

British Parachute Association

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Safety & Training Committee

Minutes of the meeting held on

Thursday 25 July 2019 at 1900

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

Present:

Jeff Montgomery	-	Chair STC/STO
Pete Sizer	-	Chair Riggers' Subcommittee/Headcorn
Andy Guest	-	Air Adventure Wales
Noel Purcell	-	Skydive Hibaldstow
Brucie Johnson	-	Blue Skies
Stuart Meacock	-	Hinton Skydiving
Dave Emerson	-	Isle of Wight
Kieran Brady	-	Skydive Strathallan
Ryan Mancey (<i>from Item 5</i>)	-	Go Skydive

Apologies: Andy Duncan, Richard Wheatley, Jason Farrant, Paul Yeoman, Ian Roseninge, Gary Small, Stacey Canning, Reg Green, Iain Anderson, Mike Carruthers, Sara Orton.

In Attendance:

Tony Butler	-	Chief Operating Officer
John Hitchen	-	Vice-Chair STC
Angel Fernandez	-	Communications Manager
Trudy Kemp	-	Assistant to COO/STC

Observers: Martin Harris, Wes Guest, Richard Creed.

ITEM MINUTE

The Chair welcomed Andy Guest (new CI of Air Adventure Wales). He also introduced Angel Fernandez, who had joined the staff in April in the new post of Communications Manager.

1. DECLARATIONS OF ANY CONFLICTS OF INTEREST

Any declarations of interest would be made at the item/s to which they relate.

2. MINUTES OF THE STC MEETING OF 30 MAY 2019

It was proposed by Brucie Johnson and seconded by Dave Emerson that the Minutes of the STC Meeting of 30 May 2019 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF 30 MAY 2019

Page 1, Item 3 – (Matters Arising). The Chair reported that the Canopy Handling/Performance Working Group, chaired by Mark Bayada are continuing with their work, looking at all relevant statistics they can. Mark hopes to be able to report significant progress by the next meeting, including an updated CH Manual.

4. RIGGERS' SUBCOMMITTEE MEETING OF 30 MAY 2019

Pete Sizer reported that there were no matters arising from the Minutes of the previous Riggers' Subcommittee Meeting.

It was proposed by Pete Sizer and seconded by Stuart Meacock that the Minutes of the Riggers' Subcommittee meeting of 30 May 2019 be accepted as a true record.

Carried Unanimously

Pete Sizer reported on the Riggers' Subcommittee meeting held this afternoon and stated that the Subcommittee had accepted a spec for a copy of the Sunpath Belly Band. This had followed on from various discussions about the use of belly bands and who can make and fit them.

The Riggers' Subcommittee had agreed that a BPA Safety Information Bulletin be circulated as a reminder that any work or inspection that affects the harness, including the manufacture and inspection of a belly band should only be completed by an Advanced Rigger.

Pete Sizer stated that the Subcommittee had discussed a number of equipment related incidents, which had highlighted the importance to all Packers/Riggers of the need to keep running jump totals of component parts in the Tandem Inspection Checklist (blue book) when replacing or transferring between equipment.

Pete Sizer also reported that the Subcommittee had also discussed the subject of sealing of reserves. He stated that Riggers are now seeing paper as well as lead seals being used on equipment from overseas. He stated that the Subcommittee had agreed that if a paper seal had been used in place of a lead seal on such equipment, this would be acceptable as long as the Rigger or Packer concerned had used a method of identification on their seal that was identifiable to them.

Pete Sizer reported that the Subcommittee would be looking at the various methods of sealing of reserves in more detail at a future meeting.

