

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 28 SEPTEMBER 2006

Present:

John Hitchen	-	Chairman STC
Kieran Brady	-	Skydive Strathallan
Pat Walters	-	Tilstock
Phil Cavanagh	-	Black Knights
Steve Scott	-	Skydive Weston
Nigel Allen	-	APA/JSPC(N)
John Page	-	Skydive London
Jason Thompson	-	UK Parachuting
Mike Rust	-	NLPC
Paul Hollow	-	Target Skysports
Jason Farrant	-	Skydive UK Ltd
Stuart Meacock	-	PPC
Pete Sizer	-	Headcorn
Paul Applegate	-	Chairman Riggers Committee

Apologies: Dave Openshaw, Steve Thomas, David Hickling, Ian Rosenvinge, Doug Peacock, Alan Wilkinson

In Attendance:

Tony Butler	-	Technical Officer
Tony Knight (<i>for Item 6 only</i>)	-	BPA Liaison Officer to the CAA
Dr John Carter	-	BPA Medical Advisor
Trudy Kemp	-	Assistant to NCSO/TO

Observers: Unai Fernandez, Gavin Horrell, Mark Bayada, Jeff Illidge, John Harding, Stuart Murtha, Dave Major, Rick Boardman, Colin Fitzmaurice.

ITEM

1. MINUTES OF THE STC MEETING OF THE 3 AUGUST 2006

It was proposed by Phil Cavanagh and seconded by John Page that the Minutes of the STC Meeting of the 3 August 2006 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 3 AUGUST 2006

Page 2, Item 2 – Matters Arising. The Chairman advised these present that the parachutist who had been ‘grounded’ permanently by STC had appealed to Council at their meeting of the 15 August, against the grounding. He stated that Council had supported STC’s decision on the matter and rejected the appeal.

Page 4, Item 4, Incidents/Injuries. At the last meeting it was reported that a first jump Student had been badly hurt at Netheravon having made a hard down wind landing after failing to respond to radio instructions. The military have carried out an independent investigation.

The Chairman advised the Committee that one of their recommendations was that: 'the BPA and JSPC(N) emphasise the need for students to turn into wind, flare and adopt a good PLF when landing to mitigate the risk of injury.'

The Chairman stated that the recommendation is not what is generally taught. As it is accepted that the priorities are to land with a flat and level canopy, in a clear area, and a good flare, preferably into wind.

Nigel Allen who was present at the meeting was able to update STC on the current condition on the Student concerned, after which the Committee asked that their best wishes be conveyed on to her.

The Chairman advised the Committee that at the previous meeting details were given of an incident of a student whose Cypres 2 fired after a hard landing. He stated that correspondence had been received from Stuart Albon, the owner of the equipment in question stating that he believed that Airtec's statement about the firing of the AAD was inaccurate with regard to this particular incident. The Chairman stated that there was an ongoing debate between Stuart and Airtec over this issue.

Page 5, Item 5 - Proposed Changes to the Operations Manual. The proposed changes to the BPA Operations Manual were a main agenda item.

Page 10, Item 8 - A.O.B(b). The Committee was advised that the TO had inspected Swansea Airport on the 17th August as an alternative DZ/PLA for the Silver Stars. It had been agreed the DZ/PLA may be used under the following conditions:

- a. The centre of the DZ will be at grid ref SS 568 916 (O/S map 159)
- b. The above will incorporate two landing areas:

Northern PLA (All Students and experience levels) Grid SS 569 916.

Southern PLA (Tandem Students only and FAI 'C' Certificate (Red) holders with CCI's approval) Grid SS 568 911.
- c. The two PLA's incorporate the required 500 m diameter landing area criteria.
- d. The following restriction will apply when dropping RAPS Students in the Northern PLA:

When the run in direction is east/west only one student per pass may be dropped.
- e. Parachuting at Swansea will only take place during normal airfield operating hours. Swansea Airport management are amending their SOPs and Risk Assessments to take account of a parachute operation.

A question was raised with regard to whether it was the intention of the Silver Stars to carry out AFF at Swansea, as this had not been mentioned in condition (d) above. The TO stated that he was unsure, but agreed to include AFF in the conditions, in the event of AFF taking place there.

