

# British Parachute Association

5 Wharf Way  
Glen Parva  
Leicester LE2 9TF

Tel: 0116 278 5271  
Fax: 0116 247 7662  
e-mail: skydive@bpa.org.uk  
www.bpa.org.uk



---

## Safety & Training Committee

Minutes of the meeting held on

**Thursday 9 June 2011 at 1900**

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

**Present:**

John Hitchen	-	Chairman STC
Richard Wheatley	-	BPS, Langar
Dane Kenny	-	Pilgrims
Gary Stevens	-	Skydive UK Ltd
Matty Holford	-	Silver Stars
Chris McCann	-	UK Para (Sibson)
Mike Rust	-	NLSC
Carl Williams	-	Skydive Swansea
Brucie Johnson	-	Skydive London
Stuart Meacock	-	Skydive Hinton
Philip Cavanagh	-	BKPC
Mike Bolton	-	LPS
Dennis Buchanan	-	NWPC
Pete Sizer	-	Headcorn
Mark Tether	-	JSPC (N)/APA
Noel Purcell	-	Target Skysports
Nigel Allen	-	SSC
Ian Roseninge	-	Peterlee
Kieran Brady	-	Skydive Strathallan
Alex Busby	-	Tilstock
Paul Applegate	-	Chairman Riggers

**Apologies:** Martin White, Andy Clark, George McGuinness, Dave Wood.

**In Attendance:**

Tony Butler	-	BPA Technical Officer
John Page	-	Vice-Chair STC/Council
Trudy Kemp	-	Assistant to NCSO/TO

**Observers:** Martin Harris, Dave Emerson, Paul Stockwell, Rick Boardman, Gordon Blamire, Sabrina Kelly.

---

### ITEM    MINUTE

1.    **MINUTES OF THE STC MEETING OF THE 7 APRIL 2011**

It was proposed by Phil Cavanagh and seconded by Stuart Meacock that the Minutes of the STC Meeting of the 7 April 2011 be accepted as a true record.

**Carried Unanimously**

2.    **MATTERS ARISING FROM THE STC MEETING OF THE 7 APRIL 2011**

**Page 2, Item 2 – Matters Arising - Wrist-Mounted Video for Tandem.** The Chairman reported that at the previous STC meeting the use of wrist-mounted video by some Tandem

Instructors was once again discussed following Council's decision to send it back to STC for further consideration. Following much discussion STC indicated that it had a different opinion to that of the previous meeting and a majority were no longer in favour. This was indicated by a show of hands and proxy votes that had been sent in. Council at its subsequent meeting on the 19 April decided that their use would not be permitted. Council pointed out at the meeting that; as Directors of the BPA, they owed a duty of care to the membership and the wider public. Council was a committee mainly of generalists in the sport whereas STC was a committee of specialists – CCIs who held advanced instructor ratings. However, ultimate responsibility for all decisions by the BPA rested with the Council as Directors. Council also recognised that the use of wrist-mounted video by Tandem instructors was seen by some as little or nothing to do with improving safety. Council believed that there was a commercial dimension to this issue such that Council, rather than STC alone, was an appropriate body to consider these wider implications. The Chairman stated that the Operations Manual would be amended accordingly.

**Page 5, Item 6 – Instructor Course.** The Chairman reported that because of the problem that seemed to arise on a fairly regular basis of candidates cancelling just prior to attending courses, Council at their meeting of the 19 April decided that the full course fee is to be paid in advance in future, which would not be refundable, except under exceptional circumstances.

