

**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 1 FEBRUARY 2007**

**Present:**

John Hitchen	-	Chairman STC
Phil Cavanagh	-	Black Knights
Pat Walters	-	Tilstock
Pete Sizer	-	Headcorn
Steve Scott	-	Skydive Weston
Jason Farrant	-	Skydive UK Ltd
Steve Jelf	-	Silver Stars
Stuart Meacock	-	Peterborough
John Page	-	Skydive London
Carl Williams	-	Silver Stars
Ian Roseninge	-	Peterlee
Paul Hollow	-	Target Skysports
David Hickling	-	BPS, Langar
Doug Peacock	-	Hinton Skydiving
Paul Applegate	-	Chairman Riggers Committee

**Apologies:** Dave Openshaw, Jason Thompson, Kieran Brady, Nigel Allen, Dave Wood, Andy Montriou, Mike Rust.

**In Attendance:**

Tony Butler	-	Technical Officer
Tony Knight	-	Chairman Pilots' Working Group
Dr John Carter	-	BPA Medical Advisor
Trudy Kemp	-	Assistant to NCSO/TO

**Observers:** Rick Boardman, Noel Purcell, Adrian Thornton, Jeff Illidge.

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**ITEM**

**1. MINUTES OF THE STC MEETING OF THE 23 NOVEMBER 2006**

It was proposed by Doug Peacock and seconded by Paul Hollow that the Minutes of the STC Meeting of the 23 November 2006 be accepted as a true record.

**Carried Unanimously**

**2. MATTERS ARISING FROM THE STC MEETING OF THE 23 NOVEMBER 2006**

**Page 5, Item 7 – A.O.B (c).** The Chairman reported that the STC Agenda had been distributed electronically as had been previously advised. He asked that any CCI/DZ Operators who may be experiencing problems receiving them, to contact Trudy at the BPA office.

**3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 23 NOVEMBER 2006**

Paul Applegate reported that he had nothing to report from the previous meeting.

It was therefore proposed by Paul Applegate and seconded by Pat Walters that the Minutes of the Riggers Sub-Committee Meeting of the 23 November 2006 be accepted.

**Carried Unanimously**

Paul stated that he had nothing further to report from the meeting held that afternoon.

**4. MINUTES AND MATTERS ARISING FROM THE PILOTS' SUB-COMMITTEE MEETING OF 20 JANUARY 2007**

Tony Knight was present that evening and was able to answer any questions relating to the Pilots' Meeting Minutes.

The Committee was advised that the item relating to the AAIB report following the Dunkeswell aircraft crash and the Pilot Working Group was a main agenda item.

There being no further matters arising, it was proposed by Tony Knight and seconded by Stuart Meacock that the Minutes of the Pilots' Sub-Committee meeting of the 20 January 2007 be accepted.

**Carried Unanimously**

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

- i) There had been 4 Student injury reports received since the last meeting. 2 male and 2 female. All on ram-air canopies.
- ii) There had been 5 injury reports received for 'A' Certificate or above parachutists. 2 male and 3 female.
- iii) Since the last meeting there has been one Student Parachutist Malfunction/Deployment Problems reported. The parachutist was carrying out a 5 second delay and upon opening she got her arm trapped in a riser. She landed outside the PLA, without injury.
- iv) There had been 4 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. All male.
- v) There had been 3 Tandem Injury reports received since the last meeting. 2 male and 1 female. One was a dislocated shoulder in free fall, the other two were minor landing injuries. There had also been 5 Tandem malfunction/deployment problem reports received since the last meeting, including one where a harness clip became disconnected, possibly as the pair were moving to the door. The canopy deployed without problem. The Chairman advised that there had now been 2-3 reports received of similar problems over the past couple of years and felt that CCIs should keep their eye on this.
- vi) There had been one report of an AAD firing. A Category 6 Student with 44 jumps, deployed her main parachute low, because her goggles came off and she lost altitude awareness, resulting in his FXC AAD firing.
- vii) Two reports had been received of 'off landings' at Clubs, including a Tandem.
- viii) Two reports had been received of helmets coming off, one after exit, in free fall and one on climb-out. Another report has been received of an AFF Level 6 Student who hesitated in the door; the instructor left and the Student came down with the aircraft.

