

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 14 APRIL 2005

Present:

John Hitchen	-	Chairman STC
Mike Rust	-	NLPC
Pat Walters	-	Tilstock
Barrie Buck	-	RAFSPA
Dave Wood	-	Cyprus
Stuart Meacock	-	PPC
Tony Knight	-	UK Parachuting
Pete Szer	-	Headcorn
Dave Hickling	-	BPS, Langar
Kieran Brady	-	Skydive Strathallan
Phil Cavanagh	-	Black Knights
Nigel Allen	-	JSPC (N/APA)
Andy Guest (from 7.10pm)	-	Devon & Somerset
Paul Hollow (from 7.15pm)	-	Target Skysports
Paul Applegate	-	Riggers Committee

Apologies: Steve Jelf, Andy Montriou, Jim White, Dennis Buchanan, Ian Rosenvinge, Dave Emerson.

In Attendance:

Chris Allen	-	Chairman BPA
Tony Goodman	-	Council
Dr John Carter	-	BPA Medical Adviser
Tony Butler	-	Technical Officer
Trudy Kemp	-	Assistant to NCSO/TO

Observers: John Harding, Phill Elston, Alan Veal, Steve Thomas, Liz Ashley, Rick Boardman, Dave Major, Mark Harris, Jeff Illidge, Colin Fitzmaurice, Stuart Albon, Ben Wood.

ITEM

1. MINUTES OF THE STC MEETING OF THE 24 FEBRUARY 2005

It was proposed by Nigel Allen and seconded by Mike Rust that the Minutes of the STC meeting of the 24 February 2005 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 24 FEBRUARY 2005**

Page 2, Item 2 – Matters Arising. The Chairman advised those present that that both the Panel reports, relating to Netheravon and Headcorn, were nearly completed and should be available for presentation at the next STC meeting.

Page 5, Item 7 – Panels of Inquiry/Working Groups. The Canopy Handling and Hinton Panels were main agenda items for that evening.

3. **MINUTES AND MATTERS ARISING FROM THE RIGGERS SUB-COMMITTEE MEETING OF THE 24 FEBRUARY 2005**

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 Pete Sizer that the Minutes of the Riggers Sub-Committee Meeting of the 24 February 2005 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. A representative from the manufacturers of the Vigil had been present at the meeting and had given a short presentation to the Committee concerning the Vigil.

Paul stated that following some discussion on this matter, the Committee had accepted that the Vigil AAD could be used on all Student equipment including Tandem in the UK in the following manufacturers containers: Relative Workshop and Parachutes de France. These two manufactures had stated in writing that the Vigil was suitable to use in their products. Paul stated that another two manufactures had also authorised the use of the Vigil, but as yet their Student equipment is not accepted for Student use in the UK.

Paul stated that once other manufactures had authorised the use of the Vigil AAD in their products and once the Committee received this information in writing, they would also be added to the list of accepted manufacturers and STC would be informed.

It was proposed by Paul Applegate and seconded by Pete Sizer that the Vigil AAD be accepted for use on all Student equipment including Tandem in the UK in the following manufacturers containers: Relative Workshop and Parachutes de France.

Carried Unanimously

Paul Applegate stated that the Committee had also accepted the Next Student container system with ripcord for Student Free Fall use as presented by Stuart Albon including a secondary handle. Paul stated the equipment had been accepted for Student Free Fall with ripcord.

It was proposed by Paul Applegate and seconded by Pete Sizer that the above equipment be accepted.

Carried Unanimously

At this point in the meeting, the Chairman stated that he had received a request to bring forward an item of business from Item 8 (Permissions) on that evenings' agenda.

High Altitude Jump

The Committee were advised that a letter from Lt Cdr Alan Veal had been circulated with the agenda requesting permission for two members of the Raiders display team to carry out a descent from a balloon which will ascend to 24,500ft.

Bear Grylls introduced Lt Cdr Alan Veal of the Royal Navy Raiders Parachute Display Team who gave details of training and the actual jump, together with further details of this request. Lt Cdr Veal advised the meeting of a couple of amendments to the request that had been circulated. He stated that it would be a CS/Rigger rather than a CSBI/Rigger who will check all equipment and pre flight check the parachutists. He stated that the dates had also changed to the 11 & 12 May and 13 June respectively.

