

# British Parachute Association

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## Safety & Training Committee

Minutes of the meeting held on

**Thursday 26 July 2018 at 1900**

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

**Present:**

Jeff Montgomery	-	Chair STC/STO
Dave Emerson	-	Isle of Wight
Mark Bayada	-	APA
Chris McCann	-	Sibson Skydivers
Jay Webster	-	LPS
Brucie Johnson	-	BSFC
Gary Small	-	SCCL
Rob Spour	-	Skydive Hibaldstow
Ryan Mancey	-	GoSkydive
Pete Sizer	-	Skydive Headcorn
Stuart Meacock	-	Hinton Skydiving
Ian Roseninge	-	Peterlee
Sara Orton	-	Skydive GB
Iain Anderson	-	Skydive St Andrews

**Apologies:** Paul Applegate, Andy Duncan, Jason Thompson, Andy Clark, Dennis Buchanan, Paul Yeoman, Alex Busby-Hicks, Jason Farrant, Steve Saunders, Matty Holford.

**In Attendance:**

Tony Butler	-	Chief Operating Officer
John Hitchen	-	Vice Chair STC
Dr John Carter	-	BPA Medical Adviser
Trudy Kemp	-	Assistant to COO/STC

**Observers:** Gary Stevens, Gordon Blamire, Noel Purcell, Ian Batey.

### ITEM    MINUTE

#### 1.    DECLARATIONS OF ANY CONFLICTS OF INTEREST

The Chair 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. These would be declared at the relevant item.

#### 2.    MINUTES OF THE STC MEETING OF 31 MAY 2018

It was proposed by Brucie Johnson and seconded by Ryan Mancey that the Minutes of the STC Meeting of the 31 May 2018 be accepted as a true record.

**Carried Unanimously**

#### 3.    MATTERS ARISING FROM THE STC MEETING OF 31 MAY 2018

**Page 2, Item 3, (Report of Panel of Inquiry – Carl Marsh Fatality).** There was nothing to report yet regarding the Working Group.

#### 4. **RIGGERS' SUBCOMMITTEE MEETING OF 31 MAY 2018**

Paul Applegate (Chair, Riggers' Subcommittee) had been unable to attend the meeting on the 31 May, therefore, the meeting had been chaired by the Vice-Chair of STC.

The Vice-Chair of STC stated that he had nothing to report from the previous meeting.

It was therefore proposed by Pete Sizer and seconded by Iain Anderson that the Minutes of the Riggers' Subcommittee meeting of 31 May 2018 be accepted.

**Carried Unanimously**

The Chair of STC reported that Paul Applegate had been unable to attend this evening's STC Meeting. He stated that there was nothing to report from the Riggers' Subcommittee meeting held this afternoon.

#### 5. **FATALITY – BECCLES. BOARD OF INQUIRY REPORT**

This fatality had been reported at the last STC meeting. The Board of Inquiry Report had now been completed, and a copy of the Board Report résumé had been circulated to CIs with the Agenda for this evening's meeting:

At approximately 09.50 hours on Saturday 19 May 2018, James Brooke boarded a Cessna Caravan aircraft (G- UKPB) along with 17 other parachutists. This was the third parachuting lift of the day.

The aircraft climbed to approximately 12,500ft AGL. A 'jump run' was made over the PLA. Once the aircraft was at the Exit Point, all the parachutists on board exited. There were six Tandem pairs, two student Parachutists and four experienced parachutists on board the aircraft, James exited with the fifth Tandem pair.

James climbed out of the aircraft on to an external step and exited a split second before the Tandem pair with the intention of filming the exit and the descent. The last Tandem pair exited a few seconds later which was approximately 0.8 nautical miles from the centre point of the airfield.

Once the Tandem pair being filmed by James deployed their main parachute, James remained in free fall and deployed his own main parachute shortly after. The deployment of his main parachute was also uneventful. The main parachutes of all the parachutists were seen to deploy at the correct altitudes for the types of jumps they were undertaking, and all were observed to be flying correctly.

