

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 3 AUGUST 2006

<u>Present:</u>	John Hitchen	-	Chairman STC
	Kieran Brady	-	Skydive Strathallan
	Pat Walters	-	Tilstock
	Phil Cavanagh	-	BKPC
	Dave Hickling	-	BPS, Langar
	Steve Scott	-	Skydive Weston
	Nigel Allen	-	APA/JSPC (N)
	Jason Thompson	-	UK Parachuting
	Doug Peacock	-	Hinton Skydiving
	Mike Rust	-	NLPC
	Stuart Meacock	-	PPC
	Andy Montriou	-	Skydive Jersey
	Paul Hollow	-	Target Skysports
	John Page	-	Skydive London

Apologies: Mick Nealis, Tony Knight, Dennis Buchanan, Dave Wood, Dane Kenny, Ian Roseninge, Steve Thomas, Pete Sizer, Mike Bolton, Dave Openshaw, Paul Applegate.

In Attendance: Tony Butler - Technical Officer
Trudy Kemp - Assistant to NCSO/TO

Observers: Colin Fitzmaurice, Jeff Illidge, Mark Harris, Jonathan Horne, Mark Bayada.

The Chairman of STC welcomed Doug Peacock to the meeting, the new CCI of Hinton Skydiving.

ITEM

1. MINUTES OF THE STC MEETING OF THE 1 JUNE 2006

It was proposed by Mike Rust and seconded by Paul Hollow that the Minutes of the STC Meeting of the 1 June 2006 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 1 JUNE 2006

Page 2, Item 2, Matters Arising – Skydive Jersey. The Chairman reported that this item had been discussed at length at the Council meeting of the 13th June. He stated that Council were not happy with the number of abstentions and some Council members had been concerned in the capacity of the boat being 7 persons when the capacity of the aircraft was 10 persons. The Chairman stated that Council had considered not ratifying this item, though they did in the end ratify the STC minutes including this item. However, Council had asked that STC address the issue more broadly by reviewing its policy on the number of places in parachuting aircraft and water-borne rescue craft of Centres operating near water.

The above issue generated some discussion. Mike Rust pointed out to those present that the high number of abstentions when CCIs voted on this proposal was partly due to the fact that the CCI of Skydive Jersey had not been able to be present at the meeting. Mike stated that CCIs had requested that Andy Montriou be present to enable him to answer any possible questions the Committee may have concerning his request.

Andy Montriou advised those present that whilst his Centre has a 7 placed boat and on occasions they may use a larger aircraft, Jersey itself has two inshore rescue boats. One is operated by the RNLI and one operated by the Fire Service. Andy stated that the Club has a letter from the Harbour Authority stating that at no time in the last 2/3 years, since they've had the two boats, have they both been called out on the one call at the same time. The Harbour Authority believed that they would be able to get to an incident in the bay adjacent to the PLA in 6 minutes. Andy stated that he believed that this would be as quick as they could get their own rescue boat there.

Andy advised those present that in the same letter the Harbour Authority had also indicated that in the event of an emergency they would put a call out on the marine emergency frequency and that normal practice in these circumstances is that every boat in the local area will attend to try and assist.

John Page commented that each Centre operating near water is going to have different situations and he felt that to put a hard and fast rule out there for each of these Centre's could actually impede their operations. He believed it would as is current practice, be better to view each Centre, on its own merit based on the BPA inspection that takes place there and any appropriate restrictions put in place.

Following further discussion on this matter, the general consensus of opinion of those present was that they agreed with John Page's comments. There appeared to be no strong feelings expressed by STC members on the BPA's current policy regarding this issue.

Page 4, Item 4, Fatality – Old Buckenham. The Chairman advised that the inquest into this fatality took place on the 7th July and the coroner record a verdict of suicide.

Page 6, Item 5, Incidents/Injuries – (iv). The Committee was advised that the parachutist, who was permanently grounded from parachuting at the last meeting, would be appealing to Council at their meeting of the 15th August.

