

BRITISH PARACHUTE ASSOCIATION
SAFETY AND TRAINING COMMITTEE MEETING
BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER
THURSDAY 11 JUNE 2009

Present:

John Hitchen	-	Chairman of STC
Stuart Meacock	-	Hinton Skydiving
Paul Hollow	-	Target Skysports
Richard Wheatley	-	BPS, Langar
Billy Steele	-	JSPC(L)/RAPA
Jim White	-	Skydive St Andrews
John Page	-	Skydive London
Steve Scott	-	Skydive Weston
Jason Thompson	-	UK Parachuting
Chris McCann	-	Skydive Airkix
Dave Wood	-	Cornish PC
Mark Bayada	-	JPSC (N)/APA
Nigel Allen	-	SSC, Old Sarum
Ian Rosenvinge	-	Peterlee
Pete Sizer	-	Headcorn
Kieran Brady	-	Skydive Strathallan
Mike Rust	-	NLPC
Paul Applegate	-	Riggers Committee

Apologies: Steve Thomas, Mark Harris, Stuart Albon, Mike Bolton, Carl Williams, Jason Farrant, Andy Montriou, Dane Kenny.

In Attendance: Tony Butler - Technical Officer
Trudy Kemp - Assistant to NCSO/TO

Observers: Sandy Barnett, Paul Yeoman, Hans Donner, Rick Boardman, George Panagopoulos, Bill Sharp.

ITEM

1. MINUTES OF THE STC MEETING OF THE 9 APRIL 2009

It was proposed by Mark Bayada and seconded by Dave Wood that the Minutes of the STC Meeting of the 9 April 2009 be accepted as a true record.

Carried Unanimously

2. MATTERS ARISING FROM THE STC MEETING OF THE 9 APRIL 2009

Page 1, Item 2 – Matter Arising, (Pilots Committee). Kieran Brady updated STC on the current situation regarding EASA. He reported that contact with EASA had been made through Europe Airports and that himself and Tony Knight were looking to get at least one person or possibly two people on to the Board that EASA has, which covers the considerations for parachuting and parachute flying within the EASA control.

Kieran stated that it was hoped to get both Tony and himself on to that Board. However, there was a possibility that EASA may only accept one person from each country, in which case he proposed that Tony Knight was the appointed person.

Kieran reported that when himself and Tony were in Brussels they had spoken to one of the EASA regulators and he had offered to assist them with the production of the Acceptable Means Compliances (AMCs) that they propose to write in response to the Notice of Proposed Amendments (NPAs) that EASA have produced, which Kieran had reported on previously.

Kieran stated that one of the major concerns that they had was the fact that it did not state anywhere within EASA's proposed NPAs that PPLs would be permitted to fly in the parachuting role. However, he also pointed out that it did not state that they would not.

Kieran reported that they have decided to address this issue by raising it with EASA to find out their stance on it. This was unless STC had any objections to this. No objections were raised by those present. Kieran stated that he would also be reporting to Council on this issue for their guidance on this matter.

Page 3, - Item 3, (Riggers' Minutes). The Chairman reported that at the last STC meeting it was stated that a number of CCIs believed that all equipment was lifed on condition at inspection every 6 months. However, it was pointed out that the BPA system applied to canopies and not to container systems. Andrew Hilton had since written to the Chairman of Riggers and STC stating that the BPA system (Record of Inspection) and the lifing at each inspection, covers container systems (both main and reserve containers and harness) and reserve canopy, and was not limited to canopies only, as he believed was wrongly stated in the minutes. He stated that in his opinion nowhere in the paperwork or system do containers get treated any differently to canopies at inspection time. The Chairman stated that neither he nor the TO agreed with Andrew's opinion and that lifing was only reserve canopies.

The Chairman reported that this matter had been discussed at the Riggers meeting that afternoon and had been passed on to the Working Group looking into the whole subject of Lifing of Equipment.

The Chairman reported that the Working Group intend to hold their meetings at 2pm prior to Riggers and STC meetings and was open to CCIs and Riggers should they wish to attend.

