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## **Riggers' Subcommittee**

**Thursday 31 May 2018 at 1600**

**at BPA HQ, 5 Wharf Way, Glen Parva, Leicester LE2 9TF**

**Present:** John Hitchen (Vice Chair STC) - In the Chair  
Paul Stockwell (PR)  
Pete Sizer (RE)  
Rick Boardman (AR)  
Gary Stevens (AR)  
Noel Purcell (AR)  
Josh Clark (AR)  
Karen Saunders (AR)

**Key:**

RE = Rigger Examiner

AR = Advanced Rigger

PR = Parachute Rigger

**Apologies:** Paul Applegate, Jeff Montgomery, John Curtis, Dave Major.

**In Attendance:** Tony Butler - Chief Operating Officer (COO)  
Trudy Kemp - Assistant to COO/STO

**Observers:** Dane Kenny, Steve Saunders.

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### **ITEM**

**1. DECLARATIONS OF INTEREST**

The Vice Chair STC stated that any member with any personal, financial or material interest in any item/s of business on the agenda for this meeting should state any declaration of interest.

Noel Purcell expressed an interest in Item 5 – Acceptance of Rigging Loft.

**2. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF 5 APRIL 2018**

**Page 1, Bill Sharp.** The Vice Chair STC reported that Bill Sharp had expressed his thanks to the Committee for the kind words about his 'retirement'. He had also asked for a correction to the Minutes be recorded, as he had not actually stopped jumping, Tandem or Rigging, only that he now does it under the German system and not under the BPA umbrella. Bill Sharp was currently looking after the Tandem Mods website.

**Page 1, Item 2 – Tandem Mods Website & Supporting Documentation.** Paul Stockwell stated that he had been unable to progress this project due to changes in his personal circumstances.

**Page 1, Item 2 – Vigil AADs.** Karen Saunders reported on a further incident in relation to a Vigil AAD unit where the attachment to the control unit was snapping. Karen stated that she would submit an equipment related incident report prior to the next meeting.

**Page 2, Item 4 – Suggested Change to ROI Books.** As agreed at the previous meeting, the STC Chair had liaised with various other Riggers and the Reserve Packing Guide had now been amended to include a reference to the recording of AAD jump numbers within the

comments section on Forms 112 and 112A. In addition to this, a small paragraph had also been added to the Reserve Packing Guide that referred to the re-lifing of Tandem reserve canopies, which had also been discussed.

**Page 3, Item 6 – Equipment Inspection Policies Working Group.** This item was on the main agenda for this evening.

There being no further matters arising, it was proposed by Pete Sizer and seconded by Gary Stevens that the Minutes of the Riggers' Subcommittee Meeting of 5 April 2018 be accepted as a true record.

**Carried Unanimously**

**3. MATTERS ARISING FROM THE STC MEETING OF THE 5 APRIL 2018**

There were no matters arising from the previous meeting.

**4. TO DISCUSS VELOCITY RISERS WITH PHOSPHATE HARDWARE**

Karen Saunders had submitted information, which had previously been circulated regarding an issue that had recently come to light concerning Velocity risers with phosphate hardware.

Karen reported that during a routine 6 monthly inspection, fraying was noticed on the type 17 webbing and the type 2A on main velocity risers. The fraying found was located on the front of the locking loop where it passes through the small ring. Additional fraying was also found on the type 17 around the middle ring area.

The manufacturers (VSE) have stated that they have found that the black phosphate hardware, or at least that batch of it, was abrasive over time, so it leads to wear on the webbing. They stated that the stainless hardware is smoother, so does not cause as much friction with the webbing. VSE are unable to locate an exact batch or serial numbers of those rigs affected or dates that had the black phosphate hardware. They believe it was around 2010-2012.

Karen Saunders reported that the manufacturers have stated that best practice would be to keep an eye out for fraying such as this, and that they will deal with any incidents on an individual basis and have offered to replace any rigs that are affected.

Karen Saunders stated that black phosphate hardware can be found on the entire container and not just the main risers.

