

BRITISH PARACHUTE ASSOCIATION
RIGGERS COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 30 MARCH 2006

Present: Paul Applegate - Chairman
John Harding
Kim Newton
Daniel Ng
Pat Walters
Bernadette Whitaker
Pete Sizer
Steve Thomas (*From Item 10*)

Apologies: Tony Butler, Rick Boardman, Phil Elston, Liz Ashley

In Attendance: John Hitchen - Chairman STC
Trudy Kemp - Assistant to NCSO/TO

Observers: Paul Yeoman, Dave Wood, Jeff Illidge.

ITEM

1. MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 2 FEBRUARY 2006

There being no matters arising, it was proposed by Pat Walters and seconded by Bernadette Whitaker that the Minutes of the Riggers Committee Meeting of the 2 February 2006 be accepted as a true record.

Carried Unanimously

2. MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 2 FEBRUARY 2006

There were no matters arising from the STC Meeting of the 2 February 2006.

3. PROPOSED CHANGES TO THE BPA OPERATIONS MANUAL

Following Council's acceptance of the new Tribunal Procedures (BPA Form 256), copies of which were sent to CCIs with the Minutes of the previous meeting. The Chairman reported that amendments were required to the BPA Operations Manual, including one to the Rigging Section. He stated that the proposed relevant amendments below had been previously circulated with the Agenda was for information and would be presented to the STC Meeting that evening:

SECTION 14 (RIGGING), Paragraph 9 (Breach of Operations Manual), Change to read:

9. BREACH OF OPERATIONS MANUAL

The Chairperson of the Riggers' Sub-committee may, in consultation with the Technical Officer and/or National Coach and Safety Officer deal with a rigger/packer alleged to be in breach, or suspected breach of the Operations Manual, in a number of ways:

- 9.1. Be dealt with informally by way of a letter setting out the allegation/breach and, if appropriate, advising the rigger/packer as to their future conduct, or
- 9.2. The allegation/breach should be referred to the Riggers' Sub-Committee or STC to decide if a formal Tribunal is required, or
- 9.3. Form a Panel of Inquiry to investigate the matter further.

N.B. Tribunal Proceedings – Rules and Procedures can be found on BPA Form 256.

Following some discussion on the above proposed amendments, a number of points were raised, which the Committee felt required clarification. The Chairman agreed to speak to Chris Allen to clarify these points.

4 PROPOSED NEW STUDENT HARNESS & CONTAINER – INITIAL CLEARANCE FORM

The proposed new Student Harness & Container – Initial Clearance Form as designed by Bill Sharp had been circulated with the Agenda.

Following some discussion, it was proposed by Bill Sharp (proxy) and seconded by Kim Newton that the proposed new Student Harness & Container – Initial Clearance Form be accepted.

For: 6 (incl. 1 by proxy) Against: 0 Abstentions: 1

Carried

The new form would be given a BPA Form number and circulated with the Minutes.

5. PROPOSAL TO AMEND THE METHOD OF REGISTERING STUDENT EQUIPMENT MODIFICATIONS

A proposal from Rick Boardman to amend the method of registering Student equipment modifications had been circulated with the Agenda. A letter from Bill Sharp concerning this proposal had also been received and circulated to those present.

Rick had stated that recently the Committee had been discussing the lack clarity on some of the applications for Student Modifications (Form 209), which occasionally forms had been submitted, which were unclear.

Rick had identified two issues for consideration. The first issue was whether or not a Rigger could understand the drawings when they try to make the mod from the drawings submitted and secondly whether once the mod has been made up by someone else other than the original Rigger, it would actually be the same.

Rick Boardman had therefore proposed that the process of introducing a student equipment

modification on form 209 be amended to include the following:

“Before submitting form 209 for acceptance at the Riggers meeting, have any build work checked by a second rigger, by getting him/her to build the mod purely from the drawings/instructions. This second rigger can then be the seconder for the proposal.”

Rick had stated that he believed this should put an end to any future queries about understanding drawings, or allowing things to be passed on a limited basis, pending future amendments.

Following some discussion, the Committee felt that proposal would create more problems than it would solve. They did however agree that when BPA Form 209 is submitted, it should be ensured that any drawings are produced in a clear manner and that written instructions are legible and concise.

Following further discussion by those present, Rick’s proposal failed to find a seconder.

6. REQUEST FROM PETE SIZER

A letter from Pete Sizer had been circulated with the Agenda requesting a permission for Kris Kalapala to attend a BPA Advanced Packers Course.

Pete advised the meeting that Kris has over 500 jumps, but trained abroad. He joined the BPA in June 2005 and was therefore short of the required 18 months BPA membership to attend an Advanced Packers Course. He stated that Kris was now a regular jumper at Headcorn and would be working under Pete’s supervision.