Page 10, Item 9, A.O.B – (a). The TO and NCSO had inspected Lands End Airfield on the 4th July as an alternative DZ/PLA for the Cornish Parachute Club. It was agreed that the DZ/PLA may be used with the following provisos:

- a. The WDI must not travel more than 500metres from the centre of the PLA. If however the WDI were to land in the 'coned' on the map, to the north of the PLA, no Student parachuting will take place.
- b. Only one RAPS Student may be dispatched on a pass. (*Note: This will allow two AFF Students on a pass – e.g. a Level 4 or above and a consolidation Student*).
- c. All Students will wear a radio and a flotation aid.
- d. The jumpmaster must be at least a CSI, or a CSBI under direct supervision.
- e. Dave Wood will be present whenever Student parachuting is taking place.
- f. No step and strut aircraft (*such as a Cessna 172*) will be used for RAPS Students.

Page 10, Item 9, A.O.B – (b). The Chairman reported that Rob Noble-Nesbitt, on behalf of the TO and NCSO had inspected RAF Leuchars as an alternative DZ/PLA for Skydive St Andrews. It was agreed that the DZ/PLA may be used with the following provisos:

- a. The DZ/PLA may only be used for Tandem parachuting and by FAI 'C' Certificate (Red) parachutists or above.
- b. When the wind is from the north, and to a lesser extent the south, careful consideration is given to the wind strength and the exit point.
- c. Due to the nature of the aircraft activities at Leucher, it would be prudent not to commence a parachuting programme until sufficient time has elapsed to allow the high levels of turbulence created by these aircraft to disperse.
- d. As Eden Estuary is within 1,200 metres of the centre of the PLA, all parachutists must be equipped with suitable flotation aids. This includes both Tandem Instructors and their Students. Tandem Instructors will also carry a suitable knife, to cut the Student harness if required

3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 1 JUNE 2006

The Committee was advised that Paul Applegate had been unable to attend that evening's meeting. In his absence the Chairman of STC had chaired the meeting.

There being no matters arising from the previous Minutes, it was proposed by Pat Walters and seconded by Steve Scott that the Minutes of the Riggers Sub-Committee Meeting of the 1 June 2006 be accepted as a true record.

Carried Unanimously

The Chairman of STC advised the Committee that he had nothing to report from the Riggers Committee meeting held that evening.

4. INCIDENT/INJURY REPORTS - RESUME

The Chairman stated that over the past two months the weather had been extremely good and that this had been reflected in the high number of incident and injury reports received.

The Chairman advised those present that a number of serious injuries had been reported. The first involved a wing-suit jump for which a Board of Inquiry had been instigated. A Report Resume had been circulated with the revised agenda:

At approximately 10:25 hrs on Saturday 3rd June 2006, Terry Jones an experienced parachutist with 1043 jumps boarded a Dornier G-92 aircraft, in order to carry out a 'wing-suit' jump, along with fourteen other parachutists. Terry was jumping a 'Vampire' wing-suit.

The aircraft climbed to approximately 13,500 ft AGL and 'ran in' above the PLA. When the aircraft was at the approximate Exit Point, the parachutists started to exit the aircraft. Terry Jones was the last to exit.

Terry Jones was not observed in freefall, but all parachutists, including him were seen to deploy their parachute at various heights. Terry was observed to deploy his parachute at approximately 6-7,000ft AGL.

Terry Jones's landing was not observed. However, he was seen prior to landing, when he was at approximately 200ft AGL. He appeared to be heading crosswind, approximately 300 metres from the Target Area.

A parachutist who jumped on the following lift, and whilst still in the air under his parachute observed Terry Jones lying on a pathway and landed nearby in an effort to assist.

Because of the nature of Terry's injuries the Technical Officer and National Coach & Safety Officer were notified of a possible fatal accident. They immediately went to Sibson and instigated a Board of Injury.

The Conclusions of the Board are that the initial part of Terry's Jones's free fall descent was probably uneventful. He deployed his canopy at a high altitude, approximately 6-7,000ft AGL. That for an unknown reason he elected not to land in the target area (the landing pit), but set up for landing on one of the pathways crossing the PLA. Possibly because he may not have wanted to land in the crop, which was approximately one metre high.

His landing direction was almost 'downwind' on a rough, hard pathway, which also had a slope, running down, away from his direction of travel.

Terry Jones's feet were in the wing-suit booties, which may have prevented him from 'running off' the landing speed of the canopy. The Board believe the forward speed of the canopy resulted in him being thrown across hard uneven ground.

Terry sustained serious injuries from his impact with the ground.

The recommendation of the Board is that parachutists jumping 'wing-suits' should be aware of the possible landing problems that could occur if they do not release their feet from the wing-suit 'booties' prior to landing.

