

**BRITISH PARACHUTE ASSOCIATION**  
**RIGGERS COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 7TH JUNE 2001**

**Present:** Paul Applegate - Chairman  
David Gould  
Bernadette Whitaker  
Richard Wheatley  
Allan Hewitt  
Pat Walters  
John Curtis  
Dave Ballard  
John Harding

**Apologies:** Bill Sharp, Rick Boardman, Pete Sizer, Dave Prince.

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

**Observers:** Philip Nash, Phil Cavanagh, Trudy Austin.

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**ITEM**

**1. MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 5TH APRIL 2001**

It was proposed by John Harding and seconded by Bernadette Whitaker that the Minutes of the Riggers Committee meeting of the 5th April 2001 be accepted as a true record.

**Carried Unanimously**

**2. MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 5TH APRIL 2001**

There were no matters arising from the previous Minutes.

**3. EQUIPMENT MODIFICATION REQUEST – RICK BOARDMAN**

Rick Boardman had submitted two proposals concerning Tandem modifications, which had been previously circulated with the Agenda. A letter from Bill Sharp had been received concerning these requests and had been circulated to those present.

The Committee was advised that Mr Boardman was unable to attend the Riggers meeting that evening, but Dave Ballard was able to put forward the two proposals on his behalf:-

- i) The first request was for the Red Devils to use a yellow reserve handles on their Tandem Next system.

In September 1997, clearance was given for the Red Devils Tandem Vectors to have the

colour changed, if there is a blend between jumpsuit and cutaway handle colour.

The Committee was advised that at a subsequent meeting this clearance was given for general use, but only if jumpsuit/cutaway handle blends in colour.

Dave Ballard advised those present that the Red Devils have a colour blend problem, between their jumpsuits and their reserve handle on their Tandem Next. The request was that the permission of September 1997 be extended to encompass the Tandem Next system.

Following discussion on this matter, it was proposed by Rick Boardman (proxy) and seconded by Allan Hewitt that the above request be accepted. The Committee wished to make it clear that this request was for the Red Devils Tandem Next equipment only.

For: 7 (incl. 2 by proxy)      Against: 0      Abstentions: 2

**Carried**

- ii) The second request was for Tandem Vector looped type cutaway handles to be modified to accept the Next type secondary drogue release cable fitting (ie. With the secondary handle repositioned, so that it runs through the cutaway handle). Mr Boardman had submitted a drawing with regard to this modification, which had been circulated to those present.

Because the Red Devils now have a mixed fleet of Tandem systems, a need has arisen to make sure that all their systems have identical handle positions.

The Committee was advised that in Oct 99 the above request had been cleared for Dave Ballard's equipment, but was not cleared for general use. In September 2000 clearance was given for those Tandem Vectors belonging to the APA and Dave Ballard to have the Paratec handle fitted to their Tandem Vector equipment. Again this was not cleared for general use.

Although the Red Devils are based at Netheravon, the equipment did not belong to the APA and did not therefore come under any of the other previous clearances for the APA.

The Committee therefore felt that this needed to be treated as a new request and as such should come under the new system regarding full presentation of proper paperwork with full details and drawings using BPA Form 209.

Following further discussion on this matter a counter proposal was tabled by Pat Walters and seconded by John Curtis that this request was not dealt with until all the supporting paperwork and drawings had been submitted under the new system.

For: 4 (incl 1 by proxy)      Against: 4 (incl. 1 by proxy)      Abstentions: 1

**Not Carried**

Mr Boardman's original proposal, seconded by Allan Hewitt was then voted on as follows:-

For: 4 (incl. 1 by proxy)      Against: 4 (incl. by 1 proxy)      Abstentions: 1

**Not Carried**

The Chairman said that, because both proposals had resulted in a tied vote, neither had been

successful. In such circumstances, the Chairman's casting vote was customarily made in favour of retaining the status quo. The Chairman said he would apply the normal procedure to this case. Consequently, the decision was that the request was to be treated as a new proposal, and that Mr Boardman had therefore to re-submit it using BPA Form 209.

**4. NEW APPROVED PACKING CERTIFICATE FOR CONSIDERATION**

A copy of a new suggested format from Brian Dyas for the reverse side of the Approved Packing Certificate had been circulated with the Agenda for consideration by the Committee.

Following some discussion on this matter, a number of those present felt the item order listed on the proposed certificate should be altered. The Committee did however, agree that the format for the front page of the packing certificate should remain the same.

The TO said that he would make the necessary changes to the proposed Packing Certificate as per the Committee's wishes and a proposed draft form would go out with the next Agenda for acceptance by the Committee.

**5. REQUEST FROM ALLAN HEWITT**

A letter had been received from Allan Hewitt requesting that; Pete Francis, Bill McQuillan and Ken Clarkson be permitted to attend an Advanced Packers Course as none of them had held a BPA Approved Packing Certificate in the past.

It was proposed by Allan Hewitt and seconded by Richard Wheatley that the above request be accepted.

**Carried Unanimously**

**6. RE-INSTATEMENT OF RIGGERS RATING**

The Committee was advised that following the completion of the Advanced Riggers Course at Sky Science In March 2001, it had come to light that David Gould had not renewed his BPA membership during the year 2000/2001 and thus his Approved Riggers/Advanced Packers ratings had also not been renewed.

