

**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 1 DECEMBER 2005**

**Present:**

|                                       |   |                            |
|---------------------------------------|---|----------------------------|
| John Hitchen                          | - | Chairman STC               |
| Kieran Brady                          | - | Skydive Strathallan        |
| Tony Knight                           | - | UK Parachuting             |
| Pat Walters                           | - | Tilstock                   |
| John Page                             | - | Skydive London             |
| Paul Hollow                           | - | Target Skysports           |
| Steve Thomas                          | - | Cyprus                     |
| Phil Cavanagh                         | - | Black Knights              |
| Mike Bolton                           | - | LPS                        |
| Pete Sizer                            | - | Headcorn                   |
| Mike Carruthers                       | - | NWPC                       |
| Stuart Meacock                        | - | PPC                        |
| David Hickling                        | - | BPS, Langar                |
| Ian Rosenvinge ( <i>From Item 4</i> ) | - | Peterlee                   |
| Paul Applegate                        | - | Chairman Riggers Committee |

**Apologies:** Mike Rust, Dennis Buchannan (Mike Carruthers represented Dennis at the meeting), Jim White, Nigel Allen, Steve Jelf, Andy Guest.

**In Attendance:**

|              |   |                      |
|--------------|---|----------------------|
| Tony Butler  | - | Technical Officer    |
| Tony Goodman | - | Council              |
| Trudy Kemp   | - | Assistant to NCSO/TO |

**Observers:** Dave Major, Colin Fitzmaurice, Andy Hale, Martin Harris, Jeff Illidge, Rick Boardman, Phill Elston, Neil Stokes, Mike Westwood, Nikki Wilkins, Angela Hickling.

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**ITEM**

1. **MINUTES OF THE STC MEETING OF THE 6 OCTOBER 2005**

**Page 2, Item 3 – Minutes and Matters Arising from the Riggers Sub-Committee Meeting of the 11 August 2005.** It was pointed out to those present that on the second paragraph of this item, the previous Minutes stated that: “The Committee had accepted the use of a Tandem Atom container for Student use”. This should have read: “The Committee had accepted the use of an Atom container for Student use”.

**Page 3, Item 3 – Minutes and Matters Arising from the Riggers Sub-Committee Meeting of the 11 August 2005.** With regard to the item concerning the Safety Information Bulletin issued concerning the 3-ring failure, which occurred on a NEXT Tandem system. The Minutes stated: “that it is the manufacturers opinion that ‘Collins’ lanyards should be fitted to NEXT Tandem rigs”. The Minutes should state: “that it is the manufacturers opinion that ‘Collins’ lanyards **could** be fitted to Next Tandem rigs”.

**Page 3, Item 4 – Incident/Injury Reports – Resume (ii).** At the previous meeting an incident was reported of a CCI who dislocated his shoulder trying to stop a spinning AFF Student. The CCI concerned was present that evening and pointed out that the minutes stated that he could not deploy his main and had to use his reserve. He stated that this was not the case and in fact he did deploy his main and did not use his reserve.

It was proposed by John Page and seconded by Paul Hollow that the Minutes of the STC Meeting of the 6 October 2005 with the above stated amendments be accepted as a true record.

**Carried Unanimously**

**2. MATTERS ARISING FROM THE STC MEETING OF THE 6 OCTOBER 2005**

**Page 3, Item 3 – Riggers Minutes.** The 3-ring failure on a Next Tandem system would be covered under the next item on the agenda (Riggers Minutes).

**3. MINUTES AND MATTERS ARISING FROM THE RIGGERS SUB-COMMITTEE MEETING OF THE 6 OCTOBER 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 Pat Walters that the Minutes of the Riggers Sub-Committee Meeting of the 6 October 2005 be accepted as a true record.

**Carried Unanimously**

The Committee was advised that Paul Applegate had been unable to attend the Riggers Meeting that evening as he had been unavoidably delayed in traffic. Therefore in his absence, the Riggers meeting had been chaired by the Chairman of STC.