Riggers and packers were advised to be vigilant when carrying out inspections and to look out for this particular issue.

**5. ACCEPTANCE OF RIGGING LOFT**

A proposal from Allan Hewitt has been circulated with the Agenda requesting that the Rigging facility at Hibaldstow be approved to run rigging Courses.

Allan Hewitt had inspected the rigging room at Hibaldstow and stated that it met the criteria set out in BPA Form 237 (BPA Rigging Loft Minimum Criteria).

It was proposed by Rick Boardman and seconded by Karen Saunders that the above request be accepted.

**Carried Unanimously**

**6. REQUEST FROM DANE KENNY**

A letter from Dane Kenny had been circulated with the Agenda requesting an exemption from the BPA Operations Manual, Section 6 (Equipment) Paragraph 8 (Parachute Packing), sub-para 8.3 (Reserve Parachutes), Sub-para 8.31 – "Reserve parachutes may only be inspected

and packed by Riggers or Advanced Packers". This was to enable Dane to continue packing reserve parachutes into his own personal Racer Container systems, to include round and ram air canopies.

Dane had included full details of his request, including extracts from previous Riggers' Subcommittee Minutes and confirmation of certification from Jump Shack.

Dane Kenny was also present at the meeting and was able to answer a number of questions in relation to his request and provided further details as required.

Following consideration, it was proposed by Pete Sizer and seconded by Gary Stevens that the above request be accepted.

For: 6

Against: 1 (by proxy)

Abstentions: 1

**Carried**

## **7. EQUIPMENT INSPECTION POLICIES WORKING GROUP**

Rick Boardman gave a progress report on the Equipment Inspection Policies Working Group and reported on the meeting held this afternoon.

Rick stated that the WG had consulted with various manufacturers and other NGBs regarding their own policies and rules on the lifing of equipment. They were also exploring various options, including a split between Student, and privately-owned equipment and the possibility of introducing an age rule for certain types of equipment.

The WG may also revisit the equipment lifing flow chart that had been designed several years previously, and in the long term, they would also be looking to commence some test programmes using various testing facilities around the UK.

Rick Boardman stated that it was the WG's intention to start a consultation process with PTOs on how the effects of introducing any of the suggested policies would have on them.

## **8. EQUIPMENT RELATED INCIDENT REPORT RÉSUMÉ**

The following equipment related incident report had been received since the last meeting:

- i) On the 7 May 2018 a female parachutist who was part of a 4 way formation, successfully completed her landing pattern. Whilst touching down on the PLA the parachutist skidded in on her backside and caused a premature deployment of the reserve canopy. After the landing it was noted that the reserve handle was still in place and there was no AAD misfire.

Upon further inspection, the reserve closing loop was measured at 113mm and the excess on the reserve cable was fairly long, around 4 inches. The container was a SWS Fire, size 24 and the reserve was an R-Max 118. Main was a Magellan 130. The equipment had been packed abroad and was on a six month repack cycle. The repack was due on the 18 May.

The Rigger at the PTO concerned was able to provide the meeting with further details of this incident. He stated that he had not had the chance to replicate this incident on the ground. However, it was possible that when the parachutist landed, the reserve handle may have got caught on the webbing or on the weight belt she had been wearing.

## **9. ADVANCED PACKER (AP) COURSE REPORTS**

The following AP Courses had been held since the last meeting, and the respective Course Reports had been circulated to those present:

- i) George Panagopoulos had run an Advanced Packers Examination Course at Netheravon from the 4 – 5 April 2018.  
  
The Course was attended by Jason Mackenzie who was successful and awarded Advanced Packer (Grade S) status.
- ii) George Panagopoulos had run an Advanced Packers Examination Course at Netheravon from the 10 – 11 April 2018.  
  
