

# British Parachute Association

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## Riggers Committee

Minutes of the meeting held on

**Thursday 10 February 2011 at 1600**

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

**Present:**

Paul Applegate	-	Chairman
Rick Boardman		
Kim Newton		
Pete Sizer		
John Curtis		
Gerry Cepalak (NV)		
Nick Johnston		
Louise Cliff		
Noel Purcell (NV)		
Pat Walters		
Dave Major		
Richard Wheatley		
Paul Stockwell		

NV – Non Voting Member

**Apologies:** Chris Gilmore, Bernadette Whitaker, Andy Montriou.

**In Attendance:**

John Hitchen	-	Chairman STC
Tony Butler	-	Technical Officer
Trudy Kemp	-	Assistant to NCSO/TO

**Observers:** Dave Wood, Ben Wood, Steve Clarke, Phil Cavanagh, Colin Fitzmaurice.

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### ITEM

#### 1. ELECTION OF CHAIRPERSON

The Chairman of STC took the Chair for the election of a Chairperson. He invited nominations.

Kim Newton proposed, and Pete Sizer seconded, a motion to elect Paul Applegate as Chairperson of the Riggers' Committee. Paul Applegate stated that he was willing to accept the nomination. The Chairman of STC asked if there were any other nominees, and there were not.

**Carried Unanimously**

Paul Applegate duly took the Chair.

#### 2. TO FORMALLY ACCEPT THE MINUTES OF THE RIGGERS MINUTES FROM THE MEETINGS OF THE 5 AUGUST 2010 AND 30 SEPTEMBER 2010

As the previous two Riggers meetings had not been quorate, the Minutes of the Riggers Committee meetings of the 5 August and 30 September 2010 required formal acceptance.

It was proposed by Dave Major and seconded by Rick Boardman that the Minutes of the Riggers Committee Meeting of 5 August 2010 and 30 September 2010 be accepted as a true record.

**Carried Unanimously**

3. **MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 25 NOVEMBER 2010**

**Page 2, Item 4 – Request to host a Rigging Course.** As the previous meeting had not been quorate, Bill Sharp's request to host a Rigging Course had been formally ratified by STC at the previous STC Meeting. Bill Sharp had submitted a Report for the Course held in January 2011 and was a main agenda item for this evening.

**Page 2, Item 5 – Proposed Tandem Record of Inspection.** This was a main agenda for this evening.

**Page 4, Item 9 AOB (i).** Paul Stockwell's proposal concerning the Record of Inspection Check List was on the main agenda for this evening.

It was proposed by Dave Major and seconded by Paul Stockwell that the Minutes of the Riggers Committee Meeting of 25 November 2010 be accepted as a true record.

**Carried Unanimously**

4. **MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 25 NOVEMBER 2010**

There were no matters arising from the previous Minutes.

5. **PROPOSED TANDEM EQUIPMENT RECORD OF INSPECTION**

A proposal to amend the Tandem Equipment Record of Inspection Check List had been received from Kim Newton, a copy of which had been circulated with the Agenda together with the proposed Tandem Check List.

The Chairman reported that correspondence on this item had also been received from Bill Sharp and Chris Gilmore, which had included their comments on this item, copies of which had been circulated to those present.

Kim Newton had stated that due to the implementation of the 100 jump check on Tandem equipment she believed it was no longer necessary to document 36 separate check items, as most of these points were covered in the 100 jump checklist, which required completion and signing for at the same time, thereby duplicating paperwork. Kim had therefore felt that condensing the paperwork onto one sheet would make it possible to produce the 2 part books as we already had with the standard Record of Inspection Check List.

The TO stated that if the Committee decided to accept the proposed Tandem ROI, he believed it would make sense to trial the ROI Check List sheets for a year. If after this time there were no amendments, the Committee should then perhaps consider looking into producing the 2 part books.

The Committee agreed with the TO's suggestion.

Following further discussion, it was proposed by Kim Newton and seconded by Rick Boardman that the proposed Tandem Equipment Record of Inspection Check List be accepted.

**Carried Unanimously**

A copy of the amended Tandem ROI Check List would be circulated with the Minutes.

**6. PROPOSED CUTTER RELOCATION**

A proposal with regard to the relocation of AAD cutters submitted by Paul Stockwell had been circulated with the Agenda. Paul had also included his reasons for the proposal.

Paul had stated that he had a number of concerns following the two incidents where Argus AAD cutters had failed to completely cut loops. This had resulted in the containers being locked closed by the loop trapped in the cutter. This had raised the issue of cutter location and of cutters being located where it may be possible for them to interfere with the normal operation of the system.

