



## **Riggers' Sub-Committee**

**Thursday 30 July 2015 at 1600**

**at the BPA Office, 5 Wharf Way, Glen Parva, Leicester LE2 9TF**

**Present:** Paul Applegate (AR) - Riggers' Sub-Committee Chair  
Rick Boardman (AR)  
John Curtis (AR)  
Pete Sizer (AR)  
Dave Major (AR)  
Paul Stockwell (PRv)  
Noel Purcell (PRv)

**Key:**

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non voting)

**Apologies:** George Panagopoulos, Phill Elston.

**In Attendance:** John Hitchen - Chair STC  
Tony Butler - Chief Operating Officer  
Jeff Montgomery - Safety & Technical Officer

**Observers:** Dave Wood, Ben Wood (from item 10).

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### **Pat Walters**

The Committee had learned with great sadness that Pat Walters had passed away on 4 July 2015 after a long illness.

Pat had held a BPA Parachute Riggers rating since 1985 and had been a regular attendee at Rigger Sub-Committee meetings up until recently.

The Chair and members of the Committee send their sincere condolences to Pat Walter's family and friends.

### **ITEM**

**1. DECLARATIONS OF INTEREST**

The Chair invited declarations of interested relating to items on the agenda for this meeting. None were stated.

**2. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 4 JUNE 2015**

**Page 1, Item 2 – Next & Next Century Tandem Systems.** Kim Newton was not present at the meeting therefore she was unable to update the Committee on the progress of the working group.

**Page 2, Item 2.** – The Chair reported on the progress to date on developing a system for integrating Non-BPA rated Riggers & Packers into the BPA system. It was suggested that a working group be set up to look in to ways of allowing Non BPA riggers and packers to convert their current ratings to BPA. Before a working group was to be formed the Committee would like the advice of the Rigger Examiners to as what they would like to be included as part of the conversion process. Due to the amount of different rigging systems ratings that this would include, it was felt that the current system in place seems reasonable enough for now. The Chair agreed to write to the Rigger Examiners on the matter.

**Page 2, Item 2 – Basic Rigger Training.** The Chair reported on the progress to date on the Working Group set up to look at the BR training methods and any other issues in relation to packer/rigger training. It was felt that this would also need to include the Riggers Examiners and their consideration in the matter.

**Page 6, Item 9 – AOB (v).** The BPA tour of Parachute Training Squadron and Parachute Engineering Squadron RAF Brize Norton will take place on Tuesday 15th of September 2015.

All potential Advanced Packers and Riggers who wish to be on this visit must contact Rick Boardman by 16.00 hrs, Friday 21st August 2015. There are a maximum of 15 slots available for this visit, first come first served.

Rick's contact email addresses is as follows: [Ricksriggery@aol.com](mailto:Ricksriggery@aol.com)

There being no further matters arising, it was proposed by Rick Boardman and seconded by Dave Major that the Riggers' Sub-Committee Meeting of 4 June 2015 be accepted as a true record.

**Carried Unanimously**

**3. MATTERS ARISING FROM THE STC MEETING OF THE 4 JUNE 2015**

Conversation took place regarding the item 9, A.O.B, item 2 where Alex Busby-Hicks had asked STC for clarification if they could, of what constitutes being a 'recognized' parachute manufacturer. John Curtis stated that to be fair to Phillip Wayper who is not a recognized canopy manufacturer for Sport Parachuting there was also some companies out there who were not recognized as a Sport Parachuting manufacturer but still developed canopies for Sport Parachuting. The conversation came to no conclusion.

**4. DRAFT PROPOSAL FOR CONSIDERATION ON THE USE OF EQUIPMENT MAINTENANCE RECORD CARDS**

A draft proposal from Phill Elston for consideration on the use of equipment maintenance record cards had been circulated with the agenda. A mock-up on the various cards had also been included in the draft proposal.

The idea is that a maintenance record card is introduced for each individual component part of a parachute system, i.e AAD, reserve canopy, main canopy, harness & container. This card then accompanies the equipment and any work carried out would then be noted on the individual card(s).

