

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 25 FEBRUARY 2005

Present:

John Hitchen	-	Chairman STC
Kieran Brady	-	Skydive Strathallan
Phil Cavanagh	-	Black Knights
Colin Fitzmaurice	-	Tilstock
Pete Sizer	-	Headcorn
Dave Emerson	-	Hinton Skydiving
Andy Montriou	-	Skydive Jersey
Mark Bayada	-	JSPC (L)
Steve Jelf	-	Silver Stars
Barrie Buck	-	RAFSPA
Mike Rust	-	NLPC
Stuart Meacock	-	PPC
David Hickling	-	BPS, Langar
Paul Applegate	-	Riggers Committee

Apologies Dane Kenny, Paul Hollow, Ian Rosenvinge, Nigel Allen, Karen Farr
Jim White, Trevor Dobson, Mike Bolton, Pat Walters.

In Attendance:

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

Observers Jeff Illidge, Brian McGill, Kev Goode, John Curtis, Ian Robertson,
Rick Boardman, John Harding.

The Chairman welcomed two new CCIs to STC; Barrie Buck of RAFSPA and Stuart Meacock of Peterborough.

ITEM

1. MINUTES OF THE STC MEETING OF THE 2 DECEMBER 2004

It was proposed by Dave Emerson and seconded by Phil Cavanagh that the Minutes of the STC meeting of the 2 December 2004 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 2 DECEMBER 2004**

Page 4, Item 4, Matters Arising – AFF/Tandem Course. The Chairman reported that STC had decided that a Panel of Inquiry be formed regarding the restraints fitted to the Netheravon Cessna Caravan. He stated that this Panel had been formed and held their first meeting. The Panel is chaired by Kieran Brady and the other Panel members are Barrie Buck and Nick Johnston. Their report will be presented to STC when it has been completed.

Page 6, Item 6, Fatalities – Headcorn. This item was on the main agenda for that evening. Pete Sizer referred to the note that had been added in the Minutes stating that ‘ ‘ Subsequent to the meeting it was established that the CAA had not withdrawn the Club’ s P& E’ . Pete stated that he objected to the inference that he had misled STC in some way. He stated that the CAA had contacted the Club stating that no parachuting may take place at Headcorn as the Club no longer fulfilled all the requirements of the Parachuting Permission.

The Chairman stated that he did not believe there was an inference that Pete had misled the meeting. He believed that is what was stated and the Minutes were correct.

The Technical Officer advised the Committee that when the CAA had been contacted following the meeting, they had specifically stated that they had not withdrawn the Club’ s P & E

3. **MINUTES AND MATTERS ARISING FROM THE RIGGERS SUB-COMMITTEE MEETING OF THE 2 DECEMBER 2004**

Paul Applegate advised the Committee that he had nothing to report from the previous Minutes. Therefore it was proposed by Paul Applegate and seconded by Phil Cavanagh that the Minutes of the Riggers Sub-Committee Meeting of the 2 December 2004 be accepted as a true record.

Carried Unanimously

Paul gave the meeting details of that evening’ s meeting and stated that the Committee had discussed the use of the Vigil AAD on Student equipment. He stated that following a lengthy debate on the subject, the Committee had made a proposal, which would be detailed in the Riggers Minutes for STC to consider at the next meeting.

Paul Applegate advised that Riggers had also accepted the RAPS Static Line Deployment Bag with Riser Lift Tabs for general use for Students as designed by Ian Robertson. Paul stated that this had also been accepted on the basis that anyone else wishing to manufacture the bag must ensure that it is made to the original specifications and that this is not deviated from in any way. It had also been agreed that the Bag would also be added to list of S/L Bags that had been previously accepted for use.

It was proposed by Paul Applegate and seconded by Pete Sizer that the RAPS Static Line Deployment Bag with Riser Lift Tabs as designed by Ian Robertson for Student equipment be accepted.

Carried Unanimously

4. **MINUTES AND MATTERS ARISING FROM THE PILOTS SUB-COMMITTEE MEETING OF THE 22 JANUARY 2005**

The Technical Officer presented the Minutes of the Pilots' Meeting and stated that he hoped that a revised copy of Form 246 (Aircraft Document Checklist) would be sent out with the Minutes.

