

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 12 FEBRUARY 2009

Present: John Hitchen - Chairman of STC
Kieran Brady - Skydive Strathallan
Dave Hickling - BPS, Langar
John Page - Skydive London
Mike Rust - NLPC
Tony Goodman - Silver Stars
Chris McCann - Skydive Airkix
Paul Hollow - Target Skysports
Ray Armstrong - Skydive Brid
Phil Cavanagh - Black Knights
Paul Applegate - Riggers Committee

Apologies: Tony Butler, Mark Tether, Jason Thompson, Nigel Allen,
Dane Kenny, Steve Thomas, Dave Wood, Ian Rosenvinge, Pete Sizer,
Pat Walters, Carl Williams, Steve Scott, Doug Peacock.

In Attendance: Trudy Kemp - Assistant to NCSO/TO

Observers: Gary Small, Phill Elston, Matty Holford, Rick Boardman,
Stuart Meacock, Chas McNeil.

The Chairman expressed his apologies to CCIs for having to postpone last week's STC meeting. He stated that the weather had been so severe, he felt it was unlikely that many CCIs could have made it to the meeting.

The Chairman also advised the Committee that the Association had been informed of the death, in Australia of Ted Lewington. Ted had been team leader of the Red Devils for many years in the early eighties and he had also gone on to run his own parachute club. The Chairman wished to convey his condolences to his family on behalf of STC.

ITEM

1. MINUTES OF THE STC MEETING OF THE 20 NOVEMBER 2008

It was proposed by John Page and seconded by Tony Goodman that the Minutes of the STC Meeting of the 20 November 2008 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 20 NOVEMBER 2008

Page 1, Item 2 – (Matters Arising). The Chairman reported that the problem regarding the 'tail-strike' to the Quest Kodiak was still to be resolved. He stated that the Technical Officer and the Commandant of RAPA had met with the representatives of Quest this week. The problem had been referred back to the aircraft designers and engineers with the possible intention of re-positioning the rear step and shortening the top rail on the aircraft. In the

meantime and until the problem was resolved, no 'floating' type exits will be permitted from the aircraft.

Page 3, Item 5 – (Display Team Panel of Inquiry). The Chairman advised the Committee that the Panel of Inquiry had made a number of suggestions regarding possible changes to display jumpers' documentation and the availability of a 'flow chart' for team leaders' use. He stated that it had been agreed at the last meeting that these suggestions would be discussed at the Display Team meeting at the AGM. He reported that generally team leaders felt that the suggested documentation would be ineffective and that team leaders should maintain comprehensive files for their display jumpers, listing qualifications, currency etc. It had been suggested at the meeting that team leaders send sample paperwork to the BPA office so that a suggested format could be distributed to teams. The team leader of the Golden Lions had sent good examples of their paperwork, which would be sent to display team leaders for them to consider.

3. **MINUTES AND MATTERS ARISING FROM THE PILOTS' SUB-COMMITTEE MEETING OF THE 10 JANUARY 2009**

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

Kieran reported that as this was renewal time for Centre's Permissions, he wished to remind those present that some Centres would also be required to renew their Exemptions for flights in controlled airspace, their Department for Transport Permits and TAWS exemptions, which if operating a U.K. registered aircraft could be done by E mail to Keith Thomas at the CAA.

Kieran advised those present that he had been in touch with the CAA/DfT regarding DfT Permits for foreign registered parachuting aircraft used in the UK. He stated that some Operators had received their Permits only to find out they expire in couple of months and not the usual 12 months. Kieran had contacted the CAA/DfT to find out why and advised that the Permit validity extends to the next expiring document, ie insurance or CAA annual Permission.

Kieran advised that for TAWS exemptions on aircraft registered in other countries that have a TAWS requirement then an exemption was required from the controlling authority in the state of registration. He cautioned that the Department for Transport Permit may be dependant on production of that exemption. He stated that operators of aircraft registered in countries such as Hungary where no regulation to have TAWS fitted exists. They do not at this point require to be exempted. He stated that naturally, this would change in 2012 when the Hungarians come under the European umbrella.

Kieran then reported that we have now seen the new EASA implementing rules for air operators and one subject that was of concern was the TAWS requirements which were: Turbine with more that 9 seats class 'A'. Piston or more than 9 seats class 'B' and the biggest concern to Kieran was that the suggestion was that we fall under the banner of Commercial Air Transport. He stated that the consultation period has been set at 6 months and comment for consideration needed to be forwarded to EASA before mid May 09.

