

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 10 JUNE 2004

Present:

Tony Goodman	-	Acting Chairman STC
Paul Applegate	-	Riggers Committee
Pete Szer	-	Headcorn
Tony Knight	-	UK Parachuting
Dave Hickling	-	BPS, Langar
Karen Farr	-	Skydive Strathallan
Andy Montriou	-	Swindon Skydiving Centre
Mike Rust	-	NLPC
Kev Goode	-	PPC
Jm White	-	Skydive St Andrews
Dennis Buchanan	-	NWPC
Rob Noble-Nesbitt	-	Paragon
Andy Guest	-	Devon & Somerset
Nigel Allen	-	JSPC (N)
Pat Walters	-	Tilstock
Paul Hollow	-	Target Skysports
Phil Cavanagh	-	Black Knights
Dave Emerson	-	Hinton Skydiving
Trevor Dobson	-	Peterlee
Brian McGill	-	RAFSPA

Apologies John Hitchen, Mark Bayada, Dane Kenny, Mac MacLennan.

In Attendance:

Tony Butler	-	Technical Officer
Chris Allen	-	Chairman BPA
Kieran Brady	-	Council Member
Trudy Kemp	-	Assistant to NCSO/TO

Observers John Horne, Stuart Morris, Alan Wilkinson, Mick Nealis, Liz Ashley, John Harding, Pete Marsden, Colin Fitzmaurice, Brian Dyas, Alun Griffiths, Stuart Meacock, Jeff Illidge, Ian Rosenvinge.

ITEM

John Hitchen was away in Croatia on BPA business and he had therefore asked Tony Goodman to chair the meeting on his behalf.

1. MINUTES OF THE STC MEETING OF THE 8 APRIL 2004

It was proposed by Brian McGill and seconded by Dave Emerson that the Minutes of the STC meeting of the 8 April 2004 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 8 APRIL 2004

Page 9, Item 10 – AFFBIs At the last STC meeting, on the 8th April 2004, it was decided that AFFBI courses would be re-instated and that once a candidate had successfully completed the AFFBI course, he/she must not attend the next phase of AFF instructor qualification for at least 6 months. During that period the candidate may carryout ‘ground’ instruction only and only under direct supervision. The candidate must not carryout any AFF instructional jumps with actual Students.

At that meeting no decision was made as to what the AFFBI would need to do to qualify as an AFF Instructor. Two options were suggested: (i) Attend a CSI course, be examined on AFF lessons, briefs etc and if successful, then attend an AFF Instructor course, or (ii) Attend an AFF Instructor course for examination on all aspects (lessons/jumps etc).

That meeting decided that AFF Examiners would be canvassed for their opinions and a proposal would then be made to STC. A number of Examiners were asked and opinions were roughly split 50/50. Therefore, both suggested proposals went out with the agenda:

- (i) Once an AFFBI has completed a minimum of a 6-month probationary period, he/she then attends a CSI Course, where he/she will be examined on AFF Teaching Practices (lessons/briefs etc). The candidate will complete the course as per the ‘normal’ CSI candidates, other than he/she will not be required to carryout RAPS lessons, static line dispatching etc.

Once the candidate has successfully achieved the above, he/she will then be permitted to attend an AFF Instructor course whenever there is a place available. In the meantime the candidate may carryout ‘ground’ instruction, but may not carryout AFF instructional jumps with actual Students.

- (ii) Once an AFFBI has completed a minimum of a 6-month probationary period, he/she then attends an AFF Instructor course. On the first day a ‘closed book’ written examination will take place (as per the current CSI course + AFF questions). Failure to reach the required pass mark will mean the candidate cannot continue on the course (as per current CSI course practice). If any candidate on the AFF instructor course fails the Teaching Practice aspect of the course (lessons/briefs etc), he/she will fail the course, even if successful on the jumping phase of the course. The candidate will then be required to take the entire course again.

A lengthy discussion ensued and each of the above suggested proposals were discussed by those present.

Dave Hickling stated that the CSBI Course is not structured towards potential AFF Instructors, and the course that is currently run is for Basic Instructors to become CSI' s. Dave believed that there should be a dedicated BPA AFF Basic Instructor Course.

The Technical Officer stated that this was ok in theory, but in reality, he believed that the small numbers of candidates wishing to attend a Course would probably mean that there would only be one Course held a year, which in effect would mean that it could take even longer for a potential AFF Instructor to qualify.

Following further discussion on this item, the Chairman asked for a show of hands from those present to get an idea of which of the suggested proposals STC members favoured. This established that the first proposal found most favour.