## 6. DUNKESELL AIRCRAFT ACIDENT WORKING GROUP

The Chairman reported that the paperwork regarding this item was sent out with the agenda.

Tony Knight, Chairman of the Working Group presented the proposals and was able to answer a number of questions relating to these proposals.

Tony Knight's report stated that the Pilot Working Group (PWG) would shortly be issuing a detailed report on all the issues, which it was asked to address by the AAIB. The PWG feels that another issue can be dealt with prior to this. This is the AAIB Safety Recommendation 2005-060, which read as follows.

*"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."*

Tony Knight's report stated that the PWG has attempted to obtain firm advice and recommendations regarding appropriate crash brace positions for parachutists who may be faced with an aircraft emergency landing or crash scenario. In particular advice has been sought from Qinetiq, the Cranfield Impact Centre (Cranfield University), the CAA, the FAA, the National Transportation Safety Board of the USA, and The Joint Air Transport Evaluation Unit at RAF Brize Norton.

The working group has sought guidance as to the brace positions, which are the most suitable for parachutists to adopt according to the nature of the seating position they have been allocated within the aircraft. Types of seating position vary between aircraft and within aircraft. Unlike civil passenger transport, where most passengers are carried in forward facing upright seats with lap restraints, parachutists are likely to be faced with a variety of (often unrestrained) seating positions.

The positions most commonly encountered within parachuting are floor seated rear facing (FSRF), floor seated forward facing (FSFF), floor seated sideways facing (FSSF), and upright seated sideways facing (USSF). Parachutists will occasionally find themselves seated 'normally' in a forward or rear-facing seat.

Restraints are often not used in small parachuting aircraft for good reason. In larger parachuting aircraft restraints are more likely to be used. These will normally be two point or single point restraints. The single point restraints are usually incorporated to prevent load shift in larger aircraft rather than to specifically protect during impact; though they may have some protective function.

It appears that a great deal of research has taken place with regard to 'normally seated' forward, rear and sideways facing positions incorporating two, three or four point restraints, but no research is available which relates to floor seated, unrestrained or partially restrained (single point) positions. Furthermore, the unpredictability of human responses to the impacts while seated in this configuration and the variable conditions of the aircraft impact itself makes it difficult to obtain any firm advice. Despite the available research for normally seated positions QinetiQ have also confirmed that many brace positions, which have been historically recommended within the aviation community, have not been satisfactorily validated.

Tony Knight stated that this leaves the BPA in a difficult situation. It is unable to issue firm advice based upon empirical research but at the same time could be seen as negligent or uncaring for failing to issue advice at all. The working group feels that the BPA should give some advice and should demonstrate that it has given the issue some consideration. Accordingly the group feels that the advice in 'draft' BPA Form 261 should be incorporated into the BPA Instructor Manual and relevant seating positions incorporated in instructor's lesson plans and become a mandatory part of instructor teaching.

The PWG recommends the procedures, despite the absence of definitive empirical research to guide it, for three basic reasons.

- a) The procedures appear intuitively sound to members of the PWG who are experienced parachutists and pilots.
- b) The procedures have been examined by expert agencies and no alternative advice has been offered as superior.
- c) That the absence of any kind of recommendations for procedures in the event of an aircraft emergency and a lack of guidance to those who are expected to take charge in such situations would be more likely to lead to disarray and panic in the aircraft which of itself is only likely to enhance the dangers of a crash situation.

Following some discussion, it was proposed by Tony Knight and seconded by Paul Hollow that the PWG recommendation, including the acceptance of BPA Form 261 be accepted by STC.

**Carried Unanimously**

Tony Knight advised the Committee that the PWG also recommend to STC that the BPA Operations Manual Section 10 as paragraph 1 be amended as follows:

**Section 10 (Safety) Paragraph 1 (Safety in the Aircraft), New su-para 1.4. & new N.B. Previous sub-para 1.4 – 1.10. become sub-paras 1.5. – 1.11.**

**1.3.** All parachutists must have been briefed as to the emergency crash procedures and brace positions relevant to their seating or kneeling positions in the aircraft.

