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## Safety & Training Committee

Minutes of the virtual meeting held by Microsoft Teams on  
Tuesday 6 April 2021

<b>Present:</b>	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson	-	St Andrews
	Dylan Bartle ( <i>from Item 8d</i> )	-	RAFSPA/JSPW-Weston on the Green
	Kieran Brady	-	Skydive Strathallan
	Alex Busby-Hicks	-	Skydive Tilstock / Council
	Stacey Canning	-	APA
	Kris Cavill	-	Target Skysports
	Bryn Chaffe	-	Sky High Skydiving
	Andy Clark	-	Wild Geese
	Reg Green	-	Pilgrims
	Ryan Mancey	-	Go Skydive
	Chris McCann	-	Sibson Skydivers
	Sara Orton	-	Skydive GB
	Mal Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee/Headcorn
	Gary Small	-	Skydive Chatteris
	Jason Thompson	-	Beccles Skydivers
	Richard Wheatley	-	Skydive Langar
	Jim White	-	Paragon
	Martin White	-	Cyprus
	Paul Yeoman	-	Black Knights

**Apologies for  
Absence:** Mike Carruthers, Paul Floyd

<b>In attendance:</b>	Liz Ashley	-	Editor, Skydive the Mag
	Mark Bayada	-	Council / Chair Canopy Working Group
	Tony Butler	-	Chief Operating Officer
	Dr John Carter	-	Medical Adviser / RSWG Medical Panel
	Kate Lindsley	-	Council
	Trudy Kemp	-	Assistant to COO/STO / Secretary
	Ally Milne	-	Canopy Working Group
	Craig Poxon	-	Chair of Council
	Noel Purcell	-	Canopy Working Group
	Joanne Shaw	-	Independent Director
	Simon Soper	-	Council
	Eleanor Southworth	-	Council
	Rob Spour	-	Council

**Observers:** Gary Stevens

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### **ITEM   MINUTE**

#### **1.   WELCOME**

The Chair welcomed all involved to the 3rd STC meeting of 2021. He stated that this meeting date had been changed as our Medical Adviser, Dr John Carter, was unable to

attend the meeting had it been on the 8 April as was originally scheduled, as he wished to be able to answer any question if asked, regarding an item later on the agenda.

The Chair asked those who wished to speak to make him aware by using the wave icon or chat feature on Teams. He made a roll call of Chief Instructors as the voting members present, and then outlined the voting procedure.

The Chair stated that the meeting would be recorded to assist with preparation of the minutes after which the recording would be deleted.

## **2. DECLARATIONS OF ANY CONFLICTS OF INTEREST**

The Chair asked that any voting member with a personal, financial or material interest in business on the agenda should declare that interest at the appropriate item.

## **3. MINUTES OF THE STC MEETING OF 11 FEBRUARY 2021**

It was proposed by Pete Sizer, seconded by Martin White, that the Minutes of the meeting on 11 February 2021 be accepted.

**Carried Unanimously**

## **4. MATTERS ARISING FROM THE STC MEETING OF 11 FEBRUARY 2021**

**Page 4. (Item 7 – Incident/Injury Resume)**. The Chair reported that a question had been raised regarding an incident concerning a jumper with 128 descents, whose main and reserve canopies deployed at the same time. The report had not stated the reason.

The Chair stated that the reply from the CI was that they did speak to the jumper after the incident and checked his audible for deployment altitude, which was around 3,000ft as the CI had suspected a Cypres fire, but this was not the case. The CI had spoken to a Tandem instructor who was in the air at the time, whilst he had 1 out (main) flying normally then was seen to have 2 out. It was therefore, believed that the jumper was under a good main for a time then pulled his reserve without cutting away. There was no entanglement of canopies.

## **5. MINUTES OF THE STC MEETING OF 25 FEBRUARY 2021**

It was proposed by Stacey Canning, seconded by Pete Sizer, that the Minutes of the meeting on 25 February 2021 be accepted.

**Carried Unanimously**

## **6. MATTERS ARISING FROM THE STC MEETING OF 25 FEBRUARY 2021**

**Page 2. (Item 3 – Canopy Working Group)**. Mark Bayada expressed his thanks to members of the Canopy Working Group and also to Chief Instructors and those involved now that the Canopy Working Group had completed its work. He stated that he expected that any feedback received from CIs and/or jumpers regarding the new Canopy Training System would be fed back to STC.

