

British Parachute Association

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Safety & Training Committee

Minutes of the meeting held on

Thursday 5 February 2015 at 1900

at the BPA Office, 5 Wharf Way, Glen Parva, Leicester LE2 9TF

Present:	John Hitchen	-	Chair STC
	Paul Floyd	-	22 Tng Group RAF
	Matty Holford	-	JSPC (N)
	Stuart Meacock	-	Hinton Skydiving
	Noel Purcell	-	Target Skysports
	Ian Rosenvinge	-	Peterlee
	Mal Richardson	-	Skydive Jersey
	Mike Rust	-	Skydive Chatteris
	Gary Stevens	-	LPS
	Mark Bayada	-	APA
	Paul Yeoman	-	Black Knights
	Hans Donner	-	Go Skydive
	Jason Thompson	-	UK Parachuting (Beccles)
	Chris McCann	-	UK Parachuting (Sibson)
	Brucie Johnson	-	BSFC
	Alex Busby-Hicks	-	Tilstock
	Richard Wheatley	-	BPS Langar
	Pete Sizer	-	Skydive Headcorn
	Kieran Brady	-	Skydive Strathallan
	Dane Kenny	-	Pilgrims

Apologies: Martin White, Iain Anderson, Nader Afsharian (new CI-RAPA), Billy Steele, Dave Wood, Jason Farrant, Ray Armstrong.

In Attendance:	Tony Butler	-	Chief Operating Officer (COO)
	Jeff Montgomery	-	Safety & Technical Officer (STO)
	Paul Applegate	-	Chair Riggers' Sub-Committee/Council
	Trudy Kemp	-	Assistant to COO/STO

Observers: Stacey Canning, Dave Major, Dave Skinner, James France, Rick Boardman, Colin Fitzmaurice, Paul Hollow, Alec Flint, Paul Stockwell.

ITEM MINUTE

Declarations of interest

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

1. MINUTES OF THE STC MEETING OF THE 20 NOVEMBER 2014

It was proposed by Matty Holford and seconded by Alex Busby-Hicks that the Minutes of the STC Meeting of the 20 November 2014 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 20 NOVEMBER 2014**
Page 1, Item 2 — Matters Arising from STC meeting of the 25 September 2014 – (Age Working Group). Mark Bayada reported that the Working Group were still continuing with their work. He stated that he had been contacted by a number of CIs specifically with regard to the Tandem age medical. CIs were asked to contact Mark asap if they had any further points for the WG to consider.

Page 3, Item 5 – (Incident/Injury Reports). The Chair reported that at the last STC meeting the Committee had been informed of an incident where a Tandem Student's chest strap was not secured. A Panel of Inquiry was formed to investigate and the Tandem Instructor's rating was suspended until this meeting. He stated that the Panel had completed their investigation. However, the Report was still awaiting finalisation. In the meantime, it was recommended that the Instructor concerned has his Tandem Instructor rating suspended for a further two months, until the next STC meeting. The Chair stated that the Instructor had been informed and had raised no objection.

It was proposed by Mal Richardson and seconded by Stuart Meacock that the Tandem Instructor's rating remains suspended until the next STC meeting.

Carried Unanimously

Page 4, Item 5 – (Incident/Injury Reports). The Chair reported that at the last meeting the STO had produced draft guidelines for tracking and angle flying jumps. He stated that these guidelines were a main agenda item for this evening.

3. **RIGGERS' SUB-COMMITTEE MEETING OF THE 20 NOVEMBER 2014**

Paul Applegate (Chair, Riggers' Sub-Committee) stated that he had nothing to report from the previous meeting.

It was therefore proposed by Pete Sizer and seconded by Paul Floyd that the Minutes of the Riggers' Sub-Committee meeting of the 20 November 2014 be accepted.

Carried Unanimously

Paul Applegate reported on the meeting held that afternoon and stated that the Riggers' Sub-Committee had accepted a number of equipment related proposals:

- i) that the Relative Workshop Ex-military Tandem Vector II Wonderhog Dual Container (serial no. 43491) with modifications be accepted;
- ii) that the Tandem Student Harnesses (serial numbers 2903001 and 2903002) manufactured by Aircare to the Paratec Next design be accepted for use on the above Tandem Vector Container (serial no. 43491);
- iii) that the Tandem Student Harnesses manufactured by Aircare to the Paratec Next design be accepted for use on all Relative Workshop Dual Container Tandem Vector systems, Paratec systems and Aircare systems;
- iv) that a Red Paratec Next Tandem Cutaway handle be accepted for use on a Tandem Vector system and that it be cleared for use by all;
- v) that a Relative Workshop Tandem Vector reserve handle be coloured yellow and that it be cleared for use by all;
- vi) that the Next Student harness supplied by Paratec be used with the Sigma Tandem Container supplied by UPT/Relative Workshop and that the Sigma Student harness supplied by UPT/Relative Workshop be used with the Next Tandem Container supplied by Paratec.