*N.B. Aircraft Crash Landing Procedures can be found on BPA Form 261.*

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

**Carried Unanimously**

**7. PERMISSIONS**

- a. A request from Nigel Allen had been circulated with the agenda that James White have his CSI rating reinstated, which expired on the 31 March 2006.

Nigel had stated that James was a serving soldier who has had an extremely busy year with operational tours in Afghanistan, Oman and Iraq. He stated that James renewed his BPA membership and his Instructor rating in June last year but unfortunately it was lost in transit from far-flung outposts of the Empire.

The Committee was advised that James was now a BPA member and was keen to instruct on static line courses in February.

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

**Carried Unanimously**

- b. The Chairman advised those present that another request had been received from Nigel Allen, which had also been sent out with the agenda. This had been withdrawn and a revised request had been outlined by the Technical Officer.

This request was for six-month extensions to the CSBI ratings of Charles Lawson and Nathan Connolly, their ratings expire in February 07.

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

**Carried Unanimously**

- c. The Committee were advised that a letter from Jason Snailham, countersigned by his CCI Phil Cavanagh, had been circulated with the agenda requesting a further (six month) extension to his CSBI rating.

It was noted that Jason's previous extension expired in November 06. Therefore he would also require his CSBI rating reinstated.

Phil Cavanagh was able to provide the Committee with further details of this request, after which it was proposed by Phil Cavanagh and seconded by Doug Peacock that the above permission be accepted.

**Carried Unanimously**

- d. A letter from Paul Hollow had been circulated with the Agenda Additions, requesting permission for Noel Purcell to attend the February CSI (26 February – 2 March).

Paul had advised that Noel attended the November 2006 CSBI Course at Chatteris and passed with an excellent course report after being examined by Mike Rust and Pat Walters.

Paul Hollow was in attendance at the meeting and able to provide further details of his request. Noel Purcell was also present at the meeting.

Paul stated that if Noel was permitted to attend the February CSI course, he would be 4 months into his 6-month probationary period. Noel is due to be out of the country during the proposed dates of the May CSI course, which then means he would have to wait until August to then attend a CSI course. Paul had advised that during the past 4 months Noel had been working at Target Skysports and had been heavily involved in the training, dispatching and talk down of this year's intake of University RAPS students.

Although Paul did not wish to set a precedent for CSBI's attending CSI courses early, Noel has already gained a huge amount of instructional experience. He works full time as an Instructor (both at Target Skysports and at Skydive Spain) and already holds BPA Tandem and USPA AFF ratings. He is a proficient skydiver, coach and cameraman, has approximately 3000 jumps and has now attended three CSBI courses – he failed to attend a CSI course after the last CSBI due to a move to New Zealand for 18 months (during which time he was also employed as a full time skydiving instructor).

The Committee was advised that both Mike Rust and Pat Walters have commented on how well Noel performed on his CSBI course in November, and both were willing to support this proposal.

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

**Carried Unanimously**

- e. Circulated to those present was a letter from Geordie Page, requesting that Michael Harrison who's Tandem rating expired on the 31 March 2005, be permitted to attend a Tandem Instructor course and to carry out the number of jumps felt acceptable by the Instructors on the course.

Following some discussion, it was proposed by John Page and seconded by Carl Williams that the above permission be accepted.

**Carried Unanimously**

**8. A.O.B.**

- a. The Chairman advised the Committee that there had been a request received for a rating renewal. However, it was pointed out at the meeting that the person concerned was not a current member. The Chairman stated that he could not therefore deal with this request that evening.
- b. A paper from the Technical Officer had been circulated with the Agenda Additions requesting two amendments to the BPA Operations Manual. The first concerned last years AGM resolution after which Council agreed to negotiate with the BPA insurers to permit certain European Union parachutists to jump at BPA Clubs without having to join the BPA, which includes insurance cover. This has now been achieved and subject to the insurance renewal being accepted at an EGM, or by Council on the 13 February, it is recommended that the Operations Manual be amended as follows:

**SECTION 12 (DOCUMENTATION), Paragraph 1 (Personal Documents), Sub-para 1.1. Changes to read:**

**1. PERSONAL DOCUMENTS**

- 1.1.** All parachutists, pilots, riggers, packers, judges and DZ controllers must be current members of the British Parachute Association. Except in the case of other European Union (EU) parachutists, who are current members of their own country's parachuting governing organisations, are FAI certificated, have a minimum of 100 descents and hold current third party liability insurance cover of a minimum of €1.300,000.

