

**BRITISH PARACHUTE ASSOCIATION**  
**SAFETY AND TRAINING COMMITTEE MEETING**  
**BPA OFFICES, 5 WHARF WAY, GLEN PARVA, LEICESTER**  
**THURSDAY 6 AUGUST 2009**

<b><u>Present:</u></b>	John Hitchen	-	Chairman of STC
	Steve Thomas	-	Cyprus
	Kieran Brady	-	Skydive Strathallan
	Richard Wheatley	-	BPS, Langar
	Phil Cavanagh	-	Black Knights
	Mike Rust	-	NLPC
	Steve Scott	-	Skydive Weston
	Ian Rosenvinge	-	Peterlee
	Jason Thompson	-	UK Parachuting
	Billy Steele	-	JSPC (L)/RAPA
	Stuart Albon	-	Silver Stars
	Chris McCann	-	Skydive Airkix
	Stuart Meacock	-	Hinton Skydiving
	John Page	-	Skydive London
	Mark Bayada	-	APA
	Paul Hollow	-	Target Skysports

**Apologies:** Paul Applegate, Pete Sizer, Mike Bolton.

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

**Observers:** Andy Goodall, Mark Tether, Rick Boardman, Paul Moore.

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**ITEM**

**1. MINUTES OF THE STC MEETING OF THE 11 JUNE 2009**

It was proposed by Stuart Meacock and seconded by Chris McCann that the Minutes of the STC Meeting of the 11 June 2009 be accepted as a true record.

**Carried Unanimously**

**2. MATTERS ARISING FROM THE STC MEETING OF THE 11 JUNE 2009**

**Page 1, Item 2 – Matter Arising, Pilots Committee.** Kieran Brady updated the meeting on the current situation concerning EASA of which a report from Tony Knight had recently been circulated to all Clubs and Council outlining the situation to date.

Kieran also reported on the situation regarding Mode S, which becomes effective from 2012 for those planes on the UK register that had applied to the CAA for an exemption until then.

However, he wished to draw to the Committee's attention to a recent CAA ruling concerning this issue and that by the 1 October 2009 pilots wishing to fly in controlled airspace Class A would now require a Mode S Transponder. Kieran said that it could be that when it came close to the time of this implementation date, the CAA may extend that date again and that this was a worst-case scenario.

Kieran reported that he had been conducting some research and that for those aircraft fitted with the most commonly used transponder, there was now a manufactured replacement for that. Anyone requiring further information was asked to contact Kieran direct.

The Committee expressed its thanks to Kieran Brady and Tony Knight for their continued work in this area.

**Page 3, Item 3 – Riggers’ Minutes(a).** The Chairman reported that at the last STC meeting there had been a proposal from the Riggers’ Committee that locking-pins on Student Tandem harness upper hooks be made mandatory. This proposal was defeated; 12 votes against, 3 for and 2 abstentions. He stated that this item had caused a great deal of discussion at the Council Meeting of the 23 June. A number of Council members were not fully sure of STC’s rationale behind the decision and also felt that if there had been a problem, what could be done to help prevent similar problems in the future. After the discussion Council decided that STC should re-visit the decision.

The Chairman reported that a letter had been received from a number of Tandem instructors at Chatteris opposing the use of locking pins, a copy of which had been circulated to those present.

The Chairman also stated that the TO and himself request that CCIs remind their Tandem Instructors the importance of carrying out an equipment check just prior to exiting the aircraft.

Kieran Brady stated that in his opinion if an Instructor carried out all the necessary checks prior to exit then he saw no reason why anyone should find themselves in freefall with a hook undone.

It was felt by those present that STC had made the correct decision at the last meeting concerning this issue.

The majority of those present were against making the use of locking pins mandatory, as they felt there was nothing wrong with the system at present.

The Chairman asked for a show of hands from those present as to whether they believed that locking pins on Student Tandem harness upper hooks be made mandatory; 13 CCIs indicated they were against, 1 in favour and 1 abstention.

**Page 3, Item 3 – Riggers’ Minutes(b).** The Chairman reported that also at the last meeting it had been agreed that the old ‘reserve’ packing certificates (Advanced Packing Certificates) would no longer be valid after 31 March 2010. Therefore, the Operations Manual required amending. He stated that the amendments did not go out with the last STC meeting minutes, but would go out with this meeting’s minutes. The proposed amendments had also been circulated to those present.

It was pointed out to those present that a number of very old Packing Certificates also contained ‘main’ parachutes as well as ‘reserves’ and there was some concern that the holders of these certificates would not be able to then pack main parachutes after this time.

The TO clarified the position for those holders of these certificates and stated that the mains listed on them would still be valid to be packed after 1 April 2010, but the reserves were not. The TO also re-iterated that as from 1 April 2010, the only persons who could pack and inspect reserve parachutes were Riggers or Advanced Packers (AP).

The TO also advised those present that he was in the process of updating the current Approved Packing Certificate to remove any reference to ‘round’ parachutes.

