

**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 9 JUNE 2005**

**Present:**

Jhn Hitchen	-	Chairman STC
Dave Hickling	-	BPS, Langar
Pat Walters	-	Tilstock
Kieran Brady	-	Skydive Strathallan
Stuart Meacock	-	PPC
Phil Cavanagh	-	Black Knights
Dennis Buchanan	-	NWPC
Dave Emerson	-	Hinton Skydiving
Jhn Page	-	Skydive London
Barrie Buck	-	RAFSPA
Bill Sharp	-	RAPA
Paul Hollow	-	Target Skysports
Pete Sizer	-	Headcorn
Rob Noble-Nesbitt	-	Paragon
Alan Wilkinson	-	Skydive St Andrews
Paul Applegate	-	Riggers Committee

**Apologies** Nigel Allen, Ian Rosenvinge, Mike Rust, Andy Montriou, Tony Knight, Steve Jelf, Jm White (Alan Wilkinson represented Jm at the meeting), Dave Openshaw (Bill Sharp represented Dave at the meeting)

**In Attendance:**

Tony Butler	-	Technical Officer
Ian Marshall	-	Council
Dr Jhn Carter	-	BPA Medical Adviser
Trudy Kemp	-	Assistant to NCSO/TO

**Observers** Colin Fitzmaurice, Mike Carruthers, Adrian Wibrew, Dave Major, Jeff Illidge, Jhn Horne, Mandy Connor, Peter Connor.

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**ITEM**

**1. MINUTES OF THE STC MEETING OF THE 14 APRIL 2005**

It was proposed by Pete Sizer and seconded by Paul Hollow that the Minutes of the STC meeting of the 14 April 2005 be accepted as a true record.

**Carried Unanimously**

## **2. MATTERS ARISING FROM THE STC MEETING OF THE 14 APRIL 2005**

**Page 5, Item 5 (Panels of Inquiry/Working Groups – Canopy Handling).** The Chairman reported the new Grading System for JM, CH & CP was now in place and had generally been well received. He stated that any CCIs who have any queries or problems regarding the system should contact the office. The office had already received a lot of applications using the new system, which came into force on the 1<sup>st</sup> June. The office had also received a large number of Coach applications.

**Page 6, Item 6 (Proposed changes to AFF Instructor ratings).** The Chairman advised those present that following on from the proposal at the last meeting, the Technical Officer had arranged a meeting of a large number of current AFF Instructors, in July, to discuss a number of suggestions regarding the 'way forward' with regard to AFF Instructor ratings.

**Page 7, Item 7 (Proposed New DZ/PLA).** The Chairman reported that at the last meeting, when Dave Wood's new DZ/PLA in Cornwall was approved, it was stated that the operation would not commence until March 2006. However, it was Dave's intention to operate for a short while in August this year, prior to the official opening next year.

**Page 12, Item 9 - A.O.B. (d).** At the last meeting it was stated that the Technical Officer had written to all CCIs and Club Operators sometime ago giving details of three Risk Assessment seminars, the first of which was scheduled for the 7<sup>th</sup> June. This had now been cancelled, due to the poor response. The Chairman stated that CCIs are strongly urged to attend, or be represented at one of the remaining two seminars, which are arranged for the 23<sup>rd</sup> August and the 18<sup>th</sup> October. The Chairman stated that it is likely that Risk Assessments will be a requirement in the near future and it is in Club's interests to ensure that they are carried out correctly.

**Page 13, Item 9 - A.O.B. (e).** At the last meeting a proposal from Steve Jelf was narrowly agreed (4 votes for including a proxy, 3 votes against and 7 abstentions), for Rab Lundie to be given his CSI and Tandem Instructor ratings back. The Chairman reported that at the Council meeting of the 19<sup>th</sup> April, Council did not ratify this item in the STC minutes and requested that STC re-consider it.

In the meantime, the Chairman stated that he had spoken to both Steve Jelf and Rab Lundie and Steve had submitted a revised proposal, which had been circulated to CCIs. The revised request is that Rab be permitted to attend a CSBI course, take the CSI written examination and if the Examiners feel it appropriate, Rab be awarded a CSI rating. Also, that he be permitted to attend a Tandem Instructor course and make the number of jumps that the Examiners feel appropriate on the course.

Following discussion, it was proposed by Steve Jelf (proxy) and seconded by John Page that the above request be permitted.