**Incident Reports - (10 February 2011).** At the February STC meeting it was reported that in November last year an Airvan failed to gain height on take-off and made an emergency landing, causing the aircraft to be written-off. The Chairman of the Pilots' Committee and the Technical Officer initially started an investigation, but because the accident was being investigated by the AAIB, the BPA investigation was put on hold until the AAIB completed their investigation. This had now been completed and their report was to be published on the 9 June. It had been established by the BPA that the aircraft was not being flown in accordance with the requirements of the flight manual, which may have contributed towards the accident. Subsequently the Club had taken the following action: The pilot concerned will undergo refresher training, as the accident occurred in normal flight (take-off as opposed to dispatching etc). This will be carried out by a CAA instructor/examiner and not the Club Chief Pilot. The CAA instructor/examiner will be fully aware of the circumstances of the accident. He will carry out an extended SEP to include ground and flight instruction focusing on aircraft performance immediately after takeoff and stall recovery at various stages of flight. This was the area of concern and must be avoided in the future. The pilot concerned had now regained his medical and was ready to carry out the required training. The pilot will not fly parachute operations until the training has been carried out and therefore, both the Chairman of the Pilots' Committee and the TO believed this to be adequate and felt that no further action was needed.

### **3. MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 7 APRIL 2011**

Paul Applegate stated that he had nothing to report from the previous meeting.

It was therefore proposed by Paul Applegate and seconded by Pete Sizer that the Minutes of the Riggers' Sub-Committee Meeting of the 7 April 2011 be accepted.

#### **Carried Unanimously**

Paul Applegate reported on the meeting held that afternoon and stated that the Committee had discussed an Advisory Safety Bulletin issued by UPT that had previously been circulated, which concerned the inspection and strengthening the top diagonal attachment point on all Vector 3 Sport and SE Student Harness/Container Systems.

The manufacturers had strongly recommended that prior to the next jump all jumpers inspect this area for broken stitching (as detailed in the Bulletin).

Paul Applegate reported that the Riggers Committee had discussed this Bulletin at great length. He stated that they had also considered whether a BPA Safety Notice should be issued making the repair mandatory prior to the next re-pack, but decided against it, as they believed enough information was available through various channels.

The Riggers Committee had stressed the importance that anyone who jumps a United Parachute Technologies (UPT) Vector 3 container should be made aware of the UPT Service Bulletin [UPT Service Bulletin #20110523](#) (23 May 2011) and of the importance of checking the stitching as directed in the Bulletin. If the stitching was in need of repair, the rig must not be jumped until the repair has been carried out.

The Riggers Committee had also agreed that details of the Bulletin be included in the next issue of the BPA magazine and also in the e-Newsletter that is distributed to all members.

A lengthy discussion then took place by CCIs on this subject. They took on board the comments made by the Riggers Committee. However, a number of CCIs present believed that STC should take a stronger stance on this issue by making the inspection mandatory prior to the next jump.

The Committee did bear in mind that the manufacturers had not made the inspection mandatory, and it was felt by those present that the manufacturers had a relatively broad range of experience manufacturing equipment. If they had felt the need to give out this information, but not make it mandatory they must have had good reason for that and they must have looked at the pros and cons of that decision.

Following further discussion, Ian Rosenvinge proposed that STC mandate that the owners (FAI 'B' Certificate Holders) and above must make a pre-jump check prior to every jump to ascertain whether their equipment has got any wear and tear or not until such a time as the equipment has been rectified by the manufacturer. This failed to find a seconder.

It was suggested that a BPA Safety Notice be issued together with the UPT Bulletin. Although it was stated that this would still only be distributed to the same people who were sent the original UPT Notice and by producing a BPA Safety Notice we would not be adding anything new, we would simply be replicating the UPT Service Bulletin. It was therefore decided not to issue a BPA Safety Notice.

Following further discussion, it was proposed by Ian Rosenvinge and seconded by Nigel Allen that all owners of UPT Vector 3 Containers must undertake a mandatory pre jump check prior to every jump by a suitably qualified person (JM1). If wear is found it must be rectified prior to the next jump.

For: 4

Against: 5

Abstentions: 10

**Not Carried**

The Chairman stressed the importance of this information being disseminated to the owners of UPT Vector 3 Containers and stated that details of the UPT Bulletin would be included in the Minutes, BPA magazine, the E-Newsletter to all members and the BPA web-site etc.