The Chairman asked for input from those present concerning this request. The Committee considered a number of comments by those present. Barrie Buck expressed some concern with regard to the experience and currency of those involved in the project. Dave Wood stated that he did not necessarily agree with Barrie' s comments.

Following further consideration by those present, it was proposed by Andy Guest and seconded by Nigel Allen that the above proposal be accepted.

For: 4

Against: 2

Abstentions: 7

Carried

4. INCIDENT/INJURY REPORTS RESUME

- i) There had been 11 Student injury reports received since the last meeting. 10 male and 1 female. One of the reports involved a Student who hurt his shoulder during landing training. Another involved a Student cutting his ankle on the aircraft door during exit and two involved injuries during deployment, one who dislocated a shoulder and another strained his groin from a hard opening. The rest of the reports were landing injuries. All under ram-air canopies.
- ii) There had been 3 injury reports received for Intermediate or Experienced Parachutists. 2 male and 1 female.
- iii) Since the last meeting there has been 4 Student Parachutist Malfunctions/Deployment Problems reported. All under ram air canopies.
- iv) There had been 8 reports of Malfunction/Deployment Problems to Intermediate or Experienced Parachutists since the last meeting. 6 male an 2 female.
- v) There had been 3 Tandem Malfunction reports and 5 Injury reports received since the last meeting. One injury was to an instructor who cut and bruised his face during a hard opening. The 4 others were Student injuries, one was a back/neck injury,

which happened during deployment and the other 3 were landing injuries. The 3 malfunction reports involved 2 rotations and a 'bag lock' . The bag log occurred because of line knots caused by some lines from one bungee stowage entangling in another. The DZ Operator concerned who was present that evening was able to provide further details of this incident.

The Chairman advised those present that the instructor concerned has had approximately 9 malfunctions during his 2000 Tandem descents and had been grounded by his CCI in the past. He stated that following an incident reported at STC in 2001, it was agreed by those present, at the time, that any further incidents of a similar nature, the instructor would be grounded and the matter brought to STC.

The CCI concerned stated that he did not believe that this particular incident warranted the grounding of the Instructor concerned and stated that he would be monitoring him in the future.

- vi) Five reports had been received of ' off landings' all at clubs, including a Tandem.
- vii) One report had been received where a parachutist lost his shoe in free fall.
- viii) Two reports had been received regarding aircraft problems. One involved an engine running roughly on a Cessna 206. The jumpers exited at approximately 7,000ft. They and the aircraft landed safely. The second problem concerned a Cessna 185, where the port wheel and leg detached on lift off. The aircraft flew to another airfield, after the jumpers had exited safely. It landed, on the remaining wheels without injury to the pilot. The Chairman stated that in his opinion the pilot had obviously done a very good job in landing the aircraft safely.

5. PANELS OF INQUIRY/WORKING GROUPS

a. Canopy Handling Panel/Working Group

The Chairman advised those present that a package containing proposed changes to the BPA Operations Manual, the draft Canopy Piloting Manual, various draft BPA Forms, including FAI Certificate applications, written examinations, record sheets etc. were sent out to CCIs last week.

The Panel Members: Mark Bayada, Chris Allen and Mike Rust were present at the meeting and were able to update STC on the current position.

Chris Allen stated that once the Manuals had been accepted, the CH Manual should be with CCIs by mid May. The CP1 & CP2 Manuals should be with CCIs towards the end of May.

The TO stated that the intention is that if all the paperwork goes to Clubs within the next couple of weeks, the Clubs can start using the system, but from the 1 June 2005 it will become mandatory.

