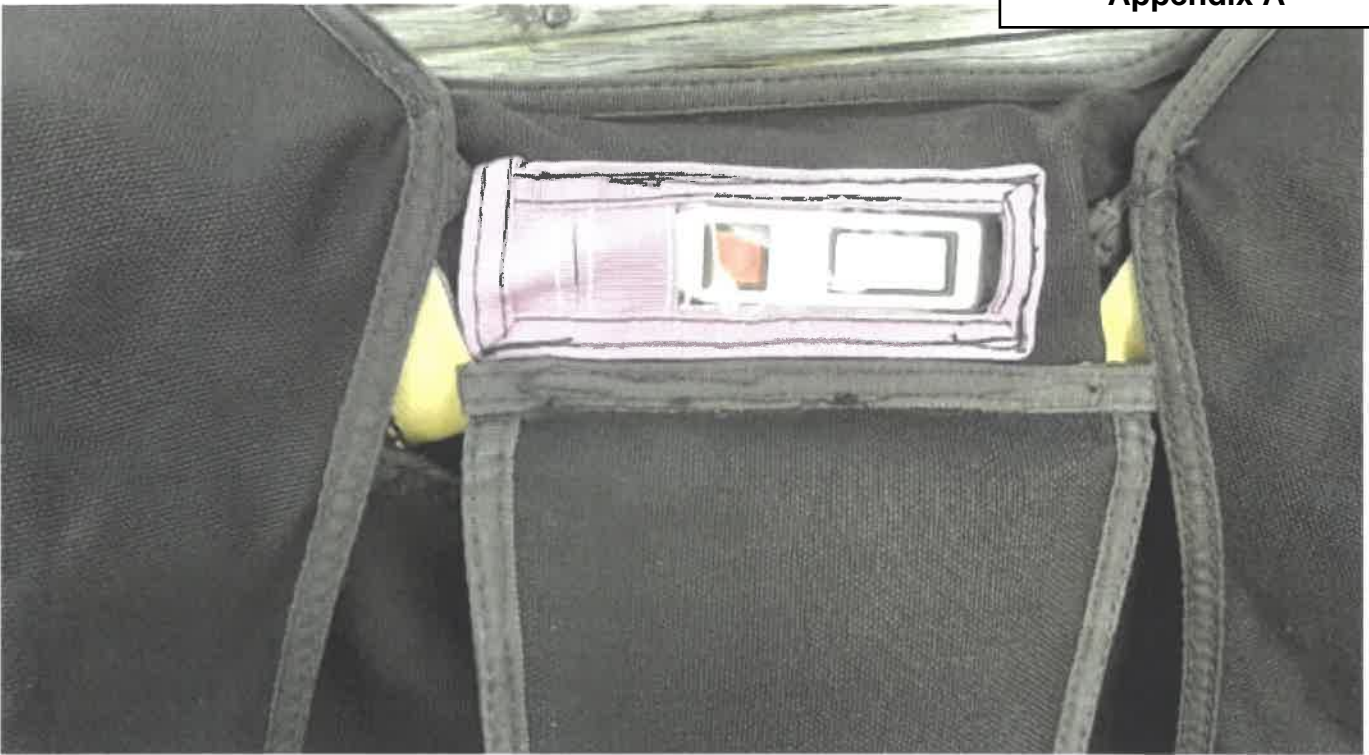
The purpose of this alteration is to re site the cypres control unit from the inside of the yoke (forcing the neck) to the outside, as in the new Atom Tandem, facilitating easier flight line checking, and making the position standard across our 10 rigs

Method of Change

This change does not require any structural alteration to the equipment, simply the manufacture of a cypres window which is sewn to the outside of the yoke using the same dimensions and method approved for Javelin in 2007 and Zator in 2018







Proposed Mod to Tandem Atom (Black Type 3 and Neater stitching required.)



Current position on new Atom Legend
Sent from [Mail](#) for Windows 10



Virus-free. www.avg.com



Reminder to Vigil Customers

This notice is to remind you of the approaching deadlines for compliance with our last two service bulletins.

PSB 02-2018 (www.vigil.aero/wp-content/uploads/PSB-02-2018.pdf)

Released 23 October 2018.

Mandatory; Compliance Deadline: 31 December 2019!

All Vigil II units between SN #16.000 and #21.999

Vigil II units in this SN range that have not complied by 31 December 2019 may no longer be used for skydiving. All Vigils in this range must receive this mandatory service by the manufacturer.

Any Vigil affected by PSB 02-2018 that is returned after 31 December 2019, will no longer receive free return shipping.

To check if a Vigil in the SN range between #16.000 and #21.999 has received the mandatory service from the factory, please visit <https://www.vigil.aero/psb-check/> and enter the serial number.

PSB 01-2018 (www.vigil.aero/wp-content/uploads/PSB-01-2018.pdf)

Released 19 April 2018

Mandatory; Compliance Deadline: 31 May 2020!

All Vigil II and Vigil 2+ units with firmware version 05.05, 05.06, 06.01 or 06.02.

All Vigils with this firmware must receive the mandatory upgrade before 31 May 2020. After 31 May 2020, Vigils with these firmware versions may no longer be used for skydiving. Any Vigil affected by PSB 01-2018 that is returned after 31 May 2020, will no longer receive free return shipping.

To verify if a Vigil has this firmware, you can go in the "Info" menu and check (see your owner's manual or www.vigil.aero/manuals)

If you have to send your Vigil to the factory, please first go to www.vigil.aero/rma, complete the online form and follow the instructions.

If you have any questions, please let us know.

Best regards.