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

There being no matters arising from the previous Minutes, it was proposed by Pat Walters and seconded by Stuart Meacock that the Minutes of the Riggers Sub-Committee Meeting of the 3 August 2006 be accepted as a true record.

Carried Unanimously

Paul Applegate reported on the Riggers Committee meeting held that evening and stated that the subject of fitting AAD's to equipment had been discussed at some length. He stated that there had been some confusion whether or not certain AADs may be fitted to parachute equipment, particularly because there were several new AADs now available and some container manufacturers have stated that certain AADs can or cannot be used in their equipment. The following proposal had been agreed by Riggers that evening:

'Where AADs are to be fitted, both the AAD manufacturer and the rig manufacturer must be in agreement as to the fitting of the AAD, and instructions as to the installation/fitting must be available. This is to take effect by the next re-pack'

A good deal of discussion ensued, after which it was proposed by Paul Applegate and seconded by Pete Sizer, that the above be accepted.

Carried Unanimously

4. **FATALITY – HEADCORN**

The Chairman advised the Committee that on Sunday the 17th September 2006, at Headcorn Parachute Club, a fatal accident occurred to a 'first time' RAPS Student Parachutist. A Board of Inquiry Report had been completed, a resume of which was circulated to those present.

At approximately 12.15 p.m, David Karley boarded the BN2A Islander operated by the Headcorn Parachute Club, in order to make his first jump following his initial training on the 16th September 2006 and Revision Training that morning. Also on board were seven other Student Parachutists and the Instructor/Jumpmaster. It was the intention that David would be the second parachutist to exit the aircraft.

The aircraft climbed to approximately 3,500 ft, during which time the Jumpmaster gave the first Student Parachutist a pre-jump check. The aircraft then 'ran in' over the top of the PLA, at which time the first parachutist was dispatched. The aircraft then circled and 'ran in' for a second time. Number 2 (David) was then directed to the door, having been given a pre-jump check, and adopted the exit position. On instruction David exited the aircraft, but was then lost from sight by the jumpmaster as his parachute started to deploy. The aircraft then circled again and a third parachutist was dispatched. Once David's parachute had deployed, it was observed by the DZ controller that David's parachute had a number of twists in the rigging lines.

After a short period of time David's parachute was seen to be turning slowly to the left and the rear left trailing edge was observed to be pulled down, as if the left steering toggle had been depressed.

At approximately 150-300ft AGL David was observed to detach from the main parachute and then fall away from it. It was then observed that the reserve parachute started to deploy, but David was then lost from view, just prior to impact.

The BPA instigated a Board of Inquiry the same day, comprising of the National Coach & Safety Officer and the Technical Officer.

The Conclusions of the Board of Inquiry are that David had received the required level of training during his initial course and that this was supplemented with revision training on the day of the actual descent.

At an altitude of approximately 3,500ft AGL the jumpmaster dispatched David, who exited in a reasonable position.

As the main parachute deployed it developed fully but had a number of twists in the rigging lines. David was observed to attempt to 'kick' the twists out, as he had been taught. However, he may have depressed a steering toggle before the twists were fully out, not in accordance with the training he had received, resulting in the parachute turning to the left. This may have made it more difficult for the remaining twists to clear.

During this period of time the DZ Controller gave instructions over the 'ground to parachutist' radio for David to 'pull his risers apart' to assist in the clearance of the twists. It is not known as to whether David heard or carried out these instructions.

Eventually, at approximately 150-300ft AGL, David carried out his emergency drills, but because of the low altitude the reserve parachute did not deploy before impact.

It was proposed by Kieran Brady and seconded by John Page that the Board of Inquiry Report into the Death of David Karley including the Conclusions be accepted.

Carried Unanimously

The Chairman advised those present that the Panel of Inquiry that is formed following a Board of Inquiry has been set up and is being chaired by Mike Rust and the other members are Andy Montriou and Jason Thompson. Their report will be presented to STC when it has been completed.