5. INCIDENT/INJURY REPORTS – RÉSUMÉ

The Chair reported that it had been a busy two-month period, resulting in a lot of incident reports:

- i) There had been 18 Student Injury reports received since the last meeting. 14 males and 4 females. One student strained his neck during PLF training. Another experienced neck and ear pain in the aircraft climbing to altitude. He landed with the plane. One static-line student sprained his neck exiting the aircraft. His head was blown back by the slipstream. Another static-line student caught his leg in the rigging lines on deployment, bruising his knee. A freefall student deployed whilst turning and caught his arm on the risers, causing pain in his arm and shoulder. One student on a 15 second delay possibly had an uneven deployment, resulting in a hard opening and fractured his C2 vertebrae. Two of the injuries involved students hitting buildings. The first was a first-time static-line student who got disorientated and landed on the roof of a house, where she remained until the fire brigade got her down. It was thought at first that she had injured her wrists, but she was released from hospital without injury. The second was a 51-year-old AFF student with 15 jumps on a consolidation jump who did not react to radio instructions towards the lower portion of his jump. He went too far down wind and landed off the airfield, hitting the side of a house. His canopy caught on a tv antennae, suspending him from the ground. He was eventually released by the emergency services and taken to hospital. He was severely injured, with multiple broken bones. He is still in hospital and progressing well after several operations. All the other injuries occurred on landing.
- ii) Since the last meeting there had been 7 Injury reports received for 'A' Licence parachutists or above. 5 males and 2 females. All landing injuries. The most serious injury involved an experienced jumper with 1,175 jumps who was injured following a

low turn. He was jumping a JFX-89 with a wing loading of 2.25. The jumper had been filming a Tandem pair from 10,000ft. The freefall and most of the canopy descent went without incident. Prior to landing he initiated a 360 degree right front riser turn. However, he was too low to complete it successfully and let up on the riser before completing the turn. It appeared that he then stabbed down on both brakes to try to plane the canopy out. However, his descent rate was still too fast. Just prior to hitting the ground his canopy was seen to turn left. This may have happened because he may have raised both hands, one faster than the other, causing the turn. He then impacted the ground at high speed. He is still recovering in hospital and at this time cannot recall having ever skydived. Another jumper with almost 1,000 jumps, jumping a Crossfire 113 made an uneventful skydive, deployed his main with no issues, however he lost attitude awareness and where his location was regarding the PLA. He focused on trying to release a detachable slider, but was unable to do so, due to the slider being almost out of reach. He then released his breaks which caused the slider to come down which resulted in him being able to release the slider. He then released both steering toggles to stow the slider away. This resulted in the left-hand steering toggle becoming entangled with itself without the jumper noticing. Upon flaring for landing he could only flare with his right hand because the left toggle was stuck causing the canopy to dive to the right. On landing he broke his femur and both wrists (Video footage of this incident was shown to the meeting). Another jumper with 2,430 jumps, had a malfunction of his main, cutaway and caught his leg in the lines of the reserve canopy and remained like that until impact. He had concussion and severe bruising, and luckily no broken bones. The CI of the PTO concerned provided further details of this incident.

- iii) There had been 11 Student Malfunction/Deployment Problem reports received since the last meeting. 8 males and 3 females. One student caught her main handle on the door of the aircraft. The container opened. The door was closed, and the jumper landed with her instructor in the aircraft. One student who was carrying out a DRCP jump got his arm and leg caught in the riser and lines. He managed to release his arm, but still had a foot caught. He went through his reserve drills and landed safely. The other 9 were either malfunctions, or students who thought they had a malfunction.
- iv) A report was received of a near-miss incident involving a coach who went past a deployed canopy by a couple of feet. The coach was coaching on a TR2 jump. The student tracker did not maintain a solid heading. The coach followed the student in an effort to correct the direction. Just as the coach was about to deploy his main, he saw a fully deployed main canopy. He pitched his pilot chute and made an aggressive back-slide manoeuvre. However, both canopies nearly touched. The CI of the PTO concerned provided further details and he stressed the importance of coaches having a stop, get out of the way signal. (Video footage of this incident was also shown to the meeting.)
- v) There had been 39 Malfunction/Deployment Problem reports received for 'A' Licence parachutists or above. 31 males and 8 females. These included 5 wingsuit jumps. 3 of the 37 jumpers had less than 100 jumps, 11 had between 100 and 500 jumps, 7 had between 500 and 1,000 jumps, and 17 had over 1,000 jumps, 1 with over 5,000 jumps.
- vi) Since the last STC there had been 21 Tandem Injury reports received. 11 males and 10 females. These included 3 injuries to Tandem Instructors. Another was a potential TI on a course who hurt his arm falling off the ladder getting into the aircraft whilst wearing a Tandem rig. One student dislocated his shoulder on deployment and 3 fainted or felt sick under canopy. One student sprained his neck because a catcher pulled the toggle to collapse the canopy before the instructor's feet had touched the ground, resulting in the both the instructor and student rolling over each other. The remaining 12 were on landing, the majority of which were minor.
- vii) There had been 19 Tandem Malfunction/Deployment Problem reports received. One involved a candidate on a TI course who forgot to deploy the drogue and deployed his reserve. He was not permitted to continue on the course. There were 3 malfunctions over a 2-week period at the same PTO where the canopies were all packed by the same packer. The CI has stopped the packer from packing. A report