The Course was attended by Oliver Goss and Chris Ptak. Both candidates were successful and were awarded Advanced Packer (Grade S) status.
- iii) Noel Purcell had run an Advanced Packers Training Course at Skydive Hibaldstow from the 29 April – 3 May 2018. The Course was attended by Braden Dimmock who was advised to attend the Examination phase of the Course once he had completed a number of supervised reserve pack jobs.
- iv) George Panagopoulos had run an Advanced Packer Training Course at Netheravon from the 30 April – 3 May 2018. The Course was attended by Andy Goodall and Eloy Navarro who were both advised to attend the Examination phase of the Course once they had completed a number of supervised reserve pack jobs.
- v) George Panagopoulos had run an Advanced Packers Examination Course at Netheravon from the 14 – 15 May 2018.  
  
The Course was attended by Andy Goodall who was successful and awarded Advanced Packer (Grade S) status.
- vi) George Panagopoulos had run an Advanced Packers Tandem Upgrade Course at the Cyprus Parachute Centre from the 21 – 22 May 2018. The Course was attended by George Kakkis. George was successful and awarded Advanced Packer (Grade T) status.
- vii) Pete Sizer had run an Advanced Packers Examination Course at Headcorn from the 22 – 23 May 2018. The Course was attended by Leon Nance. Leon was successful and awarded Advanced Packer (Grade S) status.

#### **10. BPA SAFETY NOTICES/INFORMATION BULLETINS**

There have been no BPA Safety Notices or Safety Information Bulletin issued since the last meeting.

#### **11. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS**

The following Manufacturers' Safety Notices & Information Bulletins had been received since the last meeting.

- i) Advanced Aerospace Designs (AAD) have issued a Product Advisory, dated 10 April 2018 and is an update to their Product Advisory of 01/2017 and concerned an update on battery replacement for Vigil 1 owners. The full bulletin can be found on the AAD website: <https://www.vigil.aero/wp-content/uploads/Update-ADV-01-2017for-Vigil-I-owners-only-.pdf> and would be included with the Minutes for information (Appendix A).
- ii) A Product Service Bulletin has also been issued by AAD, dated 19 April and concerns high altitude jumps above 27,000ft MSL on all Sport Vigil II & Vigil 2+ with firmware versions 05.05, 05.06, 06.01, 06.02. The full bulletin can be found on the AAD website: <https://www.vigil.aero/wp-content/uploads/PSB-01-2018.pdf> and would be included with the Minutes for information (Appendix B).

**12. A.O.B.**

Rick Boardman provided information pertaining to a recent MOD fleet grounding that the RAF had recently been passed to the BPA, which he read out to those present:

'During the Before Issue Maintenance (BIM) procedure on a military parachute, a Cypres AAD displayed an error code "1111", indicative of a disconnected (or fired) cutter. Subsequent investigation confirmed a partial disconnection (the cutter in-line connection in question had not been fully seated into the socket). This partial connection produced an intermittent error code.

Confidence in a correctly connected Cypres remains very high. However, to provide high assurance in the fitting of this safety critical component, and provide any trending if necessary for further analysis, the RAF instigated an Urgent Technical Instruction (UTI). It required all man carrying parachute systems fitted with Cypres AAD to have the cutter in-line connection physically inspected prior to the next jump.

This process involves opening of the main and reserve containers, inspecting the Cypres connection, replacement of the reserve closing loops, and reclose, followed by repack of the main.

To date, no other incidents of partially disconnected in-line cutters have been recorded, and as this remains a human factor failing within the MoD and not an issue with the equipment.'

**13. DATES OF NEXT MEETINGS**

Thursdays, 26 July, 13 September and 15 November  
at 1600 at BPA HQ

11 June 2018

**PAPERWORK FOR CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 9 JULY 2018**

**Distribution:**

Chair Riggers' Subcommittee, All CIs, All Riggers, APs, Council, CAA, Editor – Skydive

## PRODUCT ADVISORY

**Issue Date** : 10 April 2018  
**Bulletin Number** : **UPDATE to ADV-01-2017**  
**Subject** : BATTERY REPLACEMENT- UPDATE  
**Identification** : FOR VIGIL I OWNERS

### **Background:**

As per ADV-01-2017, since January 2017, the Vigil metal lithium battery pack is no longer field replaceable and must be returned to either AAD or Vigil America when a battery replacement is necessary.