There being no further matters arising, it was proposed by Stuart Meacock and seconded by Pete Szer that the Minutes of the Pilots Sub-Committee Meeting of the 22 January 2005 be accepted as a true record.

Carried Unanimously

5. **FATALITY - HEADCORN**

The Chairman advised those present that this fatality had been discussed at the last STC meeting. However, at that time the Board of Inquiry had not been completed. He stated that a Board of Inquiry Report resume had been circulated to CCIs with the agenda for the meeting.

At approximately 16.45hrs on Saturday 27 November 2004, at the Headcorn Parachute Club, Peter Leighton-Woodruff boarded a DH Beaver aircraft along with eight other parachutists, which was to be the first lift of a planned night programme. Peter was the nominated Jumpmaster for the lift.

The aircraft climbed to approximately 12,000ft AGL and a 'jump run' was made over the PLA. Once the aircraft was at the estimated exit point, the parachutists began to exit the aircraft. Two groups of two parachutists exited first, followed by two solo parachutists. Peter, who was videoing a Tandem pair then exited with them. The free fall part of the descent went without incident. He was observed under canopy and his parachute appeared to be flying normally. At a low altitude Peter's parachute was observed to make some radical spiral turns and impacted with the ground before the parachute regained level flight.

A BPA Board of Inquiry was convened, consisting of the NCSO and BPA Examiner, Kevin Goode.

The Board's Conclusions and Recommendation are were:

CONCLUSIONS

The Conclusions of the Board are that the free fall part of the descent went according to plan, but following a successful deployment of the main parachute and upon approaching the intended landing area, one of three possibilities occurred:

- a) That whilst turning the parachute low to the ground, and because of the configuration of the lights attached to his helmet, a control line may have fouled one of the lights on Peter's helmet, thereby making it difficult to get the parachute into level flight again. However, when inspecting the equipment the Board could find no evidence to support this and feel that this possibility is unlikely.

- b) That Peter elected to make some radical turns and misjudged his altitude making the turns too low to the ground and was unable to get his parachute back into level flight to make a safe landing.
- c) That Peter switched off his video camera once his parachute had deployed and was paying attention to turning the camera back on while still in a radical turn, low to the ground. He may have been hindered by the configuration of the lights attached to his helmet and have been unaware of his close proximity to the ground, thereby misjudging his height and have been unable to get his parachute under control and to level out in order to land safely.

After viewing Peter' s videotape many times, the Board believes that the camera was switched on only 2 to 3 seconds before he struck the ground.

The Board is of the opinion, having viewed previous descents made by Peter, that sometimes his practice was to switch off his camera once his parachute had deployed and then switch it back on at a lower altitude before landing.

The Board concludes that c), above is the most likely possibility.

RECOMMENDATIONS

The Recommendations of the Board are that parachutists should be reminded of the importance of concentrating on their landings and not become distracted by peripheral actions.

It was proposed by David Hickling and seconded by Dave Emerson that the Board of Inquiry Report, including its Conclusions and Recommendation into the Fatal Accident of Peter Leighton-Woodruff be accepted.

Carried Unanimously

The Chairman stated that the Panel of Inquiry, which follows a Board of Inquiry, had now been set up. The Panel Chairperson is Karen Farr and the other two members are David Hickling and Phil Collett. He reported that the Panel had their first meeting at the BPA AGM in January. The Panel is still ongoing and once their report has been completed, it will be presented to STC.

6. INCIDENT/INJURY REPORTS RESUME

- i) There had been 6 Student injury reports received since the last meeting. 2 male and 4 female. One of the reports involved a Student who became unconscious under canopy, landed whilst still unconscious, scraping her nose and chin. The rest of the reports were landing injuries. All under ram-air canopies.
- ii) There had been 4 injury reports received for Intermediate or Experienced Parachutists. 3 male and 1 female.
- iii) Since the last meeting there had been two Student Parachutist Malfunctions/Deployment Problems reported.