5. INCIDENT/INJURY REPORTS - RESUME

- i) There had been 27 Student injury reports received since the last meeting. 19 male and 8 female. Two of the injuries were on exit or in freefall. The others were all landing injuries, two were on round canopies, and the rest were on ram-air canopies.
- ii) There had been 14 injury reports received for 'A' Certificate or above parachutists. 12 male and 2 female. Three of the reports were low turns, resulting in serious injuries to the jumpers concerned. The CCIs concerned were able to update STC on the individuals concerned, after which STC asked that their best wishes be passed on to those who had been injured.
- iii) Since the last meeting there had been 13 Student Parachutist Malfunction/Deployment Problems reported. 10 male & 3 female. The reports included 5 reports where AFF Students on an Army Ex-Ped in Germany, had pilot chutes not lifting the deployment bags from the containers. In every incident the AFF instructors had to lift the bags off the Student's backs. The rigs had been recently changed from ripcords to throwaways. It was felt that, following these incidents, the change to larger pilot chutes had eliminated the problem. However, it was also felt that the containers might also have contributed to the problem, as that the sides were high and restricted the deployment bag.

The Chairman reported that these AFF incidents had been discussed by the Riggers Committee that evening. He stated that it had been difficult for Riggers to comment too much as they had not seen the equipment concerned. However, the Centre who

owned the equipment was continuing to investigate the incidents further to see if they could identify any other problems and they would report back to Riggers and STC.

Several CCIs present reported that they had also experienced similar incidents when they had converted from ripcord to throwaway on Javelin equipment, which contained a Javelin pilot chute where the bag had lifted out very slowly on deployment.

- iv) There had been 33 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 25 male and 8 female.
- v) There had been 12 Tandem Injury reports received since the last meeting. 8 male and 4 female. One of the injuries was a Student dislocating her shoulder in freefall. One hurt her back on a hard opening. 3 of the injuries were Students fainting or feeling dizzy. The remaining injuries were on landing).
- vi) There had been 9 Tandem malfunction/deployment problem reports received since the last meeting. The majority were line overs or knotted lines.
- vii) There had been two reports of AADs firing. The first was a Student on his first freefall, who was unable to locate the ripcord toggle and became unstable. He eventually deployed his reserve. It appeared that at about the same time his FXC AAD also fired. The second involved a jumper with 2500 jumps who got his pilot chute wrapped around his arm and by the time he cleared it and his main deployed the cypress AAD fired.
- viii) Six reports had been received of 'off landings' at clubs, including a Tandem pair and one where a Student landed in a field where a horse bolted and the rider fell off, cracking a rib. Apparently the rider should not have been in the field.
- ix) Two reports had been received of canopy entanglements. Both were parachutists taking part in CF.
- x) Seven reports had been received of display misfires. Mainly off landing or minor injuries. However, one was a serious injury to a jumper, who made a low turn into the arena. Badly injuring his legs.
- xi) One report had been received of helmets coming off on opening and another of a camera helmet rolling out of the aircraft door. Both landed without further incident.
- xii) Two reports had been received involving aircraft. One was a Cessna 206 overshooting the runway following a parachuting lift. Damaging the propeller. The other was a Cessna 207 about to fly a display, but it hit a runway marker, which stopped the engine.

6. PROPOSED CHANGES TO SECTION 9 (FLYING) OF THE BPA OPERATIONS MANUAL

This item was dealt with following item 9 (AOB), when Tony Knight could be present. Tony Knight apologised to the Committee for the delay in getting to the meeting, but he had been held up in traffic for over four hours.

Phil Cavanagh left the meeting at this time (8.20pm). as he had a prior engagement and tended his apologies.

The Chairman advised those present that one of the AAIB recommendations following their investigation of the Dunkeswell aircraft crash in 2004 was 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.’ To this end the Pilots Working Group are recommending that Paragraph 1 (Pilots), of Section 9 (Flying), of the Operations Manual be changed. A copy of the proposed changes had been circulated with the agenda.

Also circulated to those present were letters from Charles Shea-Simonds (CCP- Netheravon) jumper Dr Paul Cain, Dr John Carter and Tony Knight.

