

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

Present:

John Hitchen	-	Chairman STC
Dane Kenny	-	Pilgrims
Brian McGill	-	RAFSPA
Kieran Brady	-	Skydive Strathallan
Phil Cavanagh	-	BKPC
David Hickling	-	BPS, Langar
Brian Dyas	-	Skydive St Andrews
Paul Hollow	-	Target Skysports
Trevor Dobson	-	Peterlee
Kev Goode	-	PPC
Mike Rust	-	NLPC
Steve Jelf	-	Silver Stars
Tony Knight	-	UK Parachuting
Pete Szer	-	Headcorn
Rob Noble-Nesbitt	-	Paragon
Paul Applegate	-	Riggers Committee

Apologies Mark Bayada, Jm White (Brian Dyas represented Jm at the meeting), Nick Johnston, Karen Farr (Kieran Brady represented Karen at the meeting), Dave Emerson, Nigel Allen, Pat Walters.

In Attendance:

Chris Allen	-	Chairman BPA
Tony Butler	-	Technical Officer
Trudy Kemp	-	Assistant to NCSO/TO

Observers Dave Major, Lisbeth Harris, Jeff Illidge, Ian Rosenvinge, Alex Stone.

ITEM

1. MINUTES OF THE STC MEETING OF THE 10 JUNE 2004

It was proposed by Kev Goode and seconded by Rob Noble-Nesbitt that the Minutes of the STC meeting of the 10 June 2004 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 10 JUNE 2004

Page 10, Item 6 - Panel of inquiry Reports, (c) Flying Operations St Andrews). This item was held in camera and all observers with the exception of Council Members and Brian Dyas who was representing the Chief Pilot were requested to leave the meeting whilst this item was discussed.

The Committee was advised that a letter from the Chief Pilot had been circulated to CCIs with the agenda, stating that he wished to appeal against STC' s decision concerning his pilots' ratings from the last STC Meeting. This decision had been as follows:-

' That the Chief Pilot has his Pilot Examiner' s rating revoked; that he not be permitted to reapply for this rating for two years; that such reapplication must comply with BPA Operations Manual requirements at the time of reapplication; that he must not act as a Club Chief Pilot for six months; that he must meet with a Pilot Examiner (nominated by the Technical Officer) in order to revise his knowledge of BPA Operations Manual and aircraft documentation requirements.'

Brian Dyas who was representing the Chief Pilot at the meeting was then asked to present the appeal, during which he asked STC to consider reducing the length of the Chief Pilot' s suspension of his Pilot Examiners' rating to a letter reminding him of his responsibilities.

Following this presentation, Brian was able to answer a number of questions put to him by members of the Committee. Brian was then asked to leave the meeting whilst STC members further considered this matter. Brian stated that he did not see why he should leave the meeting, as he was specifically there to represent the Chief Pilot.

The Chairman stated that this was normal practice when matters of this nature were being considered. The person concerned, and/or his representative(s) were always asked to leave the meeting whilst STC considers it.

Brian asked that Kieran Brady leave the meeting as well. He stated that it had been Kieran who had made the complaints in the first place and that he had a vested interest in this matter.

The Chairman pointed out that Kieran was a member of BPA Council and as such had a right to remain in the meeting if he so wished.

The Chairman stated that he was treating this matter in the same way that he had always dealt with any other appeals or matters involving disciplinary action.

Brian Dyas asked the Committee if they felt that he should leave the meeting. At this point another member of the Committee suggested to Bryan that he should leave the meeting. At which point he left the meeting room. There was no support voiced at the meeting for Brian to remain.

Kieran Brady asked STC for their opinion on whether or not he should remain in the meeting whilst STC discussed this item. The Chairman stated that it was entirely his choice as a Council Member. After which Kieran stated that he too would then leave the meeting.

Following careful consideration of this matter, the Committee then considered a proposal from Jm White (by proxy) that the (previous) Chief Pilot have his sentence reduced. This proposal failed to find a seconder.

