



Riggers' Subcommittee

Thursday 17 November 2016 at 1600

at Blaby Civic Centre, 22-24 Leicester Road, Blaby, Leicestershire LE8 4GQ

Present: Paul Applegate (AR) - Riggers' Subcommittee Chair
Rick Boardman (AR)
Andy Shaw (AR)
Noel Purcell (AR)
Pete Sizer (RE)
Paul Stockwell (PRv)
Karen Saunders (AR) – *From item 4*
Iain Anderson (PRv)

Key:

RE = Rigger Examiner

AR = Advanced Rigger

PR(v) = Parachute Rigger (voting)

PR(nv) = Parachute Rigger (non-voting)

Apologies: John Curtis, George Panagopoulos, Ray Armstrong, Gary Steven,
Dave Major, Nicky Johnston.

In Attendance: Tony Butler - Chief Operating Officer
Jeff Montgomery - Chair STC/STO
John Hitchen - Vice Chair STC
Jack Bradford - Council
Jason Kelleher - Council
Trudy Kemp - Assistant to COO/STO

Observers: Stuart Meacock, Steve Saunders, Iain Anderson

ITEM

1. **DECLARATIONS OF INTEREST**

The Chair invited declarations of interest relating to items on the agenda for this meeting. None were stated.

2. **MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUBCOMMITTEE MEETING OF THE 22 SEPTEMBER 2016**

Page 1, Item 2 – (Next & Next Century Tandem Systems). There was nothing new to add from the WG set up to look at the various issues surrounding reserve loops on Next and Next Century Tandem Systems. The Committee felt that unless Kim Newton (WG) Chair had anything further to report, this item could now be concluded.

Page 1, Item 2 – (Proposal to amend Various Rigging Related Forms). Rick Boardman had re-drafted the Student/Tandem Harness & Container Initial Clearance forms and this item was on the main Agenda for consideration.

Page 2, Item 2 – (Tandem Mods Website & Supporting Documentation). Paul Stockwell reported on the WG that had been established with a view to creating a document reference library of historical safety related material and supporting paperwork. He stated that he hoped to have something further to report after the winter period.

Page 2, Item 2 – (Rigging/Packing Confidential Reporting System). This item was on AOB of the agenda.

Page 2, Item 2 – (Mars 2 AAD). At the meeting in July, the Subcommittee had discussed information surrounding the inspection procedures relating to the Mars 2 AAD, which had raised some concern.

Karen Saunders reported that the manufacturers had promised to provide a video, which would aide packers/riggers during the inspection process, but this had not yet materialised. She stated that she would contact the manufacturers again regarding this matter.

Page 2, Item 4 – (Rigging Syllabus Update Project). This item was on the main agenda.

Page 4, Item 9 (AOB(i) – Incident Report). At the previous meeting, the Chair had reported on an incident where a jumper had a premature reserve deployment at approx. 4000ft. It was believed that the ripcord cable may have been too short, causing the problem. As it was believed this had been the third time this reserve had popped open. The equipment (Aerodyne container) had been grounded pending further investigation.

The Chair reported that he and one other had inspected the equipment concerned, and they did not believe that the ripcord cable was too short. It was just one of those things where the ball on the end of the cable had got caught and a low poundage on the reserve caused it to pop. It was believed that the incident just appeared to be a 'one off' occurrence and it had been recommended to the owner that he gets a pad rather than a handle.

Page 4, Item 9 (AOB(ii) – SWS Fire Tandem). Rick Boardman reported that he was still waiting to hear back from the manufacturer regarding the various issues that had been discussed at the previous meeting.

There being no further matters arising, it was proposed by Rick Boardman and seconded by Paul Stockwell that the Minutes of the Riggers Subcommittee Meeting of 22 September 2016 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF THE 22 SEPTEMBER 2016

There were no matters arising from the previous meeting.

4. BPA RIGGERS' SUBCOMMITTEE CHAIR FOR 2017

Jason Kelleher withdrew from the meeting for this item. He stated that there was no conflict of interest, it was out of respect of the nominees.

The Chair of STC took the 'Chair' for this item. He stated that at the last meeting of each year, Riggers' Subcommittee would report to STC on nominations for Riggers' Subcommittee Chair so that STC may formally elect their Chair for the following year.

The Chair of STC reported that there had been two nominations received for Riggers' Subcommittee Chair for 2017; Paul Applegate & Andy Shaw. The Chair of STC asked if there were any other nominees, and there were none.

Paul Stockwell referred to the BPA Riggers' Subcommittee Terms of Reference (ToR, which did not stipulate that the Riggers' Subcommittee would 'elect' a Chair, it merely states that "Riggers will report to STC on nominations for Riggers' Chair so STC may formally elect the Rigger's Chair for the following year".