Bryn Chaffe asked whether British Skydiving were mandating CIs to use TAP (Traffic, Altitude, Position) as part of the training for canopy control as a question relating to TAP is included on the CT written examination as part of the requirement for 'A' Licence application.

The Chair stated that it is at the discretion of CIs what they teach at their PTOs. However, he strongly recommended the use of the TAP system as TAP is the system that is now included in all the CT manuals. He stated that if CIs did not introduce Students to the TAP system, it may lead to confusion to the Student when they undertake the 'A' Licence examination.

Mark Bayada stated that it was not the Canopy Working Group's remit to dictate the policy of British Skydiving whether something was mandatory or not, as this is a matter for STC. However, Mark pointed out potential litigious implications if PTOs were not all operating to the same system.

The COO stated that when the CH manual was first introduced, STC did not make this mandatory. If STC wish TAP to be mandatory, it would need to go out as separate Agenda item for consideration. He stated that the CT manuals have all been accepted by STC, thereby giving the manuals an approval, thereby in his opinion endorsing its contents. However, there had been no discussion at any stage of the content of the Manuals being mandatory.

Discussion then focused on whether any PTOs currently operating had issued any of the Forms 332 – (Variation to Canopy Guidelines – Form 330).

One PTO had completed one Form 332. Two PTOs had had to complete approx. 10 each, the final PTO had issued a further two. It appeared from the stats provided that very few of the variation forms had not been much beyond the 10% variation limit and had not created much of an issue.

A CI reported that they had 3 visiting jumpers where they had been refused a Form 332 and these jumpers had been advised to use a bigger canopy. Another CI had not permitted one of his jumpers to jump as their kit was not suitable. The kit had been purchased from someone else! Another PTO had one jumper returning from the States with no British Skydiving Licence who had competed around 600 descents. They had yet to be put into the system.

Richard Wheatley stated that there appeared to be an issue where some individuals are not applying for their British Skydiving 'B' Licences or perusing their paperwork when they may have in excess of 500 jumps. He therefore suggested that PTOs may need to promote the idea of jumpers obtaining their 'B' Licences before they have completed 100/200 jumps.

Mark Bayada expressed his thanks to those PTOs for providing the data. He stated that although the WG has now completed, he envisaged there would be an annual review of the system. He stated that he would like to start collating data from the variation forms issued, and that this would assist with the review and whether the variation and numbers on Form 330 would need refining.

The Chair stated that STC owed a debt gratitude for the tremendous work carried out by Mark Bayada and the Working Group members, Noel Purcell, Stuart Meacock, Nick Robinson and Ally Milne, for doing such a great job of producing the CT Manuals and all the related documentation, including written exams, lesson plans, jump logs etc.

The Chair reported that a bundle of various forms/documents had been circulated to PTOs last week. He stated that it had been brought to our attention that there were a few minor errors/typos on Forms 190A, 190B & 190C. These had now been amended and were available to download from the British Skydiving website. The Chair stated that there had also been an amendment to the CT2 written exam, and that corrected copies had been e-mailed to PTOs this week.

One CI commented about the need for the bulk mailing of forms to PTOs. The COO stated that some updated forms mainly membership forms were normally sent to PTOs at the beginning of the new membership year. He stated that forms were available to download from the British Skydiving website.

## **7. RIGGING MATTERS**

Pete Sizer reported that the French Parachute Federation had issued a Safety Bulletin concerning a mandatory change in France of the original UPT Sigma reserve free bag to the new TB free bag design. This was following a couple of problems that had been encountered with pressure knots on reserves.

Pete Sizer stated that UPT have stated that this is only mandatory on the new SR Tandem reserve.

UPT have stated that they do consider the new bag to be a product improvement and that it can be used on the standard 360 reserves but that this is not mandatory.

Pete Sizer stated that the new TB bag closing procedures are available on the UPT website.