Brian Dyas was then invited to return to the meeting, where he was informed that Jm White' s proposal failed to find a seconder. Brian then stated that he had meant to hand out a letter from one of the Vice Presidents. Some discussion then ensued during which Tony Knight informed Brian of a letter he had received from the CAA. Brian asked for a copy of the letter.

Brian thanked the Committee for their time. He was then advised that the (previous) Chief Pilot had the right to appeal to the BPA Council.

All observers were then asked to return to the meeting and the Chairman continued with matters arising from the previous meeting.

3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB COMMITTEE MEETING OF THE 10 JUNE 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 10 June be accepted.

Carried Unanimously

Paul Applegate advised those present that the Riggers meeting scheduled to take place earlier that afternoon could not take place, as there was not three voting members present to make the meeting quorate.

4. FATALITIES

a. Peterlee

On Saturday 12 June 2004, Andrew Wilson, an FAI ' B' Certificate parachutist, with 123 jumps, boarded a Dornier G92 aircraft along with thirteen other parachutists. Two Jumpmasters were nominated for the lift. The first was a member of a military parachute display team and the second was a member of the parachute centre.

Andrew had not jumped in the UK before. He had previously jumped in Cyprus and more recently Florida. His last jump had been approximately four months prior to the accident.

The aircraft took off and flew to South Shields, where four members of the military team exited the aircraft at approximately 3,500ft to carry out a parachute display.

The aircraft then flew back to the parachute centre, climbing to approximately 14,500ft AGL. A ' jump run' was commenced. The pilot switched on a red light in the aircraft cabin indicating this. Once the aircraft was at the estimated exit point, the light was changed to green and the parachutists on board started to exit. A four-person group exited first, followed by two parachutists jumping together. The next

person to leave was Andrew. He was followed by another solo parachutist and finally by the last two parachutists, who were jumping together. There were approximately five-second intervals between groups and individual parachutists.

Andrew was carrying out a solo jump. The free fall part of which was not observed.

All parachutists' canopies were seen to deploy at the correct altitude (between 2-4000ft AGL), and all were observed to be flying correctly, though they were all some considerable distance from where it had been expected they would deploy their canopies.

Because of the distance, Andrew's landing was not observed. Only two of the remaining parachutists were able to reach the intended landing area.

Club members were dispatched, in various vehicles, to retrieve the parachutists. The police contacted the parachute centre to inform them that the body of a parachutist had been located, which was approximately 2,000 metres from the parachute centre, on a wind farm, some thirty metres from a wire fence and also approximately 100 metres from a wind turbine.

A BPA Board of Inquiry was convened, consisting of the Technical Officer and Paul Hollow.

The Conclusions of the Board are that the ten parachutists exited the aircraft at the incorrect location. Possibly 30 – 45 degrees too far to the west and at least 1000 metres too deep.

Andrew made an uneventful free fall descent, deployed his main parachute at the correct altitude, but possibly had difficulty locating the PLA. Between him and the PLA were a number of 'National Grid' power lines and two very large wind turbines.

It was likely that Andrew decided not to attempt to fly his parachute over or past these hazards, as he was seen to be spiralling his parachute, and that he elected to land in a field to the west of them.

The Board believe that as he was getting closer to the ground, he may have noticed a wire fence in his flight path and then initiated a radical turn in order to avoid the hazard. He then struck the ground at high speed before fully completing the turn.

The Recommendations of the Board are:

- a. That, each day, before parachuting commences at the Peterlee Parachute Centre, a Wind Drift Indicator (WDI) is thrown, in order to better assess the ideal parachute opening point (OP).
- b. That the subsequent Panel of Inquiry, which follows a Board of Inquiry and is set up to investigate any peripheral aspects to the fatality, also considers the potential problems associated with the use of large aircraft, with regard to 'spotting' techniques and the numbers exiting on a 'pass'.
- c. That the BPA Panel of Inquiry currently reviewing aspects of 'canopy

handling' , including the potential problems associated with ' off landings' , includes relevant details of this accident in their considerations, and if appropriate, makes recommendations for the additional training of parachutists.