Andy Shaw raised some concern and stated that he believed that the names of the nominees for Riggers' Subcommittee Chair should be published ahead of the meeting, so that all eligible voting members of the Riggers' Subcommittee could take part in the voting process.

Other members of the Committee also expressed their concern, and they felt that the Riggers' Subcommittee ToR regarding the nominations process for the annual election of the Riggers' Subcommittee Chair should be reviewed. The COO stated he would prepare a draft of this section of the Riggers' ToR for consideration at the next meeting.

Following further discussion, it was agreed by those present that they did not wish to take a formal vote on who they wished to recommend as the Rigger's Subcommittee Chair for 2017. They felt that names of the two nominees should be put forward to STC that evening for CIs to consider.

It was therefore proposed by Pete Sizer and seconded by Paul Stockwell that the names of the two nominees be put to STC that evening for consideration.

For: 6 Against: 0 Abstentions: 2 (Paul Applegate & Andy Shaw)

Carried

Jason Kelleher re-joined the meeting.

Paul Applegate then resumed his position as Chair for the remainder of the meeting.

5. RIGGING SYLLABUS UPDATE PROJECT

The Chair reported that the proposed changes to the various Rigging syllabuses and associated syllabus documents from Andrew Hilton, on behalf of the Rigger Examiners, had been circulated with the agenda. In addition to the proposed amendments, Andrew had also provided background information as required. The Committee considered each of the proposed forms and voted on them individually:

Form 199 - Basic Riggers Course Syllabus

Andrew Hilton had stated that the two points below in the "Limitations" section are saying the same thing, and they should be reduced to just one, the one not in strikethrough text.

Limitations of work

~~Basic Riggers are cleared for all work done within the Basic Rigger course syllabus listed above. All work has to be inspected and signed for by a supervising Parachute Rigger of at least 2 years standing.~~

- After successfully completing the Basic Rigger course and prior to the Parachute Rigger course, candidates will work under the supervision of a Parachute Rigger of at least 2 years standing. The supervising rigger will sign and be responsible for all work carried out.

Andy Shaw stated that although PR candidates turn up on the PR Course with a log of rigging work, in some cases this had not always been signed off.

The meeting felt that it was important the log of work completed by the candidate on the PR Course was signed off by the supervising Rigger, and that this point be clarified in Form 199.

It was proposed by Andrew Hilton (proxy) and seconded by Pete Sizer that the amendments to BPA Form 199 – Basic Riggers Course Syllabus be accepted.

Carried Unanimously

The Subcommittee also requested that the above clarification be included.

Form 200 - Parachute Riggers Course Syllabus

The various amendments to Form 200 were as follows:

- Correct typo – "Submission of previous manufactured components" should be "Submission of previously manufactured components"
- Remove pullout pilot chutes and replace with a pud pilot chute, thus candidate is making a toggle pilot chute and a pud pilot chute
- Add BOC pocket
- Add a variety of steering toggles – Velcro and Velcro-less

- Change wording of course requirements to clarify that when attending the course, PR candidate **MUST** bring one of each item on the syllabus; non-submissions score a zero
- Wherever safety stows are referenced, mention Form 256 which is the BPA guideline form

It was proposed by Andrew Hilton (proxy) and seconded by Noel Purcell that the amendments to BPA Form 200 – Parachute Riggers' Syllabus be accepted.

Carried Unanimously

The Subcommittee also requested that clarification with regard to completed and signed for log by the supervising Rigger should be included on BPA Form 200.

Form 201 - Advanced Riggers Course Syllabus

The various amendments to Form 201 were as follows:

- Remove the current "The establishment must have a minimum of 1 sewing machine per 2 candidates" to align with the other Rigging Course Establishment criteria that is already the same in all the other syllabuses.....this must have been an oversight in the AR syllabus.
- Extend the AR course to 5 days not 4 days. The extra day is because 4 days is not always sufficient for such a high level rating, and the extra day aligns it with the length of the other courses usually running alongside.
- Remove AP(Rounds) from the AR syllabus.

It was proposed by Andrew Hilton (proxy) and seconded by Rick Boardman that the amendments to BPA Form 201 – Advanced Riggers' Course Syllabus be accepted.

