

PART II

LIST OF APPENDICES.

- 'A' QUALIFICATIONS FOR ADVANCED INSTRUCTORS
- 'B' QUALIFICATIONS FOR BPA APPROVED INSTRUCTORS
- 'C' QUALITIES OF A SPORT PARACHUTE INSTRUCTOR
- 'D' RECOMMENDED DUTIES OF DZ CONTROLLER
- 'E' PRE-JUMP CHECKS
- 'F' SYSTEM OF PARACHUTIST CLASSIFICATION
- 'G' SPECIMEN FORM FOR MEDICAL CERTIFICATE
- 'H' MINIMUM GROUND TRAINING PROGRAMME FOR NOVICES
- 'I' ACCIDENT REPORTS (non Fatal)

Appendix 'A'

QUALIFICATIONS FOR BPA ADVANCED INSTRUCTORS

1. All the qualifications laid down for "BPA Instructors".
2. An additional degree of experience, maturity and instructional ability in keeping with the more advanced grading and requirements.
3. The ability to follow a student in free fall safely, judge his performance and deliver a critique upon it subsequently.
4. Must be examined in any two of the following five tests:-
 - (a) Relative free-fall with the examiner.
 - (b) Fall in stable back-to-earth position for 10 seconds.
 - (c) Forward loop.

(d) International series of style manoeuvres in 18 seconds.

(e) Two alternate barrel-rolls.

5. Must have completed 200 delayed fall descents including not less than 50 from 7,000 feet or more above ground level.

Appendix 'B'

QUALIFICATIONS FOR BPA INSTRUCTORS

The examiners must personally satisfy themselves to the best of their ability that the candidate:-

(a) Is a mature and reliable individual with a high degree of safety consciousness and an awareness of the responsibilities of an instructor.

(b) Has the qualities of an instructor, including experience, intelligence, patience, thoroughness, and the ability to impart confidence and convey his knowledge to the student.

(c) Is guided by the desire to maintain a high standard of parachuting safety which he/she is likely to retain when no longer subject to supervision.

(d) Is fully qualified to instruct in the following subjects:-

(1) All stages of ground training.

(2) Parachute safety inspections.

(3) Parachute packing (main and reserve assemblies).

(4) All aspects of static line operation.

(5) Exit techniques.

(6) Body control in free fall and the theory of stabilisation.

(7) Emergency procedures including the deployment of the reserve parachute and the procedure for cutting students loose in the event of static line foul-ups.

(8) Ground signalling code.

(9) Acceptable and unacceptable wind speeds and weather conditions.

- (10) Use and limitations of stop watch and altimeter.
- (11) The laws, regulations and procedures governing sport parachuting in Britain.
- (12) BPA approved canopy modifications.
- (e) Has been tested in briefing, despatching, observing and debriefing students on static line and free fall descents.
- (f) Has completed no less than 100 delayed opening descents of which at least 25 have been made from 7,000 feet or more above ground level.
- (g) Is over 21 years of age.
- (h) Is rated as a Category X Parachutist by his Club CI.

Appendix 'C'

TEN QUALITIES OF A SPORT PARACHUTE INSTRUCTOR.

1. The type of parachuting with which we are concerned is that which people do for enjoyment. That is why it is called sport parachuting, and the good instructor must realise this and do as little as possible to interfere with the enjoyment of the sport. He must therefore be *approachable*.
2. The primary consideration in all parachuting must always be safety. It almost goes without saying, but not quite, that the good instructor must be *safety-conscious*.
3. Safety cannot be achieved without supervision and a willingness on the part of all concerned to stick to the rules, which is, of course, discipline. In order to produce discipline an instructor must be *firm*.
4. The good instructor, who is responsible for the safety of those in his care should therefore be firm, but not overbearing. He must accept only the response and compliance under which safe parachuting can be conducted. He will, as in most other activities, achieve much by *good example*.

5. Free fall parachuting is more than a skill. It requires a cool head, concentration and judgement, as well as body control and agility. In the early stages a novice is liable to feel a little apprehensive. The instructor can help him to overcome this by imparting *confidence*. There is only one thing worse in this respect than a lack of confidence, and that is over-confidence. The latter leads to the acceptance of risks which in turn inevitably result in accidents. An over-confident parachutist is a menace to himself and to others; he should be supervised closely and if necessary suspended.

6. Parachuting can be a complex matter, and the supervision of it more so. The instructor carries a great deal of responsibility and has much to think about. He cannot for example instruct others if his mind is on his own parachuting. When he is instructing he must concentrate wholly on his instruction. In order to ensure that nothing is overlooked he must be *systematic*.

7. When conditions are right for parachuting there is a tendency for people to become impatient. Haste leads to danger, because sooner or later something important is overlooked. "If you are in a hurry you are in danger" is a good parachuting motto. The good instructor must therefore be *alert but unhurried*.