Following some discussion, it was proposed by Paul Hollow and seconded by Dane Kenny that the Board Report, including the Conclusions and Recommendations be accepted.

For: 11 Against: 0 Abstentions: 1 (Trevor Dobson)

Carried

The Chairman advised the Committee that the Panel of Inquiry, following the Board of Inquiry had been formed. The chairman being John Page and the other members are Steve Thomas and Kev Goode. Their report will be presented to STC when it is completed.

b) **Dunkeswell**

The Chairman stated that there was a parachuting aircraft crash near Dunkeswell on the 27 June 2004, in which four BPA members were killed, Mike Wills, Paul Norman and Richard and Claire Smith. Two other BPA members were injured, a Tandem Student and an Experienced Parachutist.

The Chairman reported that the Air Accident Investigation Branch (AAIB) of the Department for Transport is investigating this accident.

The Chairman and members of STC expressed their sympathies to the families of the BPA members who lost their lives in this accident and they also wished those members that had been injured a speedy recovery.

5. INCIDENT/INJURY REPORTS RESUME

- i) There had been 30 Student injury reports received since the last meeting. 18 male and 12 female. Four of the reports were during exit from the aircraft. One Student twisted a knee during ground training (aircraft exits). Another dislocated a shoulder on an AFF jump. The rest of the reports were landing injuries. Two were under round canopies, the rest were under ram-air canopies.
- ii) There had been 17 injury reports received for Intermediate or Experienced Parachutists. 11 male and 6 female.
- iii) Since the last meeting there had been 14 Student Parachutist Malfunctions/Deployment Problems reported. 13 male and 1 female. All were on ram-air canopies.
- iv) There had been 43 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 35 male and 8 female.

- v) There had been 20 Tandem Malfunction/Deployment Problem or Injury reports received since the last meeting. 6 of the 8 injury reports were broken or sprained ankles. The 6th was a Student who dislocated her shoulder in free fall. The 8th was a Tandem Student who sustained bruises during a hard opening. 10 of the 12 other reports were various malfunctions. One report concerned a Student who accidentally pulled the cutaway pad after the canopy had fully deployed. Another concerned a reserve pilot chute deploying as the Tandem Instructor moved towards the door. The instructor exited and the jumpmaster pushed the pilot chute out of the door after the Tandem pair.
- vi) One report had been received of an FXC AAD firing. The Student deployed low, had a slow main deployment and the AAD also fired. the Student landed both canopies without further incident.
- vii) One report has been received of a canopy entanglement. (Report attached – cream).
- viii) Nine reports had been received of ‘ off landings’ . 5 on displays. The rest at clubs, including 2 of Students landing in trees.
- ix) Three reports had been received of helmets coming off during exits.
- x) There had been a number of reports involving aircraft. One involved a jump aircraft that, having dispatched 6 jumpers at altitude, climbed a couple of hundred feet and flew close to another aircraft, which the pilot did not see. The other aircraft reported the miss to ATC. Another involved a lack of communication between the pilot and instructor, who dispatched a static line Student whilst the aircraft was descending. Two reports have been received of aircraft over-flying active DZs, narrowly missing canopies. In one instance, by approximately 15-20ft.

6. PANELS OF INQUIRY/WORKING GROUPS

a. Hinton Flying Operation Panel

This item was held in camera and all observers with the exception of Council Members and persons involved were asked to leave the meeting.

The Chairman advised those present that the Panel report had been circulated to CCIs with the STC agenda.

The Committee was advised that in October 2003, two pilots at Hinton had written to the NCSO, detailing their concerns relating to the training of a pilot and the role of the Club Chief Pilot in that training. One of the pilots subsequently withdrew his name from the complaint.

The panel comprised of Kieran Brady (Chairman), Rob Noble-Nesbitt and Andrew Galloway.

The Conclusions of the Panel were:

That the staff at Hinton Skydiving Centre were generally cooperative with the panel and the CCI was receptive to suggestions the panel made regarding future flying operations.

