

British Parachute Association

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Safety & Training Committee

Minutes of the meeting held on

Thursday 4 June 2015 at 1900

at the BPA Office, 5 Wharf Way, Glen Parva, Leicester LE2 9TF

- Present:**
- | | | |
|------------------|---|---------------------------|
| John Hitchen | - | Chair STC |
| Kieran Brady | - | Skydive Strathallan |
| Iain Anderson | - | Skydive St Andrews |
| Mark Bayada | - | APA |
| Alex Busby-Hicks | - | Tilstock |
| Chris McCann | - | UK Parachuting (Sibson) |
| Ray Armstrong | - | Skydive GB |
| Paul Yeoman | - | Black Knights |
| Brucie Johnson | - | Blue Skies Free Fall Club |
| Jim White | - | Paragon |
| Gary Stevens | - | London Parachute Schools |
| Jay Webster | - | Go Skydive |
| Mike Rust | - | SCC Ltd |
| Richard Wheatley | - | BPS, Langar |
| Andy Guest | - | Skydive Buzz Ltd |
| Noel Purcell | - | Target Skysports |
| Matty Holford | - | JSPC (N) |
| Bryn Chaffe | - | Skydive St George |
| Ian Rosenvinge | - | Peterlee |
- Apologies:** Dennis Buchanan, Martin White, Mally Richardson, Dave Wood, Pete Sizer, Paul Floyd, Phil Collett.
- In Attendance:**
- | | | |
|-----------------|---|--------------------------------------|
| Tony Butler | - | Chief Operating Officer (COO) |
| Jeff Montgomery | - | Safety & Technical Officer (STO) |
| Paul Applegate | - | Chair Riggers' Sub-Committee/Council |
| Trudy Kemp | - | Assistant to COO/STO |
- Observers:** Rob Spour, Chris Beattie, Jason Kelleher, Philip Webley, Hans Donner, Philip Wayper, Paul Stockwell, Rick Boardman, Gordon Blamire.

ITEM MINUTE

The Chair welcomed new CIs: Andy Guest (Skydive Buzz Ltd) and Jason Webster (Go Skydive).

Declarations of interest

The Chair invited declarations of interest relating to items on the agenda for this meeting. None were stated.

1. MINUTES OF THE STC MEETING OF THE 2 APRIL 2015

It was proposed by Matty Holford and seconded by Ian Rosenvinge that the Minutes of the STC Meeting of the 2 April 2015 be accepted as a true record.

Carried Unanimously

2. **MATTERS ARISING FROM THE STC MEETING OF THE 2 APRIL 2015**

Page 2, Item 2 – (Matters Arising - Age Working Group). The Chair reported that the Working Group is continuing with their work and hopefully will be able to report back at the next meeting.

Page 3, Item 5 – (Tandem Panel of Inquiry). Ian Rosenvinge reported that Council had agreed to conduct a review of BPA disciplinary procedures.

Page 7, Item 7 – (Guidelines for Tracking and Angle Flying). The Chair reported that Paul Floyd had planned to have an update on the working group looking at this subject, but unfortunately, he had not been able to attend this evening's meeting.

Page 8, Item 8 - (Proposed New PL/DZ). The Chair reported that the DZ/PLA at Shobdon Airfield, had been cleared at the last meeting with the proviso that the PTO's SOPs include the procedures for releasing weights in the event that a solo parachutist entered water. He stated that these procedures had now been included.

3. **RIGGERS' SUB-COMMITTEE MEETING OF THE 2 APRIL 2015**

Paul Applegate (Chair, Riggers' Sub-Committee) stated that he had nothing to report from the previous meeting.

It was therefore proposed by Noel Purcell and seconded by Richard Wheatley that the Minutes of the Riggers' Sub-Committee meeting of the 2 April 2015 be accepted.

Carried Unanimously

Paul Applegate reported on the meeting held that afternoon and stated that the Riggers' Sub-Committee had discussed an incident that had been brought to his attention where the Aerodyne soft links on a main and reserve canopy had been incorrectly assembled as per the manufacturer's drawing. He stated that he was dealing with this particular incident and the packer concerned. However, Paul Applegate wished to bring it to the Committee's attention to pass onto their Riggers and Packers that if an Aerodyne link has been tacked in place, they are extremely difficult to see if they are routed correctly. It was up to the individual packer to satisfy themselves that the links are routed correctly as per manufacturer's spec.