James' parachute was observed to be flying towards the landing area. He was then observed to carry out 270°right turn. Shortly after, he impacted heavily on the ground.

James sustained multiple injuries and was taken to hospital where he died approximately 12 hours later.

James was twenty-six years of age. He was an BPA 'C' Licensed Parachutist. He was a qualified Canopy Handling Coach, a Formation Skydiving coach and had 941 jumps. He was jumping a Katana 107.

James had been parachuting for almost four years. Over this period, he progressed and jumped several different parachutes. Below is a breakdown of his progression history:

Navigator 200	Jumps 1 to 30
Sabre 190	Jumps 30 to 41
Spectre 170	Jumps 41 to 62
Sabre 150	Jumps 62 to 189
Sabre 135	Jumps 189 to 480
Katana 135	Jumps 480 to 522
Katana 120	Jumps 522 to 821
Katana 107	Jumps 821 to 942

James weighed 147 lbs, his wing loading on the Katana 107 was approximately 1.58lbs per sq. ft.

James had carried out 63 jumps in the previous three months, and a total of 120 on a Katana 107. Previously he had been jumping a Katana 120 on which he carried out 299 jumps. He had previously attended several Canopy Piloting (CP) Courses over a period of three years and was a keen Canopy Pilot.

Upon examination of his equipment it was found to be in good condition and in an airworthy state.

The conclusions of the Board are that James, together with a Tandem pair, exited the aircraft at approximately 12,500ft AGL with the intention of videoing the descent. The exit and the free fall phases took place as planned, with the Tandem pair deploying their main parachute at the correct altitude. James deployed his main parachute shortly after the Tandem pair.

James' camera recorded the entire jump, including his flight back to the PLA. This indicated that the parachute was flying normally in the correct configuration. The video footage showed that James checked his altitude on his forearm mounted electronic altimeter at 1,650ft AGL. Approximately four seconds after the altimeter check, he initiated a 360° left turn. Approximately four seconds after the 360° turn, he carried out another altimeter check, at 1,000ft AGL. He lost approximately 550ft in the turn.

James then continued to fly his parachute in a straight and level configuration for approximately eighteen seconds, at which point he slowed down the forward speed of his parachute, by pulling down on both his steering toggles at the same time. Immediately after slowing down the parachute, James grabbed the front risers of his parachute and pulled them both down at the same time.

James kept hold of the front risers of the parachute for approximately five seconds before initiating a right 270° front riser turn. He was in the turn for approximately three seconds before releasing the pressure on both front risers. The parachute then continued to dive towards the ground for a further 3 seconds, at which point he attempted to flare the parachute but only managed to pull down on his steering toggles by approximately 18 inches.

The last few seconds were recorded by another videographer on the ground who was filming Tandem landings at the time. The video footage captured on the ground shows that the previous Tandem pairs that exited the aircraft earlier, landed in the same direction as James, indicating that he was landing in the correct direction. The wind strength at the time was very light.

James attempted the high-performance landing; however, he did not have sufficient height to complete the manoeuvre successfully, resulting in the heavy, fast landing.

Due to the heavy impact with the ground, James was thrown forward approximately 20 metres from the point of impact. James impacted with his knees first, which may have thrown him forward in his harness, which could have resulted in his head contacting with the ground. James' video footage shows how the camera breaks off from the camera mount at the point of impact. The camera remained switched on but stationary where it landed in the tall grass.

The Board believes that James may have had his chest strap fully loosened, which would allow for his upper body to travel forward, head first within the harness.

Intentional high-performance landings are probably the most dangerous skydiving discipline and cause more serious injuries and fatalities worldwide than any other aspect of the sport.

Following consideration, it was proposed by Brucie Johnson and seconded by Gary Small that the Board Report including the Conclusions of the Board be accepted.