Page 4, Item 4 (Incidents (v)). At the previous meeting, STC had been given details of an incident where a Tandem Instructor exited the aircraft with the right-hand Student's upper hook unattached. The meeting had been advised that it appeared from video footage of the incident that the hook appeared to be attached in the aircraft, but it could not be established exactly when it became unattached.

Mike Rust stated that in his opinion he believed that STC had been a bit lenient when dealing with the Instructor concerned. There was no proposal from the meeting to take any further action over this incident.

Mike Rust stated that he believed that Riggers Committee had discussed a rigging solution to this problem that evening, which, he stated that he did not agree with this at all as he believed that it was an Instructor lead problem and that Tandem Instructors should be reminded of the importance of undertaking an equipment systems check prior to exiting the aircraft. Mike asked that this be re-iterated in the Minutes.

3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 9 APRIL 2009

It was proposed by Paul Applegate and seconded by Mark Bayada that the Minutes of the Riggers Sub-Committee Meeting of the 9 April 2009 be accepted.

Carried Unanimously

Paul Applegate reported on the meeting held that afternoon and advised those present that the Committee had discussed a proposal from Rick Boardman with regard to making locking pins mandatory for Tandem equipment and also a proposal for discontinuing the validity of Advanced Packing Certificate. He stated that paperwork regarding both these items had been circulated with the Riggers agenda.

a) Locking Pins

Paul Applegate reported that at the last STC meeting, great concern had been expressed by a number of CCIs about the detachment of a student harness upper hook on a tandem jump. They believed that this may not be an isolated incident, and felt that the use of locking pins would have prevented these incidents from happening. It was suggested that it may be time to seriously look at making this a mandatory requirement.

Paul Applegate stated that Riggers had discussed Rick's proposal at some length, but had then accepted a counter proposal by Pete Sizer that STC consider making locking pins mandatory by 1st April 2010.

Mike Rust stated that in his opinion he felt that STC were coming at this from totally the wrong angle, as he felt that it was an Instructor led thing. He believed that Tandem Instructors' need to be reminded of the importance of systems checks prior to leaving the aircraft and that they should be brought to task for any omission. Mike stated that in his opinion Riggers were in danger of looking at a rigging solution to an instructor problem.

Following some discussion, it was felt by those present that the use of locking pins was an option if people wished to consider it, but they did not wish to see it become mandatory.

It was proposed by Paul Applegate and seconded by Pete Sizer that the use of locking pins mandatory by 1 April 2010.

Against: 12 For: 3 Abstentions: 2

Not Carried

b) Advanced Packing Certificates

Paul Applegate reported that the Riggers Committee had considered and accepted a proposal regarding discontinuing the validity of Advanced Packing Certificates:

'That on the 1st April 2010, all Packing Certificates other than the Approved Packing Certificates will cease to exist. Any holders of these certificates have until then to upgrade, by taking the exam phase of the Advanced Packers Course.'

Rick Boardman gave the meeting some background information regarding the proposal and stated that over the years, the feeling among Riggers was that natural "wastage" would gradually allow the old certificates to go away. Whilst this had proved to be true to a certain extent, the fact remained that after nearly thirteen years, there was a two tier system still in operation. At various times the committee has re-iterated that:

- No more Advanced Packing Certificates are to be issued.
- No one holding the old style Certificate can add modern rigs and canopies to them.
- No one holding the old style Certificate can pack a modern designed system, since it cannot be added onto the old Certificate.
- Certificate holders are supposed to be attaching a copy of their document to each repack they do as proof that they are qualified to do it.

Rick reported that two years ago, these and other criteria were reiterated at STC, and later by way of a letter sent out to all CCIs. This was because it was felt that D.Z.s must be finding it virtually impossible to keep track of whether or not a reserve had been legally packed or not, when the packer was a holder of an old certificate. In addition, it had been found that some AP Certificate Holders were so un-current, they were unaware that there had been a requirement for many years that they have their rating endorsed at BPA renewal time

Following some discussion, it was proposed by Paul Applegate and seconded by Nigel Allen that On the 1st April 2010, all Packing Certificates other than the Approved Packing Certificates will cease to exist. Any holders of these certificates have until then to upgrade, by taking the exam phase of the Advanced Packers Course.