Paul Applegate reported that the Riggers' Sub-Committee had also discussed the safety aspects of certain RSL setups where there may be a possibility of the RSL lanyard ring hanging up on the reserve ripcord housing. He stated that one CI had voiced his concern that he believed there is a distinct possibility of this happening on Velocity Infinity containers, as at his Club they had seen 2 examples of this container where they believe that the RSL could hang-up.

Paul stated that the manufacturer asserts that the RSL cannot get into this position as the reserve cover flap will always prevent this happening. He stated that it was also the consensus of the Riggers Committee after examining a couple of rigs at the meeting that afternoon that the chances of this happening would be extremely rare.

The CI of the PTO concerned stated that in his opinion in certain scenarios he believed this can happen.

4. **BOARD OF INQUIRY - VICKY CILLIERS INCIDENT**

The Chair reported that the Board of Inquiry Report Resume into the Victoria Cilliers Incident had been circulated to Chief Instructors with the Agenda.

At approximately 16.00 hrs on Sunday 5th April 2015, Victoria Cilliers, a BPA AFF Instructor with 2,654 jumps boarded a Cessna 208B aircraft along with 11 other parachutists. She was jumping a Javelin container, with a Safire 149 main canopy and a PD143R reserve, with a Cypres AAD. The equipment had been loaned from the APA. This was to be the fourth parachuting sortie in that aircraft and the eighth sortie of the day.

The aircraft climbed to approximately 4,200ft AGL. A 'jump run' was made over the centre of the PLA. Once the aircraft was at the correct exit point, four parachutists exited individually, leaving at intervals of approximately three to five seconds between each parachutist. The aircraft then circled the PLA and another pass was made and a further four parachutists exited, including the jumpmaster. Prior to the nominated jumpmaster exiting on the second pass, Victoria was nominated as jumpmaster for the third pass. The aircraft then completed another circle and ran in again. The remaining parachutists exited the aircraft, individually. Victoria was last to leave, at approximately 3,500ft AGL.

Victoria was carrying out a short freefall delay jump in order to have her parachute open soon after exiting the aircraft. This was her first jump since 31st May 2014, as she had been pregnant and had recently given birth. Her main parachute was seen to start to deploy, after a short period of time the parachute was observed to detach from her, shortly after which her reserve parachute started to deploy.

Victoria's reserve parachute was then observed to be only partially inflated. It began to rotate and remained in that configuration until Victoria was lost from sight shortly before impact.

Victoria landed in a field to the north of the PLA approximately 1,000 metres from the centre of the intended landing area.

Qualified medical assistance was given to Victoria within a few minutes and she was airlifted to hospital within approximately 20 minutes. She had sustained serious injuries, including a broken pelvis.

Following the incident the equipment was initially inspected at the parachute centre on the day of the incident by the CI, where it was noted that the main parachute had been cutaway. The steering toggles had not been released and were still in their keepers. It was also noted that the parachute rigging lines were extensively tangled, most likely following the parachute having been cutaway. However, some of the rigging lines from the right-hand side appeared to have passed over the rigging lines on the left side. It is possible for this to occur as the parachute started to develop, or that rigging lines passed over the deployment bag before the parachute was deployed. It was noted that two 'slinks' that connect the reserve parachute rigging lines to the parachute risers were missing.

Following this the CI reported the incident to the BPA STO. The CI later (the following day) informed the local police of the incident as he was concerned that the equipment may have been tampered with.

The police visited the PTO the day after the incident and impounded the equipment. The STO spoke to the police the following day and informed them that the BPA would be conducting a Board of Inquiry to investigate the incident, due to its serious nature. The Board of Inquiry consisted of the STO, the COO and the Chair of the Riggers' Subcommittee.

On 8th April 2015 the three members of the Board visited the police and were handed the equipment in order for them to carry out an inspection. The Board carried out a detailed inspection of the equipment the same day.

The reserve parachute was only attached to the parachute harness on the left side, where the rigging lines were secured to the risers by the 'slink' connectors. On the right side the rigging lines were not attached. Both steering lines and toggles were attached correctly. The missing 'slinks' were not present with any part of the equipment.

The detached rigging lines were tangled and knotted together, most likely caused once the parachute had started to deploy and the lines had released. It was noted that the 'loop' ends of the rigging lines, that attach to the risers (by the slinks) were very close together, which could indicate that the 'slinks' had been attached, but had been either broken or undone as the canopy started to deploy. If they had not been, it is unlikely that the ends would have been so close together.

