



## **Riggers' Subcommittee**

**Thursday 2 February 2017 at 1600**

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

**Present:** Paul Applegate (AR) - Riggers' Subcommittee Chair  
Noel Purcell (AR)  
Karen Saunders (AR)  
Chrissy Downer (PR(v))  
Gary Stevens (PR(nv))  
Rick Boardman (AR)

**Key:**

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

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

**Apologies:** John Hitchen, Pete Sizer, Kim Newton, Dave Major.

**In Attendance:** Tony Butler - Chief Operating Officer  
Jeff Montgomery - Chair STC/STO  
Trudy Kemp - Assistant to COO/STO

**Observers:** Florin Craciun, Steve Saunders, Mark Bayada (from item 6)

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### **ITEM**

The Chair of STC reported that at the STC Meeting of 17 November 2016, Paul Applegate had been re-elected as Chair of the Riggers' Subcommittee for 2017.

**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 17 NOVEMBER 2016**

Page 1, Item 2 – Next & Next Century Tandem Systems. As there had been nothing reported 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 this item could now be drawn to a close.

It was the consensus of those present that the Committee should now consider lifting the 100-jump inspection on these reserve loops, but noted that this would require a proposal for consideration at the next meeting.

Page 1, Item 2 – Tandem Mods Website & Supporting Documentation. This item was still ongoing.

Page 2, Item 2 – Mars 2 AAD Karen Saunders had highlighted several issues surrounding the inspection procedures on the Mars 2 AAD, which had given her cause for concern, and in her opinion were impractical for Advanced Packers or even Riggers who no longer jump.

Karen Saunders reported that the manufacturer recommends a yearly inspection at reserve repack, which clearly places the responsibility with the Advanced Packer or Rigger.

The main areas of concern from the M2 Manual:

- *Perform pressure check by comparing to another precision instrument that shows barometric pressure. Announced actual pressure at the airport can also be used. Variance must not be more than +/-15hPa*

Karen stated that she used a Vigil AAD unit to check the barometric pressure, she was concerned that a lone Packer or Rigger may not have access to another AAD to check it against. However, it was felt by those present that a standard digital barometer should suffice to check the barometric pressure.

- *Check the altitude lock release in the aircraft during ascent to verify whether the device really works and reacts to the aircraft ascent*
- *Check the altitude lock release at 450 m (1,475ft) or 900m (2,900feet) with another altimeter. The altitude lock is released when the centre line between the arrows disappears.*

Karen Saunders stated that again, this was difficult due to many factors not least the location of the display on the rig itself, and for those Advanced Packers and Riggers that no longer jump.

Karen Saunders reported that the manufacturers had released a video explaining how all these checks can be completed except for the lock release mechanism. A link to this video can be found at: <http://www.m2aad.com/download-en>

Karen stated that she had contacted the manufacturers, and they had indicated that they were prepared to write a statement for the BPA stating that Riggers and Packers can do one thing or the other, i.e. if they are unable to check the lock release mechanism, so long as the barometric pressure has been checked there would be no requirement to do both.

Following further consideration, it was the view of those present that if the manufacturers were to make a statement to this effect in writing, then they felt that this would be satisfactory. Karen stated that she would contact the manufacturer again.

**[Post Meeting Note: Following the meeting, Mars had now issued a Safety Information Bulletin stating the following:**

**'Amendment to Maintenance Section 7.4 Yearly Inspection of the Mars M2 Manual.**

**Riggers and Advanced Packers can EITHER check the Lock Release Mechanism OR the Barometric pressure test as per the manual; but this must be completed at the manufacturer's recommended time scale.**

**The remaining inspection procedure remains the same'.]**

A copy of the Bulletin would be attached to the Minutes for information.

**Page 3, Item 5 – Rigging Syllabus Update Project.** Andrew Hilton had reported that the amended forms would be available for consideration at the next meeting.

**Page 6, Item 8 – BPA Riggers' Subcommittee Terms of Reference (ToR).** Tony Butler reported that BPA Council would be reviewing all Committee ToRs, and this would include the nominations process for the annual election of the Riggers' Subcommittee Chair and also the voting rights of the various categories of Rigger. He stated that he had found a couple of anomalies within the STC ToRs, which would also need to be addressed.

**Page 8, Item 12 – Equipment Related Incident Reporting System.** This item was on the main agenda.

There being no further matters arising, it was proposed by Karen Saunders and seconded by Rick Boardman that the Minutes of the Riggers Subcommittee Meeting of 17 November 2016 be accepted as a true record.

**Carried Unanimously**

3. **MATTERS ARISING FROM THE STC MEETING OF THE 17 NOVEMBER 2016**

**Page 6, Item 6 – Incident/Injury Reports Résumé.** The Committee asked that any equipment related reports be passed onto to Riggers' Subcommittee for information.

4. **STUDENT EQUIPMENT CHANGE PROPOSAL**

Chrissy Downer had submitted a Student Parachutist Equipment Change Proposal Application together with the relative paperwork and drawings, copies of which had been circulated with the Agenda and would be attached to the Minutes for information. Chrissy was present at the meeting and provided further details of her request.

The equipment concerned was the Rigging Innovations Telesis 1 AFF/RAPS container system.

