

**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 8 APRIL 2004**

**Present:**

John Hitchen	-	Chairman STC
Paul Applegate	-	Riggers Committee
Paul Hollow	-	Target Skysports
Mike Rust	-	NLPC
Pat Walters	-	Tilstock
Dennis Buchanan	-	NWPC
Ronnie O' Brien	-	PPC
Jeff Illidge	-	BKPC
Steve Jelf	-	Silver Stars
Dave Emerson	-	Hinton
Brian McGill	-	RAFSPA
Dave Hickling	-	BPS, Langar
Karen Farr	-	Skydive Strathallan
Pete Szer	-	Headcorn
Nigel Allen	-	JSPC (N)
Dane Kenny	-	Pilgrims

**Apologies:** Tony Knight, Jm White, Ian Rosenvinge, Phil Cavanagh.

**In Attendance:**

Tony Butler	-	Technical Officer
Brian Vacher	-	Council
Dr John Carter	-	BPA Medical Adviser
Trudy Kemp	-	Assistant to NCSO/TO

**Observers:** Ian Cashman, Stuart Meacock, Duncan Haynes, Craig Kelsall, Fiona McLaren, Kim Newton, Dave Major.

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**ITEM**

**1. MINUTES OF THE STC MEETING OF THE 5 FEBRUARY 2004**

It was proposed by Paul Hollow and seconded by Dave Hickling that the Minutes of the STC meeting of the 5 February 2004 be accepted as a true record.

**Carried Unanimously**

**2. MATTERS ARISING FROM THE STC MEETING OF THE 5 FEBRUARY 2004**

**Page 2, Item 2 – Matters Arising – Panels of Inquiry.** David Hickling advised those present the RAPs Panel Report had been completed and that it was his intention to publish the Report prior to the next STC meeting.

**Page 3, Item 2 - Matters Arising – Silver City Skysports** The Chairman stated that at the meeting before last it had been agreed that the PLA/DZ at Cults Airfield would be cleared for all types of parachuting, with a number of restrictions, once the CCI personally gave STC details of the rescue equipment in place, including details of the boat and the procedures for its operation. He stated that unfortunately the Club had been unable to agree some safety matters with the airfield owner and the Club will therefore not be operating from this site and at this time will not be Affiliating to the Association.

**Page 3, Item 3 – Riggers Minutes** The Chairman advised those present that the Student Mirage AFF rig had now been accepted. It had now been checked by an Advanced Rigger, as was required.

**Page 5, Item 6 – The Mandatory Fitting of AADs** The Chairman stated that at the last meeting it was agreed that AADs would be mandatory, from the 1<sup>st</sup> July 2004, for all parachutists below 'B' Certificate, excluding those jumping 'traditional' static line equipment and would also be mandatory for those taking part in display jumps. Therefore, the proposed changes to the Operations Manual relating to the decision went out with the agenda:

**SECTION 6 (EQUIPMENT), Paragraph 2 (Equipment Used by Student Parachutists), Sub-para 2.1. (Traditional), new sub-para 2.1.5. to read:**

2.1.5. Free fall equipment must be fitted with an operational automatic activation device (AAD), which must be switched on prior to any descent.

It was proposed by Pete Sizer and seconded by Karen Farr that the above proposed change to the BPA Operations Manual be accepted.

**Carried Unanimously**

**SECTION 6 (EQUIPMENT), Paragraph 2 (Equipment Used by Student Parachutists), Sub-para 2.2. (Piggyback), change sub-para 2.2.3. to read:**

2.2.3. The equipment must be fitted with a reserve static line (RSL) and an operational automatic activation device (AAD), which must be switched on prior to any descent

It was proposed by Pete Sizer and seconded by Brian McGill that the above proposed change to the BPA Operations Manual be accepted.

**Carried Unanimously**

**SECTION 6 (EQUIPMENT), Paragraph 5 (Automatic Activation Device - AAD), change to read:**

5.1. FAI 'A' Certificate (Red) Parachutists must use equipment fitted with an operational AAD, which must be switched on prior to any descent.

5.2. AADs may be used in conjunction with either the main or reserve parachute, but must only back up the manual operation.