had been received of a drogue kill line snapping. The Chair stated that a number of these reports have been received over the years, which was generally down to poor equipment maintenance.

- viii) A report was received of a Tandem canopy collision just as 2 Tandem pairs were coming into land. Neither of the instructors or their students were injured. At approximately 1,000ft both pairs were on the same level. They continued to maintain separation and visuals with one another until the lowest TI lost sight of the other. The lower TI's view was obscured by his own canopy. The higher TI maintained that he did not see the lower canopy until his feet touched the top of the lower canopy some 20ft or so above the ground. The collision resulted in heavy landings. Following the incident, the CI held a staff meeting and the TIs were reminded of their responsibilities to their Tandem students. They were given clear instructions to maintain separation at all times and not to let camera flyers at any point distract them from a safe landing. Camera flyers have also been instructed to position themselves on the ground to avoid traffic problems. Following the incident, the TI who made contact with the lower pair has decided not to continue as a Tandem Instructor. Video footage of this incident was shown to those present.
- ix) A report had been received of an AAD firing. A jumper with 383 jumps deployed his main canopy at 2,900ft, had a slow opening and his Vigil fired at 2,300ft. He had two canopies out and landed safely. It is understood that the AAD had been set in the Tandem mode. It was a rented AAD and this jump was its first after a repack. Both the jumper and especially the packer have been reminded to ensure that the AAD is set for the type of equipment to be used.
- x) One display misfire report had been received. A jumper had excessive twists and carried out his reserve drills. He landed safely under his reserve.
- xi) There had been 21 'off landings' reports received since the last meeting. These included 6 Students, 3 Tandem pairs, the remainder being experienced jumpers. An AFF Level 1 Student landed 2 miles away from the PLA in a quarry. She said that she didn't like the look of the PLA and wanted to find somewhere better! One wingsuit jumper released from the aircraft 1.5 miles from centre of DZ and continued to fly in the direction of flight beyond the DZ boundary. He landed about 5 miles from the PTO. Jumpers must be reminded that they must not stray outside the DZ 3-mile diameter and of the possible dangers.
- xii) There had been 14 reports of items coming off jumpers on exit, in freefall or on deployment. 8 cameras, 2 helmets, a Tandem Student's leather helmet, 2 shoes and a pair of sunglasses.
- xiii) Four reports had been received involving aircraft. A jump pilot inadvertently flew into controlled airspace. Swanwick informed the PTO that they would report the incident. A Cessna 208 was taking off when a bird struck the aircraft. The pilot continued with flight and inspected the aircraft when he landed. No damage was found. A pilot began the take-off role in a Cessna 208. However, it did not feel right to the pilot and he aborted the take-off. It was believed that the hot weather and nil winds was the cause. One report involved a DZ infringement, whilst parachutists were in the air. The CI of the PTO concerned provided further details to the meeting. He stated that he was currently in the process of submitting a MOR report to the relevant authorities. Some discussion then ensued with regard to the benefits of having a traffic awareness and collision warning system installed in aircraft such as FLARM. Martin Harris reported that his PTO were trialling a similar system (Pilot Aware) and would be happy to provide further information. <https://pilotaware.com/ogn/>

6. PROPOSED CHANGES TO BPA OPERATIONS MANUAL

The Chair reported that when the proposed changes to the Operations Manual had been sent out with the agenda there were a couple of typos. Therefore, an amended version had been circulated last week. The Chair stated that the notification for displays and night jumps had again been incorrectly stated. He confirmed that correct e-mail address should be arops@caa.co.uk and not airops@caa.co.uk as the amended version stated.