### **Carried Unanimously**

The Chair stated that it is BPA Council policy that a Panel of Inquiry is formed to investigate peripheral aspects of a Board of Inquiry following a parachuting fatality. However, in this instance the Board believe that it is not necessary and recommend that a Panel is not instigated.

It was proposed by Gary Small and seconded by Jay Webster that a Panel of Inquiry not be instigated.

**Carried Unanimously**

## **6. FATALITY – BRIDLINGTON. BOARD OF INQUIRY REPORT**

The Chair reported that unfortunately, since the last STC Meeting there had been another fatal accident:

At approximately 10:00 hours on Sunday 27 May 2018, Darren Glover boarded a GA8 Airvan aircraft along with 5 other parachutists; two pairs of Tandem jumpers and a videographer. This was the third parachuting lift of the day. The aircraft climbed to approximately 10,000ft AGL. A 'jump run' was made over the PLA. Once the aircraft was at the correct exit point, the parachutists on board exited. The first to leave were a Tandem pair, their videographer and Darren, followed approximately ten seconds later by the second Tandem pair.

The main parachutes of all the parachutists were seen to deploy at the correct altitudes for the types of jumps they were undertaking, and all were observed to be flying correctly. At approximately 800ft Darren's parachute was observed to be in full flight, shortly after which he was seen to carry out a left front riser turn of approximately 120 degrees placing the parachute over the grass runway, slightly off the wind-line. The parachute appeared to recover from the turn at a suitable height. At approximately 20 – 30 feet the parachute was seen to behave erratically. Darren was heard to shout, though it is not known what was said. He was then observed to depress the left-hand steering toggle. The right-hand side could not be seen. The parachute then surged to the right, impacting heavily with the ground shortly after. Darren sustained multiple injuries and was airlifted to hospital, where he died some 23 days later on 19 June 2018.

Because of the seriousness of the incident a BPA Board of Inquiry was instigated on 28 May 2018. The members of the Board were; John Hitchen – BPA Instructor Examiner and Tony Butler – BPA Chief Operating Officer.

Darren was fifty-two years of age. He was a FAI 'D' Certificate parachutist and it was estimated that he had approximately 4,650 jumps. He was a qualified Canopy Pilot (CP) coach and he was also a Free Flying (FF) coach. Darren was jumping Valkrie-71, which was the larger of the two canopies he owned. His wing loading was approximately 2.45 lbs/sq. ft. Upon examination of his parachuting equipment, it was found to be in good condition and in an airworthy state.

The conclusions of the Board are that Darren and the other parachutists exited the aircraft at approximately 10,000ft AGL to carry out their planned descents. The free fall aspects of the descents went without problems. All parachutists deployed their parachutes at the correct altitudes. All parachutes were flying correctly.

After what appeared to be a normal flight, Darren was then observed at approximately 800ft AGL to make a normal left front riser turn of approximately 120 degrees in preparation of making a reasonably high-performance landing.

The parachute recovered well from the turn; however, at approximately 20 – 30ft it was seen to fly erratically. Darren shouted something, which was not understood by those watching. He may then have tried to rectify the instability of the parachute by depressing one or both steering toggles (only the left-hand side could be seen). His right-hand may have been depressing a toggle. The parachute then surged to the right and impacted heavily with the ground.

The Board cannot be certain as to why the parachute behaved erratically close to the ground, as the parachute, when inspected, appeared to be in a fully airworthy condition. Darren had also jumped the parachute many times previously. The wind speed or direction did not appear to be contributory factor.

Darren's approach to landing appeared normal for the semi-high-performance type of landing that he was used to making. Many of his landings had been far more extreme. However, as the weather was warm that day it is possible that the parachute could have been affected by turbulence or a small whirlwind or air vortex that occurs over land, usually formed on dry warm days, commonly known as a 'dust devil'. The temperature on the ground may have

differed slightly between the cut grass of the runway and the crop on either side of the runway. Some turbulence had been experienced by other parachutists that morning.