Tony Knight gave the meeting details of the proposal, which were that the Flying section of the BPA Operations Manual be amended as follows:-

SECTION 9 (FLYING), Paragraph 1 (Pilots), be changed to read:

1.1. Pilot Qualifications.

A pilot shall not act as pilot in command of an aircraft for a flight during which parachutists are to be dropped unless he/she meets the following minimum requirements:

1.1.1. **Licence.** He/she holds a valid pilot’s licence for the type or class of aircraft to be flown (including any differences training appropriate to the type* or variant as required under JAR-FCL 1.235 or 2.235) and any ratings necessary for the type of flight to be undertaken, i.e. IR, Night, IMC; RT licence.

1.1.2. **Experience.** He/she has at least 100 hours as Pilot in Command (PIC) of aeroplanes if aeroplanes are to be flown by the applicant, or 100 hours as PIC of helicopters if helicopters are to be flown, (except in the case of FAI ‘C’ Certificate (Red) parachutists where the requirement is 75 hours PIC in each case). In addition he/she must have 5 hours on type*.

N.B. In the course of training any hours flown as PI under supervision of a CCP or Pilot Examiner (see 1.2.5. (a) below) may be counted towards the five hours on type.

1.1.3. **Age.** No person over the age of 55 years will be accepted for initial parachute pilot training. No pilot will be permitted to fly for parachuting after reaching the age of 70 years.

1.1.4. Training.

a. Has flown at least four lifts (accompanied and supervised by a BPA Pilot Examiner (PE) or Club Chief Pilot) as PIC (under supervision) on the type* of aircraft to be used. The lifts are to be live drops of one or more Experienced Parachutists under the supervision of at least a Category System Instructor or Team Leader.

N.B. CCPs must hold a BPA Pilot Authorisation on the type of aircraft being used.

b. He/she has received at least one hour of ground instruction on parachute dropping techniques, standard procedures and emergency procedures given by at least a BPA Advanced Instructor or BPA Pilot Examiner and has studied the BPA Pilot’s Manual and relevant sections of the BPA Operations Manual.

N.B. In the case of service pilots or commercial pilots (operating under the terms of an AOC) flying in the course of their service duty or commercial duty, this briefing may be given by a BPA CSI or Team Leader.

1.1.4 Tests.

- a. Has flown a flight test conducted by a BPA Pilot Examiner) as PIC on the type* of aircraft to be used. The test will be conducted according to the Flight Test Proforma (BPA Form 108C) and will be a live drop of one or more Experienced Parachutists under the supervision of at least a Category System Instructor or Team Leader.

or

In the case of aircraft whose seating capacity or configuration only permits the use of one pilot's seat for parachuting to be safely conducted, have flown at least three flights with a BPA Pilot Examiner and performed at least two lifts involving a live drop with a Category System Instructor or Team Leader and under the ground supervision of a BPA Pilot Examiner.

- b. Have successfully completed a written examination (BPA Form 108D) administered by a CCP or Pilot Examiner.
- c. The recommendation of a Chief Instructor and a BPA Pilot Examiner (*to be signed on a BPA Pilot Application Form*).

** N.B.(1) 'Type' in 1.1.1., 1.1.2, 1.1.4. & 1.1.5.(a) above, means a type where a type rating is appropriate, or else a type within a class.*

N.B.(2) The five hours on type and four lifts requirement at 1.1.2. and 1.1.4 (above) apply only to the initial application. Subsequent types are applied for on BPA Form 108F.

N.B.(3) The requirements at 'a' above shall not apply to the pilot of a foreign registered aircraft who is qualified and experienced in the country of registration to drop parachutists.

1.1.5 **Documentation.** Having satisfied all the above requirements, BPA Forms 108A (Initial Application), 108B (Training Syllabus) 108C (Flight Test Proforma), and 108D (Written Examination) are to be completed and sent with the appropriate fee to the BPA office who will then issue an Authorisation to Drop Parachutists Certificate. This certificate will be valid for a maximum of two years and will be renewable on the 31st March each second year. (BPA Authorised Parachute Pilot Renewal Form 108G).