### **Important reminder:**

All Vigil I batteries should have been replaced after 10 years + maximum 3 months from the date of manufacturing of your Vigil.

### **UPDATE-Options for Vigil I owners:**

Unfortunately, the encapsulated battery for the Vigil I is no longer available and therefore can no longer be replaced. We were offering two options for current Vigil I owners who need a battery replacement.

**Option 2 is no longer available** since after one year of exchanging, we no longer have Vigil II replacements in stock.

Option 1: Available. In exchange for the Vigil I, a new Vigil Cuatro with a max 20-year life expectancy at 300,00€ excluding VAT and shipping (or current exchange rate in US\$). **This offer at this price ends December 2018.**

This offer is valid for all Vigil I owners until the end of 2018, regardless of whether the battery has previously been replaced.

Vigil I owners requiring service /or a battery from 01, January 2019 on, will be offered a pro-rated replacement, based on the years remaining in the life of the Vigil.

Vigil I owners must obtain an RMA number before returning their Vigil.

Please follow the on-line return RMA procedure & form on our website page : <https://www.vigil.aero/servicing>.

## PRODUCT SERVICE BULLETIN

**Issue Date** : 19 April 2018  
**Bulletin Number** : PSB- 01-2018  
**Subject** : Firmware Update and High Altitude Jumps  
**Status** : MANDATORY PRIOR TO THE NEXT JUMP WITH ANY AIRCRAFT ALTITUDE EXCEEDING 27,000 ft MSL  
**Identification** : All Sport VIGIL II & Vigil 2+ with firmware versions 05.05, 05.06, 06.01, 06.02

**\*\*\* This product service bulletin does not apply to Military Vigils\*\*\***

**Background** : Due to an internal calculation algorithm, units with firmware versions 05.05/05.06/06.01/06.02 will enter protected CTRL-ERR mode when the measured pressure is less than 300 hPa. (Approximately 30,000 ft MSL).

**Compliance** : VIGIL II & VIGIL 2+ (**does not apply to Military Vigils**). All Vigil II and 2+ units with firmware versions 05.05/05.06/06.01/06.02 MUST be updated to a new firmware version.

The current firmware version MUST be checked in the info menu during the startup of the Vigil. (See Road Map – Parameter Sequence Flow Chart in the User's Manual).



### **Compliance Date** :

Compliance is mandatory before any jump during which the aircraft is anticipated to reach, or reaches, any altitude above 27,000 ft MSL. DO NOT MAKE ANY JUMP IF THE AIRCRAFT, AT ANY TIME ON THE FLIGHT, EXCEEDS 27,000 ft MSL WITHOUT HAVING FIRST FULLY COMPLIED WITH THIS PSB.

For all users NOT making, or planning to make, a jump with an exit altitude above 27,000 ft MSL, or planning to make a flight above 27,000 ft MSL, compliance is still mandatory for all affected firmware versions, however compliance may be at the user's convenience during any repack **between the date of this PSB and 31 May 2020**.

This is to prevent the risk of possible future high altitude use by a new owner or user, without compliance with, or awareness of this service bulletin.

### **Compliance Procedure and Costs:**

- Please follow the return RMA procedure on-line at <https://www.vigil.aero/servicing>.
- The unit update, maintenance and return shipping from AAD Belgium or Vigil America to the customer will be at no charge to the customer.
- The shipping cost to AAD Belgium or to Vigil America will be the customer's responsibility.
- Repack costs and expenses are solely the customer's responsibility. No claims for repack costs and expenses will be accepted.

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### **Distribution of this Advisory Product Service Bulletin shall include, but is not limited to:**

- All AAD dealers.
- Parachute Industry Association.
- All identified parachuting publications.
- All identified parachuting Federations and Associations
- All National Aero Clubs, Parachuting Section.
- IPC Technical Committee