Intentional high-performance landings are probably the most dangerous skydiving discipline and cause more serious injuries and fatalities world-wide than any other aspect of the sport. The deceased was considered to be highly qualified and an experienced Canopy Pilot.

Following consideration, it was proposed by Jay Webster and seconded by Iain Anderson that the Board Report including the Conclusions of the Board be accepted.

**Carried Unanimously**

The Chair stated that it is BPA Council policy that a Panel of Inquiry is formed to investigate peripheral aspects of a Board of Inquiry following a parachuting fatality. However, in this instance the Board believe that it is not necessary and recommend that a Panel is not instigated.

It was proposed by Iain Anderson and seconded by Rob Spour that a Panel of Inquiry not be instigated.

**Carried Unanimously**

The Chair reported that there had also been a serious injury today. This appeared to be a low turn incident and that further information would be available for the next STC meeting.

The Chair stated that in view of the two fatal accidents and the other serious injury reported today, together with other injuries involving high performance landings this year, the COO and STO were considering forming a Working Group to investigate these issues further.

## **7. INCIDENT/INJURY REPORTS – RÉSUMÉ**

- i) There had been 10 Student Injury reports received since the last STC meeting. 8 males and 2 females. One Student partially dislocated her shoulder on exit from the aircraft. The remaining injuries were on landing.
- ii) Since the last meeting there had been 16 Injury reports received for 'A' Licence parachutists or above. 8 males and 8 females. One was on deployment. The rest were on landing.
- iii) There had been 6 Student Malfunction/Deployment Problem reports received since the last meeting. 5 Males and 1 female.
- iv) There had been 48 Malfunction/Deployment Problem reports received for 'A' Licence parachutists or above. 41 males and 7 females.
- v) Since the last STC there had been 17 Tandem Injury reports received. 11 males and 6 females.
- vi) There had been 20 Tandem Malfunction/Deployment Problem reports received.
- vii) A report had been received of an AAD firing. A jumper with 121 jumps had a problem locating his main canopy toggle, eventually deploying the main at a low altitude. Both his main and reserved deployed at between 5-600ft. He landed both canopies.
- viii) Three reports had been received of canopy entanglements whilst carrying out CF. Two of them were on the same jump.
- ix) There had been 12 'off landings' reports received since the last meeting, including a number of Tandems.
- x) There had been 14 reports received of items coming off jumpers in freefall or under canopy. 7 cameras (5 GoPro), 4 helmets, including a Tandem leather helmet, 2 Student radios and a shoe.
- xi) Two reports had been received regarding aircraft. One involved a DZ infringement by a Cirrus SR22 aircraft after parachutists had exited the jump aircraft. The incident has

been reported to the CAA. The second was on a display jump where a jumper let off his smoke cannister causing colour and burn damage to the fuselage of the aircraft.

- xii) A report had been received of an incident that occurred at a PTO where an instructor was assisting the dispatching instructor in a Cessna Caravan, by pulling in the static lines and bags after the students had been dispatched. However, the instructor disconnected the static lines and bags from the strops as the aircraft went around for another pass and before other static line students were dispatched. This was in contravention of the BPA Operations Manual (Section 10, paragraph 2.3).

The instructor concerned was not aware of his error until the CI brought it to his attention after it had been pointed out to him by another instructor who had viewed video of the dispatching. The CI believes that the instructor fully realises the reasoning for the rule for not unhooking the static lines until all static line students have been dispatched and was amazed at his own actions, and the CI believes the instructor will never again take such action as might result in such a breach again. The CI has placed a quite clear reminder in writing to the instructor, in which he has informed him the letter will remain on file at the PTO, a copy of which was sent to the Chair of STC, and that this letter may become relevant should there be any future incident. The COO has also written to the instructor concerned, reminding him of his responsibilities.

The COO stated that unless CIs raised any objections, he considered that the actions taken by the CI and himself in regard to the Instructor concerned were adequate on this occasion.