The proposed changes were as follows:

- a) to remove main canopy deployment ripcord hard housing from systems which are not being used for R/C deployment at Skydive London and
- b) cover the exposed part of the hard housing on the systems which are used in ripcord deployment mode.

Chrissy Downer reported that she had been in contact with Sandy Reid at Rigging Innovations, who had approved the above changes.

Following consideration, it was proposed by Noel Purcell and seconded by Rick Boardman that the above Student equipment change proposal be accepted.

**Carried Unanimously**

5. **'Y' STRAP MODIFICATION FOR PARATEC TANDEM STUDENT HARNESS**

Karen Saunders had submitted a Student Parachutist Equipment Change Proposal Application together with the relative paperwork and drawings, copies of which had been circulated with the Agenda and would be attached to the Minutes for information.

Karen Saunders reported that at the Riggers' Subcommittee on the 27 September 2012, a proposal had been accepted for Target Skysports only to add a Y strap to a Paratec Tandem Student Harness (this was the harness that had a type 7 back strap and bellyband). Karen had now requested that the above modification be given a general acceptance.

Noel Purcell was asked if he had any comments, as he had experience of using this mod. Noel stated that in his opinion, he would recommend keeping the buckle fasting higher so there was less risk of the Student sitting on it during a sliding landing. He also suggested using type 17 webbing, and therefore a small 1 inch buckle.

The Committee thanked Noel for his input, but noted that any alterations to the spec of the original Y mod would require acceptance by the Subcommittee at a future meeting.

Following consideration, it was proposed by Karen Saunders and seconded by Rick Boardman that the Paratec Tandem Student harness with a type 7 back strap and bellyband,

and is fitted with a Y strap, previously only accepted for Target Skysports (see Riggers' Subcommittee Minutes of 27 September 2012) be accepted for general use.

**Carried Unanimously**

**6. PROPOSED AMENDMENTS TO VARIOUS ADVANCED PACKER FORMS**

Rick Boardman had re-drafted the Advanced Packer Course Training Record (Form 175) and the Initial Issue Advanced Packer Rating (Form 208), copies of which had been circulated with the Agenda.

Following consideration, it was proposed by Rick Boardman and seconded by Karen Saunders that the amendments to BPA Form 175 (with a slight adjustment agreed that evening) and Form 208 be accepted.

**Carried Unanimously**

The updated forms would be attached to the Minutes for information.

The Chair referred to the Advanced Packers written exam and asked whether a pool of questions could be made available on the BPA website, as was being considered for Riggers. Rick Boardman stated that he would liaise with the Advanced Packer Course Examiners.

**7. DRAFT EQUIPMENT RELATED INCIDENT REPORT AND GUIDELINES**

Pete Sizer had re-drafted the Equipment Related Incident Report (BPA Form 298A) and had also produced a set of guidelines for completing the Report (BPA Form 298B), copies of which had been circulated with the Agenda.

Following discussion, it was proposed by Pete Sizer (proxy) and seconded by Rick Boardman that BPA Forms 298A & 298B be accepted.

**Carried Unanimously**

The updated forms would be attached to the Minutes for information.

**8. BPA RIGGERS' COURSE REPORTS**

**Allan Hewitt**

Tony Butler spoke to his paper, which had been previously circulated, regarding Allan Hewitt's BPA Rigger ratings. Tony Butler provided further details to those present.

Tony Butler reported that Allan Hewitt has had a long-standing grievance with the BPA over the reinstatement of his BPA Advanced Rigger rating. This grievance went to mediation at Sport Resolutions on the 16 November 2016 and was settled amicably.

As part of the grievance agreement it was agreed that a joint statement be produced. The statement (below) has been posted on the BPA web-site. It was also agreed that it would be reproduced in the Riggers' Subcommittee minutes.

**ALLAN HEWITT AND BRITISH PARACHUTE ASSOCIATION LTD**

Allan Hewitt and British Parachute Association (BPA) Ltd are pleased to announce that they have reached agreement on a longstanding grievance against BPA that Allan Hewitt has been pursuing for some three years. They would like to thank Sport Resolutions for their help in reaching this agreement.

The BPA acknowledge, with regret, the long and tortuous process Allan Hewitt faced when seeking to reinstate his BPA Advanced Rigger rating. As a result of this, BPA will review the terms of reference of its Riggers' Subcommittee to clearly state the rules of eligibility to vote and the required quorum, so it cannot be misunderstood; also, to emphasise that decisions

cannot be carried if the meeting does not have the necessary quorum, and to clearly define the meaning of a 'declaration of interest'.

Allan is a former Chair of the BPA Riggers' Subcommittee and a major contributor to the development of rigging in sport parachuting. Allan first qualified as a BPA rigger in 1989 and later qualified as a BPA Rigger Examiner and during his time with the BPA his conduct has been exemplary. Allan has demonstrated a professional manner throughout his career and his reputation as a rigger is unblemished.

Tony Butler, BPA Chief Operating Officer, said "BPA has learned lessons from this, and will alter its procedures to assure members with a grievance are provided with an appropriate environment away from busy committee meetings. Members with a grievance will be given sufficient time to be properly heard. The member's grievance will be considered by a panel including those not on the BPA committee or body with which the member has the grievance. The member with the grievance will be treated with respect throughout the process."