The Chairman stated that STC members may wish to consider as to whether 5.2. (above),

which is currently in the Operations Manual is any longer relevant and should be deleted. Following some consideration by the Committee on this matter, it was proposed by Dane Kenny and seconded by Ronnie O' Brien that that the above proposed change to the BPA Operations Manual be accepted and that paragraph 5.2 should be deleted.

**Carried Unanimously**

**SECTION 13 (DISPLAYS), Paragraph 4 (Equipment), new sub-para 4.3. to read:**

**4.3** Parachutists taking part in displays must use equipment fitted with an operational AAD, which must be switched on prior to jumping.

The Chairman advised those present that a number of display teams had indicated they would request exemptions from this rule for water displays. He stated that STC may wish to consider as to whether it may be acceptable to exempt water displays from the AAD requirement as part of the Operations Manual.

Following some discussion on this matter, it was proposed by Ronnie O' Brien and seconded by Brian McGill that the above proposed change to the BPA Operations Manual be accepted with the exception of parachutists taking part in water displays.

**Carried Unanimously**

**SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 3 (FAI – British Standard – Certificate – Red), New N.B. (4) to read:**

*N.B.(4) Parachutists jumping at BPA Affiliated Clubs who were trained, or jump outside the BPA system, e.g. in a foreign country, may be integrated into the appropriate FAI Certificate category as deemed suitable by a CCI.*

The Chairman stated that the above had been suggested because some CCIs were concerned that there was no rule to cover someone from abroad, without a British FAI Certificate, jumping their own equipment (without an AAD).

It was proposed by Ronnie O' Brien and seconded by Mike Rust that the above proposed change to the BPA Operations Manual be accepted.

**Carried Unanimously**

It was accepted by STC that if someone was visiting for a short period they did not necessarily have to actually obtain an FAI Certificate, but would be accepted as the equivalent of holding an FAI Certificate as directed by a CCI.

**3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB COMMITTEE MEETING OF THE 5 FEBRUARY 2004**

Paul Applegate stated that he had nothing to report from the previous Minutes. Therefore it was proposed by Paul Applegate and seconded by Pete Sizer that the Minutes of the Riggers' Sub-Committee Meeting of the 5 February 2004 be accepted.

## Carried Unanimously

Paul also stated that he had nothing to report from that evening's meeting.

### **4. INCIDENT/INJURY REPORTS RESUME**

- i) There had been 9 Student injury reports received since the last meeting. 8 male and 1 female. Two of the reports were during training, both minor, one during a PLF lesson and the other during stability. The rest were landing injuries. All under ram-air canopies.
- ii) There had been 2 injury reports received for Intermediate or Experienced Parachutists. One was a low turn and the other was a fast landing. Both male.
- iii) Since the last meeting there had been 4 Student Parachutist Malfunctions/Deployment Problems reported. 3 male and 1 female. All were on ram-air canopies.
- iv) There had been 11 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 9 male and 2 female.
- v) There had been 4 Tandem Malfunction reports and 1 Injury report received since the last meeting. The injury was to a Student who dislocated his shoulder in free fall. He had previously injured his shoulder. There was also a report received of a Tandem 'off landing' and one of a shoe being lost on deployment.
- vi) There had been 1 report received of an AAD firing. A Student on his eighth free fall jump deployed his main below 1500ft.
- vii) A report had been received of an 'off landing' . At a club.
- viii) Two reports have been received of aircraft problems. The first was an engine failure when the aircraft was descending. It landed in a field. It was later found that the plugs had fouled. The second involved an aircraft on landing. The port main tyre had fully deflated making the aircraft swing on landing. There were no injuries or damage.

### **5. PANEL OF INQUIRY REPORTS**

This item was dealt with 'in camera' and all observers were asked to leave the meeting room whilst this item was in progress.

The Chairman advised the Committee that there was only one Panel of Inquiry report available for presentation at this STC meeting:

#### **Panel of Inquiry Following a Board of Inquiry into Fatal Accident of Esmond John Liggett**

The Chairman advised those present that the Panel report had been circulated to CCIs with the agenda. The Panel was chaired by Paul Moore and the other members were Ronnie O' Brien and Andy Montriou.