There were no objections raised by those present to the actions taken by the CI and COO following this incident.

## **8. TANDEM INCIDENT – CHATTERIS. PANEL OF INQUIRY REPORT**

The Chair reported that following an incident at Skydive Chatteris Club Ltd (SCCL) on the 19 April 2018, which was detailed at the last STC meeting, where a Tandem AAD was not switched on prior to a proposed Tandem descent, a Panel of Inquiry was formed to investigate. The Panel, which consisted of Martin White, Nick Brownhill and Steve Saunders was also requested to consider a previous incident involving the same TI and another similar incident which occurred previously at the PTO.

The Panel Report had been circulated to CIs with the STC Agenda.

A camera person noticed in the aircraft at around 9,000ft that a Tandem Instructor, Sean Best's AAD appeared not to be switched on. The Tandem pair landed with the aircraft. The AAD was then tested on the ground. It was switched on successfully and left on for several hours, then switched off and taken out of service. It was also tested by taking it up in the aircraft several times the next day and it appeared to be working correctly. The unit was then sent back to the manufacturer; Airtec, for testing. The report back from Airtec indicated that the AAD had not been switched on prior to the lift in question.

The TI stated that he had switched on the AAD in the kit store prior to fitting the equipment and also that the AAD had been checked on the Flight Line by the CI; Gary Small.

The Panel concluded that the AAD had not switched on prior to the TI emplaning. The failure for this can only be placed with Sean Best, the TI who had the responsibility. The Panel believe that the TI may have been distracted or hurried by the events on the day but when interviewed the he was unable to give a comprehensive account of any of the events that took place that day. The TI in question was convinced that he had turned the AAD on but Airtec evidence shows contrary to this.

The flight-line checks on the day in question were inconclusive, but a mistake was evidently made (as stated by Gary Small the CI). Only the vigilance of a staff member Sean Healey in the aircraft prevented the intended Tandem descent taking place.

Due to there being a new CI, the Panel believes that an overall review of operational procedures was being implemented prior to and since the incident. Since the incident new

safety protocols have been introduced to reduce the possibility of a mistake of this nature taking place in the future. General feeling regards the additional improvement in safety of skydiving at SCCL was evident and embraced by the staff. There is now in place a system where a daily duty instructor is tasked with activating ALL Tandem AAD's, of which the date and time is annotated on the daily sheet. This is then counter signed by the instructor who would be using that equipment on a daily basis.

The decision of the Panel is that:

- a. Sean Best's TI rating remains suspended for a period of 6 months from the date of the original suspension; 25 May 2018. After which he should attend a Tandem Instructor Course for re-evaluation under the direction and the discretion of the COO and/or STO.

The Panel also proposes that Sean Best be re-evaluated on his general equipment and flight line checking safety for an undetermined period by his CI in relation to being allowed to work with any Category System and/or AFF Students. This should be monitored by the CI until the CI is satisfied with his performance.

The Panel also proposes that he is not permitted to undertake back to back loads and is restricted to minimum of 15 minutes on the ground between jumps until the CI is satisfied with his performance (The Panel believes that these last 2 measures are realistic given the nature and cooperation of current CI.)

- b. Gary Small should be sent a letter reminding him of his responsibilities with regard to SCCL's students, skydivers and staff as his position as CI requires him to be setting a good example.

The Panel proposes that the CI must oversee the reintegration of Sean Best into the Tandem jump programme, once his suspension and re-evaluation has been completed.

- c. Sean Healey be sent a letter thanking him for his safety consciousness and vigilance, which could have prevented this becoming a far more serious incident.
- d. SCCL produces additional signage to be displayed at flight-line area as reminder to all parachutists to ensure they have had equipment checks and been signed for.

The COO referred to the recommendation regarding Sean Best reattending a Tandem Instructor course and stated that the Panel only require him to carry out the number of jumps on the course as may be required by the Examiners running the course, and not necessarily the normal minimum of 9 jumps.