It was therefore proposed by Dave Emerson and seconded by Paul Hollow that the first Proposal (i – above) be accepted.

For: 12 Against: 4 Abstentions: 2

Carried

It was agreed that the Technical Officer would amend the Operations Manual to reflect the decision and the amendments would be available with the Minutes.

3. MINUTES AND MATTERS ARISING FROM THE RIGGERS SUB COMMITTEE MEETING OF THE 8 APRIL 2004

Paul Applegate stated that he had nothing to report from the previous Minutes. Therefore it was proposed by Paul Applegate and seconded by Pete Sizer that the Minutes of the Riggers' Sub-Committee Meeting of the 8 April 2004 be accepted.

Carried Unanimously

Paul Applegate advised those present that he had nothing to report from the meeting held that evening.

4. FATALITIES

The Vice Chairman stated that, unfortunately there had been three fatalities since the last STC meeting: Headcorn on the 11th April, Wild Geese on the 14th May and Strathallan on the 30th May. A resume of the Board of Inquiry Report had been circulated to CCIs with the agenda.

a. Headcorn

On Sunday 11th April 2004 Ethan Brentwood an FAI 'B' Certificate qualified parachutist, with 157 jumps died following a low turn.

Ethan boarded a DH Beaver aircraft along with seven other parachutists. The aircraft climbed to approximately 12,000ft AGL. A 'jump run' was made over the centre of the PLA. Once the aircraft was at the correct Exit Point the first two parachutists to

exit were Ethan and another parachutist, who were jumping together. The remaining six parachutists, two Tandem pairs and their video cameramen, exited shortly after.

Ethan was carrying out a two-way FS jump. The free fall part of the descent went without incident, during which a number of FS manoeuvres were completed. At approximately 4,000ft AGL the two parachutists separated and deployed their parachutes. All parachutists' canopies were seen to deploy normally and were observed to be flying correctly.

Ethan's canopy was observed to be over the PLA from approximately 500ft. He was then seen to make a radical turn at a low altitude, of approximately 270°s impacting with the ground whilst still in the turn.

A BPA Board of Inquiry was convened, consisting of the NCSO and the Technical Officer.

The Board's Conclusions and Recommendations are:

CONCLUSIONS

That Ethan made an uneventful free fall decent, deployed his main parachute at the correct altitude, and remained in a suitable area above the intended landing area. At a very low altitude, he initiated an intentional radical turn, in an attempt to carry out a 'swoop' type landing. He then struck the ground at high speed before fully completing the turn.

Ethan had successfully made a number of 'swoop' type landings previously. The Board believe that on this occasion he had miscalculated the minimum height needed to complete the turn in order to successfully achieve the 'swoop' landing. This resulted in him striking the ground at high speed.

It is not known whether Ethan had received any formal coaching for 'swoop' type landings.

RECOMMENDATIONS

The Recommendation of the Board is that parachutists should be reminded of the possible consequences of radical turns close to the ground.

Following some discussion it was proposed by David Hickling and seconded by Mike Rust that the Board of Inquiry report, including the Conclusions and Recommendations be accepted.

Carried Unanimously

The Technical Officer stated that the Board believe that in this instance it is not necessary to instigate a Panel of Inquiry and recommend this to STC. The Technical Officer also stated that the reason for this was that there was already a Panel of Inquiry/Working Group looking into low turns.

It was proposed by Paul Hollow and seconded by Karen Farr that it was not necessary to instigate a Panel of Inquiry on this occasion.

Carried Unanimously

b. **Wild Geese**

On Saturday 15th May 2004 John David Halls a Category System Instructor, with 763 jumps died following non-deployment of either canopy. A resume of the Board of Inquiry Report had been circulated to CCIs with the agenda.

At approximately 14:10 hours on Saturday 15th May 2004, John David Halls boarded a Cessna '208' Caravan aircraft along with seven other parachutists, which was to be the sixth lift of the day.

The aircraft climbed to approximately 13,000ft AGL. A 'jump run' was made over the centre of the PLA. Once the aircraft was at the correct Exit Point the first two parachutists to exit were David and another parachutist, who were jumping together. The remaining six parachutists, two Tandem pairs and their video cameramen, exited shortly after.

David was carrying out a two-way FS jump. The planned free fall part of the descent went without incident. At approximately 5,500ft AGL the parachutists separated on a signal from David. The other parachutist deployed his parachute at approximately 3,500ft AGL. David's parachute was not observed to deploy. All the remaining parachutists' canopies were seen to deploy normally and were observed to be flying correctly.