The Panel established that there were shortcomings in the supervision of the flying operations at Hinton at the time of the complaint. Subsequent to this, further shortcomings were identified during the BPA bi-annual audit in April 2004. The responsibility for maintaining adequate control and supervision lay with the Chief Pilot.

The Recommendations of the Panel were:

That the (then) Club Chief Pilot (CCP) has his Jump Pilot Examiners rating revoked and that he not be permitted to re-apply for this rating for twelve months. His re-application should comply with the provisions of the BPA Operations Manual in force at the time of re-application.

That the (then) CCP should not be permitted to act as a Chief Pilot of a BPA Affiliated Club for a period six months. At the end of the six month period, he should meet with a Pilot Examiner (nominated by the Technical Officer) in order to establish an up to date understanding of the role of Chief Pilot and the requirements of the BPA Operations Manual.

It was proposed by Phil Cavanagh and seconded by Trevor Dobson that the above recommendation be accepted.

For: 11 Against: 0 Abstentions: 1 (Dane Kenny)

Carried

b. **Canopy Handling Panel/Working Group**

The Chairman advised those present that when the previous chairman of the Canopy Handling Panel/Working Group resigned, the other two members continued with the Panel and Mark Bayada was made chairman. It was pointed out, by Council member Elizabeth Stoodley, that the Panel was not as per the requirements of the STC Terms of Reference. Mike Rust had now been appointed as the third member. Ms Stoodley has requested that it be minuted that following the Chairman of STC' s attention being drawn to this matter, the position had now been rectified.

Circulated to those present was a copy of the draft proposed requirements, and contents of the Canopy Handling Manual, for Grades CH 1-4. Chris Allen and Mike Rust were present at the meeting to update STC on the Panel' s progress to date.

Chris Allen outlined how the system is broken down and went through some of the individual subjects. He was then able to answer a number of questions put to him by the Committee.

Chris stated that by the next meeting the Panel should have completed the Grade 1 portion of the Canopy Handling Manual for presentation at STC.

Chris stated that the Panel welcomed any comments and suggestions that members may have following the meeting.

Following Chris Allen' s presentation, the Chairman of STC thanked the Panel for the work that they had completed to date. He also expressed his thanks to all the other various Working Groups and Panels for their continued work.

c. **RAPS Panel/Working Group**

The Chairman stated that at the last meeting it was agreed that a special STC meeting would take place, later in the year to discuss the various recommendations of the Panel, which were:

- i. Use of the IR Bag for Static Line.
- ii. Forward/Rear exits for Static Line Students.
- iii. Mandatory 5 second safety-count for Static Line Students.
- iv. Standardise dispatching drills for aircraft types.
- v. Bi annual checkout for instructors.
- vi. Consider phasing out the use of Step Exit for Static Line dispatching.

The Committee was advised that this meeting will take place at the BPA offices on the 7th October 2004 at 3 p.m. This is the same day as the next STC meeting.

7. **AFF/TANDEM INSTRUCTOR COURSE 19-24 JULY 2004**

The Chairman advised the Committee that the AFF and Tandem Instructor Course commenced at the Black Knights Parachute Centre, but because of technical problems, transferred to British Parachute Schools, Langar for Tandem and to the Silvers Stars Parachute Club, South Cerney, for AFF, midway through the week. The BPA wished to thank the Clubs for their assistance. The Course Report was circulated with the agenda and was for information only.

8. **FLYING IN 'CLASS A' AIRSPACE**

The Chairman stated that the CAA had asked that this item be placed on the agenda for the meeting, as they believe that some Clubs still seem to be unsure of the requirements for flying in Class A Airspace.

The Committee were advised that the legal requirements for flight within a Class A airway include the following: The aircraft must be equipped with area navigation equipment and route navigation equipment. The pilot is required to hold an appropriate pilot' s licence issued or validated by the State of Registry of the aircraft, and that licence must include an Instrument Rating.

The Chairman stated that the Association had written to Clubs on several occasions, urging those who operate in Class A airspace to apply to the CAA for exemptions to permit them operate in that airspace if their aircraft is not fully airways equipped and/or their pilot(s) does/do not hold an Instrument Rating, though the pilot will need an IMC rating.