The COO stated that all the recommendations/decisions made by the Panel had been accepted by those concerned.

The meeting moved in-camera, and all observers apart from Instructor Examiners and the CI involved left the room.

During the discussion that followed, some CIs expressed their disappointment that no members of the Panel of Inquiry were able to be present this evening to answer any questions relating to the Panel report.

The CI involved then left the meeting room, and the meeting continued in-camera for the remainder of this item.

There followed a lively discussion, with a number of observations being made to the Panel report in general and to the Panel recommendations.

Dave Emerson stated that he felt that Panel recommendations concerning the CI and TI involved were in his view somewhat disproportionate when considering the infringements of the Operations Manual involved.

The meeting then continued in open session.

## 9. TANDEM WORKING GROUP REPORT

The Chair reported that the BPA Tandem Working Group (TWG) is a group that meets from time to time to discuss and consider various aspects of Tandem jumping, training, requirements etc. The last meeting of the TWG had taken place on 14 June at the BPA HQ. The notes from the meeting had been circulated with the STC Agenda.

The TWG had requested input from STC on several areas that were discussed:

### a. Layout type exits

The Chair reported that there had been concern that some Tandem Instructors were carrying out 'layout' type exit from the aircraft. The working group felt that there were TIs who are able to carry out layout exits in a safe manner. However, if the layout is not carried out successfully, this could lead to safety implications.

The TWG felt that CIs should consider the dangers of carrying out layouts and educate their TIs on potential safety issues. If CIs are allowing their TIs to carry out layout exits, it was believed that those TIs should perhaps hold FF2 and have at least 500 Tandem descents. The TWG also suggested that before any TI carries out any other type exit other than a stable exit, CI approval should be obtained, and the CI should continue to audit their performance. This should also be included within the PTO SOPs.

Following discussion, CIs present felt that there were many factors regarding types of exit that the TWG may wish to consider:

- Why are TIs doing layout exits?
- What do we teach up and coming TIs?
- Define a stable/layout exit
- What are the benefits to Student on rolled/backloop exit
- Different types of aircraft allow for different exits
- Safety conscious/looking to future-proof ourselves
- Continued education
- Size of Tandem Instructor / Size of Tandem Student (height to weight ratio etc)

### b. Tandem Instructor Currency Requirements

The Chair reported that STC had been consulted on the 7 of April 2016 about the minimum jump requirement for TIs to renew their ratings. The CIs present at that meeting felt that the number of currency jumps to retain a TI rating should be increased to a minimum of between 40 – 50 jumps per year. CIs also requested that the TWG consider looking at a minimum number of currency jumps on type.

The TWG agreed that the present currency requirement of 20 Tandem descents to renew a TI rating was not enough and therefore agreed to propose to STC that the minimum number of descents be increased to a minimum of 40 per year with 20 on type. If STC agreed they also suggested that the new rule would come in to effect on the 1 April 2019.

Following discussion, some CIs present felt that 20 Tandem descents in the past 12 months was enough to renew a TI rating. They believed it was very rare that a TI only completed 20 Tandem descents a year. However, they noted that the amount may vary depending on the size of the PTO.

The Committee asked if there were any stats/evidence to suggest that 20 Tandem descents in the past 12 months was not enough.

It was suggested that the TWG may wish to consider increasing the number of currency jumps for those TIs with less than 1000 Tandem jumps to 40 a year with 20 of these jumps being on type.

Following further consideration, it was the consensus of those present that this proposal was not right at this time and it failed to find a proposer or seconder.



c. Tandem Instructor Probationary period

The Chair reported that the TWG discussed the potential of introducing a TI probationary period following successful completion of the TI course.

An example that was discussed is whether TIs who have just gained their rating should be filmed during their first Tandem jumps with real students. This could be advantageous for the CI, as they would see how the new TI was performing. However, some of the TWG felt that having a cameraperson during the TI's first Tandems could be a distraction for the new TI.