Carried Unanimously by those ARs Present

Form 202 - Rigger Examiner Course Syllabus

The various amendments to Form 202 were as follows:

- Change the part requiring "PR course attendance" into another Method One "Basic Rigger course attendance".
 - This would align with the BPA Instructor Examiner requirements of doing 2 CSBI courses
 - Also, the PR course activities are all included in a BR course anyway -
 - Assist Examiners with the course planning and preparation*
 - Check each candidate's course work*
 - Check each candidate's submission of previous work*
 - Mark all candidate's training records with the assistance of the Examiners*
 - Complete a course report*
 - Debrief candidates*
 - Recommend any changes in the course to the Examiners*
- A RE needs to be an experienced teacher of riggers, not just "an assessor of d-bags" and replacing the PR course with the BR course better prepares the potential RE
- Note requirement to be ready from day 1 to do all lessons, though doing at least 4 on first BR, rest on 2nd BR course

As the meeting was not quorate for the number of Rigger Examiners present to make a formal decision on the Rigger Examiner Course Syllabus, it was agreed to refer the amended Form 202 to STC for formal acceptance.

Rick Boardman asked for clarification with regard to Rigger Examiners in training who may not be able to attend a PR/BR Course to maintain their currency if for instance a Course did not go ahead, bearing in mind that there may only one or two Courses held during the year. The Committee felt that Rigger Examiners in training who found themselves in this situation should apply to the Riggers' Subcommittee for an exemption to this requirement.

Form 169 - Advanced Packer Course Syllabus

The various amendments to Form 169 were as follows:

- Remove the (S, R) course option, thereby making the initial AP rating (S) only and 4 repacks of ram-air systems. Splitting across S and R these days is not an appropriate option nowadays for initial qualification.
- According to this form currently PRs can run and teach full AP courses; appropriate PRs should be able to supervise APs and teach BRs as they already can. However, no-one has ever qualified as a PR to run such courses anyway. This should be removed so only ARs can run such courses, as only ARs or above can examine these.

It was proposed by Andrew Hilton (proxy) and seconded by Rick Boardman that the proposed amendments to BPA Form 169 – Advanced Packer Course Syllabus be accepted.

Carried Unanimously

Other Miscellaneous System Changes

Andrew Hilton had included several miscellaneous system changes for consideration as detailed below:

- Place formal rating requirements for all rigger ratings into the Ops Manual Rigging Section and remove them from the syllabus.
For example – for a BR
Must be a full BPA Member
Must have a BPA Advanced Packer Qualification Grade (S)
Must hold a BPA Approved Packing Certificate that includes a Tandem system (i.e. a Tandem main packing certificate).
A written recommendation from a CI or Advanced Rigger who has known the candidate for a minimum of six months.

Andrew Hilton had stated that the above requirements are duplicated between the Ops Manual and Syllabuses, and that by putting them in the Ops Manual aligns with Instructor Course requirements. This also emphasizes the importance of having these in place at the start of a course. Any deviation attempted by a candidate on this would then be an (unacceptable) breach of the Ops Manual.

The COO stated that if the above was agreed by the Committee, the amendment to the BPA Operations Manual would also require acceptance from STC and would therefore need to go out with the outgoing STC agenda for consideration at the next meeting.

The other miscellaneous system changes were as detailed below:

- Add the Rigging Question Pool to the BPA Rigging Manual that Pete Sizer authored and is available on the BPA website. It will sit well at the end of that document as the studying that needs to be done. The answers will not be given. Candidates should seek out the answers from all the resources listed elsewhere in The Rigging Manual.
- Another subject that was mooted for discussion from was the notion of 'split examination courses'. This refers to the very old past practice of a candidate doing their exam 2.5 days with one Examiner at one location and the other 2.5 days with another examiner at another location. Note, this option has not been in the rules for at least 14 years. Such a system does not lend itself to scrutiny and is not fair to those candidates who have done the "full 5 day / 2 Examiner course". Until the BPA starts doing full CSI / AFF etc Instructor courses for single candidates with single Examiners, such a system belongs in the past alongside making chequered windsocks and doing jumpsuit repairs on 3 day rigging courses.

Following consideration, it was proposed by Andrew Hilton (proxy) and seconded by Pete Sizer that the above miscellaneous system changes be accepted, and noted that the changes to the Operations Manual would require acceptance from STC.

Carried Unanimously

The Chair reported that Andrew Hilton had stated that he would incorporate the accepted amendments into the relevant forms and paperwork for final acceptance.

Andy Shaw referred to the annual currency requirements for Advanced Packers and expressed some concern about an Advanced Instructor/CI being able to sign off AP ratings if they themselves did not hold an actual Riggers' rating.

A number of Committee members present also shared Andy's concerns, and it was felt that perhaps some thought should be given to having a requirement for 2 signatures instead of just the one for signing off an AP rating at the annual rating renewal time, which also included that of a Rigger.