The Chairman of STC gave details of that evenings meeting and stated that the Committee had discussed the incident relating to the 3-ring failure, which occurred on a NEXT Tandem system on the 18<sup>th</sup> September. He stated that it had been his intention to arrange to have some tests carried out on the 3 ring in question at a local university. However, they had backed out of carrying out any tests at the last minute. He stated that the video of the incident had been shown to other Tandem Examiners and Tandem Instructors.

The Chairman of STC stated that in his opinion the three-ring release failed due to a hard, possibly out of sequence opening. The 3-ring release was shown to be assembled correctly, and in-line throughout the freefall part of the descent, certainly until the drogue release was operated. He stated that he believed that on deployment or during the deployment the RSL shackle/ring or bridle passed over the 3-ring release and somehow got jammed or trapped between two of the rings, as the 3-ring system came under tension. It was observed on the video that during freefall the RSL bridle occasionally passed over the 3-ring assembly.

The Chairman of STC advised those present that Paul Hollow had written a letter to him supporting this opinion.

Following further discussion on this matter, it was felt by those present that they could reach no final conclusion other than what the Chairman had already stated and that they had gone as far as they could go on this matter.

The Chairman of STC advised those present that the Riggers Committee had also discussed a packing incident that evening where it was found that a main canopy had been packed as a reserve on a number of occasions.

The Committee had felt this was a serious incident and Paul Applegate had agreed to investigate this incident further, together with another Advanced Rigger.

It was felt that packers should be aware that what they are packing is actually a reserve and not a main parachute.

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

- i) There had been 10 Student injury reports received since the last meeting. 4 male and 6 female. 9 on ram-air canopies and 1 on a round canopy.
- ii) There had been 1 injury report received for a male 'A' Certificate or above parachutist.
- iii) Since the last meeting there had been 6 Student Parachutist Malfunctions/Deployment Problems reported. 5 male and 1 female. All using ram-air canopies. One involved an AFF Level 1 Student who had a bag lock. The Student made no attempt to carry out his reserve drills. The AFF instructor cutaway the Student's main and deployed his reserve.
- iv) There had been 17 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. All male.
- v) There had been 5 Tandem Malfunction/Deployment Problem reports received since the last meeting. One was where a Student grabbed the instructor's left arm shortly after exit, which resulted in a head-down position as the drogue deployed. The drogue fouled the Student's wrist. The reserve was deployed at approximately 11,000ft. There had also been 3 Injury reports received since the last meeting; one involved a low turn, causing possible ligament damage to the Student's knee. The instructor has been disciplined by his CCI.

The next item was held 'in camera' and all observers were asked to leave the meeting room.

- vi) The Chairman advised those present that there had been two reports received of AAD firings. The first involved an inexperienced parachutist with 111 jumps who was carrying out a RAPS freefall jump, she lost altitude awareness and deployed her main canopy low, shortly after the FXC fired and her reserve was deployed. She landed under two canopies. She was still under radio instruction and appeared not to respond to instructions to check her canopy. This resulted in the Student being permanently grounded at her club and a copy of an e-mail detailing the incident being sent to all other clubs. The Student concerned and her CCI were present at the meeting.

The CCI concerned gave the Committee some background information regarding the Student concerned and also details of the jump, which had resulted in her being grounded at his Centre.

The Student concerned had produced a written account of the jump in question, which the Chairman then read out to the meeting.

The CCI and Student concerned were then able to answer any relevant questions posed by the Committee.

The Student concerned was then asked to leave the meeting room, whilst STC made their deliberations. The CCI was then able to answer further questions from the Committee. He was then asked to leave the meeting room whilst STC further considered this matter.

There ensued a lengthy discussion regarding this matter where CCIs considered a number of options relating to the best course of action to take with regard to the Student concerned.