Following some discussion, it was proposed by Pete Sizer and seconded by Kim Newton that the above permission be accepted.

For: 4

Against: 0

Abstentions: 2

Carried

7. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Tandem upgrade Course had been held at the North London Parachute Centre from the 23 – 27 January 2006. Kim Newton had submitted a Course Report, a copy of which had been circulated with the Agenda. Chris Gilmore, George Panagopoulos and Tony Lightfoot successfully completed the Course and had been upgraded to Advanced Packer (Grade T) status.
- ii) The Committee was advised that an Advanced Packers Examination Course had been held at the North London Parachute Centre from the 6 – 7 March 2006. David West had successfully completed the Course and had been awarded Advanced Packer (Grade S) status. Kim Newton had submitted a Course Report, which had been circulated with the Agenda for information.
- iii) An Advanced Packers Tandem upgrade Course had been held at UK Parachuting from the 28 February – 2 March 2006 run by Andy Page. A copy of the Course Report had been previously circulated with the Agenda. Ralph Mitchell had successfully attended the Course and had been upgraded to Advanced Packer (Grade T) status.

8. BPA SAFETY NOTICES/INFORMATION BULLETINS

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

9. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

There had been no manufacturers' Safety Notices or Information Bulletins received since the last meeting.

10. A.O.B

i) An Advanced Packers Examination Course had been run by Pete Sizer from the 8 – 9 March 2006. Dominic Hines had successfully completed the Course and had been awarded Advanced Packer (Grade S) status. A copy of the Course Report had been circulated to those present for information.

ii) An Advanced Packers Examination Course had been held at UK Parachuting from the 14 – 16 March 2006. Andy Page had submitted a Course Report, a copy of which had been circulated to those present for information.

Aaron Ellen had successfully completed the Course and had been awarded Advanced Packer (Grade S) status.

iii) The Chairman advised that he had received an enquiry from a Advanced Packer (Grade R & S) holder who was unable renew his rating this year as he did not meet the minimum currency requirements for annual renewal, as he nowadays only packed his own equipment.

The person concerned had asked if there was any way in which he could be exempt from the minimum currency requirements to enable him to renew his rating to enable him to continue packing his own personal equipment.

Following some discussion on this request, the Committee agreed that reserve packers are required to have their currency confirmed annually. The person concerned therefore need to maintain currency requirements if he wished to continue to pack reserve parachutes.

iv) The Chairman advised those present that information had been received from Chris Clark giving details of rear riser steering modification on an Aerodyne Icon Riser/PD velocity system. Chris had stated that the owner of the system had recently returned from Florida where the mod was carried out, which Chris had not seen this before. He had therefore contacted the manufacturers who had stated that they had no problems with this particular modification.

v) Chris Clark had also sent in a picture of a pilotchute taken from a Talon FS where the spring appeared to have bent out of shape. Chris had contacted Rigging Innovations who had said that they believe the problem stems from a small batch of springs they got that had really strong spring tension. The manufactures had advised Chris that the pilotchute should not be used due to the degree of bend in it, even though it launched ok. They supplied Chris with a new pilotchute free of charge. For information, the serial numbers of the equipment concerned was as follows:

Serial Number of the container is 13222. DOM: 1 June 04

Serial number of the PC is 7589. DOM: 27 May 04

- vi) The Chairman advised those present that so far this year there had been five packing/rigging confidential reports received, which would be kept on file at the BPA office. He gave a brief description to the Committee on each of the reports received:
- a) Connector Links slack on a reserve
 - b) Foreign objects found in a Tandem reserve pack job
 - c) Mis-rigged brakes, unsafe safety stow, mis-rigged staged deployment loop
 - d) Various problems found on a brand new Icon
 - e) During a routine six monthly reserve inspection and re-pack it was noticed that they Cypres AAD pocked on a Javelin/PD143R container system was sewn on only three sides.
- vii) John Harding gave the meeting details a malfunction at his centre several weeks ago, which occurred on a fairly new Icon rig. He stated that a couple of other Centres had also reported deployment problems on new Icon equipment John stated that he had been in contact with Manufactures concerning these problems and would report back to the Committee, once he had received a response from them.

Some discussion then ensued by those present concerning pilotchutes in general, during which it was noted that there are a number of pilot chutes in the field that have the reinforcing tapes applied 'on the block' of the netting, allowing them to 'scallop' and distort, reducing their efficiency. This is less likely to happen when the reinforcing is applied 'on the bias'. Any pilot chute that distorts too much should be replaced.

Date of next Meeting: Thursday 1 June 2006
BPA Offices, Glen Parva, Leicester.
4.00 p.m.

5 April 2006

Distribution

Chairperson Riggers Committee
All CCIs
All Riggers
Council
D. Beaven (CAA)
Lesley Gale
File

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE NO LATER THAN MONDAY 15 MAY 2006