- a. The CAA has agreed to a change in the Section referring to runway markers, which currently states: *‘For grass aerodromes the boundaries of unlicensed unpaved runways used for parachuting operations should be delineated by runway edge and end markers.’* Also, CAA CAP 428 (Safety Standards at Unlicensed Aerodromes) has now changed to CAP 793 (Safe Operating Practices at Unlicensed Aerodromes).

The proposed changes are:

SECTION 7 (PARACHUTE LANDING AREAS/DROPPING ZONES), Paragraph 9 (Runway and Obstacle Marking), sub-para 9.2. and the N.B. below the sub-para. Change to read:

9.2. The boundaries of unlicensed unpaved runways used for parachuting operations should always be delineated by end markers. The runway edges should be delineated by edge markers unless the runway edges are clearly distinguishable from the bordering terrain.

N.B. Guidance on markings on unpaved runways and marker dimensions is available in CAP 793 (Safe Operating Practices at Unlicensed Aerodromes), Chapter 4, paras 3.11. & 3.12.

Following consideration, it was proposed by Brucie Johnson and seconded by Ryan Mancey that the above proposed amendment to the BPA Operations Manual be accepted.

For: 7 (incl 1 by proxy) Against: 0 Abstentions: 2 (Noel Purcell & Stuart Meacock)

Carried

- b. The e-mail address Airspace Regulation has changed. The change is:

SECTION 8 (PARACHUTING LIMITATIONS), Paragraph 9 (Night Jumps), the e-mail address at sub-para 9.12. Change to read:

e-mail: arops@caa.co.uk

- c. The requirements for the notification of display jumps has changed. Therefore, the Operations Manual requires updating to reflect the changes:

SECTION 13 (DISPLAY PARACHUTING), Paragraph 8 (Preparation Procedure), sub-paras 8.3 – 8.5. Change to read:

8.3. Liaise with local Police and inform of time and location of display.

8.4. Complete BPA Form 185 and send it to BPA HQ (skydive@bpa.org.uk) and CAA (arops@caa.co.uk).

8.5. Use the Airspace User Portal (<https://aup.nats.aero/>) to notify NATS of display details.

- d. When the Canopy Formation Grading System was changed from CF1 to CF1 & CF2 the requirements to carry out CF on display jumps were not upgraded. Therefore, the requirement for CF on a display should now be CF2.

SECTION 13 (DISPLAY PARACHUTING), Paragraph 5 (Canopy Formation). Change to read:

Canopy Formation may only be carried out on displays by BPA ‘C’ Licence parachutists of proven CF ability (CF2) and they must be cleared to do so by the Team Leader, (a logbook endorsement will suffice).

Following consideration, it was proposed by Noel Purcell and seconded by Pete Sizer that the above amendments to the BPA Operations Manual with the minor amendments be accepted.

Carried Unanimously

7. INSTRUCTOR COURSES

i) AFF, Tandem & Pre-Advanced Instructor Course

The Association expressed its thanks to Sibson Skydivers, for hosting the AFF, Tandem and Pre-Advanced Instructor Assessment courses from 10 – 12 and 20 - 21 June. The course report had been circulated with the Agenda and was for information only.

ii) AFF & Tandem Instructor Course

The Association expressed its thanks to British Parachute Schools, Langar, for hosting the AFF and Tandem Instructor courses from 1 – 4 July. The course report had been circulated with the Agenda and was for information only.

8. PERMISSIONS

- i) A request from Andy Guest had been circulated with the Agenda asking that Tandem Instructor Andy Holloway, be permitted jump a wrist mounted camera having not met the currency requirements; *(100 camera jumps within the previous 12 months)*. Andy's e-mail stated that Andy Holloway has 6,000 jumps of which 5,000 are Tandems. He has also completed a thousand wrist mounted camera jumps, but due to an accident Andy Holloway was off jumping for around nine months. Due to this he failed to meet the requirements to continue to jump a wrist mounted camera.