Comprehensive searches on the ground failed to locate the missing 'slinks'. It has therefore not been possible to determine as to whether the 'slinks' had broken, been undone, or whether they had been attached or even in the equipment at all.

Note: The Automatic Activation Device (AAD) did not fire and was sent to the manufacturer following the incident for analysis. The manufacturer confirmed from the data obtained that

the equipment had been jumped three times in 2015, including the jump made by Victoria, and 38 times in 2014.

The conclusions of the Board are that Victoria was last to exit the aircraft, on the third pass over the PLA, at approximately 3,500ft AGL. She deployed her main parachute almost immediately and observed that it had malfunctioned. She then carried out her emergency procedures within a few seconds. It is not known what caused the main parachute to malfunction, or the exact nature of the malfunction.

Upon deploying her reserve parachute she felt it spinning violently with twists in the rigging lines. The lines that connected the right hand side front and rear risers detached collapsing most of the canopy. Victoria and what remained of the inflated canopy continued to rotate at speed and remained in that configuration until she impacted heavily with the ground.

The Board can only conclude that the rigging lines became detached from the reserve parachute risers because the 'slinks' had broken, they had become unfastened, or they had deliberately been tampered with. The missing 'slinks' have not been found.

There has to the Board's knowledge never been an instance (world-wide) of 'slinks' ever breaking. When originally tested by the manufacturers, the components they were attached to broke first; rigging lines and/or risers, indicating that the breaking force must have been in excess of many thousands of pounds. No damage has ever been found to 'slinks' used by the APA or the JSPC at Netheravon (approximately 56 sets of equipment).

There is some evidence that the 'slinks' may have been unfastened, either unintentionally or intentionally, as the loops at the ends of the rigging lines through which the 'slinks' are passed were found to be close together when the Board inspected the equipment, indicating that as the reserve parachute was deploying the rigging lines may have been linked (by the 'slinks').

The rigger, who most recently packed and inspected the equipment, has packed at least 566 reserve parachutes that were fitted with 'slink' connector links since becoming an Advanced Parachute Packer in 2008. He has stated that he has never unfastened a 'slink' and always inspects them to ensure that they are fastened and fitted correctly. Following the incident all APA and JSPC equipment fitted with 'slinks' were checked and all were found to have properly fitted and fastened 'slinks'.

With regard to the possibility of the equipment being deliberately tampered with: no one knew in advance who the equipment would have been issued to. Victoria and her husband collected the equipment from the 'kit store' in the afternoon of the day before the jump. When it was obvious that there would be no jumping that day the equipment was secured inside Victoria's 'club' locker. The following day (5th April 2015) the equipment was left in the 'packing hangar' for a number of hours, prior to Victoria jumping. However, this is a busy public area and if anyone had removed the equipment to tamper with it during that period, that person would not have known how long it would be left unattended and Victoria could have returned at any time to retrieve it.

In order to tamper with the equipment, either to cut or unfasten the 'slinks', the reserve parachute risers would have needed to be pulled from the parachute container, the planned action carried out and then pushed back in, or the reserve container would have needed to be opened up, both actions would have required someone with a good knowledge of parachute equipment and would likely have taken in excess of 5 – 10 minutes. It is unlikely that this action would have taken place in a public area. Also, if it was tampered with, it is likely that someone would also tamper with the main parachute in order to ensure that it would malfunction. This would require that main parachute container to be opened and then reclosed.

The parachute equipment could have been tampered with any time since it had been repacked on 4th February 2015. It had been signed out of the 'kit store' two times since then, prior to it being issued to Victoria and her husband and had only been jumped twice during that period. However, the main parachute would need to have been tampered with since it was last used, on 27th March 2015.

It is unlikely that the main parachute had ever malfunctioned previously, as the reserve parachute had never been used before.

It is unlikely that the 'slinks' could have become unfastened prior to the most recent reserve repack, as if the tab on the 'slink', which goes through the fastened loop is undone, the 'slink' starts to unwind with very little effort and the Board believes that this would have been noticed.

The Board can therefore only conclude that the locking tabs on the 'slinks' were, or became, unattached at some time from when the reserve was repacked on 4th February 2015 and prior to Victoria's jump on 5th April 2015. However, the Board are unable to determine how they became unfastened.