Stuart Meacock was able to give STC an update on Terry's condition, after which, the Committee asked Stuart to pass on STC's best wishes to Terry.

The second serious injury involved a experienced parachutist with over 1,200 jump, who made a front riser turn too close to the ground. He completed the turn, went for a full flare just prior to impact. He hit the ground with his knees and then cart wheeled forward. The jumper broke his femurs, his tib and fib and ankle. Dave Hickling was present an the meeting and was able to update STC on his condition, after which STC expressed their best wishes to the jumper concerned.

The third serious injury was to a Student parachutist who landed down wind, after failing to respond to radio instructions. She sustained spinal injuries. Nigel Allen was present at the meeting and was able to update STC on her condition, after which the Committee asked that Nigel pass on STC's best wishes to her.

The Chairman then continued with the incident/injury reports resume:

- i) There had been 35 Student injury reports received since the last meeting. 17 male and 18 female. Four of the injuries were on exit or in freefall. Three were during training. One was shortly after landing. The others were all landing injuries, three were on round canopies, and the rest were on ram-air canopies.
- ii) There had been 27 injury reports received for 'A' Certificate or above parachutists. 18 male and 9 female.
- iii) Since the last meeting there had been 19 Student Parachutist Malfunction/Deployment Problems reported. 16 male & 3 female.

- iv) There had been 48 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 42 male and 6 female.
- v) There had been 16 Tandem Injury reports received since the last meeting. 10 of the injuries were on landing, the majority of which were minor. 4 were Students fainting or feeling dizzy. One was a Student who sustained a stiff neck on opening. One was an instructor who slipped off the step of a Cessna 182 and burst a blood vessel in his leg. .
- vi) There had been 20 Tandem malfunction/deployment problem reports received since the last meeting. The majority were line overs or knotted lines. It appears these could be down to packing. The Chairman speculated that possibly because of the good weather and the high turn around of Tandem jumps, packers could be rushing and not getting the twists out of the steering lines. There was also a report of Student losing a shoe on deployment.
- vii) Three reports had been received of AADs firing. One was an FXC firing, where a Level 4 AFF Student spun until about 1,200 when the AAD fired. Another involved a Cypres where the Student lost altitude awareness, pulled his main low and the AAD fired. The final report was to a Student who had a hard landing and his Cypres 2 fired. However, the unit was returned to the manufacturers who investigated that the aircraft with the Student on board had gone elsewhere to re-fuel before completing the lift. The re-fuelling airfield was 150ft lower and therefore when the Student had the hard landing, the AAD fired because it was still in its activation window, which is 750ft down to 120ft.
- viii) Four reports had been received of 'off landings' at clubs, and one of a Student dropping a radio.
- ix) Four reports had been received of canopy entanglements. All were parachutists taking part in CF.
- x) Two reports had been received of display misfires.
- xi) One report had been received of a near miss, where an FS group opened up very close to a Tandem pair. This was caused by a DZ controlled clearing a drop too soon. Another report was received where an aircraft made a heavy landing after a lift had been dispatched, requiring inspection of the undercarriage.

5. PROPOSED CHANGES TO THE BPA OPERATIONS MANUAL

The TO advised the meeting that one of the AAIB recommendations following their investigation of Dunkeswell aircraft crash in 2004 was that: 'the BPA 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'. To this end the Pilots Working Group had recommended that Paragraph 1.9. of Section 10, of the Operations Manual be changed as below:

SECTION 10 (SAFETY), Paragraph 1 (Safety in the Aircraft), Sub-Para 1.9. Change to read:

- 1.9.** All Student Tandem Parachutists, or parachutists acting as Student Tandem Parachutists are to be attached to the Tandem Instructor before take-off and must remain attached, except in the event of an aircraft emergency landing, where Tandem Instructors may have to separate from their Students inside the aircraft.

It was proposed by John Page and seconded by Paul Hollow that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

The TO stated that it had been pointed out that Basic Training Syllabus did not include requirements for Tandem parachuting. Therefore it had been suggested that Section 5, Paragraph 2, of the Operations Manual be amended as below.