## **8. INCIDENT/INJURY REPORTS - RÉSUMÉ**

The Chair reported that when the agenda went out to members there had been no Injury/Incident reports received since the last STC meeting on 25 February 2021. He stated that some skydiving took place at the weekend, and we have received 8 reports:

- a. One injury report has been received for a student skydiver. A male jumper on his fourth AFF jump, a level 4. He either flared late or not at all for landing and it is suspected that he broke his left ankle.
- b. No injury reports have been received for Licenced skydivers.
- c. Two reports have been received regarding malfunction/deployment problems for Student Skydivers. Both male. One AFF Student with 11 jumps on a Consolidation jump, had two attempts to find his main toggle, after which he ended up rolling on to his back and initiated his reserve procedure. The reserve deployed correctly, and he landed safely on the PLA. Another AFF student with 8 jumps on his first consolidation descent could not release the right steering toggle. The student carried out his reserve drill and landed safely on the PLA. On inspection it was found that the tail of the excess line was caught around itself limiting the release of the toggle. The canopy had been packed by a member of staff.
- d. There have been further five malfunction/deployment problem reports received for licensed skydivers. 4 males and 1 female. One skydiver with 150 descents could not find his main deployment toggle and initiated his reserve drill and landed safely on the PLA. It is suspected that the harness was not fitted correctly. One jumper with 805 descents whilst on a Canopy Formation jump experienced a brake lock at 13,000ft. The jumper controlled the canopy down to 5000ft and then opted to initiate his reserve drill and landed safely on the PLA. The canopy was packed by the jumper himself. Another jumper with 1,030 descents experienced a left brake lock and initiated her reserve drills. It was found that the excess steering line was threaded through the bottom of the excess keeper causing the lock. She landed safely on the PLA. The canopy was packed by the jumper. One jumper with over 6,000 descents carried out a hop and pop at 13,000ft and experienced a spinning canopy. The jumper released both steering toggles in an attempt to control the canopy but was unable to do so. The jumper initiated his reserve drills and landed safely on the PLA. On inspection of the main canopy, it was found that one of the C/D lines got looped and caught under the front riser dive loop. The risers were the original as per the manufacturer without any modifications. See photo below:



The Chair reported that following the brake line incident, the CI concerned had issued a poster as part of their SMS on the correct procedure for the stowing of steering lines. A copy of this poster will be attached to the Minutes (Appendix 1).

The CI concerned was able to provide further details of the incident to those present.

Pete Sizer highlighted that the fact that when jumpers are jumping slightly unusual kit there may be implications for packers to consider as well. Although they were manufacturer produced risers, this incident may have been due to a packing error due to the risers being so long that they went round the corners of the bottom of the rig.

The Chair reported that last week there had been a meeting between the CEOs of the USPA, Canadian Sport Para Association, APF and British Skydiving. One of the topics discussed was a recent wingsuiting fatality in Australia. He stated that during the discussion, it was also reported that there had also been a wingsuiting fatality two years ago in Canada. It was reported that the AAD of the wingsuiter involved was switched off.

The Chair stated that it is believed that there may be a wingsuiting forum on the web where wingsuiters are being advised to wingsuit without their AAD being switched on.

The Chair asked CIs present if they had come across such a forum or any such information on the web, as Canada are struggling to find the source of this information.

The response from those CIs present that they had not come across this forum.

The COO stated that part of the worry of other countries is that if there is a forum out there that is advising wingsuiters not to turn their AADs on then this could be happening anywhere. He therefore suggested that it would be prudent for CIs to check on the flightline to ensure that any wingsuiters have their AADs switched on.

## **9. PROPOSED CHANGES TO OPERATIONS MANUAL REQUIREMENTS**

Two suggested amendments to the British Skydiving Operations Manual had been circulated with the agenda:

a. Helmets – Tandem Students and those acting as Tandem Students.

The Chair reported that at the STC meeting of 2 July 2020 it was agreed that Tandem Students were no longer required to wear 'French Type' ribbed helmets. However, it has since been pointed out that 'A' Certificate skydivers and above acting as Tandem Students on Instructor Courses and during currency jumps for Tandem Instructors were not included.

It is therefore suggested the STC may wish to consider changing, **SECTION 6 (EQUIPMENT), Paragraph 3 (Personal Clothing and Equipment), Sub-para 3.1 (Helmets), 3.1.2. to read:**

3.1.2. Tandem Students and 'B' certificate skydivers acting as Tandem Students during TI courses or on TI currency jumps are not required to wear helmets, unless dictated by the Chief Instructor, where a 'French Type' ribbed helmet must be worn.

Following consideration, it was agreed to amend the above wording and that 'B' certificate skydivers be replaced with 'licensed skydivers'.