**Carried Unanimously**

## **3. MINUTES AND MATTERS ARISING FROM THE RIGGERS SUB-COMMITTEE MEETING OF THE 14 APRIL 2005**

Paul Applegate advised the Committee 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 14 April 2005 be accepted as a true record.

**Carried Unanimously**

Paul gave the meeting details of that evening' s meeting and stated that the Committee had discussed and accepted the ' Telesis 3' container system for Student S/L use.

It was proposed by Paul Applegate and seconded by Pete Sizer that the above equipment be accepted.

**Carried Unanimously**

Paul Applegate stated that the Committee had also discussed the issue of relatively inexperienced jumpers buying their first set of equipment through Internet sites such as Ebay and newsgroups, which was not suitable for their level of experience.

A number of CCI's present also expressed their concern with regard to this issue and a number of cases were highlighted where CCI's have had to prevent someone from jumping their own equipment because it was unsuitable. During the discussion, it was felt that CCI' s were doing all they could to police this situation but if it was not continually monitored it was felt that further problems may occur.

Dave Emerson suggested that STC should consider a system for wing loading, which could become a standard guide for less experienced jumpers. This would also assist CCI's.

The Chairman asked Dave Emerson if he would be willing to draft a proposal after liaising with other CCI's for consideration by STC. He suggested that perhaps some more thought was needed with regard to this, as CCI' s have had similar discussions in the past.

**4. FATALITY – NORTH WEST PARACHUTE CENTRE**

The Chairman stated that this item was scheduled as item 5 on the agenda, which had been circulated to CCI's. Therefore, some items would be slightly out of sequence.

The Chairman reported that unfortunately a fatal accident occurred at the North West Parachute Centre on the 21<sup>st</sup> May. The parachutist was Peter Shaw, a 74 year old experienced parachutist with in excess of 1,000 descents.

A Board of Inquiry Report resume had been circulated to CCI's prior to the meeting. He stated that the Board Report, including the Conclusions needed to be accepted by STC.

At approximately 10:50 hrs on Saturday 21<sup>st</sup> May 2005, Peter Shaw boarded a PAC 750XL aircraft along with fifteen other parachutists, which was to be the first parachuting lift of the day.

The aircraft climbed to approximately 13,000 ft AGL and ' ran in ' above the PLA. When the aircraft was at the approximate ' exit point ' the parachutists started to exit the aircraft. Peter was first to exit, followed approximately six seconds later by another ' solo ' parachutist. They were then followed at short intervals by five groups of three parachutists, being five Tandem Instructors, their Student Parachutists and video-men.

Peter was not observed in freefall, but all other parachutists were seen to deploy their parachutes at normal heights.

Once it was realised a parachutist was missing, a search was instigated. The aircraft also took off with an instructor on board in an effort to locate Peter. He was located, from the

air, approximately 0.9 miles to the north of the landing area. Both Peter' s parachutes were seen to be out and lying near him.

A Board of Inquiry was immediately formed and consisted of the NCSO and the Technical Officer.

The Conclusions of the Board are that the initial part of Peter' s free fall descent was probably uneventful. However, he failed to deploy his main parachute at the correct height (between 2,000 – 3,000ft AGL). The Board believes that for some unknown reason Peter lost altitude awareness, even though he had an audible altimeter, which had been set at approximately 2,500ft, and deployed his main parachute at a low altitude, probably below 1,000ft AGL, and as, or shortly after his main parachute deployed his AAD activated, resulting in the reserve parachute deploying.

Peter may have tried to control the main parachute, as the steering toggles had been removed from their keepers. The Board believes that neither parachute became entangled with the other. However, it is likely that the descent rate had not slowed sufficiently, possibly because one, or both parachutes not being fully developed, which may have resulted in a heavy landing.

The Board noted that on a previous occasion, on jump number 929 on the 5<sup>th</sup> August 2001, a similar incident occurred, where Peter deployed his main parachute at a low altitude and his AAD fired at approximately the same time. On that occasion he cutaway is main parachute and landed safely under his reserve parachute. His (then) CCI decided that he would no longer be permitted to jump at that Club. However, the NWPC were aware of this, had monitored Peter on subsequent jumps. He had successfully completed 92 jumps since that incident.

It was proposed by David Hickling and seconded by John Page that the board of Inquiry Report including the Conclusions be accepted.

For: 11

Against: 0

Abstentions: 1

**Carried**

The TO advised those present that it was the usual practice following a Board of Inquiry that a Panel of Inquiry be instigated unless the Board recommends that there should not be one. In this instance, the Board did not believe that it was necessary to instigate a Panel of Inquiry, but felt it should be left to STC to decide if it was necessary.