Ronnie O' Brien was present at the meeting and was able to answer any questions and also provided further information regarding the Report.

The CCI involved was invited to give his comments on the Panel' s Report. He advised the Committee that there were a number of areas in the Report, which he believed were not accurate and provided details to those present. The CCIs present noted his concerns. They also sympathised with him regarding the recommendations but felt them to be fair.

The CCI concerned was then asked to leave the room whilst the Committee made their deliberations.

The Recommendations of the Panel were discussed by those present and voted on individually as follows:

- a) That the Chairman of STC write to the (then) CCI JSPC (N), in order to remind him of his responsibilities as a Chief Instructor and DZ Controller, and that this letter be kept on file.

It was proposed by Steve Jelf and seconded by Karen Farr that the above Recommendation be accepted.

For: 12                      Against: 0                      Abstentions: 1 (N. Allen)

**Carried**

- b) That STC remind all Intermediate and Experienced parachutists the value of audible altimeters and the need to be properly dressed and equipped for each skydive according to the nature of the planned descent and ambient conditions at the time.

It was proposed by David Hickling and seconded by Dennis Buchanan that the above Recommendation be accepted.

**Carried Unanimously**

- c) That the Chairman of STC write to the national governing body of the ambulance service in order to appraise them of BPA requirements in the event of a serious incident or fatality.

Ronnie O' Brien gave the meeting some background details behind this Recommendation. He stated that the reaction of the ambulance crew who attended the scene of the fatality who were adamant that photographs should not be taken and gave a hard time to Centre staff even after an explanation was given that it was standard procedure for incidents of this nature and that the photographs were to assist in any further police or BPA enquiry.

The Panel had felt that if the BPA wrote to the Ambulance Service at national level, this may assist in the event of a serious incident or fatality.

Ronnie went on to explain that he had liaised with the local Cambridgeshire Police Authority and they now have a formal letter written from them saying that the members of the Peterborough Parachute Centre and the BPA are requested to assist

the Police and Ambulance Service etc, a copy of which Ronnie would send to the office for information.

It was proposed by Mike Rust and seconded by Dane Kenny that the above Recommendation be accepted.

**Carried Unanimously**

d) An amendment to the BPA Operations Manual is recommended as follows:

**Section 3 (Jumpmasters), Para 2 (Responsibility), Sub-paras 2.1. & 2.3. Change to read:**

**2.1.** JMs are responsible for briefing their pilots before take off on all relevant points concerning the requirements of the parachutists to be dropped. They will also ensure that all parachutists below FAI 'C' Certificate (Red) have been fully briefed.

**2.3.** The JM is responsible for ensuring that all parachutists below FAI 'B' Certificate (Red) on board have been checked.

*N.B. FAI 'B' Certificate (Red) parachutists and above are responsible for ensuring that they have been checked.*

Following some discussion, it was proposed by Karen Farr and seconded by Nigel Allen that the above Recommendation be accepted.

For: 12                      Against: 1                      Abstentions: 0

**Carried**

The Chairman thanked the Panel members for their work.

The CCI was then invited to return to the meeting, where he was advised of the Committee' s decisions

## **6. QUALIFICATION CRITERIA FOR BPA CANOPY PILOTING COMPETITIONS**

The Chairman advised those present that a paper by Brian Vacher had been circulated with the agenda detailing his proposed qualification criteria for entering a BPA Canopy Piloting Competition. The Chairman stated that this is because Competitions Committee wish to run a Canopy Piloting National Championships, but because of the safety implication STC input is requested.

Brian Vacher presented his paper to those present, together with his proposals, which were as follows:

In order for any individual to enter the British National Championships, a documented endorsement must be provided.