The Chairman stated that all the proposed changes to the BPA Operations Manual, the CH & CP Manuals needed to be approved by the Committee that evening,

including the following draft BPA Forms:

Form 134B – CH Coach Application
Form 134C – CP Coach Application
Form 190A – FAI ‘ A’ Certificate Application
Form 190B – FAI ‘ B’ Certificate Application
Form 190C – FAI ‘ C’ Certificate Application
Form 190D – FAI ‘ D’ Certificate Application
Form 240 – CH1 Written Exam
Form 240A – CH1 Written Exam & Answers
Form 241 – CH2 Written Exam
Form 241A – Written Exam & Answers
Form 247 – JM1 & CH2 Record Sheet
Form 248 – CP1 Record Sheet
Form 249 – CP1 Written Exam
Form 249A – CP1 Written Exam & Answers

A number of CCI's present did not agree with one of the proposed Operations Manual amendments (4.1.2.), which states:

4.1.2. All parachutists below FAI ‘ B’ Certificate (red) must be briefed and checked by at least a Basic Instructor before enplaning. These checks must be recorded for each individual parachutist and the Jumpmaster is to refer to this record before accepting responsibility for the parachutists.’

Following some discussion, it was agreed by those present that they vote on everything else as presented, other than the above paragraph, which they would vote on separately.

It was proposed by David Hickling and seconded by Pat Walters that the proposed changes to the BPA Operations Manual other than paragraph 4.1.2., the CH & CP Manuals and the various draft BPA forms as presented to the Committee be accepted.

For: 12

Against: 0

Abstentions: 1

Carried

The Chairman stated that the new system becomes mandatory from the 1 June 2005.

The Committee then debated whether or not paragraph 4.1.2 as stated above, should be included in the new system.

The Panel agreed that this paragraph should be included in the new rules and their reasons for this were put forward. A number of CCI's present disagreed with the Panel as they believed that the current rules adequately covered this area.

Following further discussion, it was proposed by Mike Rust to include paragraph 4.1.2. in the new rules. This failed to find a seconder.

The Chairman thanked the Working Group for the tremendous amount of work they had put in to this project.

b. Jeanne Hallam Panel of Inquiry Report

The Panel of Inquiry Report following the Jeanne Hallam Board of Inquiry had been previously circulated with the agenda.

Mike Rust chaired the Panel and the other members were Dave Openshaw and Dave Lewis.

The Recommendations of the Panel are:

- i). The Panel would like to see ground schooling having a set minimum period of time for AFF Students. They therefore propose an Operations Manual change:

Section 2 (Designation and Classification of Parachutists), Paragraph 5 (AFF Levels), paragraph prior to 5.1. to read:

‘ Has received a minimum of six hours ground training and has been cleared to make a first AFF descent.’

- ii). CCIs should remind their instructors that they must be very aware of human performance criteria, especially in the older Student Parachutist. In addition should an instructor not be satisfied that a Student is capable of carrying out actions as trained then they should not allow them to pass the course and consider recommending another type of descent such as a Tandem, if appropriate. (It was not felt that this was the case with Jeanne Hallam)
- iii). BPA clubs and centres should consider adopting the ‘ Checklist for Fatality Procedure’ as produced by Dave Openshaw, or have a similar one available at their centre in order that all the actions required immediately post fatality can be followed.
- iv). All clubs/centres to be reminded that they should only drop parachutists within their designated Dropping Zone.

It was proposed by Mike Rust and seconded by Pete Sizer that the Panel Report, including the above recommendations be accepted.

Carried Unanimously

6. PROPOSED CHANGES TO THE AFF INSTRUCTOR RATING

A paper from Dave Hickling had been circulated with the agenda, detailing a proposal for a change in the requirements for qualifying AFF Instructors. Going from the current three-course requirement, to a one nine-day course. Dave gave the meeting details of his proposal and the reasons why he believed the Association should adopt a different approach to how AFF instructors gain their rating.

The Committee considered Dave' s proposal at some length. It was felt by the majority of CCIs present that an AFF Instructor could not be qualified on a one nine-day course as suggested by Dave. However, some felt that Dave had produced done some good work, but felt the whole aspect of AFF training needed more thought before a decision could be reached on changing the present system.

Following further discussion, Dave withdrew his proposal.