1.1.6 **Proficiency checks.** All Pilots must complete a proficiency check at least every twelve months. This must be conducted by a Club Chief pilot (CCP) or PE and signed off on BPA Form 108E. This form is to be retained in a Pilot's personal file, which is to be kept and maintained by the CCP.

N.B. A BPA Authorised Pilot may conduct proficiency checks on CCPs and Pilot Examiners.

1.1.7 Recency.

- a. A pilot shall not act as PIC of an aircraft carrying passengers, including parachutists, unless within the preceding 90 days he has made three take offs and three landings as the sole manipulator of the controls in an aircraft of the same type or class.

- b. A pilot who has not flown parachutists for a period exceeding six months must undergo a proficiency check.

1.1.8 **Renewal.** In order to renew an Authorisation the applicant must have had a proficiency check (BPA Form 108E) within the previous twelve months. In the case of pilots over the age of 55 they must also have flown at least 20 hours (which must include at least 10 parachute flights) in the previous twelve months. The application for renewal must be signed by a Chief Instructor as well as a Pilot Examiner or Club Chief Pilot who must be satisfied that the applicant is current with parachute dropping techniques, emergency procedures and relevant BPA Operations Manual requirements. If a renewal is not effected within two years of expiry then a pilot must fulfil all the initial requirements.

N.B. Paragraphs 1.1.5 - 1.1.9 above, do not apply to service pilots, or commercial pilots (operating under the terms of an AOC) who in the course of their service duty or commercial duty fly parachuting lifts. Those pilots will be deemed as BPA Authorised Pilots and members for the duration of the flight provided the parachutists on board are BPA members.

1.1.10 **Additional Types.** Approved Pilots may add additional types of aircraft to their BPA Authorisation. This will require conformity with the licence requirements at 1.1.1. (above) and completion of a Proficiency Check (on the type of aircraft applied for) with a Pilot Examiner. Upon satisfactory completion of a proficiency check Form 108F must be signed and returned to the BPA who will then issue an additional authorisation.

1.2. Balloon Pilots.

A balloon pilot shall not act as PIC of a Balloon for a flight during which parachutists are to be dropped unless he/she meets the following minimum requirements:

1.2.1. **Licence.** He/she holds a valid Pilot's Licence for the balloon to be flown on the intended flight.

1.2.2. **Experience.** He/she has at least 60 hours PIC of Balloons.

1.2.3. **Training.** He/she has received ground instruction on parachute dropping techniques and procedures given by at least a Category System Instructor or Team Leader who has made a minimum of one parachute jump from a balloon or by a Balloon Pilot who has already dropped two or more parachutists. This must include the procedures to be followed in the event of emergencies. He/she must also have read the BPA guidelines for Skydiving from Hot Air Balloons (BPA Form 109B).

1.2.4. **Recency.** For any parachute dropping flight, logbook evidence is required of flight within the 90 days preceding the date of the intended flight, as PIC of the Class of balloon to be used. For the privileges of a professional licence to be exercised on a parachute dropping flight, a Certificate of Test is also required – valid for 13 months.

1.2.5. **Documentation.** Having satisfied 1.2.1 - 1.2.4 above, BPA Form 109A is to be completed and sent to the BPA office who will then issue an Authorisation to Drop Parachutists Certificate. This certificate will be valid for a maximum of two years and will be renewable on the 31st March each second year (BPA Form 108A).

1.2.6. **Renewal.** The renewal procedure is the same as the initial application and is made on the same form. (Also on BPA Form 109A).

N.B. The minimum qualification for a parachutist to jump from a balloon is FAI 'B' Certificate (Red).

1.3. Club Chief Pilot (CCP).

1.3.1 CCI's will appoint a Club Chief Pilot who will be responsible to him/her for the Club's flying operations. The name of the CCP should be notified to the BPA in writing at least seven days in advance of the appointment (BPA Form 108H – BPA Club Chief Pilot Application).