It was also pointed out that at this time, there were no guidelines for the checker to satisfy themselves that an Advanced Packer is current in all aspects of reserve packing relevant to their status when they are signing off their ratings at membership renewal time.

The Committee agreed that this was an area that required further deliberation and perhaps a proposal for consideration at a future meeting.

6. PROPOSED AMENDMENTS TO VARIOUS RIGGING RELATED FORMS

Rick Boardman had re-drafted the Student/Tandem Harness & Container Initial Clearance forms (BPA Forms 258 & 258A), which had been circulated with the Agenda.

Following consideration, it was proposed by Rick Boardman and seconded by Pete Sizer that the amendments to BPA Forms 258 & 25A be accepted.

Carried Unanimously

7. REQUEST TO HOST TWO BPA RIGGERS COURSES

A request for permission to run two BPA Rigging Courses at Skydive Buzz (Dunkeswell) had been received from George Panagopoulos, a copy of which had been circulated with the agenda.

The proposed dates were as follows:

17 – 21 December 2016

3 – 7 January 2017

It was proposed by George Panagopoulos (proxy) and seconded by Pete Sizer that the above request be accepted.

Carried Unanimously

8. BPA RIGGERS' SUBCOMMITTEE TERMS OF REFERENCE (ToR)

The Chair reported that at the last meeting of each year, the BPA Rigger's Sub-Committee ToR would be reviewed and any proposed variations shall be subject to approval by the Safety & Training Committee and ratification by Council to maintain consistency across Committees as applicable. A copy of the current BPA Riggers' Sub-Committee ToR had been circulated with the Agenda for information.

As reported earlier (item 4 refers), the COO had agreed to prepare an amendment to the Riggers' Subcommittee ToR regarding the nominations process for the annual election of the Riggers' Subcommittee Chair.

The Committee also asked for some clarity about the voting rights of each category of Rigger and who eligible to vote on specific items.

The COO stated that he would also look at this area of the Riggers' Subcommittee ToR, and that any amendments would be presented to the next Riggers' Subcommittee meeting for consideration.

9. ADVANCED PACKERS COURSE REPORTS

- i) An Advanced Packers Examination Course had been held at Skydive Buzz from the 6 – 7 October 2016. The Course was attended by Sandy Wilson.

Andy Shaw has submitted a Course Report, a copy of which had been circulated to those present.

Sandy Wilson successfully completed the Course and was awarded Advanced Packer (Grade S) status.

- ii) An Advanced Packers Examination Course had been held at Skydive Buzz from the 11 - 12 October 2016. The Course was attended by Lewis Butcher.

Andy Shaw has submitted a Course Report, a copy of which had been circulated to those present.

Lewis Butcher successfully completed the Course and was awarded Advanced Packer (Grade S) status.

- iii) An Advanced Packers Examination Course had been held at Netheravon from the 12 – 13 October 2016. The Course was attended by Alexis McNaughton.

George Panagopoulos has submitted a Course Report, a copy of which had been circulated to those present.

Alexis McNaughton successfully completed the Course and was awarded Advanced Packer (Grade S) status.

10. BPA SAFETY NOTICES/INFORMATION BULLETINS

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

11. MANUFACTURERS' SAFETY NOTICES/INFORMATION BULLETINS

- i) A Service Bulletin had been issued by MarS and concerned m2 AAD cutter replacement for cutters manufactured in 2014 or earlier. (Bulletin 02/09/2016 would be attached to the outgoing Riggers' Subcommittee Minutes)
- ii) A Service Bulletin had been issued by SiFE and concerned RAX-RSL systems with DOM 11/2015-09/2016. (Bulletin 2016-02 would be attached to the outgoing Riggers' Subcommittee Minutes)
- iii) A Service Bulletin had been issued by Rigging Innovations and concerned Talon 1 and Telesis 1 harness and container systems.

As of 1 January 2017 Rigging Innovations will no longer support these systems. This includes any factory repairs and production of spare parts for either system. (SB 1559, 1/11/2016 would be attached to the outgoing Riggers' Subcommittee Minutes)

- iv) An Advisory Service Bulletin had been issued by Parachute Systems and concerned the possibility of UPT style RSL/Skyhook pins catching on the binding of the reserve pin protector flap. (PSB 2016-02, 16/11/2016 would be attached to the outgoing Riggers' Subcommittee Minutes).

Noel Purcell reported that a jumper at his PTO had a premature deployment of a reserve as the reserve flap was opened. This was on a Vortex II container and had occurred on the ground when the jumper concerned was opening the top flap to get documents out and he managed to pull the pin and pop the reserve.

