

BRITISH PARACHUTE ASSOCIATION
RIGGERS COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 31 JULY 2008

Present: Paul Applegate - Chairman
Kim Newton
Phill Elston
Steve Thomas
Rick Boardman

Apologies: John Hitchen (who was representing the BPA abroad), Bernadette Whitaker,
George Panagapolous, David Gould.

In Attendance: Tony Butler - Technical Officer
Trudy Kemp - Assistant to NCSO/TO

Observers: Jeff Illidge.

ITEM

1. **MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 5 JUNE 2008**

Page 1, Item 1 – Proposal to amend the Advanced Rigger Course Syllabus. This was a main Agenda item.

Page 1, Item 1 – Riggers & Packers Questionnaire. Rick Boardman advised those present that the questionnaire had been circulated to Riggers and Packers to see how much or how little round equipment was use in the UK. He stated that he had received approx 70% response so far and that he would produce some statistics for the next meeting.

Page 2, Item 4 – Misuse of Soft Links. The Chairman reported that following concern at the last Riggers and STC meetings regarding the (then) current Tribunal process. STC had requested that Council be made aware of the Committee’s concerns. He stated that at the last Council meeting, on the 25 June, Council amended the Tribunal procedures, to enable a Panel of Inquiry to make disciplinary decisions and provided that the member(s) who were to be disciplined accepted the punishment, a Tribunal need not then be convened. The new wording in BPA Form 256 covering this area was below:

‘2.9 *If the Panel of Inquiry makes recommendations for disciplinary action, and the Panel believes it to be appropriate in the circumstances, the Panel may offer the respondent(s) the opportunity for the stated disciplinary action to be taken by the Panel. Should the respondent(s) reject the offer, a Tribunal shall be convened to decide the matter. Should the relevant Committee consider the Panel of Inquiry’s recommendation(s) to be grossly disproportionate in terms of leniency or severity, it may appeal to the Council for a Tribunal to be convened.*’

Page 4, Item 8 (iii) – Allan Hewitt’s Safety Notice Database. Kim Newton advised the Committee that she had visited Allan’s website. She stated that it contained a vast amount of information. A fee was required to access certain areas of the website, which varied depending on how much access was required.

There being no further matters arising, it was proposed by Kim Newton and seconded by Rick Boardman that the Minutes of the Riggers meeting of the 5 June 2008 be accepted as a true record.

Carried Unanimously

2. **MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 5 JUNE 2008**

There were no matters arising from the previous Minutes.

3. **TO CONSIDER A PROPOSAL FROM BILL SHARP TO AMEND THE ADVANCED RIGGERS SYLLABUS**

A proposal from Bill Sharp had been circulated with the Agenda requesting an amendment to the Advanced Riggers Syllabus. This amendment had been put forward to address the issues brought up by Rigger Examiners from a recent AR Rigging course. The item had been ongoing due to issues with the actual wording.

Bill had therefore proposed the following amendments (shown in Bold and Italics), to the BPA AR Syllabus:

Examination Syllabus

- Each candidate must pass the written test before they can proceed with the rest of the examination
- Submission of previously manufactured components for inspection
- Submission of a full piggyback harness and ram air reserve container system to an approved design, including all component parts
- Major canopy repairs (rounds and squares)
- Major container repairs
- Written paper on an aspect of rigging
- Manufacture advanced components
- Presentation of 10 new rigger questions for the BPA Rigging Exam question pool
- Give a talk on a subject from the Basic Rigger syllabus

NB 1. AR work or components, including the piggyback harness and ram air reserve container system, submitted for the course should be inspected at all stages by the candidates supervising Advanced Rigger or through a recognised manufacturer's quality control system. Records of these inspections must be submitted on the course with the actual components.

2. Any areas of the manufactured components that are not visible once the component is completed must be able to be verified to the course Examiners through good quality photographs of these areas. These photographs (digital or not) must be provided by the candidate, along with written verification from the supervising AR stating their satisfaction with these key areas of this inspection.

Limitations of work

- Cleared for all work on all sport parachute assemblies
- Manufacture of new components must be identified by the Advanced Rigger's label or stamp
- All modifications may need to be justified by the Advanced Rigger
- Modifications to equipment used by Student Parachutists require acceptance from the BPA Riggers' Committee via submission of BPA Form 209
- ***PRs may carry out all the requirements of the Advanced Rigger Course Syllabus prior to attending an Advanced Rigger Course, under the direct supervision of an AR.***

Following some discussion by those present, it was noted that only those Advanced Riggers present would be eligible to vote on this proposal as it involved changes to training requirements of the Advanced Rigger.

It was therefore proposed by Bill Sharp (proxy) and seconded by Steve Thomas that the above amendments to the Advanced Rigger Syllabus be accepted.

Carried Unanimously by the Advanced Riggers Present

4. TO CONSIDER A PROPOSAL FROM BILL SHARP FOR PERMISSION TO RUN TWO RIGGING COURSES.

A proposal had been received from Bill Sharp and has been previously circulated with the Agenda requesting to run two Rigging Courses at RAPA. The proposed dates were as follows: Sat 13 Dec – Fri 19 Dec 2008, and Sat 3 Jan – Fri 9 Jan 2009. Bill had also stated that he was also notifying the Committee of his intent to only have one Examiner for the first two days of each course, but that all candidates would be marked and debriefed by two independent Examiners.