- iv) There had been 15 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 13 male and 2 female.
- v) There had been 2 Tandem Malfunction reports and 2 Injury reports received since the last meeting. One injury was to an instructor (Steve Apps), who hurt his ribs when the canopy re-inflated after landing, due to poor catching. Steve would like to remind CCI's of the importance of properly training catchers. The Student injury was a sprained ankle. Another report concerned a Student's helmet coming off in freefall.
- vi) There had been 3 reports received of AAD firings, all FXCs. All were Category 8 jumpers who opened slightly low. It is worth reminding Clubs of the necessity of maintaining the 1500ft separation between FXC height settings and planned opening heights.
- vii) One report involved 2 Student parachutists colliding under canopy. The report did not indicate that either Student was hurt.
- viii) Six reports had been received of 'off landings' all at clubs, including 2 Tandems.
- ix) One report had been received where a parachutist deployed his pilot chute through his wing suit arm attachment area and another where a parachutist caught his reserve pin on an aircraft seat, opening the container.

7. PANELS OF INQUIRY/WORKING GROUPS

The Chairman advised those present that the Panel of Inquiry following the fatal accident at Hinton last year, now chaired by Mike Rust had still to complete its report. Once that report has been finalised it would be presented to STC. The Chairman also reported that as previously stated the Panels of Inquiry had been set up following the Board of Inquiry into the Headcorn fatality and as requested by STC regarding the restraints fitted to the Netheravon Cessna 208B. It was hoped that these would also be presented to STC at the next meeting.

Canopy Handling Panel/Working Group

Mark Bayada was present at the meeting and updated STC on the progress of both the Canopy Handling Manual and the work carried out so far on the Canopy Piloting Manual.

Mark advised those present that with regard to the Canopy Handling Manual, a presentation had been made at the BPA AGM, which seemed to go down quite well with some positive feedback. He stated that as things stand at present, the Manual is ready to go to the printers. Once they have returned with a proof and the Working Group has checked this they will then be in a position to announce an implementation date of the system.

Mark stated that it was hoped to run a number of coaching courses to be run either centrally at the BPA or at Drop Zones around the country to assist CCI's with implementing the new system. There will also be a series of instructional sheets available.

Mark Bayada advised those present that the Canopy Piloting Manual was almost completed and should be available for the next meeting. He stated that this is going to include an

instructional manual to help the coach and student themselves and will also involve some sort of performance criteria.

Mark stated that with regard to CP2 this will be a performance test in order for people to enter CP Nationals and/or world cup events.

Once again, the Chairman thanked the Working Group for their continued work.

8. PROPOSED CHANGES TO THE BPA OPERATIONS MANUAL

Two proposed amendments to the BPA Operations Manual, by the Technical Officer had been circulated with the agenda.

The first amendment concerned AAD readout location. The TO stated that in the past six months he had been on aircraft where, prior to exit, during a pre-jump check, it was discovered that AADs had either switched off, or were not showing anything on the readout screen. On both occasions the (AFF) Students were brought down with the aircraft.

He also stated that he had seen a number of Student rigs where the AAD readouts are on the back of the container, where it would be almost impossible to carry out a pre-jump check, without having to undo or loosen the chest strap, and then pull the container away from the Student' s back.

The TO requested that an *N.B.* be inserted into the BPA Operation Manual, below Section 6 (Equipment), Paragraph 2 (Equipment used by Student Parachutists), sub-para 2.2.3. to read:

' N.B. AAD readouts must be positioned to enable them to be clearly viewed during a pre-jump check.'

The above proposal caused some considerable discussion from those present. A question was raised with regard to the extent of the problem and how many rigs were involved as it was established during the discussion that the majority of CCI's present had not experienced this particular problem or even owned the equipment concerned.

The Technical Officer stated that he believed that AAD readouts must be positioned to enable them to be clearly viewed during a pre-jump check.

A number of CCI's present expressed their concern with possible problems occurring in the aircraft if we start insisting that instructors start pulling up flaps etc to visually view the AAD readout during static line dispatching. It was felt by some of those present that if the correct visual checks of the AAD are being carried out during the flight line check then this should be enough.

A suggestion was put forward that perhaps a letter to major manufactures highlighting this problem would be helpful.