Paul Stockwell had also submitted correspondence from Sunpath and UPT containing their comments on this matter, copies of which had been circulated to those present. Correspondence had also been received from Bill Sharp, which included his comments on this issue, a copy of which had been circulated to those present.

Paul Stockwell reported that the PIA were also conducting some work in this area and were looking into working out standards with manufacturers on the way AADs and containers work together. Paul suggested that before we do anything ourselves, the BPA should perhaps consider liaising with PIA in this respect.

Kim Newton suggested that the Committee should perhaps also consider forming a Working Group to look into this subject.

However, following further discussion, it was agreed by those present to take up Paul Stockwell's suggestion of liaising with the PIA before the Committee does anything else. Paul Stockwell agreed to keep in touch with PIA and to report back to the Committee in due course.

**7. PROPOSED RECORD OF INSPECTION STANDARD**

A proposal from Paul Stockwell, with regard to clarifying the information entered on the Record of Inspection (BPA Form 112) had been circulated with the Agenda.

Paul had stated that he felt there were a number of inconsistencies in the information entered on to the Record of Inspection, which was causing difficulties for packers and those charged with the responsibility of checking documentation at Parachute Centres. He stated that he believed the main area of difficulty concerned the AAD as there were several manufacturers with different recommendations for service and battery replacement.

As well as a number of proposals, Paul had also given examples of potential problems and had listed suggested guidelines for each item on the ROI that he believed could be ambiguous with justification for a proposed standard. Paul had also suggested that guidance should be issued from the BPA in the form of Safety Info or an "ROI Information Form", which was available for everyone to reference.

A considerable discussion then ensued, which revolved around AAD servicing dates, battery replacement dates etc. It became obvious from the discussion that there were various interpretations from those present with regards to the exact requirements when completing the ROI.

Following further discussion, the Committee agreed with Paul Stockwell's suggestion of having some form of information sheet/guideline to accompany the ROI.

Richard Wheatley stated that he would be more than willing to work with Paul Stockwell to produce a draft document for consideration by the Committee, which could then become a BPA form.

**8. PROPOSALS FROM THE WORKING GROUP INTO EQUIPMENT INSPECTION POLICES**

A proposal from the WG to adopt a new equipment inspection policy and to set an introduction date had been circulated with the Agenda.

Rick Boardman reported that following the Seminar at the AGM in January and the feedback from the WG meeting that afternoon; the WG had decided to withdraw the proposals at this time because of the concerns that had been raised by those who had been present at both meetings.

Rick Boardman asked those present have a look at their own club equipment and also that of owners who operate on the drop zone to see what potentially the new proposals would impact on them.

## **9. RIGGING COURSE REPORT**

The BPA wished to thank the Commandant of RAPA, for hosting the course, and for allowing the rigging room and other facilities within the Centre to be used by the BPA Riggers Course, from the 3 – 7 January 2011.

The Examiners conducting the course were Bill Sharp (RE 53) and Kim Newton (RE 167). Assistance was also given by George Panagopoulos who was upgrading to Examiner status. There were a total of 9 people attending for upgrading or otherwise. (2 x Basic Rigger, 6 x Parachute Rigger, 1 x RE status)

The Course had been approved by the STC at the meeting of the 25 Nov 2010. All requirements concerning equipment and machines needed from within the BR/PR Syllabi were met, with little or no conflict between either course occurring.

There were two candidates for the BR Course. The course started on Monday 3 January and continued until the afternoon of Friday 7 January 2011.

Throughout the week, the candidates were given formal lessons on subjects from the BR Syllabus. The emphasis was on 'hands on' rigging and the candidates achieved a lot within the 5 day period.

Both candidates were successful and were awarded Basic Rigger status with a 6 month recommendation. The successful candidates were:

Mark Bayada	BPA 566391	- Cyprus
Karen Saunders	BPA 938089	- Black Knights

The candidates were fully briefed and coached on aspects of their supervisory period of the BR rating, on the items they must bring back for the PR course, the need for them to pass the PR test prior to continuing with the course, and the standards of work required on the PR course.

Full course reports had been sent to the BPA, their supervising rigger and a copy for themselves.

There were six candidates for the PR Course. The course started on Monday 3 January and continued until the morning of Friday 7 January 2011

The candidates presented their pre-made work examples (as instructed by the Examiners and the PR Syllabus) and received a written test on the Monday morning. All 6 candidates passed the test and were allowed to continue on the course. Throughout the five days, the candidates manufactured their course syllabus items. One of the candidates (Matt Abram – BPA 803190), was unable to continue the course from mid afternoon on the Tuesday due to a severe illness. (See Examiner Recommendation below).