8. Parachuting is not always straightforward. Many parachutists experience problems sooner or later. Most of them are minor, but at the time they are a cause for concern. Often the parachutist cannot determine the reasons for his problems, and it is up to the instructor to spot them for him and explain how they can be overcome. For this reason he must be *observant*.

9. There is no substitute for practical experience. The highly experienced instructor is better than the less experienced because he has personally met and overcome many of the problems which from time to time will confront his pupils. But no instructor, however expert, will ever experience all the problems of others. He will however often be called upon to give advice, and in order to do so he must understand parachuting in all its aspects, and this can only be achieved through intensive study and intelligent discussion. To this end he must have an *enquiring mind*.

10. Only a limited proportion of capable parachutists make good instructors. They often lack one or more of the qualities referred to above. Even if they have them all, there is yet another as important as any of the others. In accepting his responsibilities a parachute instructor is entrusted with the lives of others. This he must never for a second forget. He must never take a chance or run a risk, however small, in case the outside chance comes up. In order to avoid the acceptance of risks he must in the first place recognise them as such, and in order to achieve the standard of knowledge which this demands, he must be dedicated to his responsibilities. Until, therefore, he has a sound knowledge of all aspects of the sport coupled with considerable practical experience

and ability to instruct, he should not put himself forward as an instructor, let alone be considered in this connection by the Panel of Examiners. R.D.W.

Appendix 'D'

RECOMMENDED DUTIES OF DZ CONTROLLER.

1. He will be responsible for setting up and supervising the DZ Control Organisation as required by the CCI.
2. He will be given clear instructions from the CCI on the extent, if any, to which he is responsible for the briefing and supervision of marshalls, J/Ms and parachutists.
3. He must ensure that pilots briefing includes any DZ Control Instructions or information which are of concern to them.
4. He will brief any assistants or staff who are placed at his disposal or who are in any way made responsible to him by the CCI:
5. He must lay out the target at the point indicated by the CCI.
6. He must display the appropriate ground-to-air signals for the guidance of Pilot and J/M.
7. He must set up and maintain watch on a wind meter, or be in constant communication with someone who holds this responsibility
8. He must ensure that the target area is clear of parked vehicles and other hazards.
9. He must ensure that an ambulance or stretcher-carrying vehicle with First Aid Kit is at all times immediately ready to attend to casualties. The driver or another nominated member of the ground staff must be trained in First Aid, and one or other of them should know the quickest route to the nearest hospital.
10. He must prevent large groups of spectators from approaching too close to the target area.
11. He will maintain a close look out for aircraft including gliders, and will suspend parachuting as soon as any interference with the safe conduct of parachuting becomes apparent.
12. He will keep a close watch on wind and weather and suspend parachuting if either should exceed or threaten to exceed the limits laid down.
13. He will ensure that all apparatus for wind indication on the DZ is put to proper use and the attention of the CCI drawn to any equipment which is lacking or unserviceable. (Wind socks, signal panels, smoke generators etc.)

14. He will keep in close touch with Flying Control if there is one active or adjacent to the DZ.
15. He will maintain radio communication with the parachuting aircraft if it is provided.
16. He must personally observe all parachute descents, preferably through telemeter or binoculars until all parachutists have landed.
17. He will ensure that all landed parachutists who are in need of assistance receive it without delay.
18. He will report all accidents, injuries, parachute malfunctions and contraventions of BPA Safety Regulations and Club Rules to the CCI.

Appendix 'E'

PRE-JUMP CHECKS.

General Points

1. All Parachutists should be checked before they emplane to ensure that they are correctly dressed and equipped, and in all respects ready to make a safe descent.
2. All Instructors and General Permit holders should memorise a system of carrying out pre-jump checks without missing any of the points listed below.
3. The check list should be read and memorised in conjunction with Section VIII (Equipment).
4. Where not stated otherwise, items in the check list dealing with main parachutes relate to B 4 Packs and Harnesses and others of similar design.

CHECK LIST—FRONT VIEW.

Main Parachute and Harness.

1. Capewell releases—turn sideways to ensure correct assembly.
2. Capewells level and at correct height.
3. Ripcord handle seated firmly in pocket.
4. Ripcord leading freely into housing.
5. Ripcord housing not floating and unobstructed.

6. Breaststrap correctly buckled.
7. Legstraps correctly buckled.
8. D Rings correctly attached to harness.

Reserve Parachute.

9. Ripcord handle seated firmly in pocket and unobstructed for immediate use.
10. Ripcord pins fully inserted through cones. (Check for bent pins and presence of sand or grit which could interfere with opening.)
11. Pack Opening bands correctly hooked up and NOT obstructing ripcord.
12. Pack correctly hooked onto D Rings.
13. Tie-downs securely buckled to back and under tension.
14. Red thread intact if this system is in Club use.