1.3.2 To become a BPA Club Chief Pilot (CCP) the applicant must meet the following minimum requirements:

- a. Be a current BPA Authorised Pilot.
- b. Have a recommendation of a CCI and a Pilot Examiner (BPA Form 108H).
- c. Have been a BPA Authorised Pilot for at least 1 year.
- d. Have a minimum of 100 hours parachute flying.
- e. Have successfully completed CCP written examination, administered by a NCSO or TO.

N.B. Suggested guidelines for the responsibilities of a CCP can be found on BPA Form 236.

1.4. Pilot Examiner (PE).

To become a BPA Pilot Examiner the applicant must meet the following minimum requirements:

1.4.1. Be a current BPA Authorised Pilot.

1.4.2. Have the recommendation of a CCI and a Pilot Examiner.

1.4.3. Have been a BPA Authorised Pilot for at least 1 year.

1.4.4. Have 500 hours parachute flying.

or,

250 hours parachute flying and a CSI rating.

1.4.5. Have an IR or IMC rating.

1.4.6. Have successfully completed the Pilot Examiner written examination, administered by a NCSO or TO.

1.4.7. **Documents.** Having satisfied 1.4.1. -1.4.5.above, BPA Form 108J is to be completed and sent to the BPA office who will then issue the applicant with a BPA Pilot Examiner Certificate. This certificate will be valid for up to two years and will be renewable at the same time as the Pilot Examiner's Authorisation to Drop Parachutists is renewed.

N.B. BPA Pilot's Manuals are obtainable from the BPA office.

Following some discussion, it was proposed by Mike Rust and seconded by Kieran Brady that the above proposed amendments to the BPA Operations Manual be accepted.

For: 11

Against: 2 (incl 1 by proxy)

Abstentions: 0

Carried

The Committee was advised that the new and amended pilot forms, had been circulated with the agenda.

The Committee was advised that Lyn George had asked if on Form 108B, there could be an area created next to each of the tick boxes to allow for a signature. STC thought this was a good idea and it was agreed to include this on the form.

All the new pilot forms would be circulated with the STC Minutes.

7. INSTRUCTOR COURSES

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

a. Instructor Course 3/2006 – Target Skysports

The Association wished to thank Target Skysports, Hibaldstow, for hosting the Course, from the 31st July – 9th August. A Course report had been circulated with the STC agenda.

The Chairman stated that there was a recommendation from the Course that required STC acceptance:

‘That Pamela Snow, James McNamee and Steve Nalden be given six month extensions to their CSBI ratings.

It was proposed by Paul Hollow and seconded by Nigel Allen that the above recommendation be accepted.

Carried Unanimously

b. AFF & Tandem Instructor Course – Target Skysports

The Association wished to thank Target Skysports again, this time for hosting a AFF & Tandem Instructor Course, from the 11th – 13th September. A Course report had been circulated with the STC agenda.

The Chairman stated that there was a recommendation from the Course that required STC acceptance:

‘That Katie Woods be a given six month extension to her AFFBI ratings.

It was proposed by John Page and seconded by Stuart Meacock that the above recommendation be accepted.

Carried Unanimously

8. PERMISSIONS

- a. A letter from Ian Rosenvinge had been circulated to those present requesting that Jim Barnes have a 'permission' from the new 70 year age requirement for parachute flying.

It was proposed by Ian Rosenvinge and seconded by Nigel Allen that the above recommendation be accepted, with a proviso that the 'permission' is only valid until the 31 March 2008 when Jim Barnes' current Pilot ratings expire.

For: 11 Against: 1 Abstentions: 0

Carried

9. A.O.B.

- a. A letter from Phil Cavanagh had been circulated with the agenda informing STC of a 'swoop pond' that has been constructed on the PLA at Cockerham and had also included a map. The nearest end of the pond is 275 metres from the centre of the PLA and furthest end is 315 metres away. They believed this constitutes a minor hazard and asked STC to accept the change to the PLA.

John Page advised those present that the Competitions Committee have applauded the fact that the Club are actually putting a swoop pond in this country, as it is what the competitors have sought after for some time.

Following some discussion, it was proposed by Phil Cavanagh and seconded by Kieran Brady that the above request be accepted.