It was proposed by Pete Sizer and seconded by Brucie Johnson that the above equipment related requests as agreed by the Riggers' Sub-Committee be accepted.

Carried Unanimously

Paul Applegate reported that it was the intention to issue a BPA Safety Information Bulletin so that everyone was aware that the two serial numbered Relative Workshop Ex-military

Tandem Vector II Wonderhog Dual Containers had been now accepted for use. He also reminded the owners of this equipment to ensure that all corresponding paperwork was maintained and that it was kept with the equipment. This should also include the date that it had been accepted for use.

4. PILOTS' SIG MEETING OF THE 24 JANUARY 2015

The Chair reported that the Notes from the Pilots' SIG Meeting of the 24 January 2015 had been circulated with the Agenda. He stated that the notes were for information only, unless any STC members had any questions. He stated that there are no actions for STC consider within the notes.

Ian Rosenvinge asked if STC wished to discuss the item on radio terminology. The COO stated that though standardized transmissions were a good idea, he felt agreement by CIs was probably not possible, but they should at least give careful consideration to the terminology used by Pilots. There were no other comments from those present.

5. DISPLAY TEAMS' SIG MEETING OF THE 24 JANUARY 2015

The Chair reported that the Notes from the Display Teams' SIG Meeting of the 24 January 2015 had been circulated with the Agenda. He stated that the only item that STC may wish to consider is the opening heights for displays, which had been discussed.

The Chair reported that the feeling of the meeting was that the heights should not be increased. The meeting were also generally of the opinion that qualified display team members should be able to train at PTOs from the same height with team leader and CI permission. He stated that further input had been requested from display teams, after which it was likely that a proposal will be put to STC for consideration. The COO also asked CIs for their thoughts on this issue.

6. INCIDENT/INJURY REPORTS – RESUME

The Chair stated that there had not been a great deal of parachuting since the last STC meeting, which reflects in the number of reports received.

- i) There had been 4 Student Injury Reports received since the last STC meeting. All male.
- ii) Since the last meeting there had been one Injury Report received for 'A' Licence parachutists or above. This was a male jumper with over 800 jumps carrying out a 'swoop' landing, who landed hard breaking his femur.
- iii) There had been 3 Student Malfunction/Deployment Problem Reports received since the last meeting. All male.
- iv) There had also been 14 Malfunction/Deployment Problem Reports received for 'A' Licence parachutists or above. 10 male and 4 female. These included 2 reports of wingsuit jumpers with twists.
- v) Since the last STC there had been 3 Tandem Injury reports received. 1 male and 2 female.
- vi) There had also been 4 Tandem Malfunction/Deployment Problem reports received.
- vii) One report had been received of an AAD firing. It involved a jumper with 555 jumps whose Vigil fired as he was turning downwind at approximately 1,200ft. The CI concerned provided further details to the meeting. However, at this time, he was unable to confirm as to whether the jumper concerned had returned the AAD to the manufacturer for inspection.
- viii) There had been 8 'off landings' reports received since the last meeting. All at PTOs, including a number of Tandems.

- x) One report had been received involving an aircraft. Following a 15 minute warm up on a very cold morning a Cessna 206 took off with five parachutists and the pilot on board. At approximately 2,800ft AGL the aircraft suffered a total engine failure. The pilot turned back towards the airfield and executed a forced landing. The jumpers in the aircraft elected to remain on board and braced for landing. The aircraft landed back on the runway. There were no injuries. The aircraft was then inspected once back in the hangar and it was noted that a connecting rod had failed and had broken through the crankcase, fragments of which had caused damage to the engine cowlings and propeller.

7. GUIDELINES FOR TRACKING AND ANGLE FLYING

The Chair reported that at the last STC meeting a copy of the draft Guidelines for Tracking and Angle Flying jumps had been distributed for CI's for consideration. Copies had also been circulated with the Agenda for this meeting. The Chair stated that the STO had received no input from CIs prior to this meeting. The idea was to issue the suggested 'guidelines' as a BPA Form to assist CIs.

A number of CIs present stated that they felt that rather than having a set of guidelines, which may at times be difficult to police, perhaps consideration should be given to incorporating Tracking and Angle Flying into the BPA grading system. Some CIs present also felt that the solo tracking jump numbers were a little strict and they felt that these could be more flexible.

The COO expressed some disappointment, as no input had been received from CIs prior to this meeting. He stated that he believed that CIs may find it beneficial to use the suggested 'guidelines' initially for a period of time prior to making any decisions regarding the grading system.

Following discussion, it was agreed to defer this item until the next meeting allowing CIs to submit further input.