Kieran advised those present that it was the intention to circulate a copy of the Consultation document to all Club Operators. He stated that it was a lengthy document and that Operators could e-mail him at kkbrady@btinternet.com or through the BPA Office and he would guide them through it.

Kieran stated that initially the BPA should examine the publication in full and without doubt the more eyes on this the better. Then we should collate all the information we have and build our objection as strongly as possible, but we need to join forces with our European allies. As

an Association, we also need to consult our local controlling authority the CAA and exchange views with them and consider their opinions. He stated that these proposals were potentially a massive threat to our community and that as an Association we need to join forces collectively to fight this. Kieran advised the Committee that it was his intention to set up a Working Group and that he would liaise with Tony Butler on his return to the office to form a plan of action.

It was proposed by Kieran Brady and seconded by Tony Goodman that the Minutes of the Pilots' Sub-Committee Meeting of the 10 January 2009 be accepted.

Carried Unanimously

4. INCIDENT REPORTS - RESUME

- i) There had been 7 Student injury reports received since the last meeting. 6 male and 1 female. 2 were during training. The remaining injuries were on landing
- ii) There had been 4 injury reports received for 'A' Certificate parachutists or above. All male.
- iii) Since the last meeting there had been 5 Student Parachutist Malfunction/Deployment Problems reported. 4 male and 1 female. One involved an AFF Student who was unstable in freefall. The instructor deployed the Student's main canopy at 8,000ft. However, the Student did not realise he was under a canopy and cutaway and deployed his reserve.
- iv) There had been 12 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 11 male and 1 female.
- v) There has been 1 Tandem Injury report received since the last meeting. There had also been 6 Tandem Malfunction/Deployment Problems reports received.
- vi) There had been 1 report received of an AAD firing since the last meeting. It involved a parachutist with 93 jumps whose FXC fired after the main was deployed at about 3,000ft. The reserve inflated resulting in a 'down-plane'. The jumper cutaway the main and landed without further incident. A report had also been received of a Tandem Cypres switching itself off at 1,800ft in the aircraft. The aircraft landed with the Tandem pair. The unit was checked again and showed an error reading.
- vii) Five reports had been received of 'off landings' at Clubs, including 2 Tandems, 1 tree landing and 1 power line strike.
- viii) A report had been received of a canopy collision between 2 parachutists on deployment. Both had to cutaway.
- ix) Two reports had been received of a helmets coming off. One was a Student, the other an experienced parachutist.

5. PROPOSED CHANGES TO BPA OPERATIONS MANUAL

- a. A letter from Chris McCann had been circulated with the agenda requesting a change to the BPA Operations Manual regarding equipment used by AFF Students.

Chris gave the meeting details of his request and stated that that at his Centre they had two identical pieces of equipment – container, canopies etc, except only one had a secondary handle. He had wished to dispatch a Level 8 Student and continue to altitude

to carry out a Level 5 jump. However it was not possible as the Operations Manual stated that: *Accelerated freefall equipment may be either ripcord or throwaway deployed, and must be able to be activated from either side*

Chris stated that he felt that the need for a 'secondary' handle was not necessary for Level 8 or Consolidation jumps. He had therefore proposed that Section 6 (Equipment) of the Operations Manual, Paragraph 2.1.6. be changed to read:

'2.1.6. Accelerated freefall equipment may be either ripcord or throwaway deployed, and must be able to be activated from either side, unless the Student Parachutist is making a Level 8 or Consolidation descent.'

It was proposed by Chris McCann and seconded by Dave Hickling that the proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

- b. A letter from Ray Armstrong had been circulated with the agenda requesting a change to the Operations Manual with regard to foreign rated AFF and Tandem Instructors. Ray had stated that at the moment he felt that there was some disparity between foreign instructors and British citizens with foreign ratings. As it stands, foreign instructors can use their ratings relatively simply as long as they conform to the requirements listed in the Operations Manual. British Citizens who work abroad and obtain foreign ratings are not allowed to follow the same procedure, no matter how long they have lived or worked abroad, or how much experience they have. Ray had stated that he felt that they should be brought into line and British Citizens should be treated equally to foreign citizens.