SECTION 5 (TRAINING), New Paragraph 2 (The Basic Training System Syllabus). To read:

2. THE BASIC TRAINING SYSTEM SYLLABUS

2.1. All training for Category System and Accelerated Free Fall parachuting must include the following:

- 2.1.1. Orientation and Documentation.
- 2.1.2. Familiarisation with and Fitting of Equipment.
- 2.1.3. After Landing Procedures.
- 2.1.4. The Stable Position.
- 2.1.5. Aircraft Drills and Emergency Drills.
- 2.1.6. Malfunctions and Reserve Procedures.
- 2.1.7. Canopy Control and Flight Drills.
- 2.1.8. Abnormal Landings.
- 2.1.9. Landings, including practical Parachute Landing Fall (PLF) training.
- 2.1.10. Written Examination.

2.2. Briefing for Tandem parachuting must include the following:

- 2.2.2. Fitting of Equipment.
- 2.2.3. The Stable Position.
- 2.2.4. Aircraft Drills and Exits.
- 2.2.5. Landings.

It was proposed by Pat Walters and seconded by Paul Hollow that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

The Chairman stated that it is the CCI's duty to keep a record of Student training and that this must also include Tandem Students.

6. INSTRUCTOR COURSES

The Chairman reported that there had been two Instructor Courses since the last STC meeting and another was taking place this week and next.

a. AFF/Tandem Instructor Course – North London Parachute Centre

The Association wished to thank North London Parachute Centre, Chatteris, for hosting the AFF & Tandem Instructor Course, from the 26th – 29th June.

A Course report had been circulated with the STC agenda and was for information only.

b. Tandem Instructor Course – Wild Geese Skydiving Centre

The Association wished to thank the Wild Geese Skydiving Centre, though the original report stated ‘Cyprus’, for which he apologised, for hosting the Tandem Instructor Course, from the 17th – 19th July

A revised Course report had been circulated with the STC agenda and was for information only.

7. PERMISSIONS

- a. A letter from Nigel Allen had been circulated with the original agenda requesting a six-month extension to the CSBI rating of Chaz Sagar-Goldsmith, due to military operational commitments.

It was proposed by Nigel Allen and seconded by John Page that the above permission be accepted.

Carried Unanimously

- b. A letter from Mike Rust had been circulated with the revised agenda requesting that Richard Parker be given an extension to his CSBI rating, which expired in May, due to military commitments. Rich would also require his CSBI rating re-instated. Mike gave the meeting details of his request.

Following some discussion, it was proposed by Mike Rust and seconded by Kieran Brady that Richard Parker’s CSBI rating be re-instated and that he be given a 6 month extension to his CSBI rating from that evening.

Carried Unanimously

- c. A letter from Steve Scott and one from Carl Scarisbrick had been circulated with the revised agenda requesting a 6-month extension to Carl’s CSBI rating. This request was due to military commitments.

It was proposed by Steve Scott and seconded by Doug Peacock that the above permission be accepted.

Carried Unanimously

8. A.O.B.

- a. A proposal from Skydive Jersey had been circulated with the revised agenda requesting that a DZ/PLA in Guernsey be cleared as an alternative DZ/PLA for the Club. Andy Montriou was present at the meeting to give details of this request.

The Committee was advised that John Hitchen had inspected the site on the 10th July. The proposal is as follows:

General

Skydiving in Guernsey will be conducted under separate SOPs but within the existing BPA affiliation of Skydive Jersey Limited. All permissions requested here relate to operations in Guernsey only, and shall not apply or amend any operations in Jersey.

Alternate parachute landing area (PLA) - Location

The proposed PLA is defined as a circle of 350metres (*150 metres short of normal BPA requirements*) diameter located in the main field at L'Eree. The area used to be an Aerodrome and is currently owned by Societe Guernsaise and is a designated nature reserve. The intended landing area is the southeastern corner of the reserve. The remainder of the reserve is intended as overshoot.

Minimum qualifications

For parachuting to take place onto this PLA the minimum requirements are an FAI 'B' Certificate (Red) and a minimum of 100 parachute descents and Tandem parachutists.

All parachutists are to receive a full brief on the PLA with special regard to the water hazard. Which will include the correct procedures and the operation of flotation devices in the event of a water landing. Also the required actions to assist any recovery by boat.

Water hazard

The water hazard is the sea to the North East and South West of the PLA. A rescue boat capable of retrieving all parachutists dropped on a pass will be available.

Electricity

There are no overhead electricity cables in Guernsey. On the western edge of the nature reserve there is a pole system carrying telephone cables.

Overshoot/Undershoot areas

The PLA has overshoot areas on two sides that are part of the nature reserve. These areas are subject to no development orders. There are also a number of outs (overshoot areas) to fields, common land and beach areas in the remaining areas.