Noel stated that the issue arises from the fact that the pin protrudes beyond the end of the top flap. As the pin protector flap is pulled open, the binding tape at the end of the flap can catch on the end of the pin. He stated that the new Vortex containers have no binding tape across the bottom of the pin protector flap, obviously to try and prevent this from occurring.

Noel reported that he had brought this incident to the attention of Parachute Systems, as he was concerned of a possible repeat of this incident especially in the door of an aircraft. The manufacturer had released this particular Service Bulletin, which had addressed the problem.

Noel stated that he had also asked Parachute Systems for clarification on how to correctly identify their main and reserve soft links, as there was nothing stated on their website or explicitly clear in the manual, and he was concerned with packers inadvertently fitting the wrong links.

Noel reported that he had received a response from Parachute Systems stating that they were in the process of getting labels sewn to each link, stating reserve or main. They had confirmed that the BLACK links are for reserve canopies (the thicker and heavier spectra), and WHITE lines are for main canopies only (thinner spectra). The manufacturers had stated they would also include this information on their website.

12. A.O.B.

- i) The Chair reported that the Committee had been looking at a more formal approach for the reporting of rigging and packing related incidents. Pete Sizer had submitted a draft Packing/Rigging Incident reporting form, which had been previously circulated for consideration.

Pete Sizer gave the Committee further details, which he envisaged would become a standard way of reporting packing/rigging related issues in the same way as parachuting incidents are reported. He anticipated that a resume of these incidents would also be presented to each Riggers' Subcommittee meeting.

There was some concern expressed by those present that there had been a culture in the past of people unwilling to report incidents for the fear of any consequences and the Committee felt that we need to get away from the 'blame' culture.

Pete Sizer stated that the new reporting form was entirely separate from the current 'confidential' reporting system, and he saw it as a way of gathering information, which would assist in identifying any developing trends etc that could be passed on to jumpers.

Following discussion, it was felt by those present that the title of the draft reporting form be changed to 'Equipment Related Incident Report', which would better reflect the intention of the form.

It was also felt by those present that information needs to be disseminated to PTOs, Riggers & Packers explaining the new system and what is expected and that a set of guidelines for those completing the report would also assist.

Following further discussion, Pete Sizer agreed to re-draft the new 'Equipment' related reporting form for further consideration.

- ii) A request has been received from Karen Saunders and previously circulated requesting an extension to Sara Orton's BR rating.

Sara Orton's BR rating was due to expire in January 2017. She had originally planned to attend the PR course in December this year. Unfortunately, she now had to go into hospital during this period and will be physically unable to attend either course in December or January 2017.

Karen had therefore requested that Sara Orton is given an extension to her BR rating until the next available PR course.

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

Carried Unanimously

- iii) Pete Sizer had produced an update to the BPA Safety Notices/Information Index, a copy of which had been tabled for information:

SAFETY FILE INDEX

52. SIFE

1) BPA SAFETY NOTICE INDEX

- 81. Vigil cutters mfd 3/15-7/15 grounded. SN1/15, 20/11/15
- 82. Cutaway cables must be coated. SN1/16, 9/7/16

(2) BPA SAFETY INFORMATION INDEX

- 105. Tandem Next loop inspection every 100 jumps if no damage found. SI 5/15, 20/11/15
- 106. MVTC – 3R (421) Reserve canopies. All ex-military MVTC-3R grounding now lifted. SI 6/15, 25/11/15
- 107. Next Century Tandem loop inspection in line with 100 jump check recorded on 112a and 112b. SI 1/16, 5/2/16
- 108. 4 year Cypres service remains mandatory in the UK. SI 2/16, 6/6/16

(6) RIGGING INNOVATIONS

- 25. MarS M2 AAD approved for use. SB 1552
- 26. Talon 1 and Telesis 1 no longer supported with spare parts etc from 1.1.17. SB1559

(8) PARACHUTES de FRANCE

- 52. Sticky material (mfd 11.04 - 9.05) BS ATOM. 25-002, 11/7/16

(38) AIRTEC

- 15. 4 year Cypres service remains mandatory in the UK. SI 2/16, 6/6/16

(40) PARACHUTE SYSTEMS

- 5. Skyhook pins catching on protector flap. PSB 2016-02. 16/11/16
- 6. All harness containers with DSF stainless steel hardware permanently grounded. PSB 2016-01 (version 2)

(43) PARATEC

- 10. Tandem Next loop inspection every 100 jumps if no damage found. SI 5/15, 20/11/15
- 11. Next Century Tandem loop inspection in line with 100 jump check recorded on 112a and 112b. SI 1/16, 5/2/16

(44) VIGIL / AAD

- 15. Vigil cutters mfd 3/15-7/15 grounded. SN1/15, 20/11/15
PSB 01-2015, 9/11/15
- 16. Battery replacement reminder (10 years + 3 months). IB, 27.4.16

(49) **MarS**
4. Cutter replacement (mfd 2014 or earlier). SB 2.9.16

(52) **SIFE**
1. RAX-RSL system mfd 11/15-9/16 replace spectra. SB 2016-002

A question arose as to why the Index was not currently available on the BPA website. The COO stated that the Index only includes the manufacturer's bulletins that they or others have made us aware of. We cannot guarantee that it includes every single bulletin out there.