Instruments.

15. Stopwatch wound, set for use and in working order.
16. Altimeter(s) adjusted and at least one "non-sensitive".
17. Instrument panel correctly seated on top of Reserve and attached by both vertical pack opening bands.

Personal Dress. (See Section VIII para 9.)

18. Helmet fitted with reliable strap fastening system (NO peaks).
19. Boots of a suitable pattern.
20. Gloves of a suitable pattern (obligatory in cold weather).
21. Goggles of suitable design.
22. Overalls well fitting and fastened up. All loose objects secure.

Smoke Generators.

23. Securely attached to boots with pins firmly seated so that they cannot work loose of their own accord.

BACK VIEW.

Back Pack

24. Corner flaps tucked in.
25. Ripcord Housing secured to pack and unobstructed. Metal plate must NOT be bent.
26. Ripcord leading freely into housing.
27. All pack opening bands present and correctly hooked up.
28. Pack stiffeners not broken or bent.
29. Ripcord pins correctly seated in cones.

Static Line—Break-Tie System (BPA Recommended System)

30. No O Ring to be used on top of container.
31. Ripcord to be removed.
32. Each tie-down tight and secure.
33. Each cone to be inspected individually for obstruction.
34. S/L correctly stowed according to system in use.

ADDITIONAL POINTS FOR GQ TRAINER MAIN AND SIMILAR PARACHUTES

Front View

1. Lift web buckles level and at correct height with locking buckles pulled down to same level.
2. Locking box closed correctly and *clip fitted*.

Rear View

3. BACK PACK STIFFENER FITTED, UNDAMAGED AND NOT PROTRUDING FROM PACK.
4. Lift webs not twisted.

Static Line—Break-Tie System

Back pack stiffener under ripcord **MUST** be removed.

SYSTEM OF PARACHUTIST CLASSIFICATION.

Category I.

Has been passed out on Basic Ground Training (6 hrs minimum) and is ready for first static line descent.

Category II.

- (a) Has performed a *minimum of three* stable static line descents in the full spread position (counting throughout).
- (b) Has completed a total of 13 hours of ground training in accordance with the BPA Minimum Ground Training Programme.

Category III.

Has performed a *minimum of three successive* stable static line descents with dummy rip cord (counting throughout).

Category IV.

- (a) Has performed a *minimum of three stable* 5 second delayed openings.
- (b) Has remained stable throughout opening pull on each descent.
- (c) Has looked at ripcord handle before and during the 'reach and pull'.
- (d) Has achieved reasonable canopy handling.

Category V.

- (a) Has performed a *minimum of three* stable 10 second delayed openings (counting throughout).
- (b) Has learned the use of instruments (altimeter and/or stop-watch).
- (c) Has been introduced to spotting.
- (d) Has learned to maintain heading during exit and in free fall.

Category VI.

- (a) Has performed not less than a total of 20 delayed opening descents including 3 stable 15 second delayed openings.
- (b) Has demonstrated the ability to turn in each direction in a controlled manner and to stop on a given heading.
- (c) Has used instruments accurately and confidently (stopwatch and altimeter, or two altimeters).
- (d) Has learned to spot accurately without assistance.

- Category VII.** (a) Has performed a *minimum of three* stable 20 second delayed openings.
 (b) Has determined exit point and opening point based on winds above opening altitude.
 (c) Has made a controlled 'figure of eight' on heading.

Category VIII.

- (a) Has landed within 50 yards of centre of target on *three consecutive* 30 second delayed opening descents.
 (b) Has learned to track.
 (c) Has made an intentional unstable exit and stabilised within 5 seconds.
 (d) Has been cleared for self spotting up to 7,000 feet.
 (e) Has completed not less than 40 delayed opening descents.
 (f) Has demonstrated his ability to correct a spin.

Category IX.

- (a) Has demonstrated to an instructor in free fall that he is fully in control of his movements, aware of other parachutists around him and capable of taking avoiding action.
 (b) Has turned on exit and tracked to a pre-determined opening point after being dropped up to quarter of a mile off course by an instructor.
 (c) Has learned relative parachuting under qualified Category X supervision.
 (d) Has totalised a *minimum* of 50 delayed opening descents including five 30 second delays.

Category X.

- (a) Has been cleared for relative parachuting without supervision.
 (b) Has been cleared for self-spotted descents up to 10,000 feet.

Appendix 'G'

**THE BRITISH PARACHUTE ASSOCIATION.
 MEDICAL CERTIFICATE OF FITNESS TO MAKE PARACHUTE DESCENTS.**

Name: Mr. Mrs. Miss.....