For: 16 Against: 0 Abstentions: 1 (John Page)

Carried

4. INCIDENT REPORTS - RESUME

The Chairman reported that since the last STC meeting the weather has been especially good, with a great deal of parachuting taking place. This had resulted in a higher level of injuries and incidents.

- i) There had been 26 Student injury reports received since the last meeting. 19 male and 7 female, including one Student who appeared to become unconscious under canopy at about 600ft on a static line jump. She landed without flaring and sustained scratches and bruising to her face and knee. There were also 3 Student injuries on one day at one Club. The Chairman reported that the Club concerned was reviewing its radio talk down procedures.
- ii) There had been 21 injury reports received for 'A' Certificate parachutists or above. 15 male and 6 female, including one where a parachutist with over 2,000 jumps became unconscious after exiting the aircraft, and landed off the PLA without further injury. It was not known why the jumper lost consciousness. Another involved a jumper who fractured her wrist, hitting the rear of the aircraft door on exit. There were also 3 low 'hook' turn injuries at one Club over two week-ends, all resulting in relatively serious injuries.
- iii) Since the last meeting there had been 13 Student Parachutist Malfunction/Deployment Problems reported. All male. One incident involved a Student with three jumps who experienced a malfunction and it was believed he cutaway whilst still holding onto his steering toggles. His RSL then deployed the reserve and the reserve pilot chute entangled with the trailing main, which resulted in the reserve becoming distorted. The Student flared the canopy at about 20ft, which caused it to collapse. The Student had a very hard landing and it was believed he fractured his pelvis.
- iv) There had been 50 reports of Malfunction/Deployment Problems to 'A' Certificate parachutists and above since the last meeting. 37 male and 13 female.
- v) There had been 8 Tandem Injury reports received since the last meeting. 6 male and 2 female. There had also been 22 Tandem Malfunction/Deployment Problems reports received. One involved a Tandem Instructor with more than 1,200 tandem jumps, who forgot to deploy the drogue. He pulled the primary handle at deployment height, without any effect, and then deployed the reserve. The instructor did not know why he did not deploy the drogue. Following the incident the CCI did not let the Instructor carry out any further Tandem jumps until the majority of Examiners on a Tandem Instructor Course had cleared the instructor.

- vi) There had been 3 reports received of AAD firings since the last meeting. The first involved a parachutist with 46 descents, who collided with another jumper on a tracking jump. The jumper became unconscious and remained so until his Cypres fired. He landed on the roof of a building. His only injury was a sore neck. Another report involved a jumper with nearly 9,000 jumps who deployed his canopy at approximately 3,500ft, had twists, cutaway at about 2,000ft and took several seconds before deploying his reserve. The Cypres fired at the same time. The final report involved a jumper with approximately 380 descents who deployed fairly low after exiting at approximately 4,500ft. She had a brake fire, cutaway after a few seconds and then could not locate her reserve handle. Her Cypres fired and she landed without injury. This parachutist had recently had a previous AAD fire. The CCI concerned was able to provide STC with further details of this incident.
- vii) Four reports had been received of Display Misfires, all 'off landings'. One involved a jumper who landed on the edge of the arena, but fell over a barrier and whose head hit a spectator, causing slight bruising.
- viii) There had also been 13 reports received of 'off landings' at Clubs. One involved a parachutist who hit the top of the aircraft door with her rig on exit, which resulted in the reserve deploying at 13,000ft. The reserve, a 26ft round drifted for a few miles before the jumper landed, in a tree and had to be rescued by the local Fire Brigade.
- ix) Three reports had been received of canopy entanglements, all during CF jumps.
- x) Five reports had been received of various equipment/clothing coming off. Two helmets, a shoe, a camera lens and a weight-belt.
- xi) Three reports had been received of aircraft problems. The first involved a King Air that lost power in one engine, which had to be shut down. The parachutists exited and they and the aircraft landed without further incident. The second involved a Nomad, which had to land with all parachutists on board, due to poor weather. Upon landing the undercarriage collapsed. No injury occurred. The third involved a G-92, which lost the skin from the starboard mid-flap during climb. The jumpers exited at 9,000ft and they and the aircraft landed without further incident.