Allan Hewitt said "I have been a strong supporter of the BPA for many years and spent many hundreds of hours working on BPA projects. My goal was always to improve the knowledge of riggers and skydivers about equipment safety. However, when the system fails to work I believe it's the responsibility of BPA members to change the system to maintain some common sense. This is the reason I pursued a complaint against the BPA at great expense to myself. The rules and regulations should be followed by everyone including BPA committee members and employees. If a rule or regulation does not make sense, then BPA members should always have a right to present changes to improve the system for and on behalf of other BPA members. I would like to see this clearly stated within the BPA system."

BPA looks forward to welcoming Allan home to BPA so he may continue and develop his career as a Rigger Examiner in the UK.

- End of joint statement -

Following the mediation, the COO informed Council at their meeting on the 29 November 2016 of the outcome and that Allan had agreed to attend the Rigging Course on the 20 December 2016 being held at Dunkeswell to be assessed for reinstatement of his Advanced Rigger's rating. Allan had also requested that if successful he would like to then be assessed for reinstatement of his Rigger Examiner rating. See extract of Council meeting minutes (below):

*'The COO said that Allan Hewitt had asked to regain his former Rigger Examiner rating too. This would be after his re-instatement as an Advanced Rigger. The next opportunity for him to do this would be in January 2017, which was before the next meeting of the Riggers' Subcommittee, which would normally authorise such an arrangement, in February. The COO therefore asked Council, exceptionally, to approve this arrangement as a one-off, otherwise it would be likely to mean a long delay, as there were few courses at which a Rigger Examiner rating could be awarded, there being only five Rigger Examiners in the country. All five had agreed to be available for Allan Hewitt's assessment if required - Allan Hewitt would be invited to choose two or attend for assessment at a course that was already in the calendar. Ian Marshall proposed, and Yassi Molazadeh seconded, a motion to approve this arrangement on condition that Allan Hewitt had regained his Advanced Rigger rating first. The vote carried with 1 abstention (Paul Applegate, Chair of the Riggers' Subcommittee).'*

Allan attended the course and was assessed for the reinstatement of his Rigger Examiner rating. He was successful and has now been awarded his Advanced Rigger and Rigger Examiner ratings.

The Chair then reported on the Rigging Courses held since the last meeting. Both reports had been circulated with the Agenda.

- i) The BPA wished to thank Jason Farrant for kindly hosting the BPA Rigging Course at Skydive Buzz, Dunkeswell, from the 17 - 21 December 2016

The Examiners in attendance on the Course were: Bill Sharp and George Panagopoulos.

There were four candidates on the Basic Rigger Course. All candidates were successful and were awarded Basic Rigger status. The successful candidates were: Yolande Lee, Liam Goddard, Jonathan Charles and Michael McNulty.

There were three candidates on the Parachute Rigger Course. All candidates were successful and were awarded Parachute Rigger status. The successful candidates were: Gavin McLeod, Aaron Cosbey and Philip Bell.

Allan Hewitt attended the Advanced Rigger Course for the assessment for the reinstatement of his Advanced Rigger rating. After completing the written test, Allan was given the task of doing a major harness repair on a Tandem container and then a repair on the attachment point of a Student main canopy.

The Examiners were satisfied with Allan's assessment and he was reinstated with his Advanced Rigger rating.

- ii) The BPA wished to thank Jason Farrant for kindly hosting the BPA Rigging Course at Skydive Buzz, Dunkeswell, from the 3 – 7 January 2017.

The Examiners in attendance on the Course were: Pete Sizer and George Panagopoulos.

There were three candidates on the Basic Rigger Course. All candidates were successful and were awarded Basic Rigger status. The successful candidates were: George Kakkis, Stephen Handley and Javi Centeno Gomez.

There were four candidates on the Parachute Rigger Course. All candidates were successful and were awarded Parachute Rigger status. The successful candidates were: Niel De Wit, Roman Cnotalski, Mary-Lou Barratt and Dylan Morris-Roberts.

Andy Shaw attended the Rigger Examiner Course and successfully completed the second part of the requirement for his Rigger Examiner rating.

As reported above, Allan Hewitt attended the Rigger Examiner Course for the assessment for the reinstatement of his Rigger Examiner rating. Allan successfully completed the Course and was reinstated with his Rigger Examiner rating.

## **9. ADVANCED PACKERS COURSE REPORTS**

The following Advanced Packer Courses had been held since the last meeting, and the respective Course Reports had been circulated to those present:

- i) Andy Page had run an Advanced Packers Examination Course at UK Parachuting (Beccles) from the 31 October – 3 November 2016. The Course was attended by Yolande Lee.

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

- ii) George Panagopoulos had run an Advanced Packers Training Course at Cyprus from the 14 – 17 November 2016. The Course was attended by Andrew Duncan and George Kakkis.

Both candidates then successfully completed the Examination phase of the Course at Cyprus from the 23 – 24 November 2016 and were awarded Advanced Packer (Grade S) status.

- iii) George Panagopoulos had run an Advanced Packers Examination Course at Netheravon from the 1 – 2 December 2016. The Course was attended by Jonathan Charles.