The DZ controller only observed five fully deployed canopies and could not locate the sixth canopy. Shortly after, a search was instigated in order to locate the missing parachutist. At approximately the same time a local resident informed the Club that he had located the body of a parachutist.

A BPA Board of Inquiry was convened, consisting of the NCSO and BPA Examiner, Rob Noble-Nesbitt.

The Board's Conclusions are:

CONCLUSIONS

That; the first part of David's descent was uneventful. The two parachutists separated in free fall at an altitude to allow them sufficient time to deploy their parachutes at a normal height. The other parachutist deployed his parachute at approximately 3,500ft AGL. He observed that David continued to descend in free fall before losing sight of him.

The Board believe that there could only be one of three reasons for this fatality. That David, (i) lost altitude awareness, (ii) could not deploy his parachute for some unknown (to the Board) medical reason, or (iii) most likely, he intentionally did not deploy his parachute.

Following some discussion it was proposed by Brian McGill and seconded by Pete Szer that the Board of Inquiry report, including the Conclusions and Recommendations be accepted.

Carried Unanimously

The Technical Officer advised those present for information, that the Board also believed that the health centre stamp on John David Hall's Doctor's Certificate was not authentic.

The Technical Officer stated that the Board believe that in this instance, as with the previous fatality, it is not necessary to instigate a Panel of Inquiry and recommend this to STC.

It was proposed by Rob Noble-Nesbitt and seconded by Karen Farr that it was not necessary to instigate a Panel of Inquiry on this occasion.

Carried Unanimously

c. **Strathallan**

On Sunday 30th May 2004 Alastair McLaren, an Experienced Parachutist, with in excess of 1000 jumps died at Skydive Strathallan. A resume of the Board of Inquiry Report was circulated to those present.

At approximately 21.15 hours on Sunday 30th May 2004, Alastair McLaren boarded a Dornier G-92 aircraft along with fourteen other parachutists, which was to be the thirty-ninth lift of the day and the Alastair's second jump of the day

The aircraft climbed to approximately 13,000ft AGL. A 'jump run' was made over the PLA. Once the aircraft was at the correct exit point, the first two groups of five parachutists exited, followed by two other parachutists. Alastair and another parachutist then exited, followed some ten seconds later by the final parachutist.

Alastair was carrying out a two-way freeflying jump. He and the other parachutist exited linked together. They spun for a number of seconds and then separated. By the time Alastair was seen again (between twenty-five and thirty seconds after exiting the aircraft), it was observed that his harness and container was detaching from him. After which he was observed to go into a head down position, followed approximately five seconds later by adopting face to earth position, before being lost from view.

The DZ controller observed only fourteen fully deployed canopies and could not locate the fifteenth canopy. The parachutist who jumped with Alastair reported what he observed, once he had landed and the Club's 'Fatality Procedures' were put into place.

When the aircraft landed it was noted that Alastair's goggles, altimeter, gloves and mobile phone had been left in the aircraft.

A BPA Board of Inquiry was convened, consisting of the NCSO and Technical Officer.

The Board's Conclusions are:

CONCLUSIONS

That approximately twenty seconds after exiting the aircraft Alastair became detached from his parachute harness and container.

The Board believe that he either (i) inadvertently became detached from his equipment - though this would have been very difficult to achieve, as both his leg straps would have needed to be loose and his chest strap undone or, more probably, (ii) he intentionally removed his equipment whilst in freefall.

It was proposed by Brian McGill and seconded by Paul Hollow that the Board of Inquiry report, including the Conclusions be accepted.

Carried Unanimously

The Technical Officer stated that the Board believe that in this instance, as with the previous fatalities, it is not necessary to instigate a Panel of Inquiry and recommend this to STC.

It was proposed by Andy Montriou and seconded by Tony Knight that it was not necessary to instigate a Panel of Inquiry on this occasion.