**4. INCIDENT REPORTS – RESUME**

- i) There had been 20 Student Injury Reports received since the last STC meeting. 13 male and 7 female. Three Students were hurt whilst carrying out ground training. One Student made a bad exit and the riser caught under his helmet, hurting his neck. One Student dislocated his shoulder on exit. Two Students dislocated their shoulders in freefall. The other injuries were on landing.
- ii) Since the last meeting there had been 11 Injury Reports received for FAI 'A' Certificate parachutists or above, 7 male and 4 female. One injury on exit, the rest were landing injuries, including a parachutist who landed on a caravan. Also a report had been received of a parachutist who was badly injured last week-end carrying out a low turn. The CCI of the parachutist concerned was able to give more details of this incident to those present. There had also been a report of an injury to jumper with 231 jumps who fractured 3 vertebrae having landed off the PLA using his risers because he had a brake toggle locked. This was the third incident with this jumper involving brake locks. The CCI gave the meeting further details of this incident and referred CCIs to the Vector 3 Owner's Manual on stowage of excess steering lines on Trulok Toggled risers. He stated that essentially the Manufacturers guidelines when properly

followed reduce the chances of a knotted steering system, but it was also important as was stressed in the Manual to: 'Nevertheless, always look at your toggles before releasing, to make sure a clean release is possible'.

- iii) There had been 14 Student Malfunction/Deployment Problem Reports received since the last meeting. 10 male and 4 female.
- iv) There had also been 51 Malfunction/Deployment Problem Reports received for FAI 'A' Certificate parachutists or above. 40 male and 11 female. 5 of the reports were for jumpers jumping wingsuits.
- v) Since the last STC there had been 18 Tandem Malfunction/Deployment Problem reports received. There had also been 8 Tandem Injury Reports received. 4 male and 4 female. 3 of the injuries were to the Tandem Instructors.
- vi) One report had been received of an AAD fire. A jumper with 92 jumps had a malfunction on his main, cutaway at approximately 2,000ft, fumbled for his reserve before deploying. The Cypres fired at about the same time.
- vii) Two reports had been received of canopy collisions. The first involved two jumpers whose canopies collided on opening following an FS jump. Both canopies separated, but one had broken lines and had to cutaway. The other jumper sustained a bruised leg. The second was an entanglement on a CF jump.
- viii) There had been 17 reports received of 'off landings' at clubs.
- ix) Four reports had been received of display misfires. All 'off landings'.
- x) There had been 6 reports of parachutists losing things on exit, in freefall or on deployment. 2 cameras and 4 helmets.
- xi) There had been a numbers of reports involving aircraft. The first was a Cessna Caravan that whilst taxiing the nose of the aircraft lifted causing the tail bumper to make contact with the ground, resulting in slight damage. The second also involved a Caravan. On the first lift of the day the aircraft tow bar was not taken off and came off whilst the aircraft was taxiing causing a small hole in the underside. The third was also a Cessna Caravan, which had its left tyre deflate on landing. No damage. The fourth report involved a light aircraft that flew over the PLA at approximately 2,000ft just as the DZ controller had given a 'clear to drop'. The aircraft had passed by the time the canopies opened.

## **5. INSTRUCTOR COURSES**

- i) The Association wished to thank Target Skysports, Hibaldstow, for hosting the Tandem, AFF and Pre-Advanced Assessment Instructor courses, from the 18 – 20 April. The course report had been circulated with the agenda. There was one recommendation from the course that required ratification:

That David Pratt be given a six-month extension to his Accelerated Free Fall Basic Instructor rating.

It was proposed by Mark Tether and seconded by Brucie Johnson that the above recommendation be accepted.

**Carried Unanimously**

- ii) The Association also wished to thank Skydive Strathallan for hosting Instructor Course 2/2011 from the 16 – 19 May. The course report had been circulated with the agenda. There were two recommendations from the course that required ratification:

That Robert Brown and Gregg Taylor be given six-month extensions to their Category System Basic Instructor ratings.

Ian Rosenvinge asked the Committee if Gregg Taylor's recommendation could be extended to 12 months due to a fact he had just sustained a broken leg.

STC raised no objection to this request.

It was proposed by Ian Rosenvinge and seconded by Dane Kenny that the above recommendations be accepted.