The cards would stay with their respective pieces of equipment for their service life. They will give a full record of repairs, modifications, service bulletin compliance etc. and should the components be sold on separately, each item would go to the next owner with its complete history intact.

Phill Elston is not suggesting that this system be implemented immediately or to be compulsorily, but that it is initially a 'voluntary' introduction for equipment already in use.

Rick Boardman was present at the meeting and provided further details to those present. Rick Boardman stated that a great deal of time and consideration went in to producing the draft documents and they were modeled on the German versions. The committee recognized that this was a good idea in order to prevent any history of the component parts being lost. The books would be for the owner of the equipment and it would help maintain a full service history

for the component parts. It was also stated that books would not replace any of the information already held i.e the data card and the MOT certificate, and a finalized version would need to be presented to the subcommittee for consideration before it was to be put forward to STC. Once the subcommittee has a final approved version the BPA would produce them. Any input to move forward towards the making of the cards is welcome.

## 5. **THE USE OF SOFT LINKS ON TANDEM AND STUDENT EQUIPMENT**

A paper by the BPA Safety & Technical Officer (STO) has been circulated with the Agenda concerning the use of soft links on Tandem and Student equipment.

Also tabled was correspondence from Bill Sharp with his comments on this issue for consideration.

The STO stated that at present there was nothing written down to clarify the use of soft links on Tandem or Student equipment and he would like some clarification from the Subcommittee. Discussion took place amongst those present and proceeded to discuss the different aspects starting with the use of soft links on reserves. It was highlighted that the Subcommittee could only work with what was written down in the Rigging Technical Manual and therefore realised that that the current procedures / rules written down in the Rigging Technical Manual regarding the use of rigging line connector links / soft links was in need of an update to fall in line with the newer equipment on the market. Pete Sizer agreed to look in to the areas concerning the use of soft links and bring these up to date.

Further consideration was given to the use of soft links on Student reserves and the Subcommittee agreed that this was acceptable providing these were approved by the canopy manufacturer.

The subcommittee agreed that the use of soft links on Tandem reserves would not be accepted and if anyone knew of any Tandem reserves that came with soft links to please make them aware of this. You can email Pete Sizer on [pete.seizer@btinternet.com](mailto:pete.seizer@btinternet.com)

It was also highlighted that any Student equipment that was to be cleared by the Riggers Subcommittee should include all component parts including soft links.

Further discussion took place to consider the use of soft links on Tandem main canopies and those present were asked if they had any objections to the use of soft links on Tandem main canopies. Those present saw no objections providing these were recognised by the canopy manufacturer. It was therefore proposed by Paul Stockwell and seconded by Noel Purcell that the Subcommittee accept the use of Tandem main connector links (soft or metal) providing they are acceptable to the canopy manufacturer.

**Carried Unanimously**

## 6. **EQUIPMENT CLEARANCE REQUESTS FOR EX-MILITARY TANDEM EQUIPMENT AND TWO EX-MILITARY STUDENT HARNESES**

A proposal from Ralph Mitchell, together with supporting paperwork and a covering note from the STO has been circulated with the Agenda requesting the following equipment clearances:

- a) **System #2**  
That the grey Relative Workshop Ex-military Tandem Vector II TV14 (serial no. 39605) be accepted for use with the VTC 421 reserve and the UPT Student harness.
- b) **System #3**  
That the Relative Workshop/UPT Ex-military Wonderhog Dual Container / Tandem Student Harness system (serial no. #3) be accepted for use with the UPT Sigma container (serial no. 52193)
- c) **System #4**

That the Relative Workshop/UPT Ex-military Wonderhog Dual Container / Tandem Student Harness system (serial no. #4) be accepted for use with the UPT Sigma container (serial no. 52194)

The Advanced Riggers endorsing/recommending the above equipment clearance requests are Andy Page and Malcom Knox.

Following discussion it was proposed by Andy Page (proxy) and seconded by Malcom Knox (proxy) that the above proposed equipment clearance requests be accepted.