Some discussion took place with regard to the proposed minimum jump requirement.

David Hickling, as Chairman of the Insurance Sub-Committee was able to answer a number of questions relating to this issue.

Following some discussion, it was proposed by David Hickling and seconded by Doug Peacock that the above amendment to the BPA Operations Manual be accepted, subject to the insurance policy is renewed.

For: 12                      Against: 1                      Abstentions: 0

**Carried**

**Note:** *The BPA Insurance Policy was renewed at the Council Meeting of the 13 February 2007.*

The Chairman suggested that CCIs and Drop Zone Operators may wish to attend the Council Meeting to be held on the 13 February where the subject of the BPA Insurance renewal was being discussed.

While on the subject of BPA Insurance, the Chairman wished to draw to CCIs attention that anyone found to be intentionally operating outside of the BPA Operations Manual would not be covered under the BPA insurance policy.

- c. The second recommended amendment related to the Pilots' Section of the Operations Manual, which was amended in September of last year, Section 9, Paragraph 1.1.6. required that BPA Form 108B (Training Syllabus) should be sent to the BPA Office with pilot applications. This should not have been included as the intention is that the 'Syllabus' is retained by the Club in the pilot's file. Therefore, it is proposed that Para 1.1.6. should read:

**SECTION 9 (FLYING), Paragraph 1 (Pilots), 1.1.6.**

1.1.6. **Documentation.** Having satisfied all the above requirements, BPA Forms 108A (Initial Application), 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 31<sup>st</sup> March each second year. (BPA Authorised Parachute Pilot Renewal Form 108G).

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

**Carried Unanimously**

- d. Circulated to those present was a draft poster, which would be displayed at Clubs, advising potential parachutists e.g. Tandem Students, that parachute aircraft do not operate under the same regulatory standards as commercial flights.

The TO stated that the CAA were keen to ensure that those taking part in activities such as parachuting, microlight flights, ballooning etc fully understood that these activities were not controlled in the same manner as commercial airlines.

Dates of next Meetings:            Thursday 29 March 2007  
   Thursday 31 May 2007  
   Thursday 2 August 2007  
   Thursday 27 September 2007  
   Thursday 22 November 2007

BPA Offices, Glen Parva, Leicester  
at 7.00 p.m

Issued: 14 February 2007

**Distribution:**

Chairman BPA  
Council  
CCIs  
All Riggers  
Advanced Packers  
CAA  
Lesley Gale (Editor – Skydive)

AMENDMENTS TO THE BPA OPERATIONS MANUAL

At the STC Meeting of the 1<sup>st</sup> February 2007, the following Sections of the BPA Operations Manual was amended as follows:

**SECTION 9 (FLYING), Paragraph 1 (Pilots), 1.1.6.**

1.1.6. **Documentation.** Having satisfied all the above requirements, BPA Forms 108A (Initial Application) 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 31<sup>st</sup> March each second year. (BPA Authorised Parachute Pilot Renewal Form 108G).

**SECTION 10 (SAFETY). Paragraph 1 (Safety in the Aircraft), New sub-para 1.4. & new N.B. to read:**

1.4. All parachutists must have been briefed as to the emergency crash procedures and brace positions relevant to their seating or kneeling positions in the aircraft

*N.B. Aircraft Crash Landing Procedures can be found on BPA Form 261.*

**Previous Sub-paras 1.4. – 1.10. become sub-paras 1.5. – 1.11.**

**SECTION 12 (DOCUMENTATION), Paragraph 1 (Personal Documents), Sub-para 1.1. Changes to read:**

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