Andy Guest had requested that due to Andy Holloway's experience and the fact he has now completed 100 Tandems this year, he should be permitted to jump a wrist mounted camera again with Tandem Students after jumping a wrist mounted camera with a B licence jumper acting as a Tandem student.

Andy Guest provided further details of his request.

Following consideration, it was proposed by Ryan Mancey and seconded by Dave Emerson that the above request be accepted.

For 6 (incl 1 x proxy) Against: 0 Abstentions: 3 (Andy Guest, Pete Sizer, Kieran Brady)

Carried

- ii) The Chair reported that Andy Guest was also proposing that any TI that has over 2,000 Tandem jumps and 500 hand/wrist mounted camera jumps should he or she fail to meet the wrist mounted camera jump requirement be allowed to jump a wrist mounted camera again after completing 50 Tandems and a wrist mounted camera jump with a B licence jumper acting as a Tandem student.

The Chair informed the meeting that the Operations Manual currently states the following:

'Any TI wishing to continue jumping a hand/wrist mounted camera 12 months after first being cleared to do so must have made 100 hand/wrist mounted camera descents within the preceding 12 calendar months, otherwise they must again satisfy the initial requirements.'

The Chair stated that should STC wish to accept something along the lines of Andy's proposal, a formal amendment proposal would need to go out with the Agenda for the STC consideration.

The Chair stated that himself and the COO feel that perhaps this may be something for Tandem Working Group to consider at their next meeting, rather than to include it in the Operations Manual as it may only ever be needed on very rare occasions.

The COO stated that they were currently consulting with other countries to ascertain their requirements for wrist mounted camera jumping, and that any feedback would be passed to the Tandem WG for consideration.

Andy Guest stated that he was content for this to be discussed and considered by the Tandem WG.

- iii) A request had also been received from Noel Purcell asking for a Permission for Justinas Kubilinskas not to have to complete the Operations Manual 'bag jump' requirements (*a minimum of 2 descents with a hand/wrist mounted camera on Tandem equipment using a suitable container*), as part of his handicam training. Noel had stated that Justinas has 1,440 Tandems in total (initially gained in the BPA during April 2017) and has completed 576 Tandems over the last 12 months. He has also completed 380 handicam jumps over the last 12 months in New Zealand. His last handicam jumps were in March 2019.

The request is that Justinas can move straight to carrying out 3 jumps with a B licence Jumper.

Noel Purcell provided further details of this request. He stated that if someone is suitably experienced, he does not feel they should be required to carry out a bag jump, and that the rules governing this requirement may need reviewing.

Following consideration, it was proposed by Ryan Mancey and seconded by Andy Guest that the above request be accepted.

For: 5 Against: 1 (by proxy) Abstentions: 3 (Noel Purcell, Kieran Brady, Pete Sizer)

Carried

- iv) A letter from Mike Carruthers had been circulated with the Agenda requesting that Brian Shaw be permitted to transfer his Tandem Instructor (TI) rating to that of a TI Ground rating. Mike had provided details of Brian's Tandem history.

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

Carried Unanimously

Kieran Brady stated that rather than these type of requests coming to STC, a CI could simply inform the COO or STO that they wished to downgrade a rating. Those present felt that this was something for consideration. The COO stated that he would prepare something for the next meeting.

- v) A letter from Reg Green had been circulated with the Agenda requesting the reinstatement of one of his military instructor's TI and CSI ratings, following an original proposal which was agreed by STC on 4 April 2019.

Reg Green had stated that the instructor in question has now completed the required jumps over the last 3 months which were:

- i. 60 non-instructional descents to satisfy the BPA recommendations on routine currency;
- ii. On successful completion of 60 descents and with CI approval he should begin instructional duties acting as a secondary instructor on less than 20 AFF Levels 1-3;
- iii. After 20 descents in the secondary instructor role and with CI approval, he can progress to full AFF instructional duties;
- iv. After 3 months of successful AFF instructional duties closely supervised by a CI, and with a valid Tandem Instructor Medical, the instructor could reapply to STC to have his TI rating reinstated.