Carried Unanimously

5. INCIDENT/INJURY REPORTS RESUME

- i) There had been 22 Student injury reports received since the last meeting. 18 male and 4 female. Three of the reports were during exit from the aircraft. One Student dislocated a shoulder, one hurt his knee and one had whiplash as the static line canopy deployed. The rest of the reports were landing injuries. All under ram-air canopies. One of the landing injuries involved a first time static line Student who had a weak exit, resulting in an uneven deployment. One of the steering toggles got caught under the reserve riser flap, causing a rotation. The Student appeared to take little action, resulting in the Student landing a rotating canopy, off the airfield, on a traffic island. The student sustained vertebrae injury. Another involved a Student on a 10-second delay who was unstable on deployment. Her arm got caught in the rigging lines, which she did not untangle before carrying out her reserve drills. She landed under both canopies, which were spiralling. She sustained back injury (broken vertebrae). The Student concerned is a member of the full time BPA administration staff, Sue Waterfield. On behalf of STC, the Chairman wished her a speedy recovery.
- ii) There had been 19 injury reports received for Intermediate or Experienced Parachutists. 10 male and 9 female. 11 of the reports were landing injuries. The others included 4 dislocated shoulders – One in free fall, two on pull and one on deployment. One injury was a torn muscle during a two-way launch. The parachutist was unable to deploy her main and used her reserve. Another was a torn arm muscle whilst closing the aircraft door and another was a parachutist who was about to

board the aircraft, slipped and broke her fibula. The final one was to a jumper who had a hard opening and damaged his ribs.

- iii) Since the last meeting there had been 16 Student Parachutist Malfunctions/Deployment Problems reported. 13 male and 3 female. All were on ram-air canopies. Two were from a group of 'disruptive' Students who were trained together. One had slight twists and the other had nothing wrong with his canopy, both carried out their reserve drills. No satisfactory answers could be obtained from the Students. Another involved a first time Student who had a line over type malfunction and did not carry out his reserve drills, landing under the malfunction, sustaining only cuts and bruises.
- iv) There had been 50 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 44 male and 6 female.
- v) There had been 18 Tandem Malfunction/Deployment Problem or Injury reports received since the last meeting. 7 of the 9 injury reports were broken or sprained ankles. The 8th was a Student who dislocated her shoulder in free fall. The ninth was a Tandem Student who hurt his knee on landing. 8 of the 9 other reports were various malfunctions or deployment problems. One report concerned a canopy about to be repacked, was where it was noticed that the main pin – the swaged yellow cable, was missing from the drogue bridle. It is believed that the pin came off during deployment, possibly because the cable was not correctly swaged. The bridle had only completed 2 or 3 jumps previously. The CCI contacted the suppliers and manufacturers and it appears to have been a 'one off' . This incident had been discussed at the Riggers' meeting that evening and it had been decided that a BPA Safety Information Bulletin be issued highlighting this problem.

The Technical Officer referred to Tandem injuries and stated that the vast majority of these injuries appeared to be caused by Students not lifting their legs up for landing. He stated that some clubs are carrying out a procedure now which, other CCIs may wish to consider, which includes giving Tandem students a form to sign, stating something to the effect that the Tandem Student has been fully briefed and they are fully aware that they need to lift their legs up for landing.

- vi) There had been 4 reports received of AAD firings. Two were Students who lost altitude awareness and deployed their mains low. Their FXCs fired about the same time. The third was a static line Student who flipped over on exit causing an uneven deployment. The canopy opened with twists and was rotating quickly. The Student had difficulty trying to locate handles due to the speed of the rotation. When the Student did get handles, he said that because it was 1200ft he thought it was too low to cutaway. The Cypres fired shortly after. The Student then landed under two canopies, without injury. The 4th was a display jumper who was videoing another parachutist and at deployment time grasped his toggle through his wing suit. When he eventually deployed his main, his Cypres also fired.
- vii) Four reports had been received of canopy entanglements. 3 were Experienced Parachutists taking part in Canopy Formation. The other involved two Students, both on their second jump, who collided at about 2500ft. They became entangled, but the rigging line entangling them snapped, allowing them to disentangle. Both then landed without further incident.

- viii) Six reports had been received of ' off landings' at clubs.
- ix) Two reports had been received of display misfires. One was a arena miss and the other was jumper who injured his wrist on landing.
- x) Five reports have been received involving aircraft. One was during a pre-flight check. It was discovered that there was a crack surrounding a flap control bracket. One report was during a take-off roll with a pilot under instruction. The aircraft drifted to the left of the grass runway. The roll was corrected but on rotation the left elevator balance horn contacted some rough ground, damaging it. The third involved a helicopter that over flew a PLA at 500ft, missing a canopy by approximately 100ft. The fourth was where a pilot thought he had an aircraft emergency at approximately 5000ft. The jumpers exited, including a Tandem, who deployed his reserve at 4200ft. The final one involved a Student' s parachute container opening in the aircraft. The parachutist was moved away from the door and the aircraft landed without further incident.

6. **PANEL OF INQUIRY REPORTS**

a. **Canopy Handling Panel/Working Group**

The Committee was advised that the previous Chairman of the Panel, John Horne, resigned from the Panel in April and Mark Bayada had agreed to take over the chair.