Following further discussion on this matter, the above item failed to find a proposer.

The Technical Officer stated that he was disappointed with the outcome of this item.

The second proposed amendment concerned the requirements to attend a Tandem Instructor (TI) Course

The TO stated that when the AFFBI qualification was reintroduced last year, the requirements to attend a TI Course were not updated at the same time. Therefore, the TO requested that The BPA Operations Manual, Section 4 (Instructors), Paragraph 5 (Tandem Instructors), sub-para 5.1.1. is now updated, to read:

5.1.1. At least a Category System Basic Instructor, a Tandem Basic Instructor or an Accelerated Free Fall Basic Instructor.

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

Carried Unanimously

9. PERMISSIONS

- a). A letter from Dave Wood was circulated with the agenda requesting that George Panagopoulos be awarded a BPA AFF instructor rating. George had operated under the foreign AFF instructor rule for the past five years. He had since gained a BPA CSI rating. The Committee was advised that George had completed over 600 AFF jumps in the last two years.

It was proposed by Dave Wood (proxy) and seconded by Barrie Buck that that above permission be accepted.

For: 10 (incl 1 by proxy)

Against: 0

Abstentions: 1

Carried

- b). A letter from Dennis Buchanan was circulated with the agenda requesting an extension to the CSBI rating of Mike Carruthers.

It was proposed by Dennis Buchanan (proxy) and seconded by Mike Rust that Mike Carruthers be given a six month extension to his CSBI rating.

Carried Unanimously

- c). An e-mail from Pete Sizer was circulated with the agenda requesting an extension to the CSBI rating of Tim Carter.

It was proposed by Pete Sizer and seconded by Steve Jelf that Tim Carter be given a six month extension to his CSBI rating.

Carried Unanimously

- d). A letter from Dave Emerson was also circulated with the agenda asking STC to consider that Lauren Bannister be evaluated by the Examiners on an AFF instructor course, rather than be examined as a new AFF instructor. The course Examiners to decide how many evaluation jumps she would need to complete.

The Committee was advised that Lauren had been a USPA AFF Instructor since March 1992. She attended her CSBI Course in November 2003 and successfully completed her CSI Course in August 2004. She has to date over 5000 jumps.

It was proposed by Dave Emerson and seconded by David Hickling that the above permission be accepted.

For: 9 Against: 1 Abstentions: 0

Carried

- e). Circulated to those present was an e-mail from Andy Montriou requesting a Permission against the rule requiring a CSI to be DZ Controller on a split DZ. This is for Skydive Jersey's PLA. Andy gave the meeting details of his request and stated that the request is made only in relation to Tandem Students, which are the only Students on Jersey and does not remove the need for the DZ controllers assistants who are required to man the safety boat. He stated that in practice the only time that he would not be doing DZ control himself was if he was on a lift.

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

For: 9 Against: 0 Abstentions: 1

Carried

10. **A.O.B**

- a). The Committee was advised that a new DZ/PLA was inspected by the NCSO and the TO on the 19th January, at Acklinton, Northumberland, for John Hillam. The CCI is to be George McGuinness. The Club; the Northumbria Parachute Centre was Affiliated at the Council meeting on the 15th February 2005. The PLA falls within the requirements of the BPA Operations Manual, and was therefore presented to STC for information only.
- b). Circulated to those present was a paper by Dave Hickling, which will also go out with the next STC agenda, unless withdrawn or altered, regarding a revised format for qualifying AFF instructors. This was not for discussion that evening, but will be considered at the next STC meeting.

c). **Instructor Course 1/2005**

Circulated to those present was a copy of the report from Instructor Course 1/2005, which finished today. The course was run at the Joint Services Parachute Centre, Netheravon, whom the BPA wish to thank for hosting it.

There was one recommendation from the Course, which needs to be voted on. That Kevin Johnstone be given six month extension to his CSBI rating.

It was proposed by Pete Sizer and seconded by Steve Jelf that the above recommendation be accepted.

Carried Unanimously

Date of next Meeting; Thursday 14 April 2005
 At 7 p.m.
 At the BPA offices.

4 March 2005

Distribution

C. Allen - Chairman BPA
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