The TWG agreed that a suitable number of Tandem jumps within a TIs probationary period should be 15 jumps after having completed their BPA TI course and that this would be an effective way of ensuring that Tandem instructors are monitored when they are starting their Tandem jumping career.

It was agreed that STC would be consulted, as the jumps should perhaps include Student height and weight and weather restrictions.

Following discussion, CIs present felt that introducing a probationary period would be extremely difficult for PTOs to monitor.

However, CIs agreed that CIs should be monitoring and mentoring newly qualified TIs and that they should be selecting suitable Tandem Students based on the weight/height etc. of TI, and to also factor in the weather conditions prior to the planned jump.

It was felt that CIs should spend more time in preparing potential TIs and to ensure that they are more suitably checked out before applying to attend a TI Course. It was suggested that perhaps the introduction of a strength test prior to a Course should also be considered.

The TWG may also wish to consider the introduction of a continuous training record card that could follow a TI around, which may also assist a newly qualified TI.

The Chair asked CIs to submit their suggestions/comments to the TWG for consideration.

The Chair thanked the TWG for their continued work.

10. PROPOSED NEW DZ/PLA

A proposal from GoSkydive had been circulated with the Agenda for a new DZ/PLA to be approved. The new DZ/PLA was at Little Staughton Airfield, near Bedford in Cambridgeshire. The proposal had included a map detailing the PLA, landing areas and hazards.

GoSkydive are proposing the site be cleared for Tandem parachuting and BPA 'C' Certificate jumpers and above.

There were three potential landing areas within the PLA, which were marked on the map. The landing areas would vary depending on wind directions.

The site had been inspected by the COO with Ryan Mancey (CI of GoSkydive at Old Sarum). The COO supported the proposal.

Following consideration, it was proposed by Brucie Johnson and seconded by Mark Bayada that the DZ/PLA be accepted.

For: 8                      Against: 3 (incl 1 by proxy)                      Abstentions: 3 (incl Ryan Mancey, pre-declared)

**Carried**

11. INSTRUCTOR COURSES

The Chair reported that three Instructor Courses had taken place since the last STC meeting:

- i) A Tandem Instructor Course was held at the Skydive Cyprus from the 28 May – 1 June 2018.
- ii) A Tandem/AFF/Pre-Advanced Assessment Course was held at Sibson Skydivers from the 18 – 23 June 2018.
- iii) An AFF/Tandem and Pre-Advanced Instructor Assessment Course was held at British Parachute Schools, Langar from the 2 – 5 July 2018.

The reports for all the courses had been circulated with the Agenda and were for information only.

The Association expressed its thanks to all three PTOs for hosting the various Courses.

## 12. PERMISSIONS

- i) A request from Alex Busby-Hicks had been circulated with the Agenda requesting a six-month extension to the CSBI rating of Pete Dickens. Alex had stated that due to work commitments Pete had been unable to attend a CSI course before his rating expired in August.

It was proposed by Ian Rosenvinge and seconded by Iain Anderson that the above request be accepted.

For: 12                      Against: 1 (Rob Spour)                      Abstentions: 0

**Carried**

- ii) A request from Vance Allen, Team Leader of The Poppy Parachute Team, had been circulated with the Agenda requesting permission to carry out a display into the grounds of Guildford Cathedral in November. The PLA is 135 metres x 50 metres, which is within the requirements of the Operations Manual. However, there are a number of trees with the proposed PLA, which restricts the width of the PLA in some areas. A map and picture of the site was included with the proposal. The team are requesting permission with the following restrictions:

- i. Minimum of 500 jumps per jumper.
- ii. Minimum of 30 jumps display jumps per jumper.
- iii. If the wind direction is not down the length of the PLA, then a wind restriction of 10knts maximum.
- iv. All jumpers will land lengthways, irrespective of wind direction.
- v. Winds over 15knts from the East, no jump due to the risk of turbulence from trees/buildings.
- vi. All jumpers to visit the PLA before display, as overshoot areas are on a slope.