The Vice Chairman informed the meeting that the Panel had held another meeting last week and he stated that details of the Panel' s direction were outlined in a paper, which was circulated with the agenda.

Chris Allen, was present that evening to represent Mark Bayada and he reported on the Panel' s work to date and it' s aims for the future.

Chris stated that the Panel had got off to a very good start. There was consultation with experienced skydivers on an international basis. Then they further went on to carry out a survey of 500 recently qualified ' A' Licence holders. They produced the ' Stay out of the Corner' poster and also an article was produced to explain the concept behind the poster.

From the information gathered, the Panel had also created a Canopy Handling page on the BPA website. A CD was also produced with canopy handling articles and some draft specimen lessons, which was circulated to CCIs for feedback.

Chris Allen advised the Committee that the Panel had also produced a ' plan' , which included details of the Canopy Handling Grading and coaching system, which had been circulated with the agenda. He stated that it was the Panel' s intention was to deal with each of the Panel' s proposals one at a time in an effort to get as much feedback as possible. This would start at the next meeting by going through the contents of the Canopy Handling manual, that the Panel intends to produce.

Chris stated that contributions and input from those present was very much appreciated and asked if anyone had any comments so far.

Following some discussion, the Vice Chairman thanked Chris Allen for his report to the meeting.

Various correspondence between BPA Council member Elizabeth Stoodley and Chris Allen was circulated to those present. It was noted that Ms Stoodley had written to Council proposing that Brian Vacher be Chairman of the Canopy Handling Panel.

The Chairman gave STC members several minutes to read the correspondence and then asked if anyone wished to comment. There was no support for Ms Stoodley's proposal.

b. **RAPS Panel/Working Group**

This Panel/Working Group was originally the Panel of Inquiry following the Board of Inquiry into the Fatal Accident of Iain Johnstone, but was extended to encompass RAPS Static Line training and jumping as a whole. A report by the Panel went out to CCIs with the agenda and David Hickling was able to provide further details and was able to answer any questions.

Dave Hickling thanked all those who had helped over the last 2 years and stated that a tremendous amount of work had been done. Dave suggested that it may be a good idea to have a specific STC meeting to discuss the Panel's report and recommendations.

Following discussion on this item, the Committee agreed that it would be a good idea to hold a specific meeting and it was agreed that this would be held towards the end of the summer.

c. **Panel Investigating the Flying Operations at St Andrews**

The Vice Chairman handed the chair to the Technical Officer, as he was a member of this Panel.

This item was held 'in camera' and all observers with the exception of those involved and the persons they requested to remain were asked to leave the meeting whilst this item was discussed.

The Committee was advised that this Inquiry was commissioned by the BPA NCSO and TO and was to investigate a complaint that had been made regarding the St. Andrews flying operation and all peripheral aspects of the complaint and, if necessary, to make recommendations. Tony Knight chaired the Panel. The other members were Tony Goodman and Paul Hollow, who replaced Phil Collett, who could not continue due to personal reasons.

The Panel report went out to CCIs with the agenda.

The then Chief Instructor and the Chief Pilot were invited to address the meeting and were both able to answer questions from those present.

Two BPA Examiners also addressed the meeting on their behalf. After which, they were all asked to leave the meeting, whilst STC members considered the Panel Report and Recommendations.

Following a lengthy discussion by those present on the Panel Report, it was proposed by Pete Szer and seconded by Dave Hickling that the Panel of Inquiry Report be accepted.

For: 13 Against: 1 Abstentions: 4

Carried

STC then considered and voted on each of the Panel of Inquiry Recommendations individually.

RECOMMENDATIONS

- a) That the Chief Instructor has his Advanced rating suspended for six months, during which time he may not act as a CCI under the terms of Section 1 para.2.1 of the BPA Operations Manual; that he is not to be awarded examiner status for at least one year after the completion of the period of suspension; that he is to meet with a Pilot Examiner (nominated by the Technical Officer) to establish a more formal knowledge of aircraft documentation requirements.

A great deal of discussion followed with regard to this recommendation and some members present thought that this recommendation to be a little harsh.

Other members present felt that there had been a serious breach of the Operations Manual and the Panel Recommendation therefore reflected this.