Address:

.....

.....

Initial/Renewal medical examination (delete as appropriate).

Date of Examination.....

Age:

Weight:

Height:

For the information of the examining doctor.

Parachutists make descents from unpressurised aircraft at heights of between two thousand and twelve thousand feet above sea level without using oxygen. They must open their parachutes at a safe height above the ground, and be prepared to take emergency action if their main parachute fails to open correctly. They should therefore, be of an emotionally stable type.

During landing there are forces to be absorbed by the body approximately equivalent to jumping from a platform four and one half feet from the ground. Depending on the weight of the parachutist, weather conditions, and other factors the landing force may be greater than this equivalent. During parachuting, and particularly free-fall parachuting, the heart-beat increases to an abnormally high level. Any candidate with a heart weakness should NOT be passed as fit for parachuting.

The examinee must be in good general health and possess a sound musculo-skeletal system. The lower limbs usually accept the brunt of the landing force.

The minimum visual acuity of both eyes with or without glasses which is acceptable is 6/12.

Hearing must be normal and it should be remembered that chronic sinusitis or otitis media is not compatible with rapid changes of air pressure which will occur during the descent.

The presence of any of the following conditions makes a person unfit to parachute: diabetes, any other "glandular dysfunction", epilepsy, "fainting attacks," or a history of psychiatric disorder. Any history of skull fracture, concussion or brain damage should be assessed most carefully, for in the course of landing the head may strike the ground with force, and brain damage tends to be cumulative. In cases of doubt a normal E.E.G. pattern must be present.

Has the candidate any condition which in your opinion *might* interfere with his or her capacity to parachute safely?

Are you the candidate's usual medical practitioner?.....

I am of the opinion that Mr. Mrs. Miss.....
is medically fit to make parachute descents.

Signed.....Address.....

Date.....

This certificate shall only be deemed to be current for two years from the date of issue. After two years or after any serious illness or injury the parachutist must be re-examined for the issue of a new medical certificate of fitness to make parachute descents.

MINIMUM GROUND TRAINING PROGRAMME FOR NOVICES.

- 1. Orientation** **30 mins.**
- (a) Documentation. (Check Restricted Permit, B.P.A. Membership Insurance, Medical Certificate, B.P.A. Classification Card etc.).
 - (b) Outline of Training Syllabus.
 - (c) Routine Safety Instructions to be observed with aircraft. (Crossing runways etc).
 - (d) Orientation flight (if desired).
- 2. Introduction.** **30 minutes.**
- (a) Safety Regulations.
 - (b) Equipment and dress.
 - (c) Introduction to aircraft to be used in training.
 - (d) Wind drift determination.
 - (e) Exit technique (stability).
 - (f) Emergency procedures.
 - (g) Canopy handling.
 - (h) Landing techniques.
 - (i) Parachute Packing.
- 3. Familiarisation with Parachutes.** **90 mins.**
- (a) The anatomy of the main assembly.
 - (b) the anatomy of the reserve assembly.
 - (c) the functioning of main and reserve parachutes.
 - (d) Parachute fitting.
 - (e) Pre-planning a parachute descent.
 - (f) Equipment checking procedure.

4. Familiarisation with Aircraft.

30 mins.

- (a) Safety checks.
- (b) Procedures for entering and exiting with particular reference to guarding reserve parachutes.
- (c) Static line procedures.
- (d) Signals and words of command in the air.

5. Aircraft exits.

60 mins.

- (a) Preparatory commands and signals and actions.
- (b) Move into exit position.
- (c) Position after exit (basic stable position).
- (d) Counting, count follow-through and, later, dummy rip cord pulls (D.R.C.P.).

6. Emergency Procedures.

90 mins.

- (a) Verbal count—Static line (6 seconds).
- (b) Verbal count—Free fall.
 - (1) Count prior to ripcord pull.
 - (2) Count after ripcord pull.
- (c) Check of main canopy immediately after opening.
- (d) Recognition of malfunctions.
- (e) Corrective actions.
 - (1) Total malfunction.
 - (2) Partial malfunctions (Stable and spinning)
- (f) Drill period using suspended harness.

7. Canopy Handling (using suspended harness if possible)

60 mins.

- (a) Check canopy
- (b) Orientation with ground.
 - (1) Grasp Toggles.
 - (2) Ascertain location over ground, target, and drift.
 - (3) Work to wind line (zig-zag method, etc. to obtain).
 - (4) Check vertical angle of descent (hold or run).
 - (5) Avoidance of obstacles (do not become intent on target).
 - (6) Suspended harness drill period.
- (c) Prepare to land—
 - (1) Altitude to adopt landing position: approx 150 feet (8-10 seconds)
 - (2) Body position, face into wind
 - (3) Obeying ground instructions if loudspeaker equipment is available.

