

BRITISH PARACHUTE ASSOCIATION
RIGGERS COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 8 APRIL 2010

Present: Paul Applegate - Chairman
Bill Sharp
Rick Boardman
Pat Walters
John Curtis

Apologies: Pete Sizer, Ray Armstrong, Richard Wheatley, Kim Newton,
Dave Major.

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

Observers: Dane Kenny, Stuart Albon, Phil Cavanagh, John Page.

ITEM

1. **MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 11 FEBRUARY 2010**

Page 2, Item 4 – Review of the Confidential Reporting System and the Reporting of Incidents. Rick Boardman advised those present that the Working Group hoped to have some firm proposals for consideration by Riggers at the next meeting.

Page 6, item 13 – AOB (i). The Chairman reported that he had contacted the supervising rigger concerned.

Bill Sharp reported that he hoped to run a Rigging course in January 2011. John Curtis stated that if this course was unable to go ahead, he would be able to run a course if required.

There being no further matters arising from the previous meeting, it was proposed by Pat Walters and seconded by John Curtis that the Minutes from the Riggers Sub-Committee meeting of 11 February 2010 be accepted as a true record.

Carried Unanimously

2. **MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 11 FEBRUARY 2010**

There were no matters arising from the previous Minutes.

3. **BASIC RIGGERS COURSE – METHOD 2 (300 HRS) - REVIEW**

John Curtis reported that this subject had been discussed at various times with other Rigger Examiners. He stated that it was their belief that the number of hours on the Basic Riggers Course – Method 2 (300 hrs training scheme) needed review and he asked for some input on this issue by those present.

A number of Riggers present stated that they believed that the Method 2 training scheme required a great deal of work by candidates, more so in fact than that required on the Method 1 training scheme. Although they did not wish to see the number of hours increased on the Method 2 scheme, they felt it was perhaps time the Committee considered a reduction in the number of hours on this scheme.

John Curtis was asked whether Rigger Examiners had seen a difference in the quality of work between Method 1 & Method 2 candidates on any of the recent BR Courses.

John Curtis reported that Method 2 candidates were often better prepared for the BR Course and that overall their quality of work was also of a higher standard. He believed this was largely due to the number of hours they had spent rigging prior to their attendance on the Course.

Following further discussion on this matter, the Committee were keen to retain both methods of qualification for BRs. However, it was felt by those present that they would like to see a much fairer system between both training schemes.

John Curtis agreed to make some draft amendments to the BR Course Syllabus for consideration at the next meeting.

4. PARACHUTE RIGGERS COURSE SYLLABUS - REVIEW

John Curtis stated that he wished to discuss a number of possible changes to the Parachute Riggers Course Syllabus, as he felt there were several areas that were in need of review.

John stated that he would like to see ALL PR candidates producing a log of the work they had carried out since the last course. He would also like to see the items listed on Syllabus as a guideline to the examining Riggers rather than something that was set in stone, as this would then give the Examiners the option of being able to give candidates a variety of work on the Course so they were not replicating the same job. Although he did understand that the Course required some structure.

Following further discussion on this issue, the Committee suggested that John Curtis prepare a draft Syllabus to include his suggested changes, which could then be looked at by various Riggers prior to an amended PR Syllabus being circulated for consideration at the next meeting.

5. WORKING GROUP INTO LIFING OF EQUIPMENT

Rick Boardman reported on the Working Group meeting held that afternoon. He stated that he was still in the process of collating the information from manufacturers with regard to their lifing policies.

The Working Group had produced a draft matrix/table of responsibility and how any new policies would interact with the BPA rules at present.

Rick also reported that he was in the process of preparing a presentation to the STC advising them of the work the Working Group had achieved to date.

6. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Training Course had been held at the Headcorn Parachute Club from the 15 – 18 February 2010. Pete Sizer had submitted a Course Report, a copy of which had been circulated to those present. The Course was attended by Tony Kirk-Burgess and Lucy Smith-Wildey both of whom had been advised to return for the final examination phase of the Course at a future date.

- ii) An Advanced Packers Conversion Course (Square Reserves) had been held at the Headcorn Parachute Club on the 21 March 2010. Pete Sizer had submitted a Course Report, a copy of which had been circulated to those present. Chris Lynch successfully completed the Course and had been awarded Advanced Packer (Grade S) status.
- iii) An Advanced Packers Conversion Course (Round Reserves) had been held at the Black Knights Skydiving Centre on the 20 March 2010. Ray Armstrong had submitted a Course Report, a copy of which had been circulated to those present. Dave Parry successfully completed the Course and had been awarded Advanced Packer (Grade R) status.

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

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

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

There had been no Manufacturers' Safety Notices/Information Bulletins circulated since the last meeting.

9. **A.O.B.**

- i) An e-mail from Bill Sharp had been circulated with the Agenda. Bill had referred to an item at the Riggers Meeting in Aug 2009, where it had been noted that there were several modified Strong Tandem rigs that apparently were not conforming to BPA regulations (as per the approved Tandem Modifications list). Bill had stated that his point and concern was that all 7 of these rigs appeared to have been used with modifications that were clearly not approved by the Riggers/STC Committee. All AP (T) packers/riggers who had dealt with those rigs with that configuration in the past were in breach of their rating, as they had not checked that the modifications on the rigs they were packing had been approved.

Bill had reported that at the Oct 2009 Riggers meeting, a specific Tandem modification request was put in with regard to the above sets of equipment, complete with a set of Emergency Drills and a proviso that only certain people at certain locations could use these specific rigs. He stated that the rigs must have been non-approved until that clearance.

Bill wished to remind Advanced Packers of the importance of checking the modifications/regulations etc before packing any equipment.

- ii) The Committee discussed an e-mail from Ian Rosenvinge, a copy of which had been previously circulated regarding a Tandem broken bridle line and also the actions that Ian had since taken.

A number of Riggers reported on the poor condition of some of Tandem equipment that they frequently come across. The Committee felt it was the responsibility of not just Riggers and Packers but that of Instructors and Drop Zones who also had a huge responsibility to look after and maintain their equipment correctly.

The Chairman of STC referred to a number of Tandem Instructor Courses where it had been necessary to ground equipment because of maintenance issues. He stated that Tandem was doing an enormous amount of work in the UK and in his opinion he was in no doubt that the maintenance of kit that was the biggest issue here.