Following discussion, there were a number of questions raised by those present relating to the display arena.

Brucie Johnston and Sara Orton were able to provide STC with further information. It was noted that STC had granted an exemption in the past for this particular display and that any potential issues would be covered by the Team Leader when carrying out his risk assessment.

It was felt by those present that for any future display exemptions, the Display Team Leader should make every effort to attend the relative meeting for the item being considered to answer any questions that may be relevant to the request.

After further consideration, it was proposed by Rob Spour and seconded by Jay Webster that the above request be accepted.

For: 8      Against: 3      Abstentions: 2 (incl Brucie Johnson & Sara Orton, pre-declared)

**Carried**

13. **A.O.B**

- i) The Chair reported that a letter from Skydive Shobdon had been circulated with the Agenda. He stated that this request had now been withdrawn.
- ii) Circulated to those present was an e-mail from Stuart Meacock requesting STC's advice regarding on how Andrew Naude could re-obtain his BPA Tandem and AFF instructor ratings following injury, rehabilitation and work in maritime security.

Stuart had stated that Andrew had held his AFF & CSI ratings until March 2014. He made no jumps in 2014/15 when working offshore. Andrew held his TI rating until 2011. He had completed 631 Tandem descents to that date. Andrew has been coaching CF and jumping regularly at Hinton over the last 12 months and has over 2400 jumps logged.

It was noted that it had been a minimum of 4 years since Andrew held AFF & CSI ratings and a minimum of 7 years since he held a TI rating.

Following consideration, the Committee noted Andrew's previous experience, and felt that he should attend the full exam Course for each Instructor rating he wishes to regain once he has fulfilled the requirements of the various Proficiency Cards.

It was therefore, proposed by Rob Spour and seconded by Gary Small that in order for Andrew Naude to regain his ratings (CSI, Tandem or AFF), he should apply to attend the full exam Course for each rating and that this takes place within a period of 12 months.

For: 12                  Against: 0                  Abstentions: 1 (Stuart Meacock, pre-declared)

**Carried**

- iii) Circulated to those present was a proposed amendment to three restrictions agreed by STC for the Pilgrims Parachute Club in 1998. They were related to the then CI (Dane Kenny) and required updating:
  - i. When the CI is absent from the parachute programme for less than a day, it will be run by a BPA instructor, authorised by the CI, in writing. Periods over a day will be as per BPA Operations Manual requirements.
  - ii. AFF is only permitted at both DZs/PLAs by selected military personnel. All instructors will be BPA qualified.
  - iii. Tandem parachuting be permitted at both DZs/PLAs.

Other than the occasional Tandem jump for family and friends of the military jumpers. All other parachuting will be by military parachutists on duty.

The COO stated that no other changes to the previous exemptions permitted by STC are requested.

It was proposed by Chris McCann and seconded by Dave Emerson that the above request be accepted.

**Carried Unanimously**

- iv) Circulated to those present was a letter from Rob Spour requesting an exemption from the Operations Manual requirements for Tandem Instructors to jump a hand/wrist mounted camera. The request is for Paul Hollow who was short of the required 250 Tandem descents within the previous 12 months.

Rob had stated that Paul has completed 109 Tandem descents in the last 12 months. He has 9,000 plus jumps, including approximately 3,500 Tandem jumps. He has held a Tandem rating since March 2000 (18.5 years), been a Tandem examiner since 2004 and was a member of the original Tandem Working Group. Rob had also included details of all Paul's ratings.

Following consideration, it was proposed by Iain Anderson seconded by Ryan Mancey that the above request be accepted.

For: 12

Against: 1

Abstentions: 0

**Carried**

**14. DATES OF NEXT MEETINGS**

Thursdays, 3 September and 15 November at 1900 at BPA HQ

**Distribution:** Chairman BPA, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive, File

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