Following which it was decided by those present that the Student concerned has her log book endorsed by her CCI with regard to her being grounded at his Centre and that a letter is sent to all CCI's advising them of what action has been taken with regard to this Student.

The Student concerned was then invited back to the meeting where she was advised of STC's decision. The Chairman asked her if she was in agreement to let her CCI have her log book for endorsement, to which she replied that she was.

All observers were invited to return to the meeting and the Chairman continued with the Incident Reports resume.

The Chairman stated that the second report relating to AAD firings involved a Category 8 parachutist, with 25 jumps. Who deployed her main canopy low, at about 800ft. Her Cypres also fired. It appears that initially only the reserve pilot chute and free-bag deployed. However, when she turned into wind at approximately 300-400ft, the reserve opened into a side-by-side configuration. She was then seen to cutaway her main at about house height. She was taken to hospital with back pain.

- vii) One report had been received of a display misfire. An out landing, where the parachutist landed down wind, fracturing his pelvis.
- viii) Seven reports had been received of 'off landings' at clubs. Two involved Tandem descents. One other involved a parachutist jumping a wing suit.
- ix) Three reports had been received of falling objects. Two involved helmets coming off and one involved a packing weight falling from a container upon deployment. This had been inadvertently packed into the container. The club no longer uses weights and the packer had been disciplined.
- x) Two reports had been received involving aircraft. One involved the nose wheel of a Cessna 206 collapsing upon landing. The other the tail wheel of a Dornier detaching whilst the aircraft was taxiing.

## **5. APPROVAL OF THE FREEFLY (FF) PROGRESSION MANUAL & FF COACH APPLICATION FORM**

A Draft copy of the BPA Freefly Progression Manual had been circulated to CCIs with the agenda, along with a draft copy of the FF Coach application form.

The Chairman stated that both the Manual and the FF Coach qualifications would need STC approval.

Following some discussion, a couple of additions to the Manual were agreed to by those present.

It was proposed by Paul Hollow and seconded by John Page that the Freefly (FF) Progression Manual be approved with a number of additions as discussed.

**Carried Unanimously**

It was proposed by Stuart Meacock and seconded by Paul Hollow that the FF Coach Application form (BPA Form 134D), including the coaching qualifications requirements be approved.

**Carried Unanimously**

The Committee expressed its thanks to those involved in writing the Freely Manual, in particular Paul Floyd Jnr.

## **6. OPERATIONS MANUAL UPDATES**

The Chairman advised those present that a letter from David Hickling, together with a paper from the Technical Officer had been circulated with the agenda, requesting a number of changes to the Operations Manual regarding AFF parachuting.

David Hickling had requested that it be an option for BPS Langar to teach tracking on AFF Level 5. This had previously been an option on Level 4, but was removed from level 4 at the STC meeting of the 11 August 2005, along with 'solo exits', as it was felt solo exits should not be an option on level 4. The option of 'solo exit' was then put into Level 5. However, the option of 'tracking' inadvertently was not.

The TO had suggested that the Operations Manual is amended, so that tracking is an option on Level 5 for all, as was the original rule.

The TO also stated that some instructors teach AFF Students to 'wave off' from jump one, as the signal to pull. The TO has therefore suggested that the Operations Manual reflects this as an option. He had also suggested that 'dive exits' be taken out of the list of options, as some instructors teach a dive type exit from level 1, depending on the type of aircraft.

It was proposed by Pete Sizer and seconded by David Hickling that the above proposed amendments to the BPA Operations Manual be accepted.