5. PROPOSED WING SUIT MANUAL & BPA OPERATIONS MANUAL CHANGES

The TO reported that Wing Suit Flying had become a popular discipline within skydiving and for sometime there had been requests to include it as part of the Grading System. Mark Harris, BPA AFF Instructor and Birdman Coach, had written the draft Wing Suit Training Manual, which had been circulated with the agenda, along with the requirements for WS flying within the Grading System. Mark Harris had also devised proposed requirements for qualifying WS Coaches, which had also been distributed with the agenda. The Chairman reported that all the proposals had taken many months to prepare and had been seen by a number of current British Wing Suit coaches, all of whom supported the draft proposals.

The TO reported that Mark Harris had only just received a communication from a Wing Suit jumper, which contained a number of minor points and suggestions regarding the draft Manual, which Mark had yet to study in detail.

The TO suggested that the Manual be accepted in principle with any minor adjustments being incorporated as necessary once Mark Harris had looked at these suggestions. He stated that if Mark believed that any major amendments were required, he would present them to the STC for consideration.

Following some discussion, it was proposed by Mike Rust and seconded by Stuart Meacock that the WS Manual, together with the Operations Manual amendments relating to Wing Suit flying in within the Grading System and the requirements for WS Coaching be accepted.

Carried Unanimously

The TO reported that he would circulate the WS Manual and Grading stamps to all CCIs, once any minor amendments had been incorporated as required.

6. PROPOSED CHANGES TO BPA OPERATIONS MANUAL

The Chairman reported that a letter from Paul Moore (Commandant of JSPC- Lippspringe) had been circulated with the agenda asking for a change to the Operations Manual with regard to visiting foreign jumpers being permitted to jump their equipment for up to 12 months from the date of repack, if their country's Parachuting Organisation permits it. Paul's letter explained the reasons for the request.

Paul had proposed that the BPA Operations Manual be amended to read;

Section 6 (Equipment), Paragraph 8 (Parachute Packing), Sub-para 8.5. Change to read:

8.5. Reserve parachutes that have been packed in a foreign country, in a manner acceptable to the parachuting organisation of that country, may be jumped at a BPA Club for up to 6 months from the date of that packing. This is provided that the parachuting organisation of that foreign country allows 6 months validity for a reserve repack; otherwise the foreign country's lesser time will apply. In the case of visiting foreign parachutists the length of time may be up to 12 months, depending on the repack cycles permitted in their country.

Kieran Brady stated that while there were different rules and regulations in other European countries. We may in the future have to start moving towards recognising other European laws because sooner or later they may have to work in harmony as far as aviation was concerned.

Paul Hollow stated he had carried out some research with regard to other European countries regulations in relation to their reserve re-pack cycle dates, medicals, insurance etc. He said that he would be more than happy to pass this information to other Clubs and Centres if they wished to contact him.

The TO stated that it was up to individuals to provide CCIs with the validity of their documents and if CCIs were in any doubt they should say "No"

Following further discussion, it was proposed by Billy Steele seconded by Jimmy White that the above proposed amendment to the BPA Operations Manual be accepted.

For: 15 Against: 1 Abstentions: 0

Carried

7. INSTRUCTOR COURSES

a. AFF/Tandem Instructor Course

The Association wished to thank BPS – Langar for hosting the AFF and Tandem Instructor course, which ran from the 27 – 30 April. The Course report had been circulated with the agenda and was for information only.

b. Instructor Course 3/2009

The Association wished to thank Skydive Strathallan for hosting the course, which ran from the 11 – 20 May. The Course report had been circulated with the agenda and was for information only.

c. AFF/Tandem Instructor Course

The Association wished to thank Skydive Weston for hosting the AFF and Tandem Instructor course, which ran from the 1 – 5 June. The Course report had been circulated to those present and was for information only.

