



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 – Tandem Mods Website & Supporting Documentation. Paul Stockwell gave the meeting a progress report on the WG that had been established with a view to looking into creating a document reference library of historical safety related material and supporting paperwork. The idea was to scan the various documents and compile files, with links via the Tandem mods website.

Paul reported that he was researching various options with regard to data storage and costs involved.

Bill Sharp stated that some of the past technical drawings for equipment modifications may not be of a good enough quality for scanning purposes and in some cases would need to be re-drawn. This may also involve re-presenting any new drawings to the Committee for consideration and acceptance.

Page 3, Item 7 – Discussion on the Retrofitting of the Skyhook to Javelin Bridles in the UK. An e-mail from Rick Boardman had been circulated to those present. Rick wished to clarify a number of points surrounding this particular item, which had been discussed at the previous meeting.

Rick Boardman had pointed out that this item had been included on main agenda by the Riggers' Subcommittee chair and not by Rick. He stated that the way the item was placed on the agenda gave the impression that it was Rick that had a problem which required discussion, when in fact he did not. Rick had stated that at the Chair's request, he had confirmed with Sunpath that he was the only person in the UK that they had certified to carry out this specific work.

As Sunpath's UK Certified rigger for Skyhooks, Rick wished to make it perfectly clear to them that he had no intention of releasing their installation instructions (supplied by them to Rick) to any other rigger, unless they request otherwise.

Rick Boardman had suggested that since Sunpath attend the BPA Expo, the Committee had plenty of time to set up an opportunity to get Advanced Riggers the same certificate as Rick achieved in 2008 on the Saturday of the BPA Expo 2017. This would involve a British Rigger providing a bartacker machine to the cause, in liason with Sunpath. Rick states that he was still awaiting a response from Sunpath to this suggestion.

Page 5, Item 11(iii) – Packing Confidential Incident. The Chair reported that he had written to the rigger concerned regarding the incident reported at the previous meeting. He stated that there were a number of other packing related anomalies still to be resolved, which were still being investigated.

There being no further matters arising, it was proposed by Paul Stockwell and seconded by Pete Sizer that the Minutes of the Riggers Subcommittee Meeting of 7 April 2016 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF THE 7 APRIL 2016

There were no matters arising from the previous meeting.

4. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Training Course had been held at Thomas Sports Equipment (TSE), Bridlington from the 21 – 25 March 2016.

The Course was attended by Mick Cooper who subsequently attend the AP examination Course at TSE on 19 April 2016. Mick was successful and awarded AP (Grade S) status.

Chris Thomas had submitted a Course Report, a copy of which had been tabled to those present.

- ii) An Advanced Packers (Tandem) Upgrade Course had been run by George Panagopoulos at CCSPC (Cyprus) from the 4 – 8 April 2016. The Course was attended by Phil Bell. Phil successfully completed the Course and was awarded AP (Grade T) status.

George Panagopoulos had submitted a Course report, a copy of which had been tabled to those present.

- iii) An Advanced Packers Examination Course had been held at Skydive Headcorn from the 14 – 15 April 2016. Simon Beech successfully completed the Course and was awarded AP (Grade S) status.

Pete Sizer has submitted a Course report, a copy of which had been tabled to those present.

- iv) An Advanced Packers Training Course had been held at Skydive Buzz (Dunkeswell) from the 8 – 11 May 2016. The Course was attended by Jack Bradford and Sandy Wilson. Both candidates were advised to attend the examination phase of the Course following a number of supervised re-pack jobs.

Andy Shaw had submitted a Course report, a copy of which had been tabled to those present.

5. BPA SAFETY NOTICES/INFORMATION BULLETINS

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

6. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

- i) Advanced Aerospace Designs had issued an Information Bulletin regarding battery replacement reminder. This had been circulated prior to the meeting for information and would also be attached with the outgoing Minutes for this meeting.
- ii) A Maintenance Information Bulletin submitted by Airtec regarding CYPRES maintenance had been circulated prior to the meeting for information, which would also be attached with the outgoing Minutes for this meeting.

Airtec have stated that after 25 years of experience and continuous product improvement they have changed its maintenance requirements for CYPRES AAD units which have been manufactured after the 1 January 2016 from "mandatory" to "highly recommended".

The COO reported on a meeting he attended recently at Airtec and stated that part of the discussion had concentrated on the benefits of returning AAD units for maintenance, as maintenance included the latest features, hardware and software updates etc. He also stated that one of the main reasons for the change concerned problems in South America over re-import of the AADs.

Following consideration, it was felt by those present that nothing relevant had changed to warrant BPA changing its stance on the current servicing requirements of CYPRES AADs and it was agreed that the maintenance would remain "**mandatory**" for all types of CYPRES AAD units.

Therefore, any CYPRES AAD units manufactured after the 1 of January 2016 must still adhere to the four-year maintenance cycle.

It was proposed by Pete Sizer and seconded by Karen Saunders that a BPA Safety Information Bulletin be promulgated stating BPA policy.

Carried Unanimously

iii) **UPT Service Bulletin 20110523 – issued 23 May 2011**

The Chair reported on an e-mail received from Gary Stevens on the 29 April reporting that he had come across a number of Vector 3 Sport Harness/Container systems that had come through his rigging loft for reserve repacks that had not been upgraded to the "E" shape zigzag stitch pattern as advised in UPTs bulletin.