Phil Cavanagh asked if a copy of his statement, which was part of the Board of Inquiry Report could be circulated to those present. The Chairman stated that he had no problem with this and a copy was duly circulated.

Phil Cavanagh stated that he had stopped Peter Shaw jumping from his Centre in 2001 following the previous AAD incident, and had brought this to the attention of STC at that time.

The Committee understood Phil' s concerns, however it was felt by those present that if Phil had felt so strongly that Peter should have been stopped from jumping at other Centres, there was a procedure in place, which he should have followed.

Phil advised those present that once he was aware that Peter had started jumping at NWPC, he had contacted the CCI to make him aware of the situation. The CCI advised STC that when Peter Shaw approached him to jump at his Club, he was satisfied that he was ok to jump following full inspection of his documents and medical records.

The Chairman advised those present that a letter had been received from Peter Shaw's family, stating that they were grateful that Peter had been permitted to continue jumping, which he read out to the meeting.

Following discussion, it was proposed by Dave Emerson and seconded by John Page that a Panel of Inquiry should not be instigated on this occasion. However, it should be reiterated that if a person is permanently banned from jumping at a particular Centre, and the CCI wishes that person to be 'grounded' at the other BPA Clubs. The CCI should bring a proposal to STC, as per the requirements of the Operations Manual.

**Carried Unanimously**

## **5. INCIDENT/INJURY REPORTS - RESUME**

- i) There had been 22 Student injury reports received since the last meeting. 13 male and 9 female. One of the reports involved a Student who got an insect in her eye on exit. Another involved a Student spraining her ankle walking back from her jump. The rest of the reports were landing injuries. All under ram-air canopies.
- ii) There had been 13 injury reports received for 'A' Certificate parachutists and above. 9 male and 4 female.
- iii) Since the last meeting there had been 8 Student Parachutist Malfunctions/Deployment Problems reported. 7 male & 1 female.
- iv) There had been 36 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 30 male and 6 female.
- v) There had been 7 Tandem Malfunction/Deployment Problem reports received since the last meeting. Three were to candidates on a Tandem Instructor course. Two of the candidates were not permitted to carry on with the course, as they had completed the incorrect drills, the other sustained a damaged canopy. One of the other reports involved a malfunction on the main and when the reserve deployed a cascade brake line hooked on the shoulder of the screw end of a 'double L' connector. This took a bit of prizing off. This incident had been discussed by Riggers that evening. One report involved a Student's trainer falling off once the canopy had opened. 5 Injury reports have been received since the last meeting, 3 minor injuries and 2 broken ankles.
- vi) Several reports had been received of AAD firings. The first involved a 'double' firing of both an AFF Student and his Instructor. This was a Level 4 jump. The Student became unstable in a flat spin. The instructor made several attempts to catch the Student, eventually deploying the Student's main canopy below 2,000ft. Shortly after, the Student's reserve was activated by the AAD. After the instructor deployed the Student's canopy, he deployed his own main, shortly after, his reserve activated. Both jumpers landed safely. The Chairman advised STC that the Instructor concerned was present that evening. He stated that following this incident, the instructor concerned had been grounded by his Centre until his CCI had discussed this incident thoroughly with him.

The second incident involved a jumper with 306 jumps who deployed very low after fumbling for his toggle. Shortly after his main deployed his Cypres activated. The CCI concerned was able to provide STC with further details of this incident.

The third incident involved an 'A' Certificate jumper with 29 jumps, who was carrying out a Level 5 type jump. The parachutist got into a spin, which was stopped by the instructor and then failed to react to pull signals, which were given at 5,000ft and 3,000ft. The Student made no attempt to pull and his Cypres activated. The CCI concerned was able to provide STC with further details of this incident.

The final Cypres fire was inside a descending aircraft. The door was closed and the aircraft landed without problem.

- vii) A report had been received of a Display Misfire. A parachutist jumping a flag with a weight on the end of a line, only just made the arena and the weight struck the back of a member of the public. The person was taken to hospital, but was not believed to be badly hurt. This had highlighted the need to carry out thorough risk assessments prior to completing displays. Though a risk assessment had been carried out by the Team. All display teams have been written to reminding them of the importance of attending the Display Team Risk Assessment Seminar at the BPA offices on the 19<sup>th</sup> July.
- viii) Five reports had been received of 'off landings' all at clubs, including a Tandem.
- ix) Three reports had been received where parachutists have had problems during Canopy Formations.
- x) One report had been received where a parachutist had to jettison his skysurfing board, because the foot binding came loose, or broke. It landed in a safe area.