**Carried Unanimously**

Also, the TO, in his paper, felt that Section 11 (Medical), Paragraph 2.1. of the BPA Operation Manual needed clarifying, as following the last STC meeting, where a request had been received for a person over 55 to make an AFF jump, a CCI had queried the meaning of the current paragraph, which states:

*'No person over the age of 55 years will be accepted for parachute training, other than Student Tandem Parachutists, where higher ages may be acceptable, without the permission of the STC. Exceptions to this may be permitted if the person has previous recorded parachute experience, (not to include Student Tandem Parachutist descents).'*

The TO had suggested, that for clarity, the paragraph should be changed to read:

*'No person over the age of 55 years will be accepted for parachute training, other than Student Tandem Parachutists, where higher ages may be acceptable. Exceptions to this may be permitted if the person has previous recorded parachute experience, (not to include Student Tandem Parachutist descents), or has permission of the STC.'*

It was proposed by Pete Sizer and seconded by Phil Cavanagh that the above proposed amendment to the BPA Operations Manual be accepted.

For: 11

Against: 1 (John Page)

Abstentions: 0

**Carried**

## 7. INSTRUCTOR COURSES

The Chairman advised those present that there had had been 2 Instructor Course held since the last meeting.

### a. AFF/Tandem Instructor Course

This course took place at North London Parachute Centre, Chatteris, from the 17 –20 October. The Association wished to thank the Club for hosting the course.

As there was a recommendation in the report, this required acceptance from STC. The recommendation states:

The Examiners on the Course felt that the unsuccessful candidate on the Tandem Instructor Course, who had also been unsuccessful on a previous course, is not suitable to be a Tandem Instructor.

It was proposed by Paul Hollow and seconded by Stuart Meacock that the Course Report, including the Recommendation be accepted.

For: 11            Against: 0            Abstention: 1 (Ian Rosenvinge)

**Carried**

### b. Instructor Course 4/2005 was held at Headcorn Parachute Club, from the 14 - 23 November. The Association would like to thank the centre for hosting the course.

The were two recommendations from the Course which required STC ratification:

a. That Chris Wood, Richard Wiggins and Steve Lambert be given six-month extensions to their Category System Basic Instructor ratings.

b. That a Pre-Advanced Instructor Assessment Course candidate who has been recommended to attend an Advanced Instructor Course must attend that course within 18 months.

It was proposed by John Page and seconded by Kieran Brady that the above recommendations be accepted.

**Carried Unanimously**

The Chairman advised those present that the Examiners have felt that the ‘open book’ written examination currently used on the Basic Instructor Course has given little indication of a candidate’s knowledge of the BPA Operations Manual and it has therefore been decided that in the future the BI candidates will be given a ‘closed book’ written examination, similar the CSI candidates.

## 8. PERMISSIONS

a) Circulated to those present was a letter from Stuart Meacock requesting the reinstatement of Neil Stokes’ AFF instructor rating, which expired on the 31<sup>st</sup> March 2005. The Committee was advised that Neil had been an AFF Instructor at Sibson for several years and had kept his rating current during that time. Although Neil had renewed his BPA membership in April, because he was not at his regular DZ he did not renew his AFF rating.

It was proposed by Stuart Meacock and seconded by Kieran Brady that the above permission be accepted, with the proviso that the application should be signed by the CCI and an Examiner.

**Carried Unanimously**

- b) Circulated to those present was a letter from Steve Jelf requesting permission for Ian MacAuliffe to attend a Tandem Instructor Course for re-evaluation for his Tandem Instructor rating. The Committee was advised that Ian had gained his CSI and Tandem Instructors ratings in 2000, but due to a minor back injury he decided not to renew his Tandem rating in April 04. Ian had now fully recovered and fit to resume Tandem parachuting. He had completed over 2000 jumps and 200 Tandem descents.

Following some discussion on this matter, it was proposed by Paul Hollow and seconded by Pete Sizer that the above permission be accepted, with the proviso that Ian MacAuliffe obtains a new BPA Tandem Instructor Medical Certificate before attending a Tandem Instructor Course.

**Carried Unanimously**

- c) Circulated to those present was a letter from David Hickling requesting permission for John Hutchingon aged 58 to carry out RAPS training and if suitable jump.