**Carried Unanimously**

**6. PROPOSED NEW DZ/PLA**

The Chairman reported that London Parachute School were no longer able to use their DZ/PLA at Lewknor and had therefore located a new DZ/PLA at Chiltern Park Aerodrome, Ipsden, Wallingford, Oxfordshire. (Grid ref: OS Sheet 175, 625 834 ).

The Technical Officer and the NCSO had inspected the site on the 24 May. Maps of the PLA were circulated to those present. The Committee were advised that the TO & NCSO supported the request for the DZ/PLA to be cleared for all categories of parachutists (though it was not intended to carry out static line parachuting), with the proviso that only one AFF Student, up to and including Level 7, will be dispatched on a pass when the wind is blowing towards the A4074.

It was proposed by Mike Bolton and seconded by Mike Rust that the DZ/PLA be cleared as with the above restriction.

**Carried Unanimously**

**7. PERMISSIONS**

- i) A letter from Martin White had been circulated with the agenda requesting that Andy Ewing be reinstated as a CSI after a lapse of a year. Martin had included full details of this request.

It was proposed by Martin White (proxy) and seconded by Matty Holford that Andy Ewing's CSI rating be reinstated, provided that his CCI and an Examiner sign the renewal application.

**Carried Unanimously**

- ii) A letter from Mark Tether had been circulated with the agenda requesting a six month extension to Andy Myers CSBI rating. This was due to Andy using the last six months for pre-training to represent Great Britain at the 2010 World Freefly Championships. Additionally to this he had now been sent overseas and would not return until July 2011.

Following some discussion, it was proposed by Mark Tether and seconded by Dane Kenny that the above request be accepted.

**Carried Unanimously**

- iii) Another letter from Mark Tether had been circulated with the agenda requesting that Wayne Costello be permitted to renew his Instructor ratings for ground school only (CSI, AFF & Tandem) for a further 12 months. This had been permitted last year, as Wayne had been unable to jump due to a serious accident in 2007. He had been instructing regularly at Netheravon. Mark Tether had included full details of this request.

Following some discussion, it was proposed by Mark Tether and seconded by Kieran Brady that the above request be accepted.

**Carried Unanimously**

The Chairman reported that Mark Tether had wished to discuss Instructor currency.

Mark Tether asked CCIs to consider whether an experienced Instructor needed to keep jumping in order to maintain their ground school knowledge and skills, and should we be able to sign up an Instructor who had completed a lot of ground school, but no jumping. Mark Tether stated that he felt that we were at risk of losing some very experienced Instructors due to the fact they may have to stop jumping through age or medical reasons

Following some discussion on this matter, it was felt by those present that the Committee could maybe consider introducing a Ground School Instructor type rating. It was suggested that this could perhaps be a proposal for a future meeting. However, CCIs were mindful of the fact that they would possibly only consider awarding such a rating on an individual basis by application to STC.

- iv) A letter had been circulated with the agenda from Richard Wheatley requesting that Ken Broomfield be permitted to renew his Pilot's authorisation, as he was short of the required 10 parachute lifts in the previous 12 months. This was a requirement for pilots over 55 years of age. Richard Wheatley had included full details and information regarding Ken Broomfield's currency.

Richard Wheatley was also present that evening and gave the meeting further details of this request.

Kieran Brady advised those present that he supported this proposal on a one-off basis for this year on the basis of Ken's currency and experience.

Following some discussion, it was proposed by Richard Wheatley and seconded by Kieran Brady that the above request be accepted.

**Carried Unanimously**

- v) Circulated to those present was a letter from Dave Emerson requesting that his Display Team be permitted to drop some polystyrene darts from under canopy into Alnwick Castle for a television programme. Dave Emerson was present at the meeting and was able to give full details of this request. One of the polystyrene darts in relation to this request was available for inspection.

Following some discussion, it was proposed by Stuart Meacock and seconded by Matty Holford that the above request be accepted with a proviso that Dave Emerson contact the CAA to ensure that they had no objection to this request.

**Carried Unanimously**

## **8. A.O.B**

- i) A letter from Stuart Meacock had been circulated with the agenda requesting a proposal that was accepted by STC in October 2009, that Strong Tandem systems with their handles in a Next configuration be accepted for named listed centres (the serial numbers of which were: 601537, 009178, 203028, 102032, 402728, 310284 and 704122), be extended so that they may be used at any Affiliated Club.