8. PROPOSED NEW PLAs/DZs

a. Shobdon

A request from Dave Skinner had been circulated with the Agenda for Shobdon Airfield, Herefordshire, to be cleared for Tandem jumps and 'C' Licence and above parachutists. Dave Skinner's proposal had included details of the proposed landing area and included maps detailing hazards, which includes a gravel pit approximately 500 metres SE of the landing area filled with water. Dave Skinner had also included details of restrictions he would impose, which will include the requirement for all jumpers to be equipped with buoyancy aids.

Dave Skinner was present and provided the Committee with further details of his request. He was also able to answer a number of points raised by the Committee.

The Committee noted that Shobdon was a very active airfield and it was felt by CIs present that further assurances were required from Dave Skinner that he had all the correct procedures in place prior to parachuting taking place.

It was therefore, agreed to defer this request until the next meeting, when Dave Skinner could present his full operational procedures to the Committee for consideration.

In the meantime, it was also suggested that Dave Skinner liaise with Cornwall and Skydive Jersey with regard to their Tandem water drills, so that he could incorporate these into his SOPs and include them when preparing his proposal for the next meeting.

b. Tilstock

A request from Alex Busby-Hicks had been circulated with the Agenda informing the Committee that there was currently a planning application to build a solar panel array on the current PLA used at Skydive Tilstock. Alex had stated that the application had not yet gone

before the Shropshire North Planning Committee but was expected to in either February or March. Whilst there had been a great deal of support for Skydive Tilstock Parachute Club and objection to the proposal, the Club did not want to wait until it was too late to have an alternative PLA in place to enable the Club to continue operating.

Alex Busby- Hicks had proposed to change to the PLA at Skydive Tilstock to the East of the hard runway as shown on the map supplied.

The triangular shape and size of the area is commensurate with that of the current PLA. However, the orientation has been rotated through 180°. The proposed PLA contained some minor hazards in the form of low wooden fences, and a small copse that runs part way down the Eastern side.

The Chair reported that the COO had already inspected the PLA and found it suitable for all categories of parachutists with the following provisos:

- i. A WDI will be thrown before SL parachuting takes place.
- ii. No more than one student per pass.
- iii. 'A' licence jumpers and below to wear radios until CH2.
- iv. Student talk-down to be carried out from the centre of the PLA.
- v. The landing arrow will be at the edge of the PLA.
- vi. Aircraft will not land whilst canopies are in the air.

It was also noted that the prevailing wind direction at the airfield was from the West/North West. This means that parachutists will generally be flying over the narrowest part of the solar panel array when they carry out their own wind leg.

The Chair informed those present that if the proposed new PLA is accepted, that the COO and STO would also request that the operation be reviewed on a regular basis by them, because the proposed solar array is close to the proposed new PLA and any off landings and/or landings in or close to the solar array will need to be considered. If there is cause for concern they believe the PLA should go back to STC for reconsideration.

It was proposed by Alex Busby-Hicks and seconded by Dane Kenny that the above request be accepted, with the above stated provisos.

Carried Unanimously

9. PERMISSIONS

- i) A letter had been circulated with the Agenda from Paul Floyd requesting a 6-month extension to CSBI rating of Alastair Donald, whose rating expires at the end of February 2015.

Paul Floyd had stated that Alastair had been actively involved in both Military Static Line Square teaching and dispatching and also was consistently teaching the BPA JSAT courses at the close of last season. He had also been due to attend the CSI course in November but was deployed overseas with Military work commitments.

It was proposed by Paul Floyd and seconded by Matty Holford that the above request be accepted.

Carried Unanimously

- ii) A letter from Matty Holford had been circulated with the Agenda requesting that Michael Riley whose CSI rating lapsed at the end of March 2014 have his rating reinstated. Matty Holford reported that Mick had just been posted to Netheravon as a member of permanent staff and that he had completed the required amount of jumps in the preceding two years. He stated that Mick had held his CSI qualification since 2010.

It was proposed by Matty Holford and seconded by Dane Kenny that the above request be accepted.

Carried Unanimously

The COO reminded Matty to submit a rating renewal form for Michael Riley, which

had been endorsed by himself and another Instructor Examiner.

- iii) The Chair reported that a request from Hans Donner that had been circulated with the Agenda had been withdrawn.

10. A.O.B

Circulated to those present was a letter from Alex Busby-Hicks requesting that the Category System Instructor rating for Colin Fitzmaurice be converted to a Category System Instructor (G) rating. Alex had stated that Colin had been a Category System Instructor for over 25 years, and had decided that he no longer wishes to jump as much as he had in the past but would still like to work with students.

It was proposed by Alex Busby-Hicks and seconded by Paul Floyd that the above request be accepted

Carried Unanimously

Date of next Meetings: Thursdays, 2 April, 4 June, 30 July, 24 Sept, 19 Nov 2015
BPA Offices, Glen Parva, Leicester. LE2 9TF
at 7.00 p.m

11 February 2015

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