The Technical Officer reminded those present of the comments by the BPA Medical Advisor at the previous meeting when STC were considering a similar request that the person concerned should present themselves to the Committee to STC. He stated however, that there had been no proposal received to change the current rules regarding this).

A number of comments were made by those present with regard to the training of Students over the age of 55. It was agreed by those present that this matter be put on the main agenda for the next meeting, and that anyone who wishes to comment, should send them in writing so that they may be distributed with the agenda.

It was proposed by David Hickling and seconded by Tony Knight that the above request be accepted.

For: 5

Against: 6

Abstentions: 1

**Not Carried**

## **9. AAIB REPORT – DUNKESWELL AIRCRAFT CRASH**

The Chairman advised those present that the AAIB report into the Dunkeswell crash had now been published. He stated that a number of recommendations have been made by the AAIB, which require BPA consideration. These recommendations would be the subject of a BPA Working Group, which had been initially formed, prior to the accident, to consider the qualifications to be a Club Chief Pilot (CCP) and Pilot Examiner, and to re-write the Pilots' Manual. Tony Knight is chairing the Working Group, which held a meeting this afternoon.

Tony Knight advised those present that he would be reporting on this meeting in due Course and he stated that he envisaged a considerable amount of work involved and it was the intention that the Working Group would report to STC as they progressed rather than having one long report at the end. He then gave the Committee details of the AAIB recommendations.

The recommendations made in the AAIB report relevant to the BPA are:

- i) It is recommended that the Civil Aviation Authority, in consultation with the British Parachute Association, review their oversight of Parachute Schools, to ensure that the procedure currently in place adequately addresses its original intent, ie the establishment and maintenance of the highest reasonable standards of operation of such schools, including the operational standards for the aircraft and pilots engaged in parachuting operations. (AAIB Safety Recommendation 2005-041).
- ii) It is recommended that the British Parachute Association revise sections of the Operations Manual relating to the operation of parachuting aircraft, with the intention of clarifying the flying syllabus and test syllabus required to qualify as a parachute pilot. (AAIB Safety Recommendation 2005-042).
- iii) It is recommended that the British Parachute Association review the contents of the Pilots Information Manual to ensure that all information contained is accurate, presented clearly in a professional manner and that a procedure is adopted to ensure that any future changes are promulgated expeditiously to all member clubs. (AAIB Safety Recommendation 2005-040).
- iv) It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider issuing a requirement for appropriate energy attenuating material to be installed as flooring in aircraft engaged in parachuting operations, where the occupants are required to be seated on the floor. (AAIB Safety Recommendation 2005-043).
- v) It is recommended that the British Parachute Association include specific advice in their Manuals detailing emergency situations, in aircraft engaged in parachuting operations, concerning when conjoined tandem jumpers should separate from each other. (AAIB Safety Recommendation 2005-044).
- vi) It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider the practicality of installing appropriate restraint systems for parachutists in all aircraft engaged in parachuting operations. (AAIB Safety Recommendation 2005-045).
- vii) It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, establish an appropriate 'brace' position for each seating position on aircraft engaged in parachuting operations. (AAIB Safety Recommendation 2005-060).
- viii) It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority and the European Aviation Safety Agency, conduct a review of cabin interiors on aircraft engaged in parachuting operations with regard to improving their crashworthiness. (AAIB Safety Recommendation 2005-061).

## 10. A.O.B

- a) The Chairman reported that a letter had been received from an Advanced Instructor regarding a picture on page 68 of the April magazine, of a Tandem descent at a BPA Centre, where a camera is pictured on the front of the Tandem Student. The CCI of the Centre concerned had stated he was unaware that the Tandem Instructor concerned had fitted a camera to the Tandem harness. The picture was possibly a year old by the time it appeared in the BPA magazine. He had subsequently stopped the instructor from carrying out Tandem descents at his Centre and will review his decision in the near future.