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

- iv) Noel Purcell had run an Advanced Packers Examination Course at Skydive Hibaldstow on 9 December 2016. The Course was attended by Liam Goddard.
- Liam successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- v) Pete Sizer had run an Advanced Packers 'Round' Conversion Course at Skydive Headcorn from the 12 – 14 December 2016. The Course was attended by Gary Stevens.
- Gary successfully completed the Course and was awarded Advanced Packer (Grade R) status.
- vi) Rick Boardman had run an Advanced Packers Training Course under the supervision of Pete Sizer at Skydive Headcorn from the 19 – 20 December 2016. The Course was attended by Barry Maple, Marie Anne Stevens and Wayne Kennedy all of whom were advised to attend the Examination phase of the Course once they had completed a number of supervised pack jobs.
- On completion of the Course, Pete Sizer recommended that Rick Boardman be added to the list of Riggers authorised to run and examine Advanced Packing Courses.

It was proposed by Noel Purcell and seconded by Karen Saunders that the above recommendation be accepted.

**Carried Unanimously**

- vii) Pete Sizer had run an Advanced Packers Examination Course at Skydive Headcorn from the 19 – 20 December 2016. The Course was attended by Barry Maple.
- Barry Maple had previously held an Advanced Packer rating and had recently attended an Advanced Packer Training Course. Barry Maple successfully completed the Examination Course and was re-awarded his Advanced Packer (Grade S) rating.
- viii) Noel Purcell had run an Advanced Packers Training Course at Skydive Hibaldstow from the 19 – 22 December 2016.
- The Course was attended by Chris Judd, Tom Shorten and Phil Wayper all of whom were advised to attend the Examination phase of the Course once they had completed a number of supervised pack jobs.
- ix) Andy Shaw had run an Advanced Packers Examination Course at Skydive Buzz from the 21 Jan 2017. The Course was attended by Jack Bradford.
- Jack successfully completed the Course and was awarded Advanced Packer (Grade S) status.
- x) Karen Saunders had run an Advanced Packers Training Course under the supervision of Pete Sizer at Skydive Headcorn from the 23 – 26 January 2017. The Course was attended by Lucy Mancey, Vitaliy Zakrevsky and Steve Brown all of whom were advised to attend the Examination phase of the Course once they had completed a number of supervised pack jobs.
- On completion of the Course, Pete Sizer recommended that Karen Saunders be added to the list of Riggers authorised to run and examine Advanced Packing Courses.

It was proposed by Noel Purcell and seconded by Rick Boardman that the above recommendation be accepted.

**Carried Unanimously**

10. **BPA SAFETY NOTICES/INFORMATION BULLETINS**

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

11. **MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS**

- i) The Chair reported that Airtec GmbH & Co.Kg Safety Systems who manufacture the CYPRES AAD unit, had extended the service lifetime from 12.5 years to 15.5 years. This lifetime extension only applies to units which have been manufactured after the 1st of January 2017. For this longer service life, the maintenance requirements will be every 5 years and 10 years after the date of manufacture.

Therefore, any CYPRES AAD units manufactured after the 1st of January 2017 must adhere to the five-year maintenance cycle.

Any CYPRES AAD Units manufactured prior to the 1st of January 2017 remain at a 12.5-year lifetime and must still adhere to the four-year maintenance cycle as per BPA Safety Information Notice 02/16. (This was a BPA Requirement and not an Airtec GmbH & Co.Kg Safety Systems requirement.)

A BPA Safety Information Bulletin would also be circulated to highlight this information, a copy of which would also be attached to the Minutes.

- ii) A Product Advisory had been issued by Advanced Aerospace Designs regarding Vigil battery replacement on all sport Vigil 1 & Vigil II AADs.

Due to new IATA restrictions regarding the transportation/shipping of metal lithium batteries, the manufacturers are no longer able to ship replacement batteries for the Vigil AAD, consequently forcing them to change the battery replacement procedures accordingly.

Effectively immediately, the battery is no longer field replaceable and must be returned to either AAD or Vigil America when a battery replacement is necessary.

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.

All Vigil batteries (Vigil I, II & 2+) must be replaced after 10 years + maximum 3 months from the date of manufacturing of your Vigil.

Full details are included on the Product Advisory attached to the Minutes.

12. **A.O.B.**

- i) An e-mail had been received from Mark Bayada (CI APA-Netheravon) requesting that that Riggers Subcommittee renew Chris Good's Advanced Packer (S) rating which lapsed in April 2016 following a serious parachuting injury. Chris was involved in a parachuting accident in January 2016 and due to the seriousness of his injuries did not renew his BPA membership or ratings.

Mark Bayada had reported that Chris was now medically fit and was keen to start jumping again. Prior to his accident, he held a CSI, AFFI and TI rating and was current in all three, which Mark was requesting from STC that evening to have reinstated.

Mark was also requesting from the Riggers' Subcommittee that Chris Good's Advanced Packer (S) rating be reinstated.



The meeting was advised that Chris has over 4000 jumps, 153 in the past two years. He has made a good recovery and following a medical review has been given a new Doctors' Certificate with no restrictions. He had held Advanced Packer (S) status since Sept 1999.