Mr Hewitt advised the meeting that he had made sure that Mr Gould completed his application form each year and the he added the company credit card details before posting it off to the office together with his own application.

During the Advanced Rigger Course Mr Hewitt asked to see David's membership, as he would normally do, but he had advised that he had left his docs at home, due to the fact that that Mr Hewitt believed he was a member of the BPA as Mr Hewitt had received his membership ok. He never doubted that Mr Gould had not received his membership and believed this to be a genuine oversight

It was proposed by Dave Ballard and seconded by Allan Hewitt that David Gould have his Parachute Riggers rating and Advanced Packers rating re-instated.

**Carried Unanimously**

It was then proposed by Dave Ballard and seconded by Allan Hewitt that as David Gould had successfully completed his Advanced Riggers Course in March that he be awarded with his Advanced Rigger rating.

**Carried Unanimously**

The Technical Officer stated that it should not be presumed that jumpers/riggers were members of the BPA until their membership certificate had been physically checked.

It was also agreed by those present that the Examiners running the Advanced Riggers Course; Allan Hewitt and Dave Chapman should be written to by the Chairman of the Riggers Committee reminding them of their responsibilities.

**7. RIGGING MANUAL UPDATE – ALLAN HEWITT**

Allan Hewitt had produced a handout, which was circulated to those present detailing the work that he had completed to date on the Rigging Manual and also the work, which he still had to complete.

The Committee asked Mr Hewitt if he could provide a forecast date for completion of the Manual. Allan stated that he would update the Committee regularly at each Riggers Meeting and have the Manual finalised by October 2001.

**8. SAFETY NOTICES/INFORMATION BULLETINS**

There had been no BPA Safety Notices of Information Bulletin issued since the last meeting.

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

- i) A Safety Information Bulletin had been received from Jump Shack concerning Racer Tandem equipment. This had been previously circulated for information.
- ii) Information had been received concerning a ripcord cable, which had been mis-routed over the cutaway housing on Next Tandem equipment. The Chairman stated that he would contact the manufactures for further information.
- iii) The Chairman gave the Committee details of information received from Parachutes de France reminding people to unstow their sliders when they are re-packing their Tandem main canopy.
- iv) The Committee was given details of a Technical Bulletin from Parachutes De France concerning the wrong routing of the drogue release cables. A copy of this Bulletin would be circulated with the Minutes for information.
- v) The Chairman presented some photographs showing a Vortex II (manufactured in South Africa). The photos show badly fitted stiffener plastics on the reserve side flaps. Anyone dealing with this equipment should be aware that manufacturers may have missed something more critical.

**10. A.O.B**

- i) A report had been received and circulated to those present from Geoff Hughes advising that the facilities of The Services Parachute Centre, Northern Ireland had been used to

run an Advanced Packers Examination Course. Tim Skinner and Jason Thompson successfully completed the Course and had been awarded Advanced Packer (Grade 1) status.

- ii) A letter had been received from Dave Chapman and circulated to those present requesting an exemption to the time in sport requirement for Trudy Austin in order to train her for an Advanced Packers rating. If successful, the intention would be to continue on towards and Parachute Riggers rating.

It was proposed by John Harding and seconded by Pat Walters that the above request be accepted.

**Carried Unanimously**

- iii) Dave Chapman had advised the office that Steve Hughes, Pete Law and Ian Cessford had successfully completed the Advanced Packers Examination Course and had all been awarded Advanced Packer (Grade S) status.

- iv) A letter had been received from Allan Hewitt (Sky Science) and Andy Bennett (Point Zero), which were circulated to those present requesting the Committee's approval of their Rigging establishments.

The procedure for 'approval' was that establishments are checked out by independent person then that person reports back to the Committee with their findings.

- v) An Advanced Packers Examination Course Report had been received from Allan Hewitt and circulated to those present. David Major had successfully completed the Course and had been awarded Advanced Packer (Grade S) status.

- vi) The Chairman gave the meeting details of a letter received from Bill Sharp, which had been circulated to those present. Mr Sharp had requested that the Committee ask Pete Sizer (in the interests of uniformity of the new Tandem clearance system), that he submit full details of his recently approved Tandem Modification using the new BPA Form 209. The Chairman stated that he would contact Pete Sizer concerning this matter.

- vii) The Committee was given details of a Tandem incident on the 29<sup>th</sup> April. The Tandem pair had a normal freefall descent and opening, but whilst the canopy was on finals the right side folded under, which caused the canopy to make just over two complete turns. The turns were quite slow, but the rate of descent increased dramatically, impacting the pair onto the side of their bodies. Both were taken to hospital. The Tandem Instructor left hospital the same night, he only had minor injuries, but the Tandem Student was badly injured with a fractured spine.

John Curtis advised the Committee that the Tandem canopy involved in this particular incident was a 360 . He stated that these canopies are quite old and he felt that it was perhaps time that the Committee have a look at 360s that are being used as mains if anyone has been having problems with them.

The NCSO had carried out an investigation into this particular incident and he believed the canopy collapse may have been caused by wind sheer and there was no evidence to suggest that equipment was at fault.

Date of next Meeting: Thursday 9th August 2001  
BPA Offices, Glen Parva, Leicester.  
4.00 p.m.

13th June 2001

**Distribution**

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