Canopy Pilots must have a BPA Canopy Piloting Competition Licence in order to compete at the British National Canopy Piloting Championships and any Canopy Piloting event of an Official UK Swoop Tour. Licences are issued subject to the following criteria:

- a. Canopy Pilots require a minimum of 1000 jumps including a minimum number of 150 jumps in the last twelve months verified by presentation of a logbook when qualifying.
- b. Canopy Pilots must show at least 20 canopy piloting logged jumps in the last twelve months and show proof of attendance of a canopy instructional course in the UK or abroad.
- c. Canopy Pilots must successfully complete a 150ft straight qualification course consisting of a 10ft entry gate, into 25ft wide lane.
- d. Canopy Pilots must successfully run 3 out of 5 qualifying runs on the 150 qualifying course detailed in the British National Canopy Piloting Rules in order to qualify for the BPA Canopy Piloting Competition Licence.
- e. For a run to be successful the competitor must safely approach the course, score the entry gate, negotiate the course without vertical extensions, have no marker strikes, and exit the course before touching the ground.
- f. To be deemed valid, all attempts must be supervised by a Course Director and/or a CCI.
- g. Upon successful completion of the 3 out of 5 qualifying runs the Canopy Pilot may obtain the necessary signatures from the Course Director and CCI.

Exemption:

If a Canopy Pilot is already registered as a **current** Advanced or Pro Class competitor with an Official Pro Swooping Tour, he/she may apply for the BPA Canopy Piloting Competition Licence by obtaining the necessary signature from the Course Director and CCI, without completing the qualification course. (This exemption is possible due to the strict criteria requirement needed to hold this registration).

Brian had stated that there would be no other exemptions to the qualification criteria set out above.

Brian had also stated that it was intended that qualification days would be held throughout the 2004 season.

Following Brian' s presentation, the Committee discussed this item at some length. The Chairman expressed his concerns with regard to the safety implications regarding canopy piloting and gave the meeting details of several accidents that he was aware of that had occurred abroad.

The general feeling of the Committee was that Brian had set high standards to enter competitions and it was felt by those present that implementing these rules may help to improve jumper' s canopy handling skills.

The Committee also felt that one of the qualifications prior to entering a competition should be proof of attendance on a canopy handling course/seminar.

Brian Vacher advised the Committee that it was proposed to work towards holding a BPA Nationals this year so that we can have a team selection to go to the world cup. He requested STC' s endorsement for the next stage.

Following further discussion on this item, STC felt that they were unable to endorse the proposal, but no objections were raised by those present to Brian' s proposed qualifications criteria or to a BPA National Championships in canopy piloting taking place this year.

#### 7. **PROPOSED CHANGE TO BPA MINOR MODS 1 & 2**

A letter from Mike Rust had been circulated with the agenda requesting that the specification for BPA Minor Mods 1 & 2 be changed, so that as well Type 13 webbing and AML 122 hooks, Type 10 webbing and AML 10635 hook can be used.

Mike was present at the meeting and gave the Committee details of this request.

Following some discussion, it was proposed by Mike Rust and seconded by Karen Farr that BPA Form 144a be changed to reflect the above request.

**Carried Unanimously**

#### 8. **PROPOSED CHANGES TO BPA OPERATIONS MANUAL**

The Chairman advised those present that two letters from Nigel Allen had been circulated with the agenda proposing changes to the BPA Operations Manual. He stated that the one regarding insurance and the BPA Agreement had been withdrawn, as it was a policy matter and would be discussed by Council.

The Committee was advised that Netheravon' s primary aircraft for student static line operations is the Cessna 208B Grand Caravan. It is fully equipped with a low cable strong point holding 12 static-line stops and a large stowage bag all of which are located on the right side of the aircraft (Door being on the left).

Therefore Nigel Allen was requesting that Section 10 (Safety), Para 2, Sub Para 2.4 of the Operations Manual be amended to read:

**2.4.** If, after dispatching static line parachutists, the instructor does not intend to land with the aircraft, all static lines and bags will be unhooked and stowed away securely. In the case of aircraft with high strong points **and the Cessna 208B Grand Caravan with a low strong point** where provision is made for stowing static lines and bags, unhooking may not be necessary.

Nigel Allen gave the meeting details of his request and also circulated photographs of the stowage bag in the Cessna 208B Grand Caravan used by Netheravon.