Although the bulletin is an advisory, Gary thought it is pertinent that he brought this information to the attention of the Committee.

Following discussion, the Committee wished to stress again the importance to anyone who jumped a UPT Vector 3 container that they be made aware of this Service Bulletin UPT Service Bulletin #20110523 (23 May 2011) and of the importance of checking the stitching as directed in the Bulletin. If the stitching was in need of repair, the rig must not be jumped until the repair had been carried out.

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

- i) An e-mail had been received from Andy Duncan (Chief Instructor of Cyprus), a copy of which had been tabled to those present.

Andy Duncan had reported that Phil Bell's (BPA 131903) Basic Rigger rating was due to expire in July 2016. Although he has spent time working alongside Paul Applegate in Jan of this year, work commitments have prevented him in gaining the required upgrade. Phil Bell has scheduled a period of consolidation with George Panagopoulos in Aug 2016, after which it is expected that he will be ready to undertake the course. Andy Duncan has therefore asked for an extension to Phil Bell's basic rigger rating for a further 6 months.

It was proposed by Pete Sizer and seconded by Paul Stockwell that the above request be accepted.

Carried Unanimously

- ii) An e-mail had been received from Andrew Hilton, a copy of which had been tabled to those present.

Andrew had stated that following Aaron Cosbey's unsuccessful PR exam last winter, the Examiners neglected to request an extension to his BR rating to allow him to resit his exams this winter. Andrew has apologised for the oversight and that this had not been made clear on the course reports.

Andrew Hilton had therefore requested that Aaron Cosbey's BR rating be extended until January 2017.

It was proposed by Andrew Hilton (proxy) and seconded by Pete Sizer that the above request be accepted.

Carried Unanimously

iii) **Rigging/Packing Confidential Reports**

This item was dealt with in camera and all those apart from Advanced Riggers, Rigger Examiners and those concerned left the room.

- a) The Chair reported that he had received a Rigging/Packing confidential report where a significant number of packing errors/problems had been identified involving the same packer including a packing tool, which had been left in the container after repacking a reserve parachute and a number of problems with other parachute systems belonging to the same PTO.

Because of the number of systems involved the packer concerned had been asked to contact all the people the packer had completed work for including reserve re-packs and maintenance work to equipment within the last six months and to advise them that problems with the work on their equipment had been uncovered and to advise them to have the work inspected by a qualified packer/rigger before the equipment was used again. The Chair stated that the packer concerned had complied to this request.

The packing ratings of the packer concerned had also been suspended until this meeting.

The packer concerned was present at the meeting and was asked to comment and answered questions in relation to the various incidents. The packer concerned reported that all equipment owners had been contacted (over 70) as requested and that no further problems of faults with their packing had been found. The packer had also now put a system in place in respect of packing tools to avoid the same situation happening again.

The packer concerned stated that they would be prepared to be re-examined by an independent Rigger Examiner on their packing and inspection techniques and also to demonstrate their tool control.

The Committee were satisfied that this was an appropriate course of action, and Pete Sizer volunteered to be the independent Examiner.

It was therefore proposed by Pete Sizer and seconded by Bill Sharp that the above course of action be followed prior to the packer concerned having their packing ratings re-instated.

This carried unanimously by those REs & ARs present.

Carried Unanimously

- b) The Chair gave the meeting details of another Rigging/Packing confidential report received since the meeting. He stated that the CI of the packer concerned had dealt with this matter internally and had reminded the packer concerned of their responsibilities. The Chair stated that he was happy with the actions taken by the CI and stated that he would also be writing to the packer concerned.

The meeting then resumed in open session and the Chair carried on with any other matters under AOB.

- iv) Discussion then ensued with regard to the BPA's confidential system for the reporting of rigging and packing related incidents in general, as it was generally felt the system was not being used as it was originally intended.

The Committee believed that a more formal approach should be considered in the future and that thought should be given to perhaps adopting a system in the same way as parachuting related incidents are reported.

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

The Committee agreed that this subject warranted further consideration

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

Brussels, 27 April 2016

INFORMATION BULLETIN
BATTERY REPLACE REMINDER

The following information is a reminder that all Vigil batteries (Vigil I, II & 2+) must be replaced after 10 years + maximum 3 months from the date of manufacturing of your Vigil.

Remark: the battery date of manufacture (DOM) could be up to 12 months earlier than your Vigil DOM. This extra year tolerance has been taken into account when your Vigil was manufactured.

A battery replacement is **mandatory** when:

- «Bat Low» or «Bat Rpl» message appears on the controller screen, or
- When the Vigil has reached 10 years + maximum 3 months.

If you have a Vigil I, and have not already replaced your battery, we recommend doing so during the next reserve repack. Failure to timely replace the battery in your Vigil may affect the proper functioning of the Vigil unit.

Extra information to take into account for Vigil II only:

- Do not leave your Vigil disconnected from the battery for more than three days. (See manual page 27).
- After changing the battery it is recommended to wait a minimum 12 hours before switching the Vigil unit back on.

Regards,
Vigil Team

V2016.04.27

CYPRES Maintenance turns from mandatory to highly recommended

After 25 years of experience and continuous product improvement Airtec uses its possibility 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 16 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 adjustments 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 to 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