Over the past ten years (2005 – 2014) approximately 2,300,000 sport parachute descents have been made in the UK. There have been approximately 2,900 main parachute malfunctions or deployment problems where emergency action was taken and the reserve parachute used. On none of those occasions has the reserve parachute failed. The risk of a main parachute malfunction or deployment problem is 1 in 793. To the Board's knowledge there has never been an instance of both a main and reserve parachute failing to operate, in many millions of jumps.

The main parachute used by Victoria has been in use for approximately 8 years (approximately 250 descents) and there is no evidence to suggest that it has ever malfunctioned before. The packer who packed the main parachute has been packing for the APA for approximately 2 years and has packed several hundred parachutes. To her or the Board's knowledge no parachute she has packed has ever malfunctioned before.

The reserve parachute has been packed at least 16 times and has been thoroughly checked and inspected by 10 different qualified Advanced Parachute Packers. On no occasion to the Board's knowledge, have the 'slinks' ever been, or needed to have been undone, but have been inspected on every occasion to ensure that they are correctly fitted.

To the Board's knowledge there has only ever been one instance of parachute equipment being deliberately tampered with, resulting in death (Stephen Hilder, 2003) and none in injury.

The Board are unable to make Recommendations as no mechanism of failure of the 'slinks' has been found, this remains a matter of conjecture. Identifying the mechanism of failure is the key to understanding this incident. However, the Board has no obvious further lines of technical inquiry to pursue.

This incident is being investigated by the police.

The Chair stated that the report was for information. However, if Cis had any questions, the Board members were present. None were raised by those present.

5. INCIDENT/INJURY REPORTS – RESUME

- i) There had been 11 Student Injury Reports received since the last STC meeting. 8 male and 3 female. One involved a student who dislocated his shoulder on deployment. Another who had a hard opening due to deploying on her side. The rest were landing injuries, including one who landed in a hedge and another who landed in trees.
- ii) Since the last meeting there had been 13 Injury Reports received for 'A' Licence parachutists or above. 9 male and 4 female. One concerned a jumper who had a free fall collision on an AFF evaluation jump, badly cutting his mouth. Another was a jumper who dislocated her shoulder in freefall. The rest were landing injuries.
- iii) There had been 8 Student Malfunction/Deployment Problem Reports received since the last meeting. 5 male and 3 female.
- iv) There had been 52 Malfunction/Deployment Problem Reports received for 'A' Licence parachutists or above. 45 male and 7 female. 6 were on wingsuit jumps.
- v) Since the last STC there had been 12 Tandem Injury reports received. 6 male and 6 female. These included one where the Tandem Instructor broke his leg and ankle on landing.

- vi) There had been 13 Tandem Malfunction/Deployment Problem reports received. These included a number of malfunctions on the same canopy. The CI has now taken the canopy out of service. Another involved a Tandem Instructor who was carrying out a currency jump with a 'C' licence jumper. Once the canopy had deployed it was noticed that the top right hook was undone. This was reconnected and the pair landed safely. From pictures taken in the aircraft it appears that the hook was done up. Statements from the instructor, the 'C' licence jumper and other instructors all confirmed that the hooks were attached in the aircraft. The Tandem pair made an unstable exit, which may have caused the hook to become unattached.

The Chair reported that this incident had been discussed at the Riggers' Sub-Committee meeting that afternoon.

The COO stated that he believed that a working group should be formed to look at Tandem in general, including how Tandem Instructors should behave with their students. i.e. aircraft drills, types of exits, canopy rides, landings etc. He also felt that a working group could also look at producing a Tandem Manual containing all aspects of Tandem jumping including a proper set of rules for Tandem.

The Committee agreed with the COO's suggestion that a working group be established to look into all of these areas.

The Chair continued with the resume of Incident/Injury Reports:

