

BRITISH PARACHUTE ASSOCIATION
RIGGERS COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 27 SEPTEMBER 2007

Present: Paul Applegate - Chairman
Pat Walters
Steve Thomas
Pete Sizer

Apologies: Rick Boardman, Dave Major, Bernadette Whitaker, George Panagopoulos.

In Attendance: John Hitchen - Chairman STC
Tony Butler - Technical Officer

Observers: Paul Moore.

ITEM

1. **MINUTES AND MATTERS ARISING FROM THE RIGGERS MEETING OF THE 2 AUGUST 2007**

Page 2, Item 4 - Incident Reports (i) At the previous meeting an incident had been reported regarding the failure of a mini 3-ring riser. This was on a Performance Variable 'Spark 190' main. The Chairman reported that an e-mail had been received from Eno Van der Post stating that he believed that the container type was more relevant to this report, which had not been stated in the minutes. For information, the container was a Teardrop.

Page 2, Item 4 – Incident Reports (iii) Another incident had been reported at the previous meeting concerning a broken line. The equipment involved was a Tear Drop, BOC Throw away. In the same e-mail from Eno Van der Post he stated that he believed that the canopy type was more important than the container to a broken line report, which had not been stated in the minutes. For information, the main canopy was an EXP 170.

There being no further matters arising, it was proposed by Pat Walters and seconded by Pete Sizer that the Minutes of the Riggers meeting of the 2 August 2007, be accepted as a true record.

Carried Unanimously

2. **MINUTES AND MATTERS ARISING FROM THE STC MEETING OF THE 2 AUGUST 2007**

There were no matters arising from the previous Minutes.

3. **TO CONSIDER A STUDENT PARACHUTIST EQUIPMENT CHANGE PROPOSAL**

FROM ANDY PAGE

A Student Parachutist Equipment Change Proposal had been received from Andy Page, together with the associated paperwork, copies of which had been circulated with the Agenda.

The equipment involved in this proposal was to Student Javelin/Odyssey AFF/RAPS.

Andy had proposed to re-site the Cypres control unit from the back pad to the outside of the yoke, facilitating easier flightline checking etc.

It was proposed by Andy Page (proxy) and seconded by Pete Sizer that the above proposal be accepted, provided the work is carried out by an Advanced Rigger.

Carried Unanimously

4. LIFING OF TANDEM COMPONENT PARTS

This item has been put on the Agenda at the request of Paul Applegate. He had asked for it to be discussed because a number of problems that had arisen regarding component parts breaking on Tandem equipment. One incident concerned an inner drogue line (kill-line) snapping on a Tandem Next rig, which resulted in the Tandem pair landing under both canopies, causing injury to both the Tandem Instructor and the Student.

This subject generated a great deal of discussion, after which it was agreed that the Chairman would contact the manufacturers regarding the life/maintenance of the various component parts and to comment with regard to the specific incident that had been discussed.

The Technical Officer stated that the whole subject of Tandem equipment inspection/maintenance should be looked at, as generally a Tandem rig will generate more jumps in six months than a jumpers own equipment would make in a number of years.

5. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Examination Course had taken place at Skydive Brid. Ray Armstrong had submitted a Course Report, a copy of which had been circulated to those present.

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

- ii) Tim Denson had attended an Advanced Packer Tandem upgrade/conversion Course, which had been held at Headcorn from the 4 – 5 September 2007. Tim already held Advanced Packer (Grade S & R) status. Pete Sizer had submitted a Course Report, a copy of which had been circulated to those present.

Tim successfully completed the Course and has been upgraded to include Advanced Packer (Grade T) status.

- iii) Neil Butcher was examined by Ray Armstrong at Skydive Bridlington, for his Advanced Packer's rating (Grade S). Neil successfully completed the Course and was awarded Advanced Packer (Grade S) status. A report from Ray was circulated to those present.