The Chairman asked those present if they had any objections to Pre Advanced Candidates attending Tandem or AFF Courses as part of their assessment. He stated that on the past few CSI Courses there had only been a few candidates, which did not leave a lot of parachuting for the Pre-Advanced candidates to watch. He stated that on the next scheduled CSI/Pre-Advanced Course in August he was also considering running a Tandem and AFF Instructor Course, which he believed would be also of benefit to those Pre-Advanced candidates. There were no objections raised by those present.

8. PERMISSIONS

- a. A letter from Matt Sweeney, together with a supporting letter from Brian Vacher had been circulated with the agenda, requesting a Permission from the Operations Manual requirements of an FAI ‘D’ Certificate to enter the CP National Championships.

The Chairman reported that Matt was only short of the ‘D’ Certificate, but fulfilled all other criteria. He stated that Matt’s letter gave full details of the request and that the CCI of BPS, Richard Wheatley, supported the proposal.

Following some discussion, it was proposed by Mike Rust and seconded by Richard Wheatley that the above request be accepted.

For: 15 Against: 0 Abstentions: 1

Carried

The TO stated that the Competitions Committee would be advised of the outcome of STC’s decision on this matter, but it was they who would decide if Matt could enter the Nationals or not.

- b. Circulated to those present was an e-mail from Mark Bayada requesting that Shane Cook’s CSBI rating, which expired in May, be re-instated and that he be given an extension until the August CSI Course.

It was proposed by Mark Bayada and seconded by Ian Rosenvinge that the above request be accepted.

Carried Unanimously

- c. Circulated to those present was an e-mail from Stuart Albon requesting that a CSI be given permission to run the parachuting operation at the Silver Stars when Stuart was not available, probably at least two week-ends per month (Friday, Saturday and Sunday). The NCSO and TO had asked that STC make a decision regarding this

request, because the CSI attended the Pre-Advanced Instructor Course in February, was told that he could attend an Advanced Course after three months, but was told that he should not apply to STC to act as CCI during that period. The CSI attended the Advanced Course in May but was unsuccessful. If the CSI had subsequently applied to act as CCI, both the NCSO and TO would have objected. However, Stuart was the new CCI and as such was responsible even when a CSI was left in charge. The NCSO and the TO would prefer that STC makes a decision in this instance.

Following some discussion on this request, it was the feeling of those present that CSI would benefit from more support and coaching towards his Advanced rating. They did not feel that he would benefit from taking on more responsibility at this time. Following further discussion, this proposal failed to find a seconder.

Not Carried

9. A.O.B.

- a. A letter from Mike Rust had been circulated with the agenda requesting advice from STC regarding Rod Bartholomew's Tandem qualifications. Mike's letter stated that Rod was currently an AFF Instructor and had asked him to renew his Tandem rating.

The Committee was informed that Rod's Tandem rating lapsed a few years ago, but he had held a Dutch rating recently. Rod has approximately 6000 jumps and states he has completed 100 in the last calendar year. He has a total of 750 tandem jumps.

Following some discussion, it was proposed by Paul Hollow and seconded by Pete Sizer that Rod should attend a Tandem Instructor Course and carry out the number of Tandem evaluation descents as dictated by the Examiners on the Course.

Carried Unanimously

- b. The Chairman reported that correspondence had been received by Ian Rosenvinge covering a number of subjects he wished discussed by STC, which were dealt with separately:

RAPS NUISANCE FACTORS

Ian stated to those present that it was his understanding that Nuisance Factors were not to be taught in the "Malfunctions and Reserve Procedures" Lesson but that they may be included at the Confirmation Stage. He stated that in his opinion this may be interpreted in different ways. Either:

- i). No mention of Nuisance Factors in the Malfunctions Lesson, they being taught in another lesson such as Equipment, and then along with Malfunctions confirmed in different scenarios in a quite separate Practical Confirmation such as during Suspended Harness Drills.
- ii). No mention of Nuisance Factors in the Main Body of taught material of the "Malfunctions" part of the Lesson (they having been taught in a quite separate *earlier* Lesson such as Equipment) but that they may be used in a separate 2nd practical "Reserve Procedures" part of the Lesson; such as when students are equipped in training vests (not necessarily in a suspended harness) and are asked to respond to scenarios described to them through the medium of photos/video/verbal description.