## 6. **PANELS OF INQUIRY**

The Chairman asked that all observers leave the meeting room, with the exception of those concerned, while this item was in progress.

### a). **Cessna 208B Suspected Irregularities**

The above Panel of Inquiry Report had been previously distributed to CCIs in advance. This Panel had been instigated at the request of STC.

Kieran Brady chaired the Board and the other two members were Nick Johnston and Barrie Buck. The Chairman stated that the Report, including the Panel's Findings, Conclusions, Observations and their 'Recommendations', need to be voted on by STC. The Recommendations are:

#### 'Recommendations

Based on the repetitiveness of the breaches of Section 9 of the BPA Operations Manual in the recent past the Panel recommends that all centres should be written to by the BPA office requesting they make comparisons between their operation, together with the CAA P&E and aircraft Flight Manuals/Supplements. This should then be receipted back to the BPA Office within a pre-determined time confirming they are operating in conformity.'

The Chairman reported that an e-mail had been received from the Club Chief Pilot, who was unable to attend the meeting, requesting that a number of points be passed on to the meeting. These points were discussed by those present.

John Horne was also present at the meeting and was representing the Club Chief Pilot concerned. John raised a number of comments with regard to the Panel Report and he commented on a letter sent to the BPA Chairman from the Club's Vice Chairman.

David Hickling stated that he would be voting against the report, although he stated that he supported the recommendations. This was on the basis of the fact that it was his understanding that the Panel Report had not been seen by all the Panel members prior to the Report being distributed to Clubs.

The Chairman asked Barrie Buck if he had seen a copy of the Report prior to its distribution. Barrie replied that he had not seen a copy of the report because although this had been sent to him by the Technical Officer, he had been unable to download the report. The Chairman then asked Barrie if he agreed to the Panel Report and its recommendations to which he replied that he did.

Following further consideration, it was proposed by Kieran Brady and seconded by Phil Cavanagh that the Panel of Inquiry Report be accepted, including the Recommendations.

For: 8                      Against: 1                      Abstentions: 3

**Carried**

The Chairman thanked the Panel members for the work they had carried out on this Panel.

b). **Panel of Inquiry Following the Board of Inquiry into the Death of Peter Leighton-Woodruff**

The Chairman advised those present that the Panel had now completed its Report. However, at the request of two Instructors at the Club it will not be presented to STC until the next meeting. This was to enable them to prepare their representations.

**7. PROPOSED AMENDMENTS TO THE BPA OPERATIONS MANUAL**

A paper from the Technical Officer had been circulated with the agenda, detailing two suggested amendments to the BPA Operations Manual.

The Committee was advised that when the Operations Manual was changed at the last STC meeting, the paragraph below was not included, by mistake. It previously stated that: *'All briefs/lessons for progression and equipment conversions, up to 'B' Certificate (Red) must be given by at least a CSBI and should be entered in the parachutist's log, dated and signed by the instructor.'* As a number of Grading briefs that take place for parachutists below 'B' Certificate are carried out by coaches, this rule needed changing.

Therefore, it was suggested that the paragraph be amended to read:

**Section 2, Para 4.8.5. N.B.(6) change to read:**

*N.B.(6) All briefs/lessons for progression and equipment conversions, up to 'B' Certificate (Red) must be given by at least a CSBI, other than some Grading System briefs which may be given by suitably qualified coaches (see Paragraph*

6, below). These briefs/lessons should be entered in the parachutist's log, dated and signed by the instructor/coach.

Also, at the last STC meeting it was agreed that FAI 'A' Certificate (Red) parachutists and above could carry out flight line checks provided they had JM1. Therefore, the current Operations Manual requirement referring to parachutists checking each other out is unclear, which states that: 'FAI 'B' Certificate (Red) parachutists and above may check each other'.

Therefore, it was suggested that the paragraph be amended to read:

**Section 1, Para 4.1.3. change to read:**

4.1.3. FAI 'A' Certificate (Red) parachutists and above (see Section 2 - Designation and Classification of Parachutists) may check each other, provided they are JM1 qualified. It is the responsibility of the Jumpmaster to ensure that these checks have been carried out.

It was proposed by John Page and seconded by Stuart Meacock that the above suggested proposed changes to the BPA Operations Manual be accepted.

**Carried Unanimously**

The Chairman also reported that a typing error had also be discovered in **Section 2, Paragraph 6, Sub-para 6.1.N.B(2)**, where should read JM1 and not 'CH1' as printed.