It was proposed by Noel Purcell and seconded by Karen Saunders that the above request be accepted.

**Carried Unanimously**

- ii) Pete Sizer had reported that during the recent Advanced Packer course at Headcorn it was noticed that there was a discrepancy (Typo) between the Technical Manual, Safety Information (4/15) and the decision at Riggers. Namely:  
Page 14 Connector Links Para 4. should read "Soft Links may not be used on Student Main Canopies" in accordance with the decision at Riggers 30.7.15 and SI 4/15.

As the author of both documents, Pete Sizer had apologised for the error.

- iii) Circulated to those present was information from Kim Newton regarding 'baby' D rings.

Kim had reported that she recently found a set of main risers on equipment, where there were several issues with the risers, amongst which was that the brake locking rings were of the 'baby D ring' type identified in 1994 as causing opening problems due to them breaking during openings. Kim had supplied photos of the relevant D rings, which had been circulated to those present and would also be attached to the Minutes for information.

Kim had referred to the Minutes from Riggers' Subcommittee meeting of 11 August 1994, item 5, which mentions the Safety Information Notice that was issued (SI 5/94) and that the discussion concluded that the notice was relevant to other types of 'D' ring not only the 'H219' that was stated in the notice.

Kim stated that she was concerned that many Riggers and Advanced Packers may not be aware of this issue, as most, if not all, manufacturers had been using round small rings for many years. However, the age of these risers on this set of equipment was evident and she felt that questions could have been asked as to whether they were suitable for use.

Kim stated that she felt that we need to highlight the responsibility of Riggers and Advanced Packers to question the use of old components and that if they see something that is not common practice that they must seek advice.

Kim had respectfully asked the Committee to discuss and possibly recommend ways in which we could improve the knowledge of those who oversee equipment.

The Committee discussed Kim Newton's email, during which the following points were considered:

- The Committee to look at compiling a list of older BPA safety notices and bringing them up to date with a view to educating Packers.
- The Committee to look at ways of encourage more Riggers and Advanced Packers to attend meetings and to take an interest in their sport. It was suggested that perhaps a letter be circulated highlighting various ongoing issues.
- The Committee to think about holding a Riggers convention each year at the AGM.

- iv) Paul Applegate stated that there was currently no paperwork for the logging of work completed on Student Tandem harnesses.

Following discussion, Karen Saunders agreed to draft a record log that could be added to the reverse of BPA Form 111D (Tandem Student Harness Airworthiness Inspection). This would be available for consideration at the next meeting.

- v) Mark Bayada gave an update to the meeting on the current position with regard to the Age Working Group's proposal for the next stage of the BPA Medicals, following the successful change to the Tandem Medicals.

Mark Bayada stated that at some stage in the future the Working Group would also be looking at medicals for Ground Instructors, Riggers and Advanced Packers, as these were safety critical roles.

Dates of Future Meetings: At BPA HQ, 5 Wharf Way, Glen Parva, Leicester LE2 9TF  
Thursdays at 1600: 6 April, 1 June, 27 July, 21 September and  
16 November.

10 February 2017

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 20 MARCH 2017**

**Distribution:**

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



## Mars M2 Information Bulletin

Amendment to Maintenance Section 7.4 Yearly Inspection of the Mars M2 Manual.

Riggers and Advanced Packers can EITHER check the Lock Release Mechanism OR the Barometric pressure test as per the manual; but this must be completed at the manufacturers recommended time scale.

The remaining inspection procedure remains the same.

Jevicko, February 6<sup>th</sup>, 2017

  
Vratislav Malý  
MarS a.s.





**STUDENT PARACHUTIST EQUIPMENT\* CHANGE PROPOSAL - APPLICATION**

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

**Applicant Details**

Chrissy Downer  
BPA 993323

**Equipment Details**

Rigging Innovations Telesis 1 AFF/RAPS container system

**Synopsis of Proposed Change**

To (a) remove main canopy deployment ripcord hard housing from systems which are not being used for R/C deployment at Skydive London and (b) cover the exposed part of the hard housing on the systems which are used in ripcord deployment mode.

- (a) The removal of unused ripcord hard housings is straightforward, and can be achieved by simply unpicking the supertack thread securing each end of the housing to the container. The hard housing will then simply slide out of its channel without leaving any permanent damage or additional snag hazards. This has been approved by Rigging Innovations, with no further instruction given.
- (b) The covering of exposed main ripcord hard housing has also been agreed with the manufacturer using the following method.