Following further discussion on this recommendation, a counter proposal was then tabled by Pat Walters that the (then) CCI be written to reminding him of his responsibilities. This was seconded by Mike Rust and voted on as follows:-

For: 11 Against: 3 Abstentions: 4

Carried

- b) That the Chief Pilot has his Pilot Examiner' s rating revoked; that he not be permitted to reapply for this rating for two years; that such reapplication must comply with BPA Operations Manual requirements at the time of reapplication; that he must not act as a Club Chief Pilot for six months; that he must meet with a Pilot Examiner (nominated by the Technical Officer) in order to revise his knowledge of BPA Operations Manual and aircraft documentation requirements.

Following discussion on this recommendation, a counter proposal was tabled by Nigel Allen and seconded by Jm White that the CCP be written to reminding him of his responsibilities and voted on as follows:-

For: 2 Against: 14 Abstentions: 2

Not Carried

The Committee then voted on the Panel Recommendation concerning the CCP and it was proposed by Paul Hollow and seconded by Brian McGill that the Recommendation of the Panel be accepted.

For: 13 Against: 2 Abstentions: 3

Carried

The Committee then considered the remaining Recommendations from the Panel as follows:-

- c) That the BPA produce a generic checklist relating to aircraft documentation, as an aid to CCPs, CCIs and Team Leaders in establishing a correct documentary evaluation of the aircraft they use.

It was proposed by Dave Emerson and seconded by Pete Sizer that the above Recommendation be accepted.

Carried Unanimously

- d) That the BPA incorporates teaching on Aircraft Procedures and Documentation on the Pre Advanced instructor course.

It was proposed by Mike Rust and seconded by Andy Guest that the above Recommendation be accepted.

Carried Unanimously

The (then) CCI and CCP were then invited back to the meeting, where they were advised of STC' s decisions. They were both informed that they would have right to appeal these decisions in the normal manner and would be written to advising them of this.

All observers were then asked to return to the meeting.

7. INSTRUCTOR COURSES

There had been two instructor courses held since the last meeting an AFF & Tandem Course at Target Skysports and Instructor Course 2/2004 at Strathallan.

a. **AFF/Tandem Instructor Course**

The Association would like to thank Target Skysports for hosting the course. There were no recommendations to be voted on. Therefore, the report, which went out with the agenda, was for information only.

Circulated to those present was a letter from a candidate who was not permitted to take part in the course. Also attached to the letter was correspondence from John Hitchen, Mick Nealis, Mike Rust and Steve Apps giving their comments and explanations on this matter.

The Chairman gave STC members several minutes to read the correspondence and then asked if anyone wished to comment.

The Committee was advised that the candidate had failed two Courses in the past and had been advised that he should not attend another Course. Because there was not a system in place recording this fact on the BPA database, he had applied to attend the Course at Target Skysports and had paid his Course deposit to the office in the normal manner and had therefore been accepted on this Course.

Phil Cavanagh advised the Committee that he had recommended the person concerned to attend each of the Tandem Instructor courses and stated that he had never received anything in writing, ie a course report.

The Technical Officer advised those present that there has never been any written reports produced of people who have failed on Tandem Instructor Courses. It was up to candidates to liaise with their CCIs.

It was therefore suggested that in the future a Course Report is done for those people who fail Tandem Instructor Courses and that it also includes any recommendations from the Course Examiners.

The Technical Officer stated that he would advise John Hitchen of the Committee' s request.

b. **Instructor Course 2/2004**

This Course took place from the 10th – 19th May at Strathallan and the Association was grateful to the club for hosting the course.

The course report went out with the agenda. Course reports also went to the candidate' s CCIs, with their individual reports. The reports that went to CCIs contained a number of errors, for which the TO apologised. However, the correct report went out with the agenda.

There were a number of recommendations that need to be voted on:

‘ That due to Ryan Jackson’ s previous Tandem experience of some 300 Tandems descents, the amount of jumps done on his TI course should be at the discretion of

the Examiners on the Course. The Examiners also recommend that Kenneth Taylor and Dave Saville are given six month extensions to their CSBI ratings.'

Note: *Dave Saville has already had one extension to his CSBI rating and Kenneth Taylor is unable to attend another CSI for 12 months, because of work commitments. The Examiners on the Course were aware of the situation in both instances.*

It was proposed by David Hickling and seconded by Nigel Allen that the above recommendations be accepted.

For: 16 Against: 2 Abstentions: 0

Carried

8. PROPOSED NEW PLAs/DZs

- a). A letter from Dennis Buchanan went out with the agenda requesting permission for Carlisle Airport to be cleared for Tandem and Experienced parachuting for one week end, the 24th – 25th July 2004. Carlisle Airport had been cleared for parachuting in the early nineties and a BPA Club operated there for a short time. There was a water hazard 1100 metres from the centre of the PLA. Therefore Dennis was also requesting a Permission against the 1200 metre rule for floatation aids. The airport has also been used by a display team for demo training over the years.