7. PROPOSED NEW DZ/PLA

A proposal from Dave Wood was circulated with the agenda regarding a PLA/DZ he is requesting be cleared at Perranporth Airfield, Cornwall. The Committee was advised that both the NCSO and the TO had inspected the site in January 2005 both of whom supported the proposal:

The proposal is for FAI ' B' certificate (with CH2) and above and Tandem parachutists be permitted to parachute on to Perranporth airfield at this time. If this application was accepted, then full time operation will commence around March 2006.

Location

The airfield is located between Perranporth and St Agnes, south of Newquay, in Cornwall. The old World War II (WW2) aerodrome is now a Licensed airfield, privately owned. The site covers an area of some 325 acres.

The airfield has three hard surface runways with a centre section of 22 acres, which contains the PLA.

The proposed target area is over 800metres from the cliffs.

The centre of the PLA is over 600 metres from the cliffs and the water. The cliffs are 100 to150ft high along the edge of Hanover Cove. The TO and NSO inspected the coastline by the Cove (see the section on Wind Factors, regarding Hanover Cove). At low tide there is a shingle beach area at the base of the cliffs.

600 metres to the SW of the PLA there are some high-tension cables; those cables are above ground for 60 metres, beside some barns and farm buildings. The South West Electricity Board have been working in the area and those cables are due to be positioned below ground by the end of 2005.

Minimum qualifications

Only FAI ' B' Certificate parachutists (Red) or foreign equivalent and above and Tandem parachutists will be permitted at this time.

All parachutists will receive an extensive DZ and safety brief, regarding the special hazards around the airfield. An aerial photograph will be used to identify those hazards. A record will be kept of this safety brief as it contains information for every parachutist regarding off landings into water and the use of flotation aids.

All FAI ' B' Certificate parachutists or foreign equivalent will be required to wear a radio until they have proven canopy control skills. Only the CCI or designated instructor will endorse the logbook to this effect.

Overshoot areas

The airfield is typical of a World War II Aerodrome, which is a large flat open space, with three long runways. The PLA has overshoot on all three sides. The overshoot areas to the North and the South, are part of the airfield; the third area is to the East of the airfield is a large expanse of over 500 acres open fields and pastureland.

Wind Factors

The prevailing wind is NE/SW, which is predominantly up and down the coast. If however the wind direction was from the NW or SE special consideration will be given to all parachutists depending on wind speeds.

PARACHUTISTS will not be released over the water in the NW quadrant, known as Hanover Cove.

The NW quadrant is clearly marked on the diagram provided; this area between 300 and 345 degrees is Hanover Cove.

DZ / PLA

This proposal requesting that the PLA be cleared with restrictions, has been discussed with the TO and the NSO. The PLA is a large flat area in the middle of the 325-acre airfield. There are a number of large areas on the airfield, which could be used as a PLA with a number of different target areas. Until the target area on the proposed PLA has proven credentials, smaller light aircraft will be preferred at the DZ. Those aircraft will include a Cessna 206 and a piston or turbine islander. Those restrictions are self-imposed and will remain in place until further notice.

DZ Controller

The DZ controller will have very specific responsibilities regarding emergency procedures, if an incident was to occur. The DZ controllers SOP's will have all the details for the airfield operation; this will include information regarding the other flying activities on the airfield. Perranporth airfield is a licensed aerodrome which has 'Cat 1' Fire cover on site.

Information regarding the emergency procedures for all types of parachute incidents will be posted at the DZ control.

All emergency services that may be required are close to the airfield.

The St Agnes inshore Lifeboat (Blue Peter IV) is positioned in Trevaunance Cove, less than one mile from the end of the airfield. The Lifeboat is operational 24/7.

The Search and Rescue Helicopters at RNAS Caudrose are permanently on call for all search and rescue incidents; those helicopters are less than 7 minutes away.

The Royal Cornwall Hospital in Truro is about 15 minutes by road. However, the hospital has mobile ambulance cover, which reduces the callout time to about 6 minutes in the local area.

The DZ controller will be responsible for the overall co-ordination of flying activities on the airfield.

When the flying school and scenic flights are operating, the tower will be manned full time.