- vii) Two reports had been received of AAD firings. The first involved a jumper with 44 descents who was carrying out a solo jump from about 14,000ft. It appears the altimeter stuck at about 8,000ft. However, it is not known when the jumper realised he had a problem. He deployed his main and the reserve deployed at the same time. The jumper lost altitude awareness. The second was a jumper with 63 jumps who also lost altitude awareness and whose AAD fired as he deployed his main.
- viii) There had been 25 'off landings' reports received since the last meeting. All at PTOs, including 7 Tandem Students. Also a number of the reports were for jumpers who landed off at the Wingsuit World Cup and on wingsuit record attempts.
- ix) Two reports had been received of canopy entanglements during CF jumps.
- x) Nine reports had been received of items coming off jumpers or being dropped, on exit, in free fall and under canopy. 2 Tandem leather helmets, 3 helmets, 2 trainers, a mobile phone and a metal ripcord, which landed on a car causing damage.
- xi) A report was received of a Tandem Student hiding a Go-Pro camera under his jumpsuit after he had been told that he could not take one with him on the jump. It was his third Tandem jump and he has been informed that he cannot jump again at the club.
- xii) There had been 3 reports received involving aircraft and one involving a glider, which overflew a PLA, flying close to a parachutist under canopy. This is being reported to the CAA. One report involved an aircraft overflying a PLA whilst parachuting was taking place. Another concerned a G92 which had an engine fault at approximately 5,500ft. All jumpers on board exited, 8 experienced jumpers and a Level 4 AFF Student and his Instructor. All landed safely. Another incident involved a Cessna 206 making an emergency landing on a BPA Instructor course. The aircraft suffered an engine failure at about 1,400ft which was descending following static line jumpers having been dispatched. The jumpmaster and examiner were still on board and landed with the aircraft. The aircraft landed short of the runway and was extensively damaged.

6. PROPOSED CHANGES TO BPA OPERATIONS MANUAL

- a. A number of proposed Operations Manual amendments from the Instructor Course Review Meeting, which had taken place in April had been circulated with the Agenda:
- i. **SECTION 1 (Conduct and control of Sport parachuting), Paragraph 2 (Conditions), sub-para 2.1, N.B change to read:**

N.B. Approval of the Safety & Technical Officer, the Chief Operating Officer, the Chairman of STC, or an official nominated by one of the above must be obtained before a CI may leave a Category System Instructor (CSI) or an Accelerated Free Fall Instructor (AFFI) in charge of an operation for any period of time longer than a day.

ii. **SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 7 (Student Tandem Parachutists), sub-para 7.3, change to read:**

7.3. Non Student Tandem Parachutists

BPA 'B' Licence parachutists participating in Tandem Instructor Evaluation Courses (see Section 4, Para 5.2.2), Tandem System Conversion Courses (see Section 4, Para 5.5.2), or assisting on Tandem Instructor currency descents (see Section 4, Para 5.6.1 & 5.7.2c), are not classified as Student Tandem Parachutists.

iii. **SECTION 4 (INSTRUCTORS), Paragraph 1(Category System Basic Instructor), sub-para 1.1, new sub-para 1.1.8 to read:**

1.1.8. At the start of the course, the candidate must have completed 60 descents in the previous two years.

iv. **SECTION 4 (INSTRUCTORS), Paragraph 2(Tandem Basic Instructor), sub-para 2.1, new sub-para 2.1.6 to read:**

2.1.6. At the start of the course, the candidate must have completed 60 descents in the previous two years.

v. **SECTION 4 (INSTRUCTORS), Paragraph 3 (Accelerated Free Fall Basic Instructor), sub-para 3.1, new sub-para 3.1.8 to read:**

3.1.8. At the start of the course, the candidate must have completed 60 descents in the previous two years.

vi. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor), sub-para 4.1 to read:**

4.1.1. At least 6 months as a Category System Basic Instructor or is an Accelerated Free Fall Instructor.

vii. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor), sub-para 4.1, new sub-para 4.1.3 to read:**

4.1.4. At the start of the course, the candidate must have completed 60 descents in the previous two years.

viii. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor), New N.B. (1) to read:**

N.B.(1)AFF Instructors preparing to attend a CSI course have the privileges of a CSBI and are permitted to teach the relevant course content under the direct supervision of a CI nominated current Category System Instructor who has held the rating for no less than two years.

The current *N.B.* becomes *N.B.(2)*

ix. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.1 sub-para 5.1.6 change to read:**

5.1.6. Has made a descent acting as a Student Tandem Parachutist within the Tandem Basic Instructor probationary period. CSIs or AFFIs within the previous 6 months

- x. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.2 sub-para 5.2.2 change to read:**
- 5.2.2. A minimum of 5 evaluation descents with a BPA 'B' Licence parachutist acting as a Student Tandem Parachutist (see 5.3. below).
- xi. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.3 sub-para 5.3.1 change to read:**
- 5.3.1. All evaluation descents must be with current BPA 'B' Licence parachutists. They must be briefed on how to respond to Tandem emergencies.
- xii. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.5 sub-para 5.5.2 change to read:**
- 5.5.2. A minimum of 2 descents with a BPA 'B' Licence parachutist acting as a Student Tandem Parachutist.
- xiii. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.6 