Five candidates were successful and were awarded Parachute Rigger status. The successful candidates were:

Helen Halliday	BPA 1016313	- Headcorn
Frank Millerick	BPA 740834	- Tigers Freefall Team
Andy Montriou	BPA 593188	- Dunkeswell
Chris Sharman	BPA 975049	- Red Devil Freefall Team
Judy Walker	BPA 943562	- Headcorn

Full course reports had been sent to the BPA, their old supervising riggers and a copy for themselves.

There was one candidate for Rigger Examiner status. George Panagopoulos was attending officially as part of the PR Course (the second part of 3) for his RE rating. George was successful on this phase and was advised to come back at a future date to be examined on his BR phase of the rating.

As previously mentioned in the PR Course summary, Matt Abram was unable to continue on the PR course through illness. The Examiners discussed the way ahead as Matt had already completed almost two days of the course. The Examiners would like to recommend that Matt presents himself to Kim Newton's rigging facility at a later date to finish off his course work in order for him to be judged on his PR rating. Both Bill Sharp and Kim Newton looked at Matt's premade items and some of the work he finished on the Course and it was of a sufficient standard for the Examiners to recommend this.

If Kim judges that his remaining work is satisfactory once he completes these two days, the Examiners would like to recommend that Matt's rating be issued and the result be reported back to the next Riggers Committee Meeting. In the past, it was possible for a candidate to go to two different establishments with two different Examiners to be examined.

In summary, the Examiners believed the course was a success and all candidates worked hard. They did well, had plenty of hands on rigging practice, and were always busy. RAPA had very good facilities for Rigging Courses and it was Bill Sharp's intention to run a similar Course again next year. The dates will be finalised later, but will be probably be mid Dec 2011 or early Jan 2012. Anyone interested, were asked to contact Bill Sharp direct: [BSharp2440@aol.com](mailto:BSharp2440@aol.com).

There was one recommendation from the Examiners on the Course that required ratification by the Committee:

'That Matt Abram presents himself to Kim Newton's rigging facility at a later date to finish off his course work in order for him to be judged on his PR rating.'

It was proposed by Kim Newton and seconded by Richard Wheatley that the above recommendation be accepted, with a proviso that Matt Abram completes the Course within a period of 12 months.

**Carried Unanimously**

Kim Newton reported that Matt Abram's BR rating had expired at the end of January 2011 and he would therefore require an extension to this rating.

It was proposed by Kim Newton and seconded by Pete Sizer that Matt Abram be given a 6 month extension to his BR rating.

**Carried Unanimously**

## **10. MANUFACTURE OF TANDEM COMPONENT PARTS/EQUIPMENT**

Nick Johnston had asked for clarification from the Committee with regard to the work he was currently undertaking as Advanced Rigger and whether he needed to submit any paperwork to the Committee. Nick reported that at the moment he was carrying out repairs and manufacturing small component parts such as drogues, student harnesses etc from existing manufacturers designs.

Following some discussion, the Committee advised Nick Johnston that he was not required to submit any paperwork for the work he was currently undertaking.

The Committee wished to re-iterate via the minutes that any component parts that an Advanced Rigger is manufacturing or repairing must be to the same spec as a manufacturers existing design and must be clearly labelled and stamped by the Advanced Rigger.

## 11. **ADVANCED PACKERS COURSE REPORTS**

- i) An Advanced Packers Tandem Conversion Course had taken place at the Skydive GB on the 26 November 2010. Ray Armstrong had submitted a Course Report, a copy of which had been circulated to those present. The Course was attended by Chrissy Downer, Peter Connor and Simon Nath.

Chrissy Downer had then attended Skydive GB for the Examination phase of the Course on the 28 November 2010. Chrissy was successful and was awarded Advanced Packer (Grade T) status.

Peter Connor and Simon Nath attended Skydive GB for the Examination phase of the Course on the 29 November 2010. Both candidates were successful and were awarded Advanced Packer (Grade T) status.

- ii) An Advanced Packers Training and Examination Course had taken place at Headcorn Parachute Club from the 24 – 28 January 2011. Pete Sizer had submitted a Course Report, a copy of which had been circulated to those present.

The Course was attended by Brian Dyas, Shane Hind and Alex Turner.

At the end of the Course, Brian Dyas, a previous Rigger successfully undertook the AP examination and achieved the requirements to be awarded Advanced Packer (Grade S) status.

Both Shane Hind and Alex Turner were advised to attend the Examination phase of the course following further practice under supervision.

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

There had been one BPA Safety Information Bulletin issued since the last meeting and this concerned the Aviacom Argus AAD.