- iii). No mention of Nuisance Factors in the Main body of taught material of the Malfunctions Lesson (they having been taught in a separate *earlier* lesson such as the Equipment) but that they may be used in the confirmation to this Malfunctions Lesson when students are presented with and have to react to varying scenarios including Malfunctions, Good Canopies, Two canopies Out, Nuisance Factors etc.
- iv). Non of the above interpretations do away with the requirement that all AFF and Category System Student Parachutists must perform suspended harness drills which some Centres do at the end of the Course, as opposed to at the end of the Malfunctions Lesson where some Centres use walk around training vests.

A number of those present commented on their interpretation of the rules concerning the teaching of Nuisance Factors, which varied somewhat.

It was felt by those present that Nuisance Factors should not be permitted to be taught in the Malfunctions lesson, but until after the practical drill had been taught, but that this required clarification in the BPA Operations Manual or sample Lesson Plans in the Instructor's Manual.

Ian Rosenvinge agreed to draft a proposal for consideration at the next meeting, which would reflect STC's opinion on this matter.

RAPS 1ST FREE FALL

Ian Rosenvinge stated that having been involved as an Examiner attending a fatal Board of Inquiry and taken interest in the subsequent Panel he had thought that STC had formed the view that the recommended minimum exit altitude for RAPS 1st Free Fall was 4,000ft AGL. This was not reflected in the BPA Ops Manual and he now wished to propose that it was.

Ian had therefore proposed the following: That the minimum exit altitude for RAPS 1st Free Fall is 4,000ft AGL.

Following some discussion, it was proposed by Ian Rosenvinge and seconded by Paul Hollow that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

TANDEM TRAINING

Equipment. Ian Rosenvinge reported that the Tandem training syllabus requires 'Fitting of Equipment' to be taught. Whilst his interpretation was that this should be covered perhaps by using an assistant, or one of the class, or suitable other aids such as dummy kit/large drops/videos etc he see no requirement to fit the actual equipment to the Tandem Student or for the Tandem Student to be attached to the Instructor during, or as part of this instruction, as this will be done thoroughly with each Tandem Student individually during the kitting up and attachment process. Ian stated that more importantly for him was that each individual student undertakes as a practical lesson 'The Stable Position' including free fall drills and that they are later individually checked out and signed for by a Tandem Instructor once equipped and before emplaning. Ian therefore proposes that Sect 5 to the Ops Manual 2.2.2. is changed from 'Fitting of Equipment' to 'Equipment'.

Following further discussion, it was proposed by Ian Rosenvinge and seconded by Pete Sizer that the above proposed amendment to the BPA Operations Manual be accepted.

Carried Unanimously

Aircraft Drills and Exits. Ian reported that not wishing to stop some CCIs mandating practical Aircraft Drills and Exits with Tandem equipment fitted, he did not wish such an interpretation to be mandated upon him or other CCIs. He stated that he felt strongly that aircraft drills and exits should be covered, perhaps including the practical use by the Tandem Student(s) of a mockup or the actual aircraft, but whether the equipment is worn for this, whether the Tandem Student is attached to the Tandem Instructor or not, and whether a practical exit (as opposed to the exit position) is undertaken or not, should all be at the discretion of the CCI. Ian therefore proposed that Sect 5 to the Ops Manual 2.2.4. was changed from 'Aircraft Drills and Exits' to 'Aircraft Drills and the Exit Position'.

Following some discussion, it was proposed by Ian Rosenvinge and seconded by Mike Rust that the above be accepted.