Ray had therefore proposed an amendment to the Operations Manual, Section 4 (Instructors), Paragraph 12 (Foreign Instructors).

The Chairman advised those present that e-mails had been tabled from Scotty Milne and John Horne opposing this proposal including their reasons why.

The Committee considered this proposal at some length. A number of CCIs present expressed concerns about allowing British citizens to gain their Tandem/AFF ratings abroad and then to permitting them to then use those ratings in the UK.

Some members present believed if this proposal was accepted, it would open the floodgates and they felt we should not be encouraging members to gain foreign instructor ratings, when we would struggle even more to get UK qualified instructors.

A number of other concerns were also raised by those present. It was felt by some that it was quite easy to obtain a foreign rating and how then as an Association did we police those ratings. Also, in terms of maintaining a foreign rating, a number of CCIs pointed out how easy it was to maintain their own foreign ratings even though they had not jumped in the country of origin for several years. Therefore, it could be seen by some as being too easy.

Ray commented that he was still concerned at the disparity between foreign instructors and British citizens with foreign ratings.

The Chairman stated that STC permitted foreign rated Tandem and AFF Instructors in an effort to assist Clubs. He stated that there were only had a couple of foreign rated Instructors in the UK at this time.

Following further discussion, Ray Armstrong's proposal failed to find a seconder from those present.

Not Carried

For information, the Chairman advised those present that 2 proxy votes had been received in favour of this proposal and one proxy vote had been received against the proposal. With no actual vote taking place on this proposal, these proxy votes could not be used.

- c. A paper from the Technical Officer had been circulated with the agenda stating that it had been noted that two paragraphs in the Operations Manual: Section 5 (Training), Paragraph 3 (Revision Training), Sub-Paras 3.1. & 3.2. both deal with Student revision training between completing the training syllabus and their fifth jump and to an extent duplicated each other:

3.1. Any Student Parachutist who does not complete his/her first descent within 48 hours of completing the Basic Training System Syllabus must be given some form of revision training, as directed by the CCI. This is to be recorded on/in the Student Parachutist's Training Record Card/Log Book.

3.2. Until the first five descents have been completed Student Parachutists must receive revision training prior to their first descent of the day. This is to be recorded on/in the Student Parachutist's Training Record Card/Log Book.'

The TO had therefore suggested that the above was combined to one paragraph:

3.1. Student Parachutists who have not completed their first descent within 48 hours of having carried out the Basic Training System Syllabus must be given revision training prior to their first descent. Following their first descent Student Parachutists must receive revision training prior to the first descent of the day until they have made their fifth descent. Revision training must be recorded on/in the student parachutist's training record card/log book

The Chairman advised the Committee that circulated to those present was an alternative amended Paragraph 3.1. which, did not include the current rule, which stated that revision training only needs to be carried out if the Student has not jumped within 48 hours of training. It is felt by some that if the Student does not jump on the same day as training, revision training should take place from the following day.

Some discussion ensued on this proposal, after which it was agreed by those present that the original proposal by the TO be withdrawn and that a new proposal was submitted for consideration at the next meeting following input from CCIs.

6. PERMISSIONS

- a. A letter from Nigel Allen had been circulated with the agenda together with a risk assessment, requesting permission to allow Netheravon to take passengers in the right hand seats of their Cessna 208 Caravan aircraft (G-BZAH and G-OAFF) should the need arise. Nigel had stated that all of the other Section 9 Para 5.7 aspects would be observed as normal.

Kieran Brady advised the Committee that the flight manual supplement for use in the para drop role for this particular aircraft specifically states that no persons shall be carried except those performing a duty in connection with the parachuting operation in accordance with the BPA Operations Manual.

Following further discussion, it was felt by those present that although they did not object to this request in principle, in light of what Kieran had advised at the meeting, the Committee did not feel they could accept this proposal.

Following discussion, Nigel Allen's proposal failed to find a seconder from those present.

Not Carried

The Chairman agreed to contact those Centres concerned who had previously requested exemptions to this rule to advise them of this situation.

7. **A.O.B**

- a. Circulated to those present was a letter from Paul Hollow requesting a 6 month extension to the AFFBI rating of Chris Hollis. Paul had stated that Chris had started work towards gaining his AFF rating at Skydiving Airkix/Sibson in 2008 however, due to circumstances at Sibson, he has not been able to continue to progress and attend an AFF Instructor Exam Course.