It was proposed by Stuart Meacock and seconded by Brucie Johnson that the above request be accepted.

**Carried Unanimously**

- ii) A letter from Mark Tether had been circulated with the agenda requesting that Middle Wallop Airfield be allowed to be used for Tandem and Experienced (the TO had recommended FAI 'B' Certificate and above) parachutists on a temporary basis (week-ends) from the 29 July – 22 August 2011, as Netheravon was unable to be

used during that period. Middle Wallop was used temporarily in 2001 during the 'foot and mouth' crisis. Mark Tether had proposed that the above be permitted once inspected and approved by the NCSO, TO or NCSO/TO Advanced Instructor.

The Chairman reported that the TO had inspected the site on the 31 May, and supported this request.

Following some discussion, it was proposed by Mark Tether and seconded by Dane Kenny that the above request be accepted.

**Carried Unanimously**

- iii) This item was held in camera and all observers were asked to leave the meeting.

Circulated to those present was a letter from a CCI seeking advice from STC regarding a foreign rated Tandem Instructor obtaining a BPA Tandem Instructor rating. He had previously held a BPA Tandem Instructor rating that had lapsed in 2003. Also circulated was a letter from the Tandem Instructor concerned detailing his experience and what he still required to convert his non-BPA Tandem rating for a BPA rating.

The Chairman reported that it had recently been brought to his attention that the Tandem Instructor concerned had previously had disciplinary action taken against him in South Africa, details of which he conveyed to the meeting.

Discussion then ensued with regard to this matter. Some CCIs present stated that they felt that STC should also consider taking disciplinary action against the Tandem Instructor concerned.

Following further consideration, it was agreed by those present that should the person concerned wished to gain BPA Tandem Instructor rating, he would be required to attend a BPA Tandem Instructor Course once he fulfilled the requirements of the Operations Manual for non-BPA instructors. Prior to this, it was also agreed by those present that the Tandem Instructor concerned be invited to present himself to the next STC meeting to explain himself to CCIs. This was so that he understood the enormity of the mistakes that he had made in the past and that he was also aware of the Committee's concerns regarding this matter.

The Chairman invited the observers to return to the meeting.

- iv) Circulated to those present was a letter from Lyn George requested that Gordon Cooper be permitted to retain his Pilot Examiner rating until the end of March 2012. The Committee was advised that Gordon would be 70 next week and under the current BPA rules, he would no longer be permitted to operate as a BPA jump pilot.

Alex Busby provided further details of this request. He stated that Gordon Cooper would not be acting as Commander of the aircraft although his PPL was still current. He would be there purely in a supplementary training capacity.

Kieran Brady stated that although he did not know Gordon Cooper on a personal level, he felt that if the Centre could benefit from his experience for a little while longer, he did not see why it could not be supported on a one-off basis.

It was proposed by Alex Busby and seconded by Kieran Brady that Gordon Cooper be permitted to retain his Pilot Examiner privileges until March 2012.

**Carried Unanimously**

- v) Circulated to those present was an e-mail from Andy Guest, supported by his CCI, Gary Stevens requesting that he be evaluated by an NCSO nominated Examiner to regain his Tandem Instructor rating. This would be done as per the BPA Operations Manual requirements. Andy Guest had stated that because of his work commitments





# BRITISH PARACHUTE ASSOCIATION

Wharf Way, Glen Parva, Leicester, LE2 9TF

Tele: 0116 278 5271, Fax: 0116 247 7662, e-mail: [skydive@bpa.org.uk](mailto:skydive@bpa.org.uk)

---

[www.bpa.org.uk](http://www.bpa.org.uk)

## **AMENDMENTS TO BPA OPERATIONS MANUAL**

At the STC meeting of the 9 June 2011 the following amendment was made to the BPA Operations Manual:

**SECTION 6 (EQUIPMENT), Paragraph 6 (Cameras), delete sub-para 6.2. Previous sub-para 6.3. now becomes sub-para 6.2.**