Carried Unanimously

- c. A request from Pete Sizer had been circulated to those present regarding a pilot he wished to train for parachute flying. Pete advised those present stated that one of his Club Members, had a PPL and should have over 75 hours by the end of the month but will be 55 on the 16 July and therefore the opportunity for him to qualify as a BPA Jump Pilot was very slim. He did not have a twin rating yet, nor an SET, so there was no aircraft at Headcorn that was suitable to begin his training on.

Pete Sizer reported that the person concerned had made enquiries at other Centres and the general response had been that he would need more than 75 hours (he was a C certificate jumper) before they would let him start on their aircraft.

Pete advised that the person concerned was a businessman and having sold one of his enterprises had the funds to start flying, though not always the time. Pete stated that he could 'start his training' by completing the one hour of ground instruction before his birthday, but realistically what time scale after that would be acceptable for him to leave before beginning the Flying part, in order to gain other ratings and hours.

Pete Sizer had therefore proposed that the person concerned must begin flight training within six months, which should give him time to get a twin rating or build up enough hours.

Following further discussion, it was proposed by Pete Sizer and seconded by Jimmy White that the pilot concerned must begin flight training within six months.

For: 7

Against: 2

Abstentions: 7

Carried

- d. Circulated to those present was a letter from Dave Wood requesting that Bodmin Airfield be cleared as an alternative DZ/PLA for the Cornish Parachute Club. Dave's letter stated that the request was to seek permission to have Bodmin Airfield cleared once again, as an alternate DZ/PLA for the Cornish Parachute Club. The airfield was cleared by STC and used for categories of parachutists as recently as 2001, under the old Cornwall Parachute centre. No changes have been made to the airfield or

surrounding area. The main A30 dual carriage way and the high-tension cables were in place in 2001.

Dave had stated that due to the short notice of the request the NCSO or TO had not inspected the site. Therefore, his request for clearance was on the basis that the airfield would not be used for parachuting until it had been inspected and cleared by the NCSO/TO or a nominated Examiner. Dave understands the club requires CAA permission and the Club SOP's will need to be amended prior to any activity at the airfield.

The TO reported that if there were any restrictions once the DZ/PLA had been inspected, he would advise STC at the next meeting.

Following some discussion, it was proposed by Dave Wood and seconded by Jimmy White that the above request be accepted.

Carried Unanimously

Note: The TO visited Bodmin Airfield on the 16 June 2009 and agreed with Dave Wood that the Airfield (OS Sheet 200, Grid ref 110702), be cleared as an alternative DZ/PLA for all categories of parachutists with the following provisos:

1. Only one student to be dispatched on a pass.
2. All students must wear a radio.
3. The student talk down must be conducted by an Instructor.
4. AFF consol students may be despatched with AFF levels 1 - 8
5. The CCI Dave Wood will normally be present during the student programme.

e. Circulated to those present were details of a request for a new DZ/PLA from St Andrews Skydiving Centre for clearance for Fife Airport, Glenrothes (OS Sheet L59, NT 243 996), as a DZ/PLA for Skydive St Andrews to operate from.

The Chairman advised those present that the Club only intends to undertake Tandem Parachuting and FAI 'B' Certificate and above on site. The intended landing areas (Tandem and 'C' Certificate and 'B' Certificate and above) were marked on the map of the airfield. It was also proposed that if there was a crosswind exceeding 12kts, the 'B' Certificate and above, the landing area will be restricted to 'C' Certificate and above.

Some CCIs expressed their concern with regard to the restricted area marked on the map for 'C' Certificate jumpers who had only just achieved their 'C' Certificate.

The TO reported that himself and the NCSO had inspected the PLA and they were happy that the Centre could be operated as per their proposal.

Following some discussion, it was proposed by Jimmy White and seconded by Nigel Allen that the above request be accepted.

For: 13 Against: 0 Abstentions: 3

Carried

- f. The next item was held in camera with only CCIs and staff present.

A Tandem Instructor was slightly injured last year practising exits out of a mock-up with his Tandem Student. The Tandem Instructor has indicated to his CCI that he intends taking legal action, as he had stated that he believed that the mock-up and mats were unsuitable, even though he had trained a number of Tandem Students using the mock-up since the incident, which occurred in November 2008.