It was therefore proposed by Bryn Chaffe, seconded by Pete Sizer that the following amendment to the Operations Manual be accepted:

**SECTION 6 (EQUIPMENT), Paragraph 3 (Personal Clothing and Equipment), Sub-Para 3.1 (Helmets), 3.1.2,** Change to read

3.1.2. Tandem Students and Licenced skydivers acting as Tandem Students during TI courses or on TI currency jumps, are not required to wear helmets, unless dictated by the Chief Instructor, where a 'French Type' ribbed helmet must be worn.

**Carried Unanimously**

b. Display – High Performance Landings

Section 13 (Display Skydiving) of the Operations Manual, Paragraph 6 (Canopy Piloting) states the following:

*'High performance swoop landings may only be carried out on displays by British Skydiving 'C' Licence skydivers of proven CP ability (CP1) and they must be cleared to do so by the Team Leader, (a logbook endorsement will suffice). Conditions and landing area size must be taken into account before permission is given'.*

To bring this paragraph into line with the new Canopy Training (CT) System, it is recommended that **SECTION 13 (DISPLAY SKYDIVING), Paragraph 6 (Canopy Piloting)** be changed to read:

**6. High Performance Landing**

High performance landings may only be carried out on displays by British Skydiving 'C' Licence skydivers of proven Canopy Training Grade 3 (CT3) ability or above, and they must be cleared to do so by the Team Leader (a logbook endorsement will suffice). Conditions and landing area size must be taken into account before permission is given.

Following consideration, it was proposed by Gary Small, seconded by Richard Wheatley that the above proposed amendment to the Operations Manual be accepted, with a minor adjustment to the wording as discussed.

**Carried Unanimously**

**10. PERMISSIONS**

- a. The Chair reported that details of the extensions to ratings and qualifications permitted by the COO and STO since the last meeting had been circulated with the agenda.

Trainee Advanced Packers 6-month extensions to their training period

Tom Ward	-	extended until 31 May 2021
Rafal Kacprzyk	-	extended until 31 May 2021
Lucy Smith	-	extended until 31 May 2021
Ben Fenwick	-	extended until 30 June 2021
Charlie Diprose	-	extended until 30 June 2021

Category System Basic Instructors 6-month extensions to their ratings

Louise Aveyard	-	extended until 31 August 2021
Rachel Fisk	-	extended until 30 November 2021

Tandem Basic Instructor 6-month extension rating

Dan Maden	-	extended until 30 November 2021
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Extension in which to complete Pilot Proficiency Check

Raymond Nahhas	-	extended until 31 August 2021
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- b. The Chair reported a request from Gary Small had been added the STC folder on Sharepoint last week, requesting the reinstatement of Simon Chipp's Parachute Rigger (PR) rating. Gary had stated that Simon is a full-time pilot and rigger at Skydiving Chatteris. He gained his rigger rating in 2014, but because of the Covid-19 pandemic did not renew his membership and rigger rating in 2020. Gary Small had also stated that Simon had kept himself up to date with the rigging notices and updates. Kim Newton (RE) has agreed to act a mentor to ensure that Simon is fully up to speed once he renews his membership prior to regaining his rating. Both Kim and Gary will ensure Simon is current in all aspects of rigging relevant to his status before signing up his rating.

Following consideration, it was proposed by Richard Wheatley, seconded by Chris McCann that the above request be accepted.

For: 19                                      Against: 0                                      Abstentions: 1 (Gary Small)

**Carried**

- c. A request from Gary Stevens was added the STC folder on Sharepoint last week, requesting an extension until the end of March 2022 to the Basic Rigger rating of Matthew Stevens. Gary's email stated that Matthew decided to join the RAF last year which consumed much of his time with preparation and his initial training. All that along with the COVID situation has meant that he has not been able to attend a PR course. Hopefully, this will give him time to prepare for the anticipated PR courses that are normally held in December and January.

Pete Sizer pointed out that this should be a request for the re-instatement of Matthew's BR rating together with an extension to the rating as Matthew's BR rating would have already lapsed.

Following consideration, it was proposed by Reg Green, seconded by Ryan Mancey that Matthew Steven's BR rating be re-instated and that it be extended until 31 March 2022.

**Carried Unanimously**

**11. A.O.B**

- a. The Chair reported that a letter had been circulated to Tandem Instructors and Chief Instructors on 3 March 2021, regarding an error on Issues 7 and 8 of the Tandem Instructor (TI) Medical Certificate (Form 116).