For: 7 (incl 2 by proxy)                      Against: 0                      Abstentions: 1 (John Curtis)

**Carried**

## **7. ADVANCED PACKER COURSE REPORTS**

- i) An Advanced Packers Training Course had been held at Target Skysports from the 26 May 2015. Ray Armstrong had submitted a Course Report, which had been tabled in advance.

The Course was attended by Darren Graham, Robert Krysztofiak and Gonzalo Carvalho. All candidates were advised to practise under supervision in preparation for the examination phase of the Course.

- ii) An Advanced Packers Examination Course had been held at Skydive Headcorn from the 1 – 2 June 2015. Pete Sizer had submitted a Course Report, which had been tabled in advance.

William Forbes had successfully completed the examination phase of the Course and had been awarded Advanced Packer (Grade S) status.

- iii) An Advanced Packers (Tandem) Re-Evaluation Course had been run by Andy Page at UK Parachuting (Beccles) in respect of Nader Afsharian.

Nader Afsharian had previously held an AP (Tandem) rating, which lapsed at the end of March 2008. Andy Page has submitted a Course report, which had been tabled in advance.

Andy Page had reported that Nader spent two days proving his ability to competently pack Tandem reserves of the Strong type and Vector/Next type and he was up to date with current Tandem Regs and S/Bs. At the end of the Re-evaluation, Andy Page had no reservation in recommending the re-instatement of Nader Afsharian's Advanced Packer (Grade T) rating.

## **8. BPA SAFETY NOTICES/INFORMATION BULLETINS**

A BPA Safety Information Bulletin (2/15) had been issued to make everyone was aware that the serial numbered Relative Workshop Ex-military Tandem Vector II Wonderhog Dual Container (#35845) has now had its grounding (SN 2/14) individually lifted by the Riggers' Sub-Committee.

At present all other ex-military (grey) Vector containers remain grounded by SN 2/14 until presented with the appropriate documentation to the Riggers' Sub-Committee for acceptance.

BPA Safety Information Bulletin (2/15) also noted that the MVT 421 Reserve Canopy (#VR-421-005445) has had its grounding (SN 2/14) individually lifted by the Riggers Committee. This reserve canopy is only cleared for use with the above Ex-Military (Grey) container.

## **9. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS**

A mandatory Product Service Bulletin has been issued by United Parachute Technologies

(UPT) for all owners of Vectors with a Spectra reserve ripcord manufactured between January 2014 and May 2015 and concerns excessive urethane coating on the Spectra reserve ripcord. Further details about this bulletin can be found on the UPT website:  
<http://www.unitedparachutetechnologies.com/>

**10. A.O.B.**

- i) Paul Applegate reported on a Tandem incident involving a Next Tandem system, where the instructor had difficulty locating the primary deployment toggle due to his student's awkward position. The instructor located the secondary handle and tried to pull it, which was very hard to pull. He pulled harder, succeeding, however this took out the cutaway pad, and as the main bag extracted from the container, the reserve deployed via the RSL. It was later discovered that the secondary handle had Velcro on both sides of the securing tab, causing the hard pull which pulled both the secondary and cutaway pad. Further investigation resulted in the discovery that some Next secondary release handles have Velcro on both sides of the tab and some (more modern ones) have Velcro on one side. It had been decided by the Subcommittee that Velcro should only be fitted to one side of the tab – the harness side.
- ii) The Tandem 100 Jump Inspection Books are due for re-print. If anyone has any amendments. Please let us know, as anything substantial will need to be included with the outgoing Agenda for the next meeting (24 Sept 2015) for acceptance by the Committee.
- iii) George Panagopoulos has advised the office that he will be running an Advanced Packers Course at Netheravon from the 27 – 30 August 2015.

Date of next Meetings:                      Thursdays, 24 Sept, 19 Nov 2015 at 4pm at the BPA Offices, Glen Parva, Leicester

03 August 2015

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 7 SEPTEMBER 2015**

**Distribution:**

Chairperson Riggers' Sub-Committee, All CIs, All Riggers, Advanced Packers, Council, CAA Editor – Skydive