**Method of Change**

1. Remove main canopy from container
2. Measure the length of the exposed housing, plus 3", and hot knife a length of 1½" Type 4 square weave to this measurement. (The length of this may vary according to the exact model of container and the placement of the BOC pocket.) Mark 1" from one end of the Type 4 and ½" from the other. Fold over at the ½" mark and sew to create a turnover.
3. Unpick 1" of the end of the webbing sleeve on the side of the container. Unpick 3" of the BOC pocket at the closed end. (Fig 1)
4. Mark the path of the hard housing onto the container to ensure the route and therefore the length of the housing needed stays the same.
5. Line up the 1" mark on the Type 4 to the current webbing channel on the side of the container, so that the new piece of webbing sits between the old webbing channel and the hard housing. (Fig 2)
6. Using a straight stitch machine, sew down one side of the old and new channels to the container, ensuring that the new channel follows the marks that were made earlier, with the new channel finishing under the BOC pocket, with the raw edge hidden against the container. Over sew the ends to secure.
7. Repeat on the other side of the new channel. (Fig 3)
8. Re-stitch the BOC pocket back into its original position, covering the end of the new channel. Over sew both ends of stitching to secure. (Fig 4)

**Materials**

1 1/2" Type 4 square weave  
Bonded nylon 40 thread

**Equipment**

Straight stitch sewing machine  
Marking pencil  
Ruler  
Hot Knife  
Stitch unpicker

**Construction Drawings**

CURRENT  
SETUP.

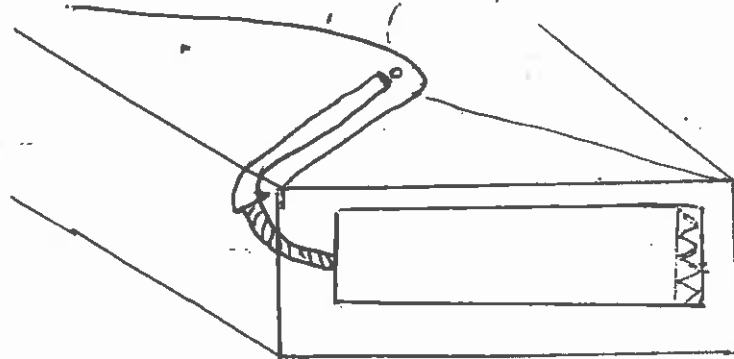


FIG 1

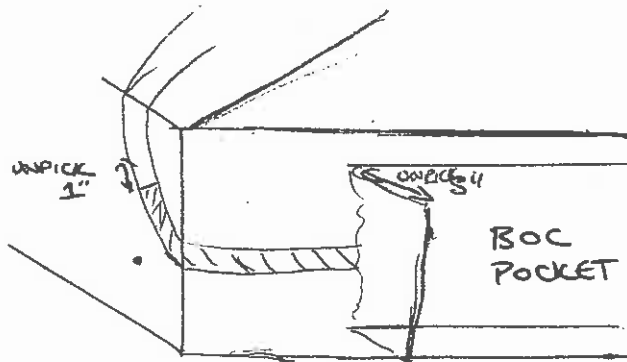
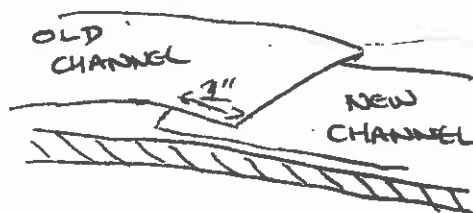


FIG 2



**Materials**

1 1/2" Type 4 square weave  
Bonded nylon 40 thread

**Equipment**

Straight stitch sewing machine  
Marking pencil  
Ruler  
Hot Knife  
Stitch unpicker

**Construction Drawings**

FIG 3

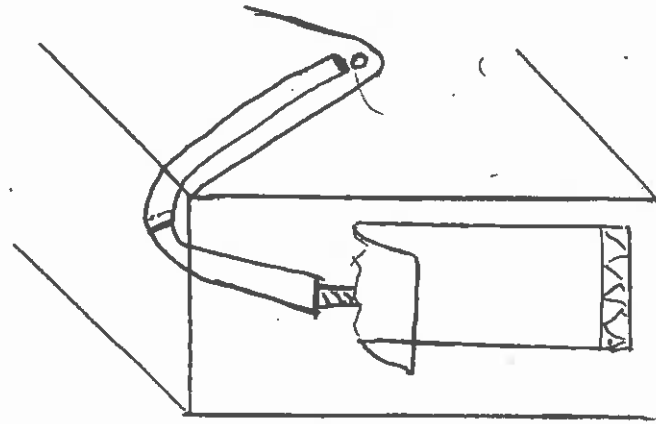
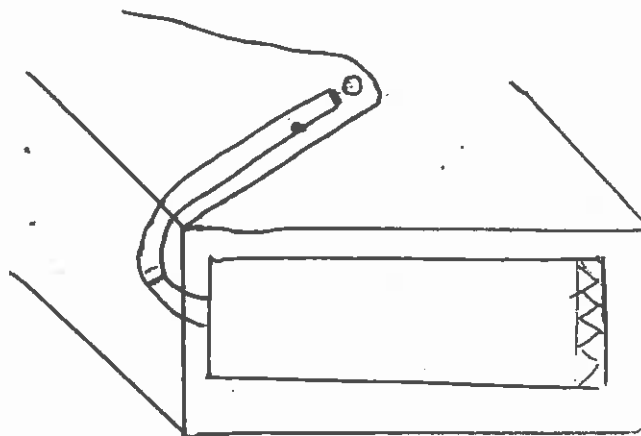


FIG 4





# British Parachute Association

Wharf Way, Glen Parva, Leicester, LE2 9TF

[www.bpa.org.uk](http://www.bpa.org.uk)

## STUDENT PARACHUTIST EQUIPMENT\* CHANGE PROPOSAL - APPLICATION

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

### Applicant Details

Karen Saunders AR250  
Membership No. 938089

### Equipment Details

Paratec Tandem Student Harness

### Synopsis of Proposed Change

To add Y strap to prevent student slipping out of the harness – blanket clearance requested  
Previously cleared for use by Target Skysport on 27<sup>th</sup> September 2012

### Method of Change

Type 8 wrapped around the leg straps joined near coccyx, with an adjustable strap up to meet the horizontal back strap.