The letter stated that due to an error in updating website forms, versions of Tandem Instructor Medical Certificate Form 116 downloaded from the website between July 2017 and August 2019 (Issues 7 and 8), had an unintended change causing ambiguous wording in the section on Validity. This could cause confusion over the intended duration of validity of the certificate and may cause the holder or issuer to believe it was valid for longer than was intended or shorter than was intended.

The ambiguous wording was:

**VALIDITY** *(in addition to remainder of month of issue)*

<i>Age under</i>	<i>40 years</i>	<i>-</i>	<i>60 months</i>
	<i>40 - 50 years</i>	<i>-</i>	<i>24 months</i>
	<i>50 - 70 years</i>	<i>-</i>	<i>12 months</i>
	<i>over 70 years</i>	<i>-</i>	<i>6 months</i>

*provided that the examining doctor can specify a shorter period of validity if he/she feels it appropriate.*

Unfortunately, this did not specify whether "Age" is the age at time of issue or the age at the time that the certificate continues to be used, or a combination of both.

The correct wording should have been:

**VALIDITY**

<i>Age at issue under 40 years</i>	-	<i>60 months (but not past 42nd birthday)</i>
<i>40 - 49 years</i>	-	<i>24 months (but not past 51st birthday)</i>
<i>50 - 69 years</i>	-	<i>12 months (but not past age 70yr 6 months)</i>
<i>70 years and over</i>	-	<i>6 months</i>

*provided that the examining doctor can specify a shorter period of validity if he/she feels it appropriate.*

Holders of certificates that are Issue 6 or earlier, or Issue 9 or later, will have had the correct wording. Tandem instructors using Issues 7 or 8 of Form 116 were asked to check the dates on their certificate and ensure that it is still valid when the correct wording has been applied. This check is particularly important for instructors who are now aged "at least 39 and less than 45" or "over 49 and less than 52".

The Chair reported that the letter stated that this problem was to be discussed at this STC meeting. It also stated that between then and any STC decision on this matter, if the TI found that their certificate was already past its intended expiry date when the correct wording has been applied, it cannot be used as part of the required documentation for making Tandem descents. Tandem instructors affected in this way should not make any further Tandem jumps until they have had a new medical performed (unless STC decided otherwise). If TIs found that the expiry date of their certificates changed by applying the correct wording, they were asked to send a copy to the HQ, so that a clear indication of the individuals affected, and the time periods involved could be obtained.

The Chair reported that since the letter had been sent out, there had been 4 notifications received so far from Tandem Instructors. Only one TI had been affected and had since obtained a new medical certificate. Two were due to expire in 2 years and one due to expire in 3 months.

The Chair asked CIs to check with their Tandem Instructors that they do not have an issue with the validity dates of their Tandem Instructor medicals.

There was no further comment to the above from those present.

- b. A request has been received from Kris Cavill requesting permission to carry out Tandem descents as display jumps at RAF Scampton. Kris's request stated:

Skydive Hibaldstow has been asked to participate in RAF Scampton's final "Friends and Family Day" on 6<sup>th</sup> August 2021 at historic RAF Scampton.

We have been approached and asked about doing tandems on the airfield to help their charity drive on the day. It will be for approximately 40-50 tandems.

I am therefore writing to ask STC for permission to take tandems under demo conditions. This is because it would take too long to get the area cleared as a PLA / new DZ, and that Scampton will be permanently closed from 2022 and unavailable again.

There is a map attached showing 3 potential landing areas with their dimensions below.



We have carried out an initial site recce and the following provisions have been made:

- a. On the day there will be full ATC cover and the MATZ will be closed to unauthorised visitors.
- b. Fire and first aid cover is being offered by the base fire service who will be available throughout the jump programme.
- c. We will be able to brief, kit up and enplane at Scampton.

We have made our own further assessment and would instigate the following:

- d. All Tandem instructors will have a minimum of 250 jumps and be current.
- e. Each tandem instructor will be demo cleared as per Section 13.3.2.
- f. All camera flyers will have a minimum of 300 jumps and be cleared as per Section 13.3.2
- g. Each lift would have a demo jumpmaster to spot.

We believe that this is a larger area available than the majority of most UK PTOs and would be fully suitable for this operation, on this date or a suitable back up date and will comply with Section 13 of the British Skydiving Operations Manual.

If this application is unsuccessful at this STC I would like to know what information STC would require to be able to get it through at the next STC.