The CCI gave further details and stated that he had now stood the Instructor concerned down from instructing and parachuting at his Centre.

Date of next Meeting: Thursday 6 August 2009
BPA Offices, Glen Parva, Leicester
at 7.00 p.m

17 June 2009

Distribution:

Chairman BPA

Council

CCIs

All Riggers

Advanced Packers

CAA

Lesley Gale (Editor – Skydive)

File

AMENDMENTS TO BPA OPERATIONS MANUAL

At the STC meeting of the 11th June 2009 the following amendments were made to the BPA operations Manual:

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 4 (The Category System), Add new N.B. below sub-para 4.4. (Category 4), to read:

N.B. Category 4 descents must take place from a minimum altitude of 4,000ft AGL.

SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 6 (The Grading System). New sub-para 6.9. (Wing Suit), to read:

6.9. Wing Suit (WS)

6.9.1. To obtain Grade 1 in Wing Suit (WS1) flying the parachutist must be an FAI 'C' Certificate parachutist with at least 500 descents or at least 200 descents within the last 18 months and must demonstrate (in a belly to earth position, as in 6.4.1. above) the ability to:

- a) Control fall rate.
- b) Control horizontal movement, (forwards, backwards and sideways).
- c) Achieve 'docking' techniques.
- d) Turn in place.
- e) Dive and approach a target.

6.9.2. The parachutist may then be introduced to WS (for WS1 training) by a CCI/Advanced Instructor nominated WS2 Grade parachutist or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

- a) Complete out at least one descent using a training wing suit/tracking suit (parachutists with less than 500 descents).
- b) Fly the wing suit safely and in a controlled manner (with overall stability) on at least three descents.
- c) Deploy the main parachute in a safe wing suit manner (at the correct altitude) on at least three descents.
- d) Fly a predetermined flight pattern and land within 50 metres of the target.
- e) Demonstrate the correct post opening procedures on all qualifying descents.

6.9.3. Once WS1 has been obtained, the parachutist must not make WS descents with others without CCI approval, (a log book endorsement will suffice) and initially only small groups (e.g. 2-3 ways).

6.9.4. To obtain Grade 2 in Wing Suit (WS2) the parachutist must be Grade 1 in WS (WS1) and be introduced to WS2 by a CCI/Advanced Instructor nominated WS2 Grade parachutist or equivalent of proven WS instructional ability, have received a full safety brief and demonstrated the ability to:

- a) Control fall rate, by arching/de arching and use of wings.

- b) *Control of horizontal movement: forwards, backwards (slowing down relative to others) and sideways.*
- c) *Maintain control whilst flying suit at it's best and least effective capabilities.*
- d) *Recover from an unstable exit and continue on correct flight path.*
- e) *Dive and approach a target.*
- f) *Land within 25 metres of the target on 5 consecutive descents.*

6.9.5. Once WS2 has been obtained, the parachutist may jump with groups larger than 3 with CCI approval (a log book endorsement will suffice).

N.B. Training programmes such as those contained in the BPA Wing Suit Progression Manual are acceptable for training for WS1 & WS2, provided all the requirements of sub-para 6.9. (above) are met.

Note: *Previous sub-para 6.9. becomes sub-para 6.10.*

SECTION 5 (TRAINING), Paragraph 2 (The Basic Training System Syllabus), sub-paras 2.2.2. & 2.2.4. Change to read:

2.2.2. Equipment.

2.2.3. Aircraft Drills and the Exit Position.

SECTION 6 (EQUIPMENT), Paragraph 8 (Parachute Packing), Sub-para 8.5. Change to read:

8.5. Reserve parachutes that have been packed in a foreign country, in a manner acceptable to the parachuting organisation of that country, may be jumped at a BPA Club for up to 6 months from the date of that packing. This is provided that the parachuting organisation of that foreign country allows 6 months validity for a reserve repack; otherwise the foreign country's lesser time will apply. In the case of visiting foreign parachutists the length of time may be up to 12 months, depending on the repack cycles permitted in their country.