6. BPA SAFETY NOTICES/INFORMATION BULLETINS

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

7. MANUFACTURER'S SAFETY NOTICES/INFORMATION BULLETINS

A number of Service Bulletins and Advisory Notices had been circulated since the last meeting:

- i) A Service Bulletin had been received from Aerazur (Parachutes de France) dated 31/7/2007 concerning dual harness/containers 740-1 (Atom Tandem) and MMS 740-2 manufactured before 2002.
- ii) Prior to the previous meeting, the BPA had circulated a product Services Bulletin (PBS#300107) from United Parachute Technologies (UPT) dated 30 January 2007. It advised that all Tandem loop style reserve ripcords manufactured by Relative Workshop prior to October 2004 with black shrink-wrap on the swage are inspected for any broken filaments. If found, the ripcord needed to be replaced immediately. The Bulletin had stated that since October 2004, clear shrink-wrap was used to visibly inspect the filaments.

The Chairman advised those present that Rick Boardman had since contacted the office advising that he recently came across a damaged ripcord handle. He stated that the photos that Rick had taken show that the ripcord cable had partially severed. This handle was on a 'Next' Tandem system, dating from March 2000.

Subsequently, all Tandem operators, Riggers, DZ Operators and CCIs had been advised that the type of reserve handle referred to in the Product Service Bulletin (PBS#300107) may have been inadvertently fitted onto Tandem systems other than those manufactured by UPT or Relative Work Shop. The BPA have advised that ALL Tandem systems should be checked before the next jump for this design of handle. If any damage is found in the area outlined in the Bulletin, the ripcord should be replaced immediately.

- iii) A Safety Bulletin from the French Parachute Federation (FFP) number 143 was sent to Clubs stating that the FFP are not permitting the use of Omega rigs made since 2002 who's cutaway housings are not secured to the harness, even though the manufacturer; Firebird, disagree with the FFP's decision.

The FFP are asking riggers to sew the cutaway housings to the harness the same way that the RWS were doing before they started using clamps. It was noted that the Infinity rig has the same problem.

Pete Sizer stated that he believed that it was a rule that all housings should be tacked down. Those present agreed. Pete stated that it is mentioned in the Reserve Packing Guide and in Equipment Knowledge for Instructors. He felt that a Safety Information Bulletin should be produced to remind members. It was agreed that Pete would draft a bulletin to be sent out.

8. A.O.B

- i) A Packing/Rigging Confidential Report has been received regarding the stowage of excess brake line. The person who sent the report in noted that whilst he was carrying out a Sigma Tandem reserve repack, he noticed that the canopy brake line was tightly wrapped around the top of the toggle and then the Velcro cover was over it. Both toggles were stowed like that. Photos were available to the committee.

The writer also stated that he had also repacked another sport rig, TSE 1 Pin Tear Drop with a Tempo 120 reserve and found the same method of stowing the brake line but only on one riser – the right. The left brake was stowed like it should be as per the manufacturer’s recommendations. The same rigger had packed both rigs.

After much discussion it was decided that the Chairman would contact the rigger concerned. Also that packers of Vector equipment should stow the excess brake line as per the manufacturers instructions.

- ii) A Tandem Incident report had been received where the instructor, having deployed his main canopy, experienced a violently rotating canopy. Both brakes were stowed, however several lines from the right riser were entangled and snagged behind the instructor’s right shoulder, possibly on the bottom of the reserve tray. The instructor tried to cut the snagged lines, but they were out of reach and he had to cutaway and deploy his reserve, even though the main was still partially attached.

The reserve deployed cleanly, however, it also went into a turn. This was caused by the ‘half brake’ setting loop snagging the bolt end of the ‘L’ bracket connecting the lines and riser. The instructor was able to eventually release the snagged line.

This generated some discussion and it was felt that the incident occurred because of the way brake lines were stowed.

- iii) Pete Sizer informed the meeting that the Vigil 2 AAD has now been released on the market, with the different cutter. It was accepted by those present that the AAD is an upgrade and does not need specific clearance. He also stated that the manufacturer’s website now has details of installation instructions, loop material, fitting kits, activation reports etc.

Date of next Meeting: Thursday 22 November 2007
BPA Offices, Glen Parva, Leicester
at 4.00 p.m

28th September 2007

Distribution:

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

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE NO LATER THAN MONDAY 5 NOVEMBER 2007