The gliding club normally operates at the weekend with a small number of gliders.

There are three active runways on the airfield; 050/230 is the most popular, due to the fact the prevailing winds are normally up and down the coast. The other two runways 09/27 and 19/01 make up the triangle in the middle of the airfield, which is an area of 22-acres.

If runway 09/27 or 19/01 are to be used, special attention will be required by the DZ controller and the ATC tower, regarding aircraft take off and landings.

The proposed target area could be moved if required on a daily basis, depending on the prevailing winds, to enhance safety. The airfield is 325 acres of open space.

Each day all aircraft, gliders and glider tugs will be briefed by their relevant CI' s regarding take off and landing patterns.

All operating parties must agree the daily operational procedures at the airfield before any parachuting will take place.

Should a parachutist land in the water, all parachute operations will cease until the cause of the off landing is ascertained. The DZ controller will co-ordinate all procedures if this type of incident was to occur.

Parachutist Equipment and Training.

BPA OM Section 7, paragraph 5. (OPEN WATER and DEEP RIVERS)

All parachutists must be equipped with suitable flotation aids.

All parachutists must wear a suitable flotation aid, including Tandem Instructors and their Students. (Suitable flotation aids will be available at the centre).

All parachutists including Tandem Students will receive a full safety brief, which will include, off landings into water. Tandem Instructors will be responsible for briefing Tandem Students on safety drills for entry into water. This brief is to include the use of the flotation aid. SOPs for Tandem Instructors operating at Perranporth will include; drills for unplanned entry into water. Tandem Instructors will carry a suitable knife, to cut the Student harness if required.

Jumpmasters (JM)

Jumpmasters are to liaise with the DZ controller or the pilot regarding the weather conditions prior to spotting the aircraft. Special attention is required when spotting near to Hanover Cove.

NO Parachutists will be released over the water in area known as Hanover Cove.

Following some discussion on this request, it was proposed by Dave Wood and seconded by Pat Walters that the above proposed DZ/PLA be accepted with the proviso that if there is any change of CCI, the PLA/DZ will need to come back to STC for re-consideration.

For: 11

Against: 0

Abstentions: 2

Carried

8. PERMISSIONS

a). A letter from Jm White had been circulated with the agenda requesting a six month extension to the CSBI rating of Ian Jhnstone, which expires in May.

It was proposed by Jm White and seconded by Dave Wood that the above permission be accepted.

Carried Unanimously

It was proposed by Paul Hollow and seconded by Andy Guest that the above permission be accepted.

Carried Unanimously

Comment was made that the 60 jump rule should be re-visited, as there were a number of very qualified Instructors who do not jump as much as they used to and it would be a shame to lose their experience.

9. A.O.B

- a). A letter from Dave Hickling had been circulated with the agenda suggesting that the BPA Operations Manual removes the term *ab-initio* and replaces it with a more suitable description. The TO has found two places in the Manual containing *ab-initio* and has suggested the following replacements:

Section 6 (Equipment), Paragraph 2.2 (Piggyback), sub-para 2.2.1. a & b, change to read:

- a. First Jump 'Solo' Student Parachutists - not to exceed 0.8 lbs/sq.ft.
- b. 'Solo' Student Parachutists having completed at least one 'solo' descent - not to exceed 0.85 lbs/sq.ft.

Section 12 (Documentation), Paragraph 1 (Personal Documents), sub-para 1.10, change to read:

- 1.10.** CCIs are responsible for ensuring that the personal documents of all Student Parachutists under their supervision are valid and up to date and that suitable documents are issued to all first jump 'solo' Student Parachutists following completion of their initial training course.

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

Carried Unanimously

- b). Circulated to those present was an interim copy of the AFF/Tandem Instructor Course report from the course held at BPS, Langar last week. The Association wish to thank the Club for hosting the course. At this time a number Tandem Instructor candidates have not completed all their jumps.
- c). The Chairman advised those present that on the 10th March Tony Knight and the TO had a meeting at Farnborough with the AAIB and the CAA, prior to the AAIB producing their report on the Dunkeswell aircraft accident. Tony Knight gave STC details of that meeting, including details of a proposed amendment to the Pilots' Section of the Operations Manual, which had been sent by E-mail to all Clubs on the 13 April.