8. Parachute Landing Falls.

90 mins.

- (a) Types—
 - (1) Normal (Front, Back, Side).
 - (2) Tree.
 - (3) Power Line.
 - (4) Water.
- (b) Five (5) points of body contact.
- (c) Recovery from drag—
 - (1) Hit, Roll, Recover, Run.
 - (2) Pulling Lines.
 - (3) Capewell

- 9. Field Rolling the Parachute.** 30 mins.
- (a) Chain Lines.
 - (b) Sleeve over canopy.
 - (c) Close one side flap with pack opening bands.
 - (d) Secure all equipment and move to packing area.
- 10. Dropping Zone Duties.** 30 mins.
- (a) Responsibility.
 - (b) Control
 - (c) Rotation of Personnel.
- 11. Parachute Packing Instruction (Backpacks only).** 3 hours.
- 12. Testing— all phases** 60 mins.

SUMMARY

Subject	Duration—hr
1. Orientation	$\frac{1}{2}$
2. Introduction	$\frac{1}{2}$
3. Familiarisation with Parachutes	$1\frac{1}{2}$
4. Familiarisation with Aircraft.	1
5. Aircraft exits	$1\frac{1}{2}$
6. Emergency Procedures	1
7. Canopy handling	$1\frac{1}{2}$
8. Parachute Landing Falls	$\frac{1}{2}$
9. Field Rolling the Parachute	$\frac{1}{2}$
10. Dropping Zone Duties	3
11. Parachute Packing Instructions	1
12. Testing	$\frac{1}{2}$
Total	<hr/> 13 hours <hr/>

BPA ACCIDENT REPORT FORM

This form will be used by BPA Instructors and Clubs when reporting all non-fatal parachuting accidents which are not normal landing injuries sustained on a DZ. Three copies will be sent to the BPA office as soon after the investigation as possible.

-
1. Name of Club
 2. Name of Chief Instructor
 3. Location.
 4. Date
 5. Name of Jumpmaster
 6. Name of DZ Controller
 7. Name of Pilot
 8. Name of Parachutist(s) involved
 9. Nature of Injuries (if any)
 10. Present condition of injured
 11. Present whereabouts of injured
 12. Type of aircraft
 13. Type and altitude of descent (DF, S/L)
 14. What MOA Permits were held?

15. Were they valid?
 16. What BPA category were Parachutist(s)?
 17. What FAI Licences if any were held?
 18. How many F/F descents had parachutist(s)?
 19. Was there a parachute failure involved?
 20. Which parachute?
 21. Give description of failure.
 22. What were the weather conditions?
 23. What was the ground wind speed?
 24. What was the visibility?
 25. What was the cloud base?
 26. What in your opinion was the cause of the accident?
 27. In your opinion was anyone to blame? How much?
 28. What action have you taken or do you plan to take?
 29. What action if any do you recommend the BPA should take to publicise the accident or prevent a repetition?
 30. Were BPA Parachuting Regulations observed by all concerned?
 31. Additional Remarks.
- Signed.....

PLEASE ATTACH STATEMENTS OF WITNESSES TO THIS REPORT.

BPA PARACHUTING REGULATIONS;

PART III—SAFETY REGULATIONS.

SECTION I—CONDUCT AND CONTROL.

1. Overall responsibility for ensuring that BPA Basic Safety Rules (PR I Sec 1) are observed within Affiliated Clubs, Schools and Centres rests with Club Chief Instructors (CCIs). A lone instructor automatically assumes the responsibilities of a CCI.
2. R.P. Holders will only parachute under the organised control of a BPA Affiliated Club, School or Centre and under the supervision of a CCI or BPA Instructor authorised by a CCI.
3. G.P. Holders parachuting in groups will only do so under the supervision of an instructor.
4. G.P. Holders parachuting independently will only do so in accordance with BPA Regulations.
5. All Clubs, Schools and Centres will establish a satisfactory system of Ground Control to control parachuting.
6. All parachutists must be briefed before emplaning and inspected, in accordance with the drills laid down in Appendix 'E'.
7. All aircraft lifts must be correctly manifested before take-off.
8. DZ Control must be continuously established when parachuting is in progress.
9. The descent of all parachutists must be observed from the ground.
10. Parachutists under instruction must be debriefed after every descent.
11. Parachutists' log books and other relevant records must be kept up to date.
12. The DZ Controller must be a BPA Instructor or Ground Instructor.
13. DZ Controllers must be positioned so that they can observe the landings of all parachutists on the DZ.
14. The DZ Controller's duties will be recorded in writing, signed and dated by the CCI.
15. Club and personal records of descents and parachute packings must be made in the appropriate log books, registers and record cards the same day as they are made.