**Materials**

Type 8, Type 12 buffer, chest strap buckle

**Equipment**

Harness Machine, Hot Knife

**Construction Drawings**

- 1) Make loop holding chest strap buckle and sew buffer piece in place
- 2) Wrap lengths around leg straps and sew. These are not attached to legstraps – just fitted tightly around leg straps.
- 3) Create a confluence with ends and wrap vertical strap around and sew 4 point pattern.



## ADVANCED PACKER COURSE TRAINING RECORD

*NB. BPA Form 169 (Advanced Packer Course Syllabus) details the requirements and syllabus for the course.*

(PLEASE PRINT ALL DETAILS)

<b>Candidate's Name:</b>			
<b>Address:</b>			
<b>BPA No:</b>		<b>Checked By:</b>	
<b>Main Packing Certificate</b>	<b>Issue date:</b>	<b>Checked By:</b>	
<b>Course Type:</b>	Square / Round / Tandem (delete as applicable)		
<b>Course Venue:</b>			
<b>Course Start Date:</b>			

Instructing Riggers		
Name (Print)	BPA No	Rigger Number

Lessons Given During Course			
Lesson	Round / Square	Candidate Signature	Rigger Signature
1. BPA Operations Manual requirements			
2. Safety notices and information			
3. Equipment compatibility (Pack volume study)			
4. Documentation, including packing cards, inspection check lists and packing logs			
5. Packing tools selection and safety requirements			
6. General Rigging and assembly			
7. Canopy and container inspection techniques and reports			
8. Inspection of AAD and RSL installations			
9. Contamination of materials including fabric tensile strength testing and acid mesh			

10. AAD requirements			
11. Closure loop replacements			
12. Packing demo			
13. Packing lessons and practice			

<b>Handouts given out during the course</b>			
Handout		Candidate Signature	Rigger Signature
1. Section 14 & 6 BPA operations manual			
2. Terms of reference and rules of procedure			
3. Rigging technical operations manual			
4. BPA safety notice index			
5. Equipment knowledge for parachute instructors			
6. Reserve packing guide			

<b>Equipment worked on during training</b>						
Container	Reserve	AAD	RSL	Closure Loop Replacement - Type and Details	Candidate Signature	Rigger Signature

**At the end of the Advanced Packer Training course the Instructing Riggers will submit this form to the BPA Office and Riggers' Committee.**

## INITIAL ISSUE OF ADVANCED PACKER RATING

(PLEASE PRINT ALL DETAILS)

<b>Candidate's Name:</b>			
<b>Address:</b>			
<b>BPA No:</b>		<b>Checked By:</b>	
<b>Main Packing Certificate:</b>	<b>Issue date:</b>	<b>Checked By:</b>	
<b>Exam Type:</b>	Square / Round / Tandem <small>(delete as applicable)</small>		
<b>Exam Venue:</b>			
<b>Exam Start Date:</b>			

Reserve Packing Exam							
<b>Written Paper Mark:</b>							
<b>Inspection of Reserve Packing log:</b>							
	Container	Reserve	Main	AAD	RSL	Examining Riggers	
						Signature	Rigger No
<b>Test 1</b>							
<b>Test 2</b>							
<b>Test 3</b>							
<b>Test 4</b>							

**If the candidate is successful the examining Rigger will submit this form to the BPA Office, for issue of the Advanced Packer Rating**

(Please tick appropriate box)

Advanced Packer (Grade R)     Advanced Packer (Grade S)     Advanced Packer (Grade T)

\* (Please delete as appropriate)

I the undersigned (BPA Advanced Rigger\*/BPA Rigger Examiner\*) have examined the candidate named above and am satisfied that he/she has fulfilled the requirements of BPA Form 169 Advanced Packer Syllabus\* / Form 198 Advanced Packer Course Syllabus (Tandem)\* and is suitable and eligible to be awarded the appropriate Advanced Packer status, as indicated above. Packing Exam details are below.