It was felt by those present that if the Index contained a disclaimer on the front cover making the readers aware of this fact, then they saw no reason why the Index could not be published.

iv) Rick Boardman reported on a problem that several UK jumpers had faced when jumping at some USPA Clubs. He stated that the issue occurred when the jumper was using USPA TSO'd equipment and the reserve parachute had been sealed and that the sealing method used was to the BPA accepted method.

Rick's understanding was that if the equipment is USA TSO'd equipment, then the FAA requirement is that if a reserve is sealed, then the sealing of the reserve MUST be sealed to the USA accepted method, and that this procedure must be carried out by an FAA Rigger.

Some jumpers had therefore faced having their reserves repacked.

Rick Boardman asked if the Committee had looked at using an alternative method of sealing reserve parachutes.

The COO reported that an extensive testing programme by the BPA had been conducted in the past on methods of sealing of reserves. He stated that test results proved that some reserve sealing methods greatly increased the poundage pull on the reserve ripcord. Therefore, the Riggers' Subcommittee had agreed that the only acceptable method of sealing reserves was the BPA method. Details of which, together with a diagram can be found on BPA Form 215.

v) Pete Sizer has informed the office that he will be running the following Advanced Packer Courses at Headcorn:

12 – 15 December 2016 & 23 – 26 January 2017

Date of next Meeting: Thursday 2 February 2017 at 1600
BPA Offices

29 November 2016

PAPERWORK REQUIRING CIRCULATION WITH THE NEXT AGENDA MUST REACH THE BPA OFFICE BY MONDAY 16 JANUARY 2017

Distribution:

Chairperson Riggers' Subcommittee, All CIs, All Riggers, Advanced Packers, Council, CAA
Editor – Skydive



MarS a.s., Okružní II 239, 569 43 Jevíčko
Czech Republic

SERVICE
BULLETIN

C

SERVICE BULLETIN

- 1. Issue Date : **September 30, 2016**
- 2. Bulletin number : **02/09/2016**
- 3. Subject : **m2 AAD Cutter Replacement**
- 4. Status : **Mandatory**
- 5. Identification : **Identification of affected m2 AAD cutters**

All cutters manufactured in 2014 and earlier, with the following identification markings, are included in this service bulletin:

- A11, B11, C11,
- A12, B12, C12, D12,
- A13, B13, C13, D13, E13, F13, G13,
- A14, B14, C14, D14, E14, F14, G14, H14, J14, K14, L14, M14, N14,
- O14,

Cutters are marked as shown in figures 2, 3, & 4. The two digit number is the year of manufacture. The letter identifies the production batch. See Annex No. 1 for examples.

Cutters manufactured in 2015 & 2016, which are identified by the numbers x15, and x16 are NOT included in this service bulletin.

6. Background:

The cutter cable insulation has cracked on some MarS m2 AAD cutters as shown in Fig. 1. Investigation by the manufacturer has shown that this is caused by the method used to close and seal the cutter body. The cracking only affects the insulation, and the function of the device is unaffected. However, as a precaution, all cutters that are affected by this bulletin must be replaced.

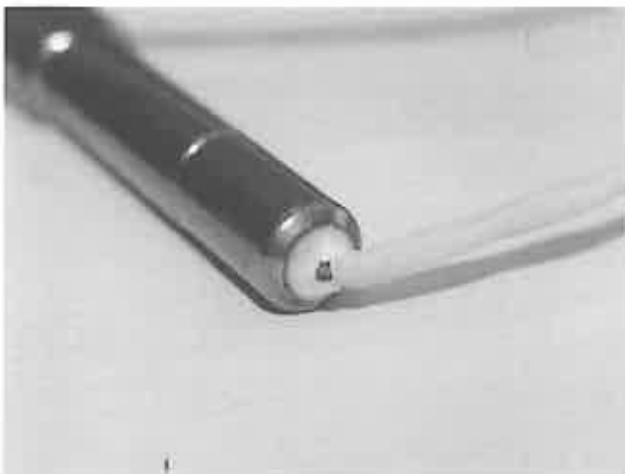


Fig.1

7. Service Bulletin Procedure:

a. If a problem exists with the cutter this will be detected by the control unit and displayed as an error No.2. In this case, the cutter must be replaced immediately.

b. If no error is detected, then the AAD may remain in use until the next repack cycle. During the next regular repack the cutter must be inspected and replaced if it is affected by this bulletin.

c. The rigger shall make an entry on the packing data card stating that the installed cutter is not affected by the bulletin.

d. A replacement cutter may be obtained directly from MarS, or from an m2 distributor. The affected cutter should be sent to the manufacturer, or to an m2 distributor.

e. The cost of the replacement cutter and of shipping the replacement cutter to the user will be covered by the manufacturer.