Directly to the west, at a distance of 1km is a small grassy island called Lihou. The Island has one building on it and no power lines. The island has 2 suitable landing areas, the larger area measuring approximately 500m x 200m, and a smaller area on the south measuring 200m x 50m.

Wind factors

The prevailing wind is generally Westerly. The PLA is located on the west of the island and as such the prevailing wind is into the landside.

DZ/PLA Equipment

The DZ/PLA shall be equipped with the following additional items:

Rescue boat with outboard engine, positioned on a trailer, or manned and in the sea adjacent to the PLA.

Mobile phone and charger programmed with the number of ATC and the emergency services.

Airband transceiver.

Boat

The rescue boat must be capable of retrieving all parachutists dropped on any single pass. The boat must be in radio communication with the DZ Controller.

DZ Controller

The DZ Controller's roles and responsibilities are as stated in the OM Section 4.3 with the addition of the manning and operation of the drop zone vehicle and safety boat(s) (with assistants as appropriate).

As part of the setting up procedure for the parachuting programme, the DZ Controller shall run the safety boat engine to ensure that all boat equipment is operating correctly before any parachute dropping occurs.

Should any parachutist land in the water, all skydiving operations will cease until the cause of the water landing has been ascertained.

The DZ Control vehicle and boat shall not leave the PLA for the retrieval of any cutaway parachutes or other parachuting equipment that may have been discarded until all parachutists have landed safely. Parachuting shall not recommence until the DZ Control, the vehicle and boat has been repositioned after any equipment retrieval exercises.

Parachutist equipment and training

All parachutists must wear a suitable floatation device, including both Tandem Instructors and their Students.

All parachutists, including Tandem Students, must have received a full briefing on water landing drills, including the procedure for retrieval from the water by a boat and the operation of the floatation device.

Tandem Instructors must wear at least one knife, suitably positioned, of sufficient strength and size to enable the webbing attaching the Tandem Instructor to the Tandem Student to be cut if necessary.

OTHER PERMISSIONS

Whereas Section 1, Paragraph 2.11 of the BPA Operations Manual refers to the requirement to hold a Permission and Exemption (P&E) issued by the CAA. Permission is sought such that references therein to the CAA be replaced with the Guernsey Airport Director, as delegate of the States of Guernsey, and that Permission and Exemption be replaced with the requirement to seek a "Permission for Parachuting Order".

Whereas Section 7, Paragraph 2 of the BPA Operations Manual refers to the requirement to submit documents to the CAA in connection with the issue of a Permission and Exemption (P&E) that references to the CAA therein be substituted to refer to Guernsey Airport Director, as delegate of the States of Guernsey and that Permission and Exemption be replaced with the requirement to seek a “Permission for Parachuting Order”.

Permission is sought for exemption to the requirement to complete CAA Form CA2237. A copy of the Skydive Jersey – Guernsey SOPs and Permission for Parachuting Order will be sent to the BPA and submitted to the Guernsey Airport Director, as delegate of the States of Guernsey

Permission is sought to substitute the requirement under Section 1, 4.3.3 (j) for telemeters with high power binoculars.

Permission is sought for exemption from Section 4, 4.1 from the requirement to have a CSI present with assistants during student parachuting. The only student parachuting to be conducted is tandem student parachuting.

Following some discussion, it was proposed by Andy Montriou and seconded by Paul Hollow that the above permission be accepted.

Carried Unanimously

- b. The Chairman advised that a letter had been received from Steve Jelf, which had been circulated to those present requesting that Swansea Airport be cleared as an alternative PLA/DZ for the Silver Stars, with the proviso that the airfield would not be used for parachuting until inspected and cleared by the NCSO/TO or a NCSO/TO nominated examiner. It was pointed out that this drop zone had been cleared in the past for a parachuting operation.

Following some discussion, it was proposed by Steve Jelf (proxy) and seconded by Nigel Allen that the above request be accepted.

Carried Unanimously

- c. The Chairman stated that all CCIs and CCPs had been sent draft amendments to the Flying Section of the BPA Operations Manual together with various pilot forms for their comment. He stated that Tony Knight would like any written input by the 25th August.

Date of next Meeting; Thursday 28 September 2006
 At 7 p.m.
 At the BPA offices.

4 August 2006

Distribution:

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