For: 11 Against: 1 Abstentions: 0

Carried

- b. Circulated to those present was a letter to the NCSO from Kieran Brady, which had been received at the end of August, stating that a candidate from Strathallan who attended the Tandem Course at Wild Geese in July had obtained his Doctor's Certificate in Spain. This certificate was accepted on the Course. However, Kieran was not aware that the candidate had not obtained the certificate from the same source other Tandem Instructors at Strathallan had. Because Kieran was unable to confirm with the Doctor in Spain that he was the equivalent CAA type Doctor, he did not permit the Tandem Instructor, who had been successful in Northern Ireland, to carry out any Tandem Jumps until he had obtained a UK CAA Doctor's certificate. This has now been carried out. However, Kieran felt that the matter should be brought to STC's attention, as the Instructor had completed the Course with the foreign medical and he was not sure of its validity and he had therefore requested that the candidate's rating be accepted.

Kieran advised those present that the Instructor had not made a Tandem jump since his Tandem Instructor Course until this matter could be clarified. He stated that he would not allow someone to jump unless he was satisfied that they had all the correct paperwork.

The BPA requirements for a Tandem Parachute Instructor Medical Certificate is that the form needs to be signed by medical practitioner who is a CAA Authorised Medical Examiner or Holder of the Diploma Aviation Medical/Certificate Aviation Medical or BPA Instructor.

John Page said that if a Tandem Instructor turned up at his Centre with a Tandem medical signed by a Doctor and stamped by a Doctor then he said he would accept it. The Technical Officer commented that this is exactly what happened on the Tandem Instructor Course and the only reason Kieran had brought this matter to STC was that he was not able to verify it personally.

The Committee felt that that Kieran had done absolutely the right thing in bringing this matter to the attention of STC, as they believed that he did need to have a UK authorised medical examiner stamp on it, which he now has.

John Hitchen stated for the future he would like guidance as to what happens if someone turns up with a foreign stamped Tandem medical.

Dr Carter advised those present that Dip. Aviat. Med. are issued by the British Medical Association, therefore the same documents would not be available from anywhere else. He stated that in principal, there was no reason why a Doctor qualified to issue pilot medicals in another country could not carry out Tandem medicals; the problem was knowing that Doctor is qualified to do so.

Following some discussion, it was proposed by John Page and seconded by Pete Sizer that the BPA Tandem Instructor rating of the Instructor concerned be accepted.

Carried Unanimously

- c. Circulated to those present were are two letters, one from Phil Cavanagh and one from George McGuinness requesting that Tracey Bartley as a Category System Instructor. Her rating lapsed 18 months ago.

Some discussion followed. Concern because she had not done any instructing for 18 months. STC felt that Tracey would benefit from either attending a CSBI Course for re-evaluation, or being re-examined by an independent BPA Examiner.

It was proposed by Phil Cavanagh and seconded by Kieran Brady that Tracey Bartley attend another parachute Centre where she can be assessed by an independent BPA Examiner for the re-instatement of her CSI rating.

Carried Unanimously

Paul Hollow agreed to carry the re-examination.

- d. Circulated to those present was a letter from Ian Rosenvinge requesting that STC give permission for Kieran Brady to 'check-out' Roy Howarth as a jump pilot. The Committee was advised that in June 1996 STC decided, following the fatal accident of Graham Marley, that in order for Roy Howarth to continue to jump-fly he must be checked out by a Pilot Examiner approved by STC. Until now Mr Howarth has not wished to jump-fly.

Kieran Brady advised the meeting that he had been asked by Ian Rosenvinge to evaluate Mr Howarth as a BPA jump pilot, which needed the approved by STC.

Following further discussion it was proposed by Ian Rosenvinge (proxy) and seconded by John Page that Kieran Brady be permitted to evaluate Roy Howarth as a BPA jump pilot.

For: 11 (Inc 1 by proxy)

Against: 1

Abstention: 1

Carried

The Committee then dealt with Item 6 of the Agenda.

Date of next Meeting; Thursday 23 November 2006
At 7 p.m.
At the BPA offices.

4 October 2006

Distribution:

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