8. Compliance Date:

Mandatory before the next jump.

9. Authority:

Ing. Jaroslav Sedlák
Technical Department Manager
MarS a.s.

Stamp and signature:



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Distribution of this binding service bulletin includes, but is not limited to:

- All identifiable m2 safety device owners of the listed serial numbers;
- All m2 safety device dealers;
- Parachute Industry Association;
- United States Parachute Association;
- All identified parachute publications;
- All identified parachute federations and associations;
- All national aero clubs, parachuting sections;
- IPC technical committee.

Annex No. 1

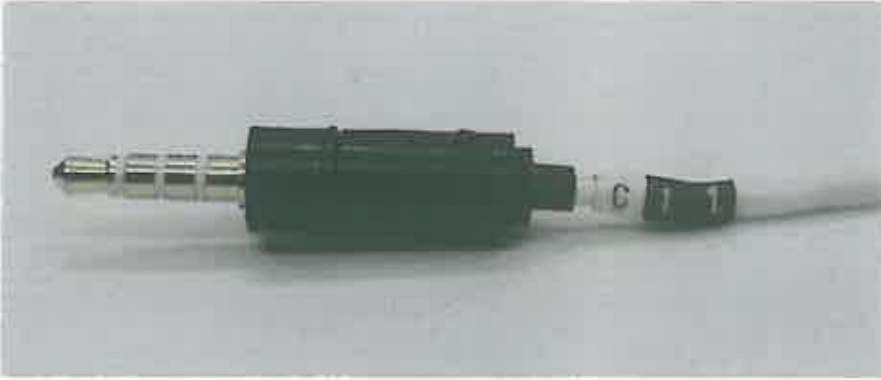
Examples of production series identification of affected cutting units:

Fig. 2 Series C, year 2011 (marked on cutting unit cable)



Fig. 3 Series D, year 2012 (marked on cutting unit cable)



Fig. 4 Series F, year 2014 (marked on cutting unit cable)



Diana Duschek
Spittelauer Lände 7/15
A-1090 Wien
UID: ATU68019459
www.sife.at

Factory
Hauptstrasse 126
A-8740 Zeltweg
+43 699 18100656
+43 676 7602482

Service Bulletin 2016-002

Issue Date: September 26, 2016

Issue Number: 2016-002

Subject: The possibility of a hesitation during the reserve opening sequence in combination with a RAX-RSL system

Status: mandatory before the next jump

Identification:

Name: RAX-RSL

Part number: 15

All RAX-RSL systems with **DOM 11/2015-09/2016**.

RAX-RSL systems with **DOM 10/2016** or later are **NOT** subject to this service bulletin.

Background:

We received the information that the RAX-RSL system caused a hesitation during the emergency procedure. According to the information we received and after reconstruction of the incident we found out that there is a potential risk that the reserve container remains closed if the RAX-RSL system pulls approximately 260 degrees horizontally and stays in this position. The reason for that is the relationship between the RSL and the Spectraline in a certain angle. Therefore the RAX-RSL system needs a replacement of the Spectraline to guarantee a proper emergency procedure.



Diana Duschek
Splttelauer Lände 7/15
A-1090 Wien
UID: ATU68019459
www.sife.at

Factory
Hauptstrasse 126
A-8740 Zeltweg
+43 699 18100656
+43 676 7602482

Procedure to be followed:

1. Check if this service bulletin 2016-002 is relevant to your harness & container system
2. Please choose between the following procedures:
 - a. Disconnect the RSL (owner of harness & container system)
 - or
 - b. Open the reserve container and remove the RAX-RSL system (certified rigger)
 - or
 - c. Replace the RAX-RSL system by a modified one (certified rigger)

Modified RAX-RSL systems are in stock and can be send immediately. Any replacement is free of charge.

We apologize to all customers who are affected by this service bulletin.