**Page 8, Item 9 – A.O.B.(b).** At the previous meeting discussion took place with regard to when ‘Nuisance Factors’ should and should not be taught, as it appeared that one or two Clubs believed that they could teach them as part of the confirmation in the theory part of the

Malfunctions Lesson. It was left, at the end of the discussion, that Ian Rosenvinge would put a proposal forward regarding this.

The Chairman advised those present that although Ian Rosenvinge had submitted a proposal concerning Nuisance Factors, it had arrived too late to be circulated with the Agenda.

The Chairman reported that, a letter from the (then) Chairman of STC to all CCIs, circulated in 2000 and tabled to those present for information, had stated: '*Nuisance Factors are not to be taught immediately prior to or as part of the Malfunctions theory lesson, but may be revised as part of the practical malfunction drill, as a means to differentiate between the two.*'

The Chairman reported that this had stemmed from a STC Working Group to look at 'RAPS training in general and had come about because of a fatality and a number of incidents and although it had not involved a specific change to the BPA Operations Manual at the time, it had involved a change to the instructional syllabus and Instructors had been requested to include it as part of their RAPS training.

There then followed a lengthy discussion concerning this issue. A number of CCIs present stated that they felt that perhaps the time had come for this matter to be re-visited as it had been some 9 years since the Working Group had considered this issue and they believed that it would continue to be a problem if the rule was not included in the Operations Manual to stop it being lost in time.

Ian Rosenvinge asked CCIs to consider the proposal that he had submitted regarding Nuisance Factors and that this be incorporated into the BPA Operations Manual:

*"That Nuisance Factors are not to be introduced within the Malfunctions Lesson until the practical malfunctions drill has been demonstrated to, and practiced by, all 'Students' on the Course"*

There then followed some discussion with regard to Ian's proposal. It was pointed out to those present that as this required a change to the BPA Operations Manual, it could not be voted on that evening, but would need to go out with the Agenda for consideration at the next meeting. Ian agreed to re-submit a proposal for the next meeting.

**Page 11, Item 9 – A.O.B.(d).** At the previous meeting Dave Wood had put a proposal to STC that Bodmin Airfield be cleared as a PLA/DZ upon inspection by the NCSO or TO or an NCSO/TO nominated Examiner. This had been agreed by STC and the TO had inspected the site on the 16 June. This was added to the Minutes as a Note, which detailed the conditions.

### **3. MINUTES AND MATTERS ARISING FROM THE RIGGERS' SUB-COMMITTEE MEETING OF THE 11 JUNE 2009**

The Committee was advised that Paul Applegate had not been able to be present at the Riggers Meeting. The meeting had been therefore been chaired by the Chairman of STC.

There being no matters arising, it was proposed by John Page and seconded by Richard Wheatley that the Minutes of the Riggers Sub-Committee Meeting of the 11 June 2009 be accepted.

**Carried Unanimously**

The Chairman of STC reported on the meeting held that afternoon. He advised those present that the meeting had not been quorate; therefore no decisions could be voted on by Riggers that evening and these items had been deferred until the next meeting.

The Committee was advised that the meeting had discussed a confidential packing report that had been submitted to the Chairman of Riggers.

Following consideration of this matter, and the fact that the person concerned had a number of other confidential reports held on file at the office. Riggers had felt that a Panel be instigated to investigate these reports.

The Chairman of STC asked for the Committee's guidance on this matter as concern had been expressed at the Riggers meeting with regard to equipment that the person concerned had packed previously.

The next part of the meeting was held 'in camera'.

Following consideration of this matter, it was proposed by Kieran Brady and seconded by Mark Bayada that the person concerned have his Advanced Packing rating suspended until the Panel's investigation had been completed. It was also agreed that the person concerned be asked to supply the ROI numbers that he had issued in the last 6 months and that this information be distributed to Clubs & Display Teams.

For: 12

Against: 0

Abstentions: 3 (incl. Stuart Meacock)

**Carried**

The meeting then resumed in open session.

The Chairman of STC then continued with matters arising from that evenings Riggers meeting. He stated that the meeting had discussed an equipment issue raised by John Page, which the meeting had agreed be referred to STC for consideration.

John Page reported that the issue surrounded a Strong Tandem system in a Vector configuration that had been accepted as a Tandem mod in the past, but not for general use.

He stated that of the several rigs he had seen, all had a loop from the cutaway pad around the secondary drogue release (the system as per the Next, not the Vector). He stated that he believed it should still not be given a general clearance for use as it required specific user briefings as the RSL was not on the same side as Next and Vector. He stated that Skydive London had been using the equipment in this configuration for some time and that an Advanced Rigger had also signed it off.

The meeting was also advised that Hinton and UKPS had also been using equipment in same configuration

Following further discussion, John Page proposed, seconded by Stuart Meacock that Skydive London, UKPS and Hinton Skydiving be permitted to continue using equipment in this configuration, until the next Riggers meeting when he would submit a proposal including the necessary paperwork and Emergency Drills for the acceptance of these rigs.

For: 11

Against: 0

Abstentions: 4

**Carried**

#### **4. INCIDENT REPORTS - RESUME**

- i) There had been 16 Student Injury Reports received since the last STC meeting. 9 male and 7 female. Two were minor injuries prior to or during training. One was to a Student who dislocated his shoulder on pull. The remaining 13 injuries were on landing.