Following some discussion, there was some feeling from those present that from viewing the photograph provided by Nigel Allen, the stowage bag did not appear to be that well secured. There was also feeling by the Committee that we should not be naming individual aircraft in the BPA Ops Manual for this type of request.



It was proposed by Nigel Allen and seconded by Dane Kenny that the above proposal be accepted.

For: 3

Against: 7

Abstentions: 3

**Not Carried**

**9. SUGGESTED GUIDELINES FOR THE RESPONSIBILITIES OF A CLUB CHIEF PILOT**

The Chairman advised those present that following a Panel of Inquiry last year, a suggestion was made that the Association produce a guideline for the responsibilities of a Club Chief Pilot, as some pilots may take on the position without knowing what may be required of them.

Therefore, Kieran Brady, on behalf of the Pilots' Committee had produced some Suggested Guidelines (BPA Form 236). These were sent to Clubs for comment, following which a draft was produced and sent out with the agenda, for STC approval.

There were no objections raised by those present to the above Guidelines being issued to Clubs and Centres.

**10. AFF BASIC INSTRUCTORS**

A letter from Ronnie O' Brien had been circulated with the agenda requesting that STC consider bringing the AFF BI rating back. With the change that once someone has gained the AFFBI rating that person has to have a minimum of six months as an AFFBI before attending an AFFI course, as is the case with the CSBI candidates

The Committee was advised that some time ago AFFBI rating was abandoned as it was felt by the Examiners on the AFF Instructor Courses that some candidates who had attended the Course having only held the AFFBI rating needed more work, particularly on their ground school and subsequently the rules were changed for AFF qualification.

Ronnie O' Brien gave the meeting details of his request and stated that he had been approached by a jumper at his Centre who wished to gain an AFF rating. She requested that he trained her for the CSBI course followed by continuation training for her CSI rating. Following that she would go for her AFF qualifications and had no intention of working with static line students. Ronnie stated that he could see no reason why she should be forced to qualify for a rating she had no intention of using, hence the reason for his request

Following some discussion on this item, it was the general feeling of the Committee that STC address the way in which an AFF instructor qualifies as the present system needed reviewing.

Discussion then ensued with regard to the AFF Instructor Course itself, and it was pointed out that a person attending a CSI Course takes the written examination at the start of the course. If they fail this exam, they cannot continue with the rest of the Course. Currently AFF Instructors do not have to sit this written examination at the start of the Course and it was therefore felt by some members present that AFF Instructors were not being examined to the same standard CSIs.

Some members present felt that they would like to see three Courses run for AFF instructors. The first being a BI Course, the second Course being a theory and ground training course, which they must pass including an written examination for the Ops Manual and the third being a jumping skills course.

John Hitchen stated that on an AFF Instructor Course at present, it is difficult to get the ground school training and all jumps in on the same week.

The Technical Officer advised those present that the AFF Instructor Course syllabus states that if someone is successful on the jumping, but unsuccessful on the ground school, then they fail the course and will have to attend the full course again.

The TO suggested that this be put to the Examiners on the AFF Course to consider as some Examiners were already saying that the whole structure of the AFF Course needed reviewing.

Following further discussion, it was proposed by Ronnie O' Brien and seconded by David Hickling that a would be AFF Instructor attends a BI style Course specifically designed towards AFF followed by a minimum period of 6 months learning their job. At the end of that period they will be examined, this examination process to be decided by the AFF Examiners over the next few months and brought back to STC for approval.

#### **Carried Unanimously**

It was decided that the Examiners on the next AFF Course are canvassed for their views and a formal proposal would be put to the next STC meeting, taking into account what had already been agreed by STC.

### **11. INSTRUCTOR COURSES**

The Chairman stated that there had been two instructor courses since the last STC meeting:

- a) The first was Course 1/2004, which was held at JSPC, Netheravon. The Association would like to thank the Centre for hosting the course.

The course report went out with the agenda. There were no recommendations that required a vote from STC. The report was for information only.

- b) The second course was a Tandem Instructor Course, which was held from the 29 March – 2 April and the BPA would like to thank BPS, Langar for hosting the course. A copy of the report was circulated to those present for information.