Please contact SIFE for further information:

SIFE
Hauptstrasse 126
8740 Zeltweg
office@sife.at
0043 699 181 00 656

Authorised Signatory

Markus Seifert
Head of Design
office@sife.at
+43 676 7602482

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SERVICE BULLETIN

DATE: Nov 1, 2016

SERVICE BULLETIN# 1559

OF PAGES: 1

SUBJECT: TERMINATION OF SUPPORT

STATUS: **ADVISORY**

PMP#: N/A

IDENTIFICATION: TALON 1 P/N 4111-(1) & TELESIS 1 P/N 4113-(1)

BACKGROUND: The Talon 1 and Telesis 1 harness and container systems are now 31 and 28 years old respectively. It is increasingly difficult and no longer cost effective to continue to support these products.

SERVICE BULLETIN: Effective January 1, Rigging Innovations will no longer support the Talon 1 and Telesis 1 harness and container systems. This includes any factory repairs and production of spare parts for either system.

Since Rigging Innovations does not have a formal Service Life on any of its products, it is up to the rigger to make the determination as to the continued airworthiness of the system. Users must bear in mind that **all of the CERTIFICATED components of the system must be OEM (Original Equipment Manufacturer) parts.** These include but may not be limited to the following:

1. Reserve deployment bag and bridle including Safety Stow.
2. Reserve pilot chute.
3. Reserve ripcord.
4. Reserve Static Line (RSL).
5. Reserve steering toggles.

Any users of the Talon 1 and Telesis 1 can place orders for spare parts before January 1, 2017, which may be manufactured and delivered after that date.

COMPLIANCE DATE: JANUARY 1, 2017

AUTHORITY:

SANDY R. REID, PRESIDENT
Rigging Innovations Inc.
P O Box 86, Eloy AZ 85131-0004, USA
Telephone: 520.466.2655
FAX: 520.466.2656
Email: Info@rigginginnovations.com

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Advisory Service Bulletin (PSB #2016-02)

Product Service Bulletin

Issue date:
2016-11-16

Today's date
2016-11-16

Bulletin number: PSB-2016-02

Subject: Reserve Pin Protector Flap Snag Possibility On UPT Style RSL/SkyHook Pin

Status: Advisory

Identification:
Sport Vortex Containers manufactured with RSL/Skyhook UNIVERSAL LANYARD P/N:
025-009-001

Background:

We have recently had a couple of reports that some of the RSL / Sky Hook pins from UPT, which we use on the new Skyhook/RSL combination design have caught on the binding on the reserve pin protector flap. As a result of the first report, the flap design was immediately changed. A subsequent report, has motivated this advisory.

The pin being used with the Skyhook/RSL installation is longer than a normal ripcord pin and extends beyond the lower closure flap (last flap to close) edge. This can occasion the 'catching' (snagging) of Rsl/Skyhook pin on the binding tape edge, between the edge of the tape and the double needle stitch line (plus minus 2 to 3 mm in width). If a jumper continues to pull back and up (which is normal for opening the flap) this can move the pin backwards and activate the reserve.

Service bulletin:

1. If you find that your flap is snagged/caught and hard to open, please stop pulling immediately, push the pin protector flap back into place, then push a finger in between the flaps near the pin and then carefully pull back on the flap and open it.
2. You can inspect the pin from the side by turning the rig on its edge and lifting up the one edge of the pin protector flap. Look at the pin to see how far it is inserted into the closure loop. If it looks like it isn't in deep enough, carefully open the flap and ease it further in. (DO NOT PUSH THE PIN IN TOO DEEP)
3. The suggested length the pin should be inserted is approx. 21 mm from the edge of the Cypress type closure loop to the tip of the pin, no more!! There must be a slight slackness in the white spectra RSL line.



4. If you find that your pin is still catching on the binding tape, after checking the above, we advise the following steps be performed by a Master rigger or equivalent at your earliest convenience.

Tools Required: Singer 20 U zig-zag or equivalent type machine and E-Thread

Method of repair: Set tension and stitch length of the zig-zag (use a tight throw stitch pattern / see picture)



Open up the pin protector flap and place the tip under the foot of the sewing machine (para - pack side up). Run a zig zag stitch across the end portion (approx. 4mm wide) with a throw being each side of the edge of the binding tape, (i.e. binding tape edge runs in center of the stitch). Put a small back tack at the beginning and end of the line of zigzag stitching. Trim thread and inspect. The end result should resemble above picture.

Compliance date:

If you notice any catch or snagging or at your earliest convenience.

Authority:

Chris Dales, Managing Director

32 Melbourne Road, Dalbridge

Durban, SA 4014

Tel: (031) 304 8038 / Fax: (031) 304 8082

E-mail: FreeFall@parachutesystems.com

Web: www.parachutesystems.com

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