The Bulletin stated:

“On the 17<sup>th</sup> November 2010 the BPA issued a Safety Notice (1/10) concerning Aviacom ‘Argus’ AADs. The notice stated that:

*Following two incidents, one on the 25 July 2009, in Chrcynno, Poland, and the other on or about 3 Sept 2010 in Evora, Portugal, where the Argus AAD cutters failed to cut through the reserve parachute closure loops, it has been decided that any rig fitted with an Argus AAD may not be jumped until the problems regarding these AADs can be discussed, by both the Riggers’ Sub-Committee and STC at their meetings of the 25<sup>th</sup> November 2010*

Following their meetings of the 25<sup>th</sup> November 2010, the Riggers’ Sub-Committee and the STC have now decided that rigs fitted with Argus AADs may now be put back into service provided the Argus AAD is fitted with a cutter manufactured after the beginning of September 2007 and may only be fitted to equipment authorised by both the AAD manufacturer and container manufacturer and fitted in a manner acceptable to them.

The above Committees made their decision following much in depth discussion. The AAD manufacturer was also present at the meetings. The BPA is not in a position to be able to carry out in-depth research or testing of equipment used within sport parachuting. That is the responsibility of the equipment manufacturers.

For further information see Aviacom Product Service Bulletin SB AMMO050910/2 (Revised), issued 5 September 2010. [www.argus-aad.com](http://www.argus-aad.com)”

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

- i) A Technical Directive had been issued by the Australian Parachute Federation regarding the continued use of the Aviacom Argus AAD in Australian parachuting equipment.
- ii) A Service Bulletin had been issued by Aerodyne Research LLC with regard to a mandatory modification to Icon containers with Skyhook option manufactured prior to 14 January 2011. A further Bulletin had then been issued by Aerodyne with regard to repair procedures for Skyhook equipped Icon containers.

- iii) A Statement had been issued by UPT regarding their Sigma Tandem systems:  
  
"Uninsured United Parachute Technologies, LLC (UPT) does not endorse or approve the use of any canopy in the Sigma Tandem System other than Vector Tandem Canopies (VTC and VTCR), the EZ range of canopies and the Sigma range of canopies, manufactured by Performance Designs, Inc for UPT.

The range of canopies was tested with the Sigma Tandem System as a complete system. UPT has never tested any other manufacturers' canopies with regard to compatibility, quality and performance in the Sigma Tandem System, and therefore cannot predict compatibility, quality, performance or the safety of use of any other canopy. Any use of canopies, or components other than those specifically recommended by United Parachute Technologies for use in the Sigma Tandem System is solely at the users risk and peril.

Further, the use, in the Sigma Tandem System, of any canopy or component other than those recommended by UPT, will result in the end-user assuming all responsibility for any and all consequences and damages, and in the indemnification of UPT by the end-user, as stated in UPT's end-user agreement."

- iv) Argus had updated their Installation Manual with regard to the battery change time period:

The battery must be replaced  
At each repack of the reserve canopy **or**  
after each activation **or**  
500 jumps **or**  
if the low battery error code is encountered during self-test,  
whichever comes first.

The Chairman reported that it had also been pointed out that the Argus Installation Manual states that only an "Authorised Service Centre" or "Certified rigger" can change the battery. The interpretation therefore was that an Advanced Packer cannot pack a rig containing an Argus AAD without being certified by Aviacom.

The BPA TO had contacted Karel Goorts at Aviacom regarding this matter and he had confirmed that qualified people including Advanced Packers can pack equipment containing the Argus AAD.

**14. A.O.B.**

- i) A letter had been received from Dave Wood, a copy of which had been circulated subsequent to the main Agenda being issued. Dave had requested that Steve Clarke be permitted to convert his previous Parachute Riggers rating to an Advanced Packers rating and that Steve attend an Advanced Packer refresher course under the guidance of a current Advanced Rigger and is then examined for the appropriate Advanced Packer rating.

The Committee was advised that George Panagopoulos at Netheravon had offered to assist with this request.

Following some discussion, it was proposed by Pete Sizer and seconded by Pat Walters that Steve Clarke be permitted to attend an Advanced Packer refresher and examination Course at Netheravon for the purpose of being evaluated for an Advanced Packer rating.

**Carried Unanimously**

Date of next Meetings:           Thursday 7 April 2011  
  Thursday 9 June 2011  
  Thursday 4 August 2011  
  Thursday 29 September 2011  
  Thursday 24 November 2011

BPA Offices, Glen Parva, Leicester  
at 4.00 p.m

21 February 2011

**Distribution:**

Chairperson Riggers Committee  
All CCIs  
All Riggers  
Advanced Packers  
Council  
CAA  
Editor - Skydive

**PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY FRIDAY 18 MARCH 2011**