### **12. PERMISSIONS**

- i) A letter from Brian McGill had been circulated with the agenda requesting that Richard Bissett be permitted to attend a CSI course without having to attend a CSBI course first. Richard held an instructor rating in the past, but this expired in 1989.

The Chairman advised those present that it is usual practice for STC to permit someone like this to attend a CSBI course and if the Examiners believe it appropriate, to award him CSI status at the end of the course. He stated that it was approximately 14 years since Richard Bissett had been an instructor and the Chairman believed he would probably gain more benefit from the CSBI course, as he will receive up to date information.

It was proposed by Brian McGill and seconded by Pete Sizer that Richard Bissett attends a CSBI Course and sits the 'closed book' written examination. If the Examiners believe it to be appropriate to award him CSI status at the end of the Course.

**Carried Unanimously**

- ii) Circulated to those present were two requests from Maggie Penny. The first concerned an AFF graduate, Richard Mawhinney, who still requires to complete a few AFF consolidation jumps to gain his 'A' Certificate. Maggie is requesting that Taff Davies (AFF/Advanced Instructor) be permitted to carry out these jumps with the Student at Wild Geese.

It was proposed by Maggie Penny and seconded by Dane Kenny that the above request be accepted.

**Carried Unanimously**

- iii) The second request from Maggie is that if similar AFF graduates turn up at Wild Geese, with consolidation jumps to complete, they be permitted to complete these jumps with an AFF instructor. Maggie had stated that if permitted she will notify the NCSO or TO of the circumstances of each student when the occasion arises and when qualification is completed.

Following some discussion on this request, Maggie Penny' s proposal failed to find a seconder.

- iv) Circulated to those present was a letter from Brian McGill requesting permission for RAFSPA to undertake a Tandem descent at RAF Brize Norton, onto to a PLA that was temporarily cleared by STC during the ' foot and mouth' epidemic.

Brian was present at the meeting and gave the Committee further details of his request.

Following some discussion on this request, it was proposed by Brian McGill and seconded by Dennis Buchanan that the PLA at RAF Brize Norton that had been given temporary clearance by STC in the past be cleared as a Student PLA/DZ for one day (10 July 2004) in order that RAFSPA can undertake a Tandem descent.

For: 11                      Against: 0                      Abstentions: 2

**Carried**

**13. A.O.B.**

- i) The Chairman advised those present that Skydive Redlands intend relocating to Draycot Airfield, Chiseldon, near Swindon, (OS Sheet 173, Grid ref: SU 176 771). He stated that they are also changing the club name to Swindon Skydiving Centre. The CCI will still be Andy Montriou. The PLA/DZ falls within the requirements of the BPA Operations Manual and therefore STC does not need to vote on this matter and it was for information only.
- ii) The Chairman stated that London Parachute School intend using Skydive Redlands previous PLA/DZ at Redlands Farm, Nr Wanborough, Wilts. (OS Sheet 174, Grid ref: 208 851) as an occasional alternative PLA/DZ when they are unable to jump at Lewknor. This was for information only.
- iii) Dave Emerson gave the meeting details of his request for Howard Aldridge aged 56 to attend an AFF Course at Hinton Skydiving Centre. He stated that Mr Aldridge had previously done 2 Tandem jumps and he also had two sessions in a wind tunnel. He is also a parascending instructor and holds a current medical.

It was proposed by Dave Emerson and seconded by Brian McGill that the above request be accepted.

**Carried Unanimously**

- iv) Dave Emerson handed out several copies of a CD to those present, which contained information on a handi-cam. He stated that it was his intention to put a proposal forward for consideration at the next meeting for it to be used in the UK, possibly for videoing Tandems.
- v) The Chairman advised those present that sadly Ronnie O' Brien was stepping down as CCI of Sbson. The Chairman and members of STC wished him all the best for his future endeavours.

Date of next Meeting;                      Thursday 10 June 2004  
    At 7 p.m.  
    At the BPA offices.

14 April 2004

**Distribution**

C. Allen - Chairman BPA  
CCI's  
Council  
Advanced Riggers

CAA  
Lesley Gale (Editor – Skydive)