AR/RE's Name (Print) \_\_\_\_\_ BPA No \_\_\_\_\_

Signed \_\_\_\_\_ Rigger No \_\_\_\_\_

**FOR OFFICE USE ONLY**

Date Issued \_\_\_\_\_ Valid Until \_\_\_\_\_

Authorised by \_\_\_\_\_ Rating Issued \_\_\_\_\_

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**EQUIPMENT RELATED INCIDENT REPORT**

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

Brief Title of Occurrence/Incident

Description of Occurrence/Mistake/Incident

<b>Rig type</b>	<b>Canopy Type</b>	<b>Packer/Rigger</b>	<b>AP / Rigger number</b>	<b>Date</b>	<b>Location</b>
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**Name and status of person making report** \_\_\_\_\_  
(i.e. Instructor, Rigger, etc)

**Signed** \_\_\_\_\_

**Date** \_\_\_\_\_

<b>Please answer where applicable</b>		
<b>Has the rigger/packer been informed?</b>	<b>When?</b>	<b>What (if any) was their response?</b>
<b>Has the kit manufacturer been informed?</b>	<b>When?</b>	<b>What (if any) was their response?</b>

**RIGGERS CHAIRMAN COMMENTS-ASSESSMENT/ACTION TAKEN/SUGGESTIONS TO PREVENT**

**GUIDELINES FOR THE COMPLETION OF FORM 298A**  
**(EQUIPMENT RELATED INCIDENT REPORT)**

It is important that the BPA Equipment Related Incident Report form is completed correctly, as this helps the Association when compiling statistics, which may help prevent similar problems in the future. It is also important if a claim is made against a Parachute Training Organisation (PTO), team or individual member. ERI Reports should be submitted for any equipment related incident involving BPA members taking place on the ground. Incidents occurring in the air should be reported on the appropriate Incident/Malfunction/Deployment Problem Report Form (118 or 118a). Forms should be completed and sent to the BPA as soon as possible after the incident has occurred.

Please ensure that the form is completed as fully as possible, and in BLOCK CAPITALS. If the person filling in the form is unable to obtain the information required for any section of the form, then 'Not known' should be inserted, or if a section does not apply to the incident, insert 'N/A'.

**BRIEF TITLE.** Brief description of the Incident. (eg. Stitch Pattern missing, packing error)

**DESCRIPTION OF INCIDENT.** As fully as possible describe the Occurrence/Mistake/Incident, so that others can recognise the situation for themselves (if appropriate)

**RIG TYPE.** With date of manufacture and serial number where possible.

**CANOPY TYPE.** With date of manufacture and serial number where possible

**PACKER?RIGGER and NUMBER.** So that further information may be gathered.

**DATE and LOCATION.** Of where the Incident was noticed..

**NAME and STATUS.** Of the person making the report. So that further information may be gathered.

**HAS THE RIGGER/PACKER/MANUFACTURER BEEN INFORMED? (and their response).** So the Chairman / Committee knows where to begin any further investigations. Eg a manufacturer may be made aware of an incident by a BPA member, and release a Safety Bulletin, or give that member specific advice or instructions in response to an incident..



## SAFETY INFORMATION

1/17

### CYPRES AAD SERVICE LIFE EXTENSION & MAINTENANCE

*Airtec GmbH & Co.Kg Safety Systems* who manufacture the CYPRES AAD unit, have extended the service lifetime from 12.5 years to 15.5 years. This lifetime extension only applies to units which have been manufactured after the 1<sup>st</sup> of January 2017. For this longer service life, the maintenance requirements will be every 5 years and 10 years after the date of manufacture.

Therefore, any CYPRES AAD units manufactured after the 1<sup>st</sup> of January 2017 must adhere to the five-year maintenance cycle.

Any CYPRES AAD Units manufactured prior to the 1<sup>st</sup> of January 2017 remain at a 12.5-year lifetime and must still adhere to the four-year maintenance cycle as per BPA Safety Information Notice 02/16.

*Note: This is a BPA Requirement and not an Airtec GmbH & Co.Kg Safety Systems requirement.*

03<sup>rd</sup> Feb 2017

Jeff Montgomery  
Safety & Technical Officer

Paul Applegate  
Chairman Riggers' Subcommittee

Distribution:

CI's  
Council  
Riggers  
STC Mailing  
PTO Operators  
BPA Skydive The Mag  
File







## **PRODUCT ADVISORY**

**Page 2**

### **For VIGIL 1 owners:**

Vigil 1 owners in need of a battery replacement should contact either A.A.D. nv/sa (Belgium) or Vigil America (Florida) to request and obtain an RMA number.

Unfortunately, the encapsulated battery for the Vigil 1 is no longer available and therefore can no longer be replaced. We are offering two options for current Vigil 1 owners who need a battery replacement:

Option 1: In exchange for the Vigil 1, a new Vigil with a maximum 20 year life expectancy at 300,00€ excluding VAT and shipping (or current exchange rate in US\$).

Option 2: In exchange for the Vigil 1, a replacement Vigil with the latest firmware and an expiration date comparable to the expiration date of your current Vigil. This engraved Vigil will be offered at the current cost of a Vigil battery plus shipping.

### **For Vigil 2 owners:**

Vigil 2 owners who need a battery replacement should contact either A.A.D. nv/sa (Belgium) or Vigil America (Florida) to request and obtain an RMA number.

Battery replacements for the Vigil 2 will be performed at the current price of the Vigil 2 battery, plus shipping.

In addition, all Vigil 2 units returned for a battery replacement will receive a firmware update and full inspection at no additional charge.

We sincerely apologize for the inconvenience this updated procedure will cause and for both cases you need to contact either AAD Belgium via [service@vigil.aero](mailto:service@vigil.aero) or Vigil America via [service@vigilamerica.com](mailto:service@vigilamerica.com).

Vigil AAD control units and Vigil AAD cutters will continue to be field replaceable.

Regards,

Vigil Team