Dennis Buchanan was present at the meeting and able to give details of his proposal.

Following some discussion, it was proposed by Dennis Buchanan and seconded by Tony Knight that the above request be permitted.

Carried Unanimously

- b). A proposal went out with the agenda for a DZ/PLA to be cleared in Jersey for FAI 'A' Certificate parachutists and above and for Tandem parachuting. The intended CCI is Andy Montriou and he was present at the meeting to present the proposal, which was supported by the NCSO and the TO, who had both inspected the site.

Minimum qualifications

For parachuting to take place onto this PLA the minimum requirements are an FAI 'A' Certificate (Red) or foreign equivalent.

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. This shall be endorsed in the parachutists' log books by the CCI or CCI designated instructor.

'A' Certificate parachutists shall wear a radio for a minimum of 5 jumps and until their canopy control is proven to be acceptable to the CCI. Any 'A' Certificate parachutist who has been awarded IC1 shall wear a radio until their canopy control is proven to be acceptable to the CCI.

All visiting Tandem Instructors must have completed a minimum of 100 Tandem descents. All Tandem Instructors must have completed a parachute descent in Jersey prior to carrying any Tandem Students.

PLA area requirements

For the dropping of FAI ' A ' Certificate (Red) parachutists, the waters edge must be a minimum of 500m from the sea wall (as defined above).

For the dropping of FAI ' B ' Certificate (Red) parachutists, the waters edge must be a minimum of 500m from the sea wall, however subject to a canopy control assessment by the CCI and written endorsement in the logbook, the minimum may be reduced to 250m.

For the dropping of FAI ' C ' Certificate (Red) parachutists and above and Tandem parachutists, the water' s edge must be a minimum of 250m from the sea wall.

Wind factors

The prevailing wind is generally W to WSW. This coincides with the axis of the beach at the PLA. At times where a wind is blowing at an angle of more than 40 degrees from the axis of the beach, wind limits for parachuting shall be reduced by 5 knots for all category of parachutists, including Tandems, but excluding FAI ' C ' Certificate (Red) holders and above.

A windsock will be placed on the end of the outflow at the ' Gunsite' to assist DZ control and parachutists for assessment of wind conditions. All wind measurements will be taken at this location using a suitable anemometer.

DZ/PLA Equipment

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

Land Rover or other suitable 4 wheel drive vehicle with towing capabilities.
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.

The rescue boat is to be capable of retrieving all parachutists dropped on any single pass.

If more than 5 parachutists are to be dropped on a pass, a minimum of 2 boats and a towing vehicle for each boat shall be available, with the exception that additional vehicles shall not be required for any boats positioned and manned at sea. The boat(s) 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).

The DZ Controller must have sufficient suitably trained assistance to man all boats and vehicles. Any boats manned at sea, shall not relieve the DZ Control of the requirement to have a staff member at the DZ Control area. The DZ Controller shall be responsible for ensuring that Air Traffic Control is contacted when the last parachutist is landing.

The DZ Controller shall wear suitable clothing to allow him to be identified to any members of the public in the area. The DZ Controller shall be responsible for ensuring that the PLA is kept as clear of beach users as possible and that all persons on the beach are aware of parachuting activities.

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.

As part of the setting up procedure for the Parachuting programme, the DZ Controller shall position the warning signs indicating that parachuting operations are underway and the PLA markings.

DZ Controller and any authorised assistants shall have received appropriate training on the procedure for the retrieval of parachutists from the water and first aid to include resuscitation. Water retrieval training shall include a full practice water retrieval to include launching the rescue boat and boat handling skills.

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

The DZ Vehicle shall be positioned on the slip way with the rescue boat before and when any parachute dropping is taking place to allow unimpeded access to the PLA should a water incident occur. At the discretion of the DZ Controller the vehicle and boat may be positioned on the beach subject to the PLA being manned.

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 have 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.

Jumpmasters (JM)

Jumpmasters have the responsibilities and requirements as stated in Section 3 of the OM. In addition all JMs must have received a briefing from the CCI or a CCI designated instructor on spotting techniques at Jersey, with special regard to the accepted jump run and water hazard.

Where possible jump runs shall be made parallel to the beach. At times where upper wind limits do not allow for a jump run along the beach, restrictions will be placed the number of parachutists exiting per pass.