Clubs were reminded to consider applying for an exemption if necessary.

The Chairman also advised the Committee that also because of the large number of turbine aircraft operating at parachute clubs in the UK, Clubs are also reminded of an Operations Manual (Section 9, para 5.7), and ANO requirement that:

‘Oxygen is required to be used by flight crew whenever between 10,000ft and 13,000ft for more than 30 minutes and at all times when above 13,000ft. In the event that other requirements are applicable to any aircraft or operation, then the more stringent requirements must be regarded as overriding.’

9. PERMISSIONS

- a). Circulated to those present were details of two requests from Andy Montriou. The first was for Permission for Eric Bazin to attend a CSBI course, without the CCI having known him for a minimum of six months.

It was proposed by Andrew Montriou and seconded by Mike Rust that the above permission be accepted.

Carried Unanimously

- b). The second request from Andrew Montriou was that Skydive Jersey be permitted to use high-powered binoculars instead of telemeters at their Club.

Andrew advised those present that he had been unable, so far, to obtain a set of telemeters from anywhere. However, during the discussion, a number of suggestions were made by those present as to where Andrew could procure a set of telemeters.

Following further discussion, it was proposed by Andy Montriou and seconded by Mike Rust that the above permission be accepted.

For: 4 Against: 2 Abstentions: 6

Carried

- c). Circulated to those present was a letter from Paul Hollow requesting permission for Steve Swallow to be approved to fly parachuting sorties as an approved pilot and to examine pilots on Beagle Auster and Terrier Series aircraft for the purposes of parachute dropping. This is because no Pilot Examiners hold a rating for these types of aircraft.

Paul Hollow had therefore requested that Steve Swallow be exempt from part of the requirements stated in the BPA Operations Manual, Section 9, Paragraph 1.45 requiring him to have 10 hours on each type listed on his BPA Examiner rating.

Although this type of request had been accepted in the past for experienced pilots' . The Committee felt that Steve Swallow should have 10 hours flying time on the stated aircraft before being cleared to examine.

Following further discussion, it was proposed by Paul Hollow and seconded by Pete Sizer that Steve Swallow be cleared to fly parachuting sorties as an approved pilot on Beagle Auster and Terrier Series aircraft for the purpose of parachute dropping, and that he be permitted to examine pilots on these aircraft once he has achieved 10 hours of parachute flying time.

Carried Unanimously

- d). Circulated to those present was a letter from Dave Emerson requesting permission for Duncan Humphreys to attend the CSBI Course in November, being approximately six months short of the required time in the sport.

Following some discussion, this request failed to find a seconder.

- e). Circulated to those present was a letter from Kev Goode requesting 3 month extensions to the CSBI ratings of Mike Evans and Dave Fish, so that they can attend the CSI course in November.

It was proposed by Kev Goode and seconded by Rob Noble-Nesbitt that the above permission be accepted.

Carried Unanimously

- f). Circulated to those present was a letter from Dennis Buchanan requesting an extension to the CSBI rating of Mike Carruthers.

Following some discussion, it was proposed by Pete Sizer and seconded by Mike Rust that Mike Carruthers be given a six month extension to his CSBI rating.

Carried Unanimously

10. A.O.B.

- a). Circulated to those present was a letter from Steve Jelf requesting that Mark Tether be re-instated as a Category System Instructor. Mark' s rating expired on the 31 March 2003 (16 months ago).

Steve advised the Committee that due to military duties Mark was unable to renew his BPA membership (April 2003 – 2004). He had now returned to the UK and is based at the Silver Stars and stated that he had seen his standard of instruction and fully supported his CSI renewal.

Following some discussion, it was proposed by Steve Jelf and seconded by Brian McGill that the above permission be accepted.

For: 11 Against: 0 Abstentions: 1

Carried

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

9 August 2004

Distribution

C. Allen - Chairman BPA
CCI's
Council
Advanced Riggers
CAA
Lesley Gale (Editor – Skydive)