- ii) Since the last meeting there had been 15 Injury Reports received for FAI 'A' Certificate parachutists or above. 14 male and 1 female. 2 injuries were on deployment, another was a freefall collision. The remaining 12 injuries were on landing.
  - iii) There had been 5 Student Malfunction/Deployment Problem Reports received since the last meeting. 3 male and 2 female.
  - iv) There had also been 39 Malfunction/Deployment Problem Reports received for FAI 'A' Certificate parachutists or above. 32 male and 7 female.
  - v) Since the last STC there had been 19 Tandem Injury Reports received. 10 male and 9 female. One of the injuries was to an instructor, the other 17 were to Students. There were also 8 Malfunction/Deployment Problem Reported.
- The Chairman stated that Strong Enterprises had released a report into a Strong Tandem fatality in the Czech Republic on 21 June 2009, a copy of which had been circulated for information.
- vi) Six reports had been received of Display Misfires. 2 were jumper injuries, one was a malfunction and the others were arena misses.
  - vii) There had been seven reports received of 'off landings' at clubs.
  - viii) Two reports had been received of helmets coming off, one in freefall and the other on exit.
  - ix) A report had been received of a tail-strike where a parachutist's back-pack hit the leading edge of the aircraft tail, an Airvan, causing a small dent. The parachutist received slight bruising to her back. This incident had been investigated by both the TO and the Chairman of the Pilots' Committee. It appeared that the jumpmaster opened the door of the aircraft and a group climbed out before the aircraft was in the correct configuration, the tail started to drop and the fifth jumper out struck the tail. The Club had now tightened up its procedures with regard to exit signals/instructions. The CCI of the Centre concerned also provided further details of this incident to those present.

## **5. PERMISSIONS**

- a. Circulated to those present was a letter from Mike Rust requesting an extension to the CSBI rating of Lazar Dimitrov, as he was unable to attend a CSI course before November or February. The Committee was advised that Lazar's CSBI rating expires at the end of August 2009.

Following some discussion, it was proposed by Mike Rust and seconded by Jason Thompson that Lazar Dimitrov be given a six month extension to his CSBI rating.

### **Carried Unanimously**

- b. Circulated to those present was a letter from Paul Hollow requesting a six-month extension to the AFFBI rating of Dave Head. The meeting was advised that Dave's rating expired at the end of August 2009 and that he was currently booked on the AFFI Course in October.

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

### **Carried Unanimously**

- c. Circulated to those present was another letter from Paul Hollow requesting that Sally Uren be permitted to attend a CSI course in the future, even though her CSBI rating expired on the 31 May 2008.

Paul gave the meeting further details of his request and stated that Sally originally completed her CSBI Course in November 2006 and then attended and passed her AFFI Course in April 2008. She had subsequently been working at Skydive Spain and then Skydive Hibaldstow as a full time AFF Instructor and had unfortunately allowed her CSBI rating to lapse in May 2008 after a 6 month extension to complete her AFFI Course. Sally was therefore an extremely current skydiver and Instructor.

Following some discussion, it was proposed by Paul Hollow and seconded by Stuart Meacock that Sally Uren be permitted to attend a CSI Course at a future date as she had previously held a CSBI rating and is a current AFFI.

**Carried Unanimously**

- d. Circulated to those present was a letter from Andy Goodall (who is taking over as CCI of Netheravon from Mark Bayada) requesting a six-month extension to the CSBI rating of Kenny Craig, whose rating expires at the end of August 2009. The Committee was advised that this was Kenny's second extension.

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

**Carried Unanimously**

## **6. A.O.B.**

Paul Moore reported that at the recent Classic Nationals held at RAPA the Style event did not take place due to poor weather. Therefore it was declared a 'non event'. He stated that the Competitions Committee needed to find another venue that was willing to host a re-run of the Style event sometime in late August or September. He asked that if there were any Clubs interested, to please let the office know as soon as possible.

Date of next Meeting:	Thursday 1 October 2009 BPA Offices, Glen Parva, Leicester at 7.00 p.m
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11 August 2009

### **Distribution:**

Chairman BPA  
Council  
CCIs  
All Riggers  
Advanced Packers  
CAA  
Lesley Gale (Editor – Skydive)  
File

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### **AMENDMENTS TO BPA OPERATIONS MANUAL**

At the STC meeting of the 11<sup>th</sup> June 2009 it was agreed that the old 'reserve' packing certificates (Advanced Packing Certificates) would no longer be valid after 31<sup>st</sup> March 2010. Therefore, the Operations Manual has been amended as follows:

#### **SECTION 6 (EQUIPMENT), Paragraph 8 (Parachute Packing), sub-para 8.3.1. & N.B.(1 & 2). Change to read:**

8.3.1. Reserve parachutes may only be inspected and packed by riggers or Advanced Packers (AP).

*N.B.(1)The Training Syllabus for Advanced Packer Courses can be found on BPA form 169.*

*N.B.(2)Advanced Packers are subject to an annual currency certification at the time of membership renewal. This certification will be displayed on the BPA membership card.*