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 States Airport Director, as delegate of the Harbours and Airports Committee of the States of Jersey, 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 States Airport Director, as delegate of the Harbours and Airports Committee of the States of Jersey 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 SOPs and Permission for Parachuting Order will be sent to the BPA and submitted to States Airport Director, as delegate of the Harbours and Airports Committee of the States of Jersey.

Following some discussion, it was proposed by Andy Montriou and seconded by Andy Guest that the above request be permitted.

For: 10

Against: 3

Abstentions: 5

Carried

- c). Circulated to those present was a proposal from Pat Walters for RAF Shawbury to be used occasionally for parachuting, including RAPS and Tandem parachuting. Pat had inspected the DZ/PLA and stated that it falls within the requirements of the BPA Operations Manual. However, because of the short notice and the fact that Pat would like to use the airfield in July, the NCSO or TO have not inspected the site. Therefore, the request for clearance is on the basis that the DZ/PLA would not be used until it is inspected and cleared by the NCSO, TO or an NCSO/TO nominated

Examiner. Pat Walters was present at the meeting and was able to provide full details of his request to the Committee.

It was proposed by Pat Walters and seconded by Dave Emerson that the above request be permitted.

Carried Unanimously

The Technical Officer pointed out that even though both the above (a+ c) 'occasional' DZs/PLAs have been cleared by STC, they may not be used until the Clubs have permission from the CAA and have amended their SOPs.

9. PERMISSIONS

- a). A letter from Dave Emerson went out with the agenda proposing that a 'hand cam' arm/wrist mounted video camera be accepted for use by Tandem Instructors with a minimum of 500 Tandem jumps and CCI' s approval. At the last meeting Dave handed out a number of CD' s containing video footage of the 'hand cam' in use. Dave was present at the meeting and was able to provide further details of his request to the Committee.

Following some discussion on this request, a counter proposal was tabled by Phil Cavanagh and seconded by Paul Hollow a 'hand cam' may not be accepted for use by Tandem Instructors.

For: 9 Against: 7 Abstentions: 2

Carried

- b). Another letter from Dave Emerson had also been circulated with the agenda, requesting permission for David Allen to attend a RAPS course. He is 59 years of age. Dave advised those present that he had personally assessed Mr Allen and in his opinion he is fit enough to do the course and jump.

Dave Emerson asked what was the reason behind these requests having to be dealt with STC. It was pointed out that this was an STC decision some time ago and it was felt by those present that this should continue.

It was proposed by Dave Emerson and seconded by Mike Rust that the above request be accepted.

For: 16 Against: 2 Abstentions: 0

Carried

- c). A letter from Brian Dyas was circulated with the agenda requesting permission against the Display 'square reserve rule' for a water display. Brian had stated in his request that the jumpers will be experienced demo jumpers and a manned RLI lifeboat will be in the water along with the necessary support boats. The harbour is large, open and with few obstacles, just seafront buildings on one side and open sea on the other.

It was proposed by Jm White and seconded by Pete Sizer that the above request be accepted.

For: 17 Against: 0 Abstentions: 1

Carried

Circulated to those present were two more requests for people over 55 to be trained and make parachute jumps:

- d). A request from Dave Emerson for permission for Ray Swardy to attend a course and jump. He is 55 years of age and a current triathlete. Dave advised those present that he had personally assessed Mr Swardy and in his opinion he is fit enough to do the course and jump.

It was proposed by Dave Emerson and seconded by Phil Cavanagh that the above permission be accepted.

For: 15 Against: 2 Abstentions: 1

Carried

- e). The other request was from Dennis Buchanan for permission for Thomas Hehir to attend a RAPS course and jump. He is 58 years of age and is a current pilot. Dennis had also included with his request copies of Mr Hehir' s various pilots' licences and a copy of his current CAA Medical Certificate, which was carried out in November 2003.

It was proposed by Dennis Buchanan seconded by Jm White that the above request be accepted.

For: 13 Against: 3 Abstentions: 2

Carried

- f). Circulated to those present was a request from Trevor Dobson asking for permission for Dave Leonard to attend a CSBI Course, being two months short of the required two years in the sport. Trevor had stated that Mr Leonard fulfils all the other requirements, but due to his work as a postgraduate student at Durham University would be unable to attend another CSBI Course before the summer of 2005.

It was proposed by Trevor Dobson and seconded by Nigel Allen that the above permission be accepted.

For: 17 Against: 0 Abstentions: 1

Carried

10. A.O.B.

There were no items for discussion under this item.

Date of next Meeting; Thursday 5 August 2004
 At 7 p.m.
 At the BPA offices.

11 June 2004

Distribution

C. Allen - Chairman BPA
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