16. An Instructor or Ground Instructor must be nominated by the CCI to take charge of the packing area.
17. All parachutes must be checked for damage after every descent and withdrawn from use if found unserviceable.
18. The packing of parachutes by parachutists without packing certificates must be adequately supervised and checked at the appropriate stages by a member of the Ground Control Staff nominated by the CCI or Instructor in charge of the packing area.
19. All Clubs, Schools, Centres and Display Teams will use the BPA system of Ground to Air Signals (P.R.I. Sec 1).
20. Every DZ must be equipped with a windsock or other means of indicating the strength and direction of the wind to parachutists in the air.

SECTION II—INSTRUCTORS.

21. CCIs will be responsible for the safe conduct of all parachuting activities within their Clubs, etc., and for the maintenance of Club parachutes and safety equipment.
22. CCIs may ground any parachutist using their DZs for violating BPA or Club Safety Regulations.
23. All BPA Instructors must have their instructors ratings renewed at least every two years.
24. All BPA Instructors must be qualified as laid down in Appendices 'A' and 'B'. All are duty-bound to correct and report breaches of safety.
25. Ground instructors are responsible only to the CCI of the Club, who submits their names to the BPA; They have no other authority to give any instruction or supervision except that called for by their CCI.

SECTION III—JUMPMASTERS

26. No aircraft with more than one parachutist on board will take off without a J/M being appointed.
27. J/Ms will normally be the most experienced instructor or parachutist on board an aircraft.
28. J/Ms must brief the pilot and all parachutists in their lift before emplaning.

29. J/Ms are responsible for inspecting all R.P. Holders in their lift immediately before emplaning and ensuring that G.P. Holders have inspected each other. (See Appendix 'E'.)

30. In an emergency J/Ms will seek and follow the instructions of the pilot, who is in command of the aircraft and all parachutists on board.

SECTION IV – EXAMINERS

31. A BPA Examiner must not recommend the appointment of an Instructor if there is any doubt in his mind concerning the candidate's suitability.

SECTION V – CLASSIFICATION OF PARACHUTISTS.

32. Parachutists must not be recommended by their CCI for a General Permit before they have been classified as Category VIII Parachutists.

SECTION VI – PILOTS.

33. Pilots must be examined and recommended for parachute dropping in accordance with the procedure laid down in P.R.I. Sec VI.

SECTION VII – AIRCRAFT.

34. Only aircraft approved by the Ministry of Aviation and aircraft cleared for Parachuting by the A. and A.E.E. Boscombe Down may be used for the dropping of Sport Parachutists.

35. All aircraft used for dropping parachutists must be suitably prepared (P.R.I., Sec VII).

SECTION VIII – EQUIPMENT.

36. The equipment to be used by sport parachutists must be in accordance with the requirements laid down in P.R.I. Sec VIII, Para 1.

37. G.P. Holders are wholly responsible for the safe condition of their own equipment and for ensuring that checks and inspections are carried out on it as required (P.R.I. Sec VIII Para 3).
38. CCIs are responsible for the maintenance and safe condition of all items of Club equipment, and for the serviceability of any personal equipment used by R.P. Holders under their supervision. (P.R.I. Sec VIII Para 3.)
39. All BPA Clubs, Schools and Centres must have a satisfactory system of documentation covering all parachutes and property. It must provide for the recording of all packings, repairs and modifications.
40. Parachutes will only be modified by those technically qualified to do so.
41. Parachute modifications must be carried out in accordance with BPA policy and only by those authorised by CCIs or the BPA Safety and Training Committee.
42. All parachutes must be packed according to a system approved by the manufacturer.
43. Clubs are responsible for training their pupils to pack parachutes and for giving the necessary supervision until they are given a Packing Certificate.
44. Parachutes will not be stored in a damp condition. Silk parachutes will not be repacked or used in a damp condition. All parachutes which have been immersed in sea water will be thoroughly cleansed with fresh water before drying or packing.
45. When a parachute has been packed for 90 days or more it may not be used before it has been unpacked, aired and repacked.
46. Parachutes which are not fit in every respect for immediate use will NEVER be packed with the appearance of a serviceable parachute. They should be closed with the sleeved canopy clearly showing at each end of the pack the ends of which should be open to view.
47. A single altimeter and a stopwatch, or two altimeters must be carried on all parachute descents involving a planned delayed opening of 10 seconds or more. Instruments must be securely mounted in such a way that they do not interfere with the operation of the reserve parachute.
48. At least one non-sensitive altimeter must be included among the instruments carried.
49. All parachutists must submit personal AODs to their CCI for inspection before taking them into use.
50. All parachutists must be clothed and equipped according to the requirements laid down in P.R.I. Sec VIII, para 9.
51. Smoke Generators may only be carried by G.P. Holders and with the permission of their CCI. They must

be used and fitted as laid down in P.R.I. Section VIII, Para 10.