Two CCIs indicated that they had not received this proposal prior to the meeting.

The Chairman pointed out that the proposal should not be taken to imply any finding to the Dunkeswell accident. The AAIB have yet to publish their findings.

Section 9 (Flying), Paragraph 5.2. (Recording of Pre and Post Flight Details) to a new Paragraph 5.2. to be titled: (Pilot' s Fuel Log/Flight Log), to read:

5.2. Pilot' s Fuel Log/Flight Log

- 5.2.1. The pilot must have available to him/her in the aircraft, a record of fuel and oil uplifts made, and the quantity of fuel on board prior to each flight or series of flights, to enable remaining endurance and fuel reserves to be readily calculated.
- 5.2.2. The following pre and post flight details for each flight or series of flights must be recorded. All records must be preserved for at least 2 years from the date of the last entry, or longer if required by Article 80 of the ANO. A series of flights means any number of consecutive flights made for the same purpose, taking off and landing at the same airfield. The record must include at least:
 - a. **Pre Flight.** The date, the aircraft registration, the destination or dropping zone, quantity of fuel on board, and signature or initials of the pilot in command certifying that he/she has accepted the conditions under which the flight shall be made.
 - b. **Post Flight.** Take off and landing times of each flight, the number of landings and the signature or initials of the pilot in command certifying the serviceability of the aircraft.

There was some disquiet regarding the need for the pilot to have a record in the aircraft if records are maintained on the ground. An e-mail from Jm White had been received stating that he believed it was a JAR requirement for Aerial Work.

It was proposed by Tony Knight and seconded by David Hickling that the above proposed amendments to the BPA Operations Manual be accepted.

For: 11 Against: 0 Abstentions: 2

Carried

- d). The TO had written to all CCIs and Club Operators a few weeks ago giving details of three Risk Assessment seminars that will be conducted on the 7 June, 23 August and the 18 October. So far the take-up for these seminars has been poor. He stated that it is important that at least one person from each Club is represented at one of the seminars. Risk Assessments will be a requirement in the future and it is in Club' s interests to ensure that they are carried out correctly.
- e). Two e-mailed letters were received from Steve Jelf yesterday evening which had been circulated to those present.

The first concerns a request to add a further display team member training area to the four areas at South Cerney, that were agreed by STC on the 15th February 2001. Which were:

Area	Sheet no.	Grid	Dimensions
1	163	SJ 048,997	57m-248m
2	163	SJ 046,991	100m-150m
3	163	SJ 048,992	100m-150m
4	163	SJ 048,993	80m –150m

The following restrictions would also apply to the four areas.

1. *Only current display jumpers will be permitted to land in any of the four areas.*
2. *The areas will not be used unless the CCI is present.*
3. *Landowner' s permission is granted throughout the period of any operation involving the four areas.*
4. *The local MOD police will be informed before any operation.
All areas will be free from spectators throughout any operation.*

Steve is requesting that an area 5 be added: OS Sheet 163, Grid ref SJ 054 992, Dimensions 90m x 50m. He would also like 1, above to be changed to:

1. Only display qualified parachutists or parachutists undergoing display training will be permitted to land in areas 1 –5.

It was proposed by Steve Jelf (proxy) and seconded by Dave Wood that the above proposal be accepted.

For: 9 (incl 1 by proxy)

Against: 0

Abstentions: 5

Carried

The Committee was advised that Steve' s second request is for Rab Lundie, who has also included a letter giving details of the request and his parachuting history, to be given his CSI & Tandem rating back. Rab has not jumped for over a year and previously to that had re-qualify for both these ratings. Steve' s letter states that if STC agrees, he and Carl Williams will ensure that the currency issues are adhered to.

The Chairman stated that in these circumstances in the past it has generally be agreed that someone could attend a CSI course or a CSBI course, and assessed for a CSI rating. For Tandem they would usually be permitted to attend a Tandem course and the Examiner decide on the number of jumps.