The COO reported that Kris Cavill had been informed that Tandem's on displays has never been permitted in the past by STC. As it felt that if such a jump was to go wrong, such as a serious injury or worse in front of the general public or include a member of the public, this could possibly jeopardise Tandem skydiving in general. The COO stated that Kris was also advised that the airfield could be inspected as a Temporary DZ/PLA, however there would be a charge made.

Kris Cavill provided further details of the request and he asked STC for advice on how this planned event could go ahead given the short time frame for planning etc.

Following consideration, it was felt by those present that the only possible solution to enable this request to be considered was that RAF Scampton be accepted as a one-off alternate PLA for Hibaldstow under the jurisdiction of Kris Cavill. This would be on the proviso that the PLA is inspected by the COO and STO.

Kris Cavill was asked to submit another proposal for the next STC meeting to include full details including dates etc for consideration.

- c) The Chair reported that an e-mail had been sent to CIs informing them that a Working Group has been instigated to review STC & Riggers Subcommittee. The Working Group is chaired by Alex Busby-Hicks. The other WG members are: Mark Bayada, Rob Spour, Pete Sizer, Rob Hartley, the COO & STO as voting members with Kris Cavill and Sara Orton as co-opted non-voting members.

Alex Busby-Hicks reported that the first meeting of the Working Group will be on 20 April 2021. He stated that the intention is to complete the review and implement any recommendations by 1 April 2022.

Alex stated that a consultation document will be sent out to CIs and PTOs and those members who are directly affected by STC and Riggers' Subcommittee so that the WG can obtain input / feedback for the WG to consider.

### **13. DATES OF NEXT MEETINGS**

Thursdays at 7 p.m.

17 June, 5 August, 23 September, 11 November.

The meeting closed at 8:28 (duration 1:28)

**Attached:**

**Amendments to the British Skydiving Operations Manual, 6 April 2021**

**Appendix 1: Steering Line Poster**

Approved by STC on 17 June 2021

Published on 18 June 2021

## AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 6 April 2021, the following amendments to the British Skydiving Operations Manual were accepted.

**SECTION 6 (EQUIPMENT), Paragraph 3 (Personal Clothing and Equipment), Sub-Para 3.1 (Helmets), 3.1.2.** Change to read

- 3.1.2. Tandem Students and Licenced skydivers acting as Tandem Students during TI courses or on TI currency jumps, are not required to wear helmets, unless dictated by the Chief Instructor, where a 'French Type' ribbed helmet must be worn.

**SECTION 13 (DISPLAY SKYDIVING), Paragraph 6 (Canopy Piloting).** Change to read:

**6. HIGH PERFORMANCE LANDINGS**

High performance swoop landings may only be carried out on displays by British Skydiving 'C' Licence skydivers of proven Canopy Training Grade 3 (CT3) ability or above, and they must be cleared to do so by the Team Leader, (a logbook endorsement will suffice). Conditions and landing area size must be taken into account before permission is given.

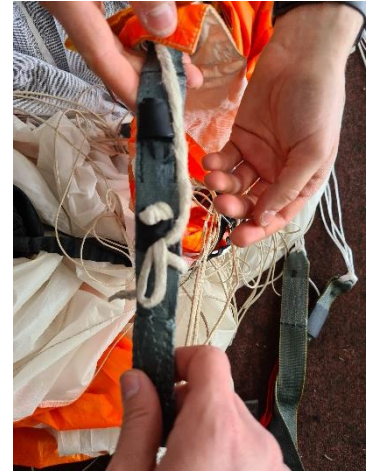
5th April 2021

## Stow your steering line correctly

This week we have had 3 cutaways due to excess steering line not releasing properly. Please check the way you are packing and ensure it is consistent with the packing manual for your rig. The line is stowed from the top (canopy end) down the riser.

**Do not stow the initial line in an upwards direction from the bottom.** The line from both the toggle and the brake setting loop should first enter the TOP keeper *and* be in a TOP to BOTTOM direction.

**Make sure the loop below the bottom keeper is not too big**



## For a UPT Vector



**NOTE**

*For those canopies with longer steering lines you can position the excess so that there is an even amount on both the top and bottom loops.*

## And for a Sunpath Javelin

- S-fold and stow the excess steering line through the elastic keeper on the back of the main riser.
- Repeat on the opposite side.