Paul had agreed to continue to work with Chris towards his AFF rating, however his AFFBI was due to expire at the end of February 2009.

It was proposed by Paul Hollow and seconded by Chris McCann that the above request be accepted.

Carried Unanimously

- b. Circulated to those present was a letter from Doug Peacock requesting a 6 month extension to the AFFBI rating of Richard Orford. Doug had stated that Richard would be out of the country team training when he was due to attend the April AFF Instructor course.

It was proposed by Doug Peacock (proxy) and seconded by Ray Armstrong that the above request be accepted.

Carried Unanimously

- c. Circulated to those present was an e-mail from John Page requesting a 6 month extension to the CSBI rating of Jeremy Cooper.

It was proposed by John Page and seconded by Mike Rust that the above request be accepted.

Carried Unanimously

- d. Circulated to those present was a letter from Dave Hickling requesting an extension to Sarah Baileys CSBI rating allowing her to attend the CSI Course in August 2009. Dave had stated the reasons for the request.

It was proposed by Dave Hickling and seconded by Kieran Brady that Sarah Bailey be given a six month extension to her CSBI rating.

Carried Unanimously

- e. Circulated to those present was an e-mail from Pete Sizer requesting the re-instatement of Dave Hartley's CSBI rating. Pete had stated that Dave had been a CSBI for quite a while and whilst good with students and very useful around the Drop Zone was unsuccessful at the CSI exam stage, he then concentrated on getting his Tandem rating last year, which he had used since then.

Pete had also stated that Dave was freelance but at the Centre every day as a Tandem Instructor and helping with general duties. He had stated that when the Centre restarted static line courses after the Christmas break, Dave had wanted to get back into teaching, but then realised that his CSBI had lapsed.

Pete had stated that although Dave has had a few extensions to his CSBI rating in the past, he felt that his experience as a Tandem Instructor has helped his confidence levels and that will improve his teaching skills.

The Committee was informed that Dave Hartley's CSBI rating had expired on the 31 August 2008.

Some discussion ensued on this request and some concern was raised with regard to the fact that Dave had been awarded a number of extensions to his rating since undertaking his CSBI Course in November 2005. Concern was also expressed by those present to the fact that Dave had not been on a coaching course for some considerable time.

Following further discussion, it was proposed by Pete Sizer (proxy) and seconded by Mike Rust that the above request be accepted.

For: 5 (including 1 proxy) Against: 5 Abstentions: 0

Not Carried

- f) Paul Applegate advised the Committee that at the Riggers Meeting held that afternoon, Riggers had agreed to a BPA Safety Information Bulletin being issued. This had resulted following discussion on a product improvement notice issued by United Parachute Technologies concerning a Sigma Tandem/Skyhook modification.

The Riggers Committee had felt that because the manufacturers had highly recommended that the product improvement be carried out on UPT Sigma Tandem and Student systems by the next reserve re-pack. Then the BPA should make mandatory this recommendation in the UK.

Paul advised that the Riggers Committee, in an effort to keep equipment in the air, the Committee had agreed to the disabling of the Skyhook whilst operators awaited parts for the mod, as it had been suggested that delivery of these parts could take some time.

There then followed some discussion by those present on this recommendation.

STC members strongly disagreed with the Riggers Committee recommendation of the disabling of the Skyhook, even though the Committee had made this recommendation in an effort to assist operators.

Following further discussion, it was agreed by those present that the BPA make mandatory the recommendation in the United Parachute Technologies Product Improvement Bulletin, dated 20 January 2009 that the product improvement be carried

out on UPT Skyhook/Collins Laynard equipped Sigma Tandem and Student systems by the next reserve re-pack.

Date of next Meeting: Thursday 9 April 2009
BPA Offices, Glen Parva, Leicester
at 7.00 p.m

13 February 2009

Distribution:

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AMENDMENTS TO BPA OPERATIONS MANUAL

At the last STC meeting of the 12th February 2009 the following amendments were made to the BPA operations Manual:

SECTION 6 (EQUIPMENT), Paragraph 2 (Equipment Used by Student Parachutists), sub-para 2.1.6. Change to read:

2.1.6. Accelerated freefall equipment may be either ripcord or throwaway deployed, and must be able to be activated from either side, unless the Student Parachutist is making a Level 8 or Consolidation descent.