Therefore, the paragraph would be amended to read:

*N.B.(2) Holders of JM1 may not act as jumpmaster until an FAI 'B' Certificate has been obtained.*

**8. INSTRUCTOR COURSES**

There had been three Instructor Courses since the last meeting. The reports from the first two Courses had been circulated with the agenda:

- a). The first was a Tandem and AFF Course, held at Target Skysports, Hibaldstow, from the 25<sup>th</sup> – 29<sup>th</sup> April. The Association wished to thank the Centre for hosting the course. Three AFF Instructor candidates and 4 Tandem Instructor candidates were successful. The report was for information only.
- b). The second Course (2/2005) was held at Skydive Strathallan. The Association was grateful to the Club for hosting the course.

There were two recommendations that need to be voted on:

'That Tim De Souza and Tim Carter be given six month extensions to their CSBI ratings'.

It was proposed by Pete Sizer and seconded by Rob Noble-Nesbitt that the above Recommendation be accepted.

**Carried Unanimously**



- c). The third Instructor Course had taken place this week at North London Parachute Centre, Chatteris, and was a Tandem and AFF Course. The BPA wished to thank the Centre for hosting the Course. Because of the good weather the course finished early. The report had been circulated to those present and was for information only.

## 9. PERMISSIONS

- a). A letter from Dennis Buchanan had been circulated with the agenda requesting that Paul Hart, a 57 year old, to given permission to attend a RAPS static line course and if successful be permitted to jump. The Committee was advised that Mr Hart was very fit and is a current cyclist with a local club.

Following discussion, it was proposed by Dennis Buchanan and seconded by David Hickling that the above permission be accepted.

For: 9                      Against: 2                      Abstentions: 1

**Carried**

- b). Letters from Nigel Allen and Harvey Rutt had been circulated with the agenda requesting permission for Professor Rutt, a 58 year old, to given permission to attend a RAPS static line course and if successful be permitted to jump. The Committee was informed that Professor Rutt holds a current PPL and is also a scuba diver and mountaineer.

It was proposed by Nigel Allen (proxy) and seconded by David Hickling that the above permission be accepted.

For: 11 (incl. 1 by proxy)      Against: 2                      Abstentions: 0

**Carried**

- c). A letter from Jm White had been circulated to CCIs in advance of the meeting requesting a permission against the 'ram-air' reserve rule for displays. This is for a water display for the 'Saints' display team. It was pointed out that STC had given permission against this rule on a number of occasions in the past for this team at this display.

It was proposed by Jm White (proxy) and seconded by Kieran Brady that the above permission be accepted.

For: 12 (incl. 1 by proxy)      Against: 0                      Abstentions: 1

**Carried**

- d). A letter from Steve Thomas, on behalf of Barrie Buck, had been circulated to CCIs in advanced of the meeting requesting that RAF Brize Norton be given permission to be used for Tandem descents on the 9<sup>th</sup> July 2005. Permission was given last year for Tandem descents to take place on a specific day in July and in 2001

during the Foot and Mouth crisis. Barrie Buck provided the meeting with further details of this request.

It was proposed by Barrie Buck and seconded by Dave Emerson that the above permission be accepted.

**Carried Unanimously**

**10. A.O.B**

- a). A request had been received from Ian Marshall, a copy of which had been circulated to those present, of the Paramount Display Team, for his team members to jump into a display using 'Traditional' (front and back) equipment. He therefore needed permission against the operations Manual requirement (Section 13, paras 4.2. & 4.3), for ram-air reserves and AADs. Ian provided the meeting with further details of this request.

It was proposed by Dave Emerson and seconded by John Page that the above request be accepted.

For: 11

Against: 0

Abstentions: 1

**Carried**

- b). Circulated to those present was a letter from Pete Sizer requesting further extensions (until the November CSI Course) to the CSBI ratings of: Rob Oakley, Richard Wiggins and James Wilson. All three gained their CSBI ratings in November 2003. Pete advised the meeting that they have all been actively working with Students, but have not spent sufficient time in the classroom to be recommended for a Course up until now. Pete Sizer gave the meeting further details of this request.

Following discussion, it was proposed by Pete Sizer and seconded by Kieran Brady that the above permission be accepted.

**Carried Unanimously**

Date of next Meeting; Thursday 11 August 2005  
At 7 p.m.  
At the BPA offices.

Issued:  
10 June 2005

**Distribution**

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