Reg Green had also stated that the instructor has met all the above criteria and there have been no reported incidents. The CI from Netheravon has written a letter to the military Doctor explaining that there have been no reported incidents and that she

was fully supportive of the Instructor getting his Tandem medical signed off. He has now had his BPA Tandem medical signed by his military Doctor which was dated 28 June 2019. In the past 3 months, he has also been returned to full military parachuting duties including military Tandem descents. He has also been working under the CI at Netheravon dispatching static line students, as well as administering the talk down for both static line and AFF students.

Reg Green has therefore requested that the Instructor concerned has his Category System Instructors rating and his Tandem rating reinstated.

Reg Green stated that once the Instructor has received approval by STC then he will complete a bespoke package focused on suspended harness training, bag jumps and jumps with a B-Licensed skydiver in order to thoroughly demonstrate his competency and drills, both in the air and on landing. The package will consist of the following:

- | | | | |
|------|---------------------------|-----|---------------------|
| i. | Suspended harness drills; | ii. | 2 x Bag jumps; |
| iii. | 2 x B-Licence; | iv. | 1 x Clear and Pull. |

The jumps will be examined by Reg Green in accordance with the BPA Tandem Examiners guidelines, and all the jumps will be filmed and sent to BPA HQ on completion of the training package. Once the Instructor has completed the training package and Reg is fully satisfied with his performance, and approval from Safety & Technical Officer has been awarded, he should be allowed to return to full Tandem duties.

The Chair reported that this proposal was also supported by the BPA Medical Advisor.

Following consideration, it was proposed by Ryan Mancey and seconded by Dave Emerson that the above request be accepted.

Carried Unanimously

9. A.O.B

- i) The Chair reported that as part of the move to good governance Council is likely to move from 6 Council meetings per year to 4. This helps with the preparation of papers etc for better decision making. Therefore, all the various Committees would also go from 6 to 4 meeting per year, including possibly STC. Council is seeking the views of the Committees prior to making a final decision.

The COO stated that STC meetings could take place early in February, May, August and November. The bulk of STC meetings are taken up with Permissions, such as extensions to ratings etc and possibly STC may be content with the STO or COO permitting routine items to be agreed until they are ratified at the next STC meeting. They believed that it would be unlikely that an extra month would cause a problem with regard to amendments to the Operations Manual.

A number of CIs present felt that this would need careful consideration and planning.

The COO asked for further feedback from CIs, which would be passed to Council.

10. DATES OF 2019 MEETINGS

Thursdays, 19 September, 14 November.
at 19:00hrs. at BPA HQ.

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

AMENDMENTS TO BPA OPERATIONS MANUAL

At the STC meeting of 25 July 2019 the following amendments were made to the BPA Operations Manual:

SECTION 7 (PARACHUTE LANDING AREAS/DROPPING ZONES), Paragraph 9 (Runway and Obstacle Marking), sub-para 9.2. and the N.B. below the sub-para.

Change to read:

9.2. The boundaries of unlicensed unpaved runways used for parachuting operations should always be delineated by end markers. The runway edges should be delineated by edge markers unless the runway edges are clearly distinguishable from the bordering terrain.

N.B. Guidance on markings on unpaved runways and marker dimensions is available in CAP 793 (Safe Operating Practices at Unlicensed Aerodromes), Chapter 4, paras 3.11. & 3.12.

SECTION 8 (PARACHUTING LIMITATIONS), Paragraph 9 (Night Jumps), the e-mail address at sub-para 9.12. Change to read:

e-mail: arops@caa.co.uk

SECTION 13 (DISPLAY PARACHUTING), Paragraph 5 (Canopy Formation). Change to read:

Canopy Formation may only be carried out on displays by BPA 'C' Licence parachutists of proven CF ability (CF2) and they must be cleared to do so by the Team Leader, (a logbook endorsement will suffice).

SECTION 13 (DISPLAY PARACHUTING), Paragraph 8 (Preparation Procedure), sub-paras 8.3 – 8.5. Change to read:

8.3. Liaise with local Police and inform of time and location of display.

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