Bill had stated that normally, he would just give two dates with a 5-day duration for each course, but due to the numbers that had expressed ‘serious’ intent on coming (7 BR’s, 11 PR’s and 2 AR’s), he had come up with what he believed was a viable plan to adapt the course over a 7-day period, effectively with some candidates arriving early and some arriving later. Bill had explained in his proposal as to how this would work:

- Each course will have 8 people spread over the 7-day period.
- Bill Sharp will be in attendance throughout the 7 days, from the Saturday morning till the Friday evening.
- The second Examiner on each course will be in attendance from first thing Monday morning also till the Friday evening.
- For the first two days of the course (Sat/Sun) Bill Sharp will be the only Examiner, (looking after PR’s/AR’s)
- Both courses will only have PR’s/AR’s when the courses start on the Saturday morning (they require minimal supervision and all have been at RAPA before and are totally familiar with the RAPA rigging room layout).
- The written test can be administered/marked by Bill Sharp, with a cross check done by the second Examiner on the Monday morning. Any test failures etc can be solved by email or fax with the second Examiner.
- On the Saturday morning, the PR’s/AR’s will hand in their previously manufactured components, which Bill Sharp will start marking over the Sat/Sun.
- The second Examiner will mark the PR’s/AR’s previously manufactured components on the Monday and Tuesday.
- When PR’s/AR’s are finished their course projects, they will be handed in and marked by both Examiners.
- The PR’s/AR’s will finish sometime on Wednesday morning.
- The BR’s (and possibly some PR’s/AR’s etc) will start on the Monday morning.
- BR’s have a lot of lessons to receive on the first few days so they are not requiring a lot of machine access on these days This allows the PR/AR element more time to finish off.
- From the Wednesday to the Friday, the last 4 candidates, BR’s (and possibly some PR’s/AR’s) will have the rigging room to themselves.
- They will be marked and reported on as normal.

The Course will have the following machines available: 5 straight stitch, 1 zigzag, 1 twin needle, 1 bar tack, 1 harness machine, plus all normal hand tools and there is plenty of space for all.

Following some consideration on the above, it was proposed by Bill Sharp (proxy) and seconded by Rick Boardman that the two Rigging Courses as outlined in Bill's proposal be accepted.

Carried Unanimously

5. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Course had been held at RAPA over the period 3 June 2008 finishing on 10 July 2008. Bill Sharp had submitted a Course Report, a copy of which had been circulated to those present. There was one candidate; Russell Mark Scott who initially attended the AP training course, then stayed for 5 more weeks training, after which he undertook the AP Examination.

Russell successfully completed the Examination phase of the Course and had been awarded Advanced Packer (Grade S) status.

- ii) An Advanced Packers Training Course had been held at UK Parachuting from the 14 – 17 July 2008. A Course Report had been submitted by Andy Page, a copy of which had been circulated to those present. The Course was attended by 3 candidates; Richard Green, Michael Outen and Jan Louis Jurgens Saunders. All of whom were advised to return for final examination at a later date.

6. BPA SAFETY NOTICES/INFORMATION BULLETINS

There has been one BPA Safety Information Bulletin circulated since the last meeting concerning Vigil AADs. This followed a decision at the STC Meeting on 6 June 2008 that with immediate effect all VIGIL AADs must be fitted with Type 3 cutters.

7. MANUFACTURER'S SAFETY NOTICES/INFORMATION BULLETINS

There have been no manufacturers' Safety Notices of Information Bulletins received since the last meeting.

8. A.O.B

- i) Chris Clark had notified the Chairman that he had come across a problem with the main pilot chute on a Wings container system. The pilot chute in question was the type with a 'free-fly pad' handle attached via the centre line tape. When the pilot chute was extracted the BOC spandex pocket about 4 inches of extra tape was pulled through the holes at the centre of the cap. Chris believed this was due to the internal knot being slackened by the action of the kill-line and the lack of any stitching behind this knot.

Chris had stated that in this case he simply retied the knot in the correct position and placed a row of stitching behind the knot. Chris had also stated that although this may be a simple problem, he believed it could potentially lead to a malfunction of the pilot-chute.

- ii) The Chairman reported that a Packing/Rigging Confidential Report had been received where a problem had been found during a kit inspection of a visiting jumper. He stated that it was

clearly visible that a reserve suspension line had been trapped between the back tray grommet and the Cypres cutter. The Packer concerned had been informed of this incident.

- iii) The Chairman reported that another Confidential Report had been received, where it was found that a Packer had short dated the next reserve re-pack due date by 4 months. This was because the packer concerned had noted the wrong date of the next AAD service on the Record of Inspection Check List.
- iv) The Chairman advised the Committee that the Working Group looking into the packing, maintenance of Tandem equipment and Training of Tandem Instructors had now completed its report and was on the main agenda for discussion at STC that evening.
- v) The Chairman reported that he had recently inspected a set of Tandem Student equipment manufactured by Basik Air Concept. He stated that it was their intention to submit a proposal for initial clearance of the equipment for inclusion on the next agenda.

Date of next Meetings: Thursday 25 September 2008
BPA Offices, Glen Parva, Leicester
at 4.00 p.m

1 August 2008

Distribution:

Chairperson Riggers Committee
All CCI's
All Riggers
Advanced Packers
Council
D. Beaven (CAA)
Lesley Gale

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 8 SEPTEMBER 2008