52. No wings, cloth extensions or any other form of additional control surfaces may be used as part of the dress or equipment of any parachutist.

53. Static line operation must be according to the BPA approved system (P.R.I. Sec VIII, Para 12) unless the permission of the BPA Technical Committee is granted for the use of an alternative system.

54. Twin extractors when used will both be attached to a single bridle cord.

SECTION IX—MEDICAL

55. All parachutists must have a valid medical certificate in accordance with P.R.II, Appendix 'G'.

56. CCI's will be guided by the advice contained in P.R.I. Sec IX, when accepting applicants for instruction.

57. No parachutist may take any form of alcoholic drink before he has completed parachuting for the day.

58. Parachutists must not drink heavily during the evening before parachuting the following day.

59. Parachutists who do not feel fit in all respects, and particularly if they have a head cold, must not parachute until they have fully recovered.

SECTION X—TRAINING.

60. Parachutists who do not progress or respond satisfactorily to training must be suspended by their CCI.

61. Clubs must maintain records showing what training has been completed in the case of every individual. They should include details of any problems encountered and the response of the student to corrective instruction.

62. Ground training in accordance with P.R.I., Sec X, Para 5 and Appendix 'H' must be given to all novices.

63. The pattern of training of all parachutists must follow the BPA System of Parachutist Classification P.R.II, Appendix 'F'. This rate of progress, which reflects that of an above-average parachutist, should in no circumstances be accelerated.

64. Emphasis in training will be given at all stages to the importance of the correct use of the reserve parachute, and the need to handle reserve parachutes in aircraft with the greatest care. (P.R.I., Sec X, Paras 7 and 8.)

65. All parachutists will be instructed to follow the drills laid down for use after landing (P.R.I., Sec X, Para 9).
66. No R.P. Holder will complete more than three parachute descents in a day. Following three full days parachuting R.P. Holders must be given one complete day of rest from parachuting.
67. The greatest care will be taken in the use of small aircraft for the training of parachutists.
68. R.P. Holders who have not made a descent for two months or more will revert to the static-line or a short delay before being allowed to progress.
69. G.P. Holders who have had a lay off of six months or more will resume parachuting with a delayed drop not exceeding 10 seconds.
70. No parachutist will use a "TU" or comparable advanced canopy until he has made at least 20 descents on a steerable canopy and proved his ability to handle it.
71. No parachutist will be permitted to use a "Paracommander" or similar high performance canopy until he has made at least 50 descents on a steerable canopy.

SECTION XI—WEATHER.

72. Ground wind speed limits for parachutists are as follows:-

- | | |
|---------------------------------|--|
| (a) Category I—V Parachutists | 4.5 metres per sec.
10 m.p.h.
9 knots.
14 feet per sec. |
| (b) Category VI—IX Parachutists | 6.5 metres per sec.
15 m.p.h.
13 knots.
22 ft per sec. |
| (c) Category X Parachutists | 8 metres per sec.
18 m.p.h.
16 knots.
26 ft per sec. |

These limits will under no circumstances be exceeded.

73. Every club must use an anemometer for measuring ground wind speed.
74. Suspension of parachuting will be ordered for the categories of parachutists concerned after TWO gusts above the limit have taken place within FIVE minutes. After parachuting has been suspended it will not be resumed for at least 30 minutes during which no gusts above the limit have occurred.
75. The strength and direction of winds below 2,200 feet AGL will be measured by the use of Wind Drift Indicators (WDIs).

SECTION XII—WIND MEASUREMENT.

76. WDIs will be used in accordance with the instructions contained in P.R.I., Section XII.

SECTION XIII—DROPPING ZONES.

77. All DZs with the exception of Government and Licenced airfields must be approved by the Ministry of Aviation. The information they require is contained in P.R.I., Sec XIII, Para 3.
78. DZs will be selected in accordance with the standards given in P.R.I. Sec XIII.
79. Where open water, excluding minor rivers and small ponds, exists within 1,500 yards of the target all parachutists must wear inflatable life belts or carry life preservers ready for immediate use.
80. No DZ will be used for routine parachuting which has High Voltage Power Lines running within 1,000 yards of the target, and if less than 1500 yards all parachutists will be briefed from an aerial photograph.

SECTION XIV—PARACHUTING LIMITATIONS.

81. Sport parachuting at night is prohibited by the Ministry of Aviation without special permission.
82. Parachutists will not intentionally drop or be dropped through cloud. (P.R.I., Sec XIV, Para 4.)
83. All static-line descents will be from 2,500 feet AGL.
84. "Jump and Pulls" will not be made below 2,200 feet AGL.
85. In all delayed opening descents canopies must be opened by 2,000 feet AGL except 'D' Certificate holders taking part in displays who may delay their opening so that their canopies have opened by 1,500 feet AGL.

86. No parachuting will take place from above 12,000 feet ASL without oxygen.
87. Clubs and Members who wish to parachute above 12,000 feet ASL using oxygen must submit their plans and details of their equipment to the BPA Technical Committee at least 4 weeks beforehand.
88. Deliberate water jumps may only be made in accordance with the instructions contained in P.R.I., Sec XIV, para 8.
89. No one under the age of 17 may make a sport parachute descent.
90. Minors between the ages of 17 and 21 may only parachute with their parents' or guardians' written consent.

SECTION XV—SAFETY IN THE AIRCRAFT.

91. No person will approach a moving aircraft.
92. There will be no movement in the vicinity of an aircraft forward of the wings.
93. The J/M is responsible to the pilot for the safety of the parachutists in the aircraft. The pilot is in overall command.
94. The J/M is responsible for the orderly emplanement of his lift and for their supervision and instruction as necessary in the aircraft. All parachutists are under his command until they leave the aircraft.
95. All parachutists must fit their helmets before take off and fasten safety belts if provided.
96. The dropping of the WDI and subsequent spotting must be carried out, or supervised, by the J/M.

SECTION XVI—SAFETY DURING FREE FALL.

97. Not more than four static-line parachutists may be dropped on any one run over the DZ.
98. In delayed opening descents from 3,000 feet AGL or below, not more than one R.P. Holder may be dropped for every 150 yards of DZ.
99. When a parachutist loses control in free fall and is unable to regain it he must operate his main parachute immediately, regardless of whether he is above the normal opening height. Such cases must subsequently be investigated by CCIs.
100. In free-fall the lower man always has the right of way over the higher man.
101. Relative parachuting must be carried out in accordance with P.R.I., Sec XVI., Paras 5–13.

102. The use of cameras in free fall will be confined to Category X parachutists. Club Members must submit their equipment to their CCI for inspection.

SECTION XVIII—SAFETY DURING PARACHUTE DESCENTS.

103. Parachutists will keep well separated from each other after opening their parachutes. At all times they must give way to those below them.

104. All R.P. Holders must land into wind until such time as their CCI allows them to do otherwise.

105. R.P. Holders will not attempt stand-up or competition landings.

SECTION XVIII—EMERGENCY PROCEDURES.

106. No parachutist will leave an aircraft in emergency without obtaining the pilot's permission. If communication with the pilot is not possible the J/M must take command of the parachutists on board and use his own judgement.

107. When flying over the sea parachutists must wear inflatable life jackets or carry life preservers ready for immediate use.

108. Adequate fire fighting appliances must be available on all airstrips from which parachuting aircraft are operating.

109. In the event of a parachute opening inside an aircraft in flight, or of a "hang-up", the J/M will follow the procedures outlined in P.R.I., Sec XVIII, Paras 8 and 9.

110. All J/Ms must carry a knife in an aircraft for use in emergency.

SECTION XIX—MALFUNCTIONS.

111. The only type of approved temporary packing pin is a ripcord complete with handle or a series of pins attached to each other and distinguishable by a red tag.

112. All malfunctions must be noted in a special register and any parachute which is suspect must be immediately withdrawn from use for expert examination.

113. Parachutists who are prone to malfunctions and related problems must be given special attention by

their CCIs. If the latter think it advisable they must be suspended in their own interests. Such cases must be reported to the BPA.

SECTION XX—PARACHUTING ACCIDENTS.

114. Non-fatal accidents, other than normal landing injuries, must be fully investigated by Clubs and reports submitted to the BPA as soon as possible.

115. Fatal accidents will be investigated by the BPA except when Servicemen on duty or parachuting on Ministry of Defence property are concerned.

SECTION XXI—PARACHUTING DISPLAYS.

116. Parachuting Displays must be given strictly in accordance with the provisions of P.R.I., Sec XXI.

SECTION XXII—COMPETITIONS.

117. R.P. Holders and those with fewer than 50 free fall descents will not be permitted to enter any Parachute Competition.

SECTION XXIII—PERSONAL DOCUMENTS.

118. Personal documents must be maintained, checked and renewed in accordance with the provisions of P.R.I., Sec XXIII.

SECTION XXIV—CLUB RECORDS.

119. Club Records must be fully and accurately maintained in accordance with the provisions of P.R.I., Sec XXIV.

SECTION XXV—REPORTS.

120. Clubs, Schools and Centres are required by the BPA to submit an annual parachuting return, and Malfunction and Accident reports as necessary. (P.R.I., Sec XXV and Appendix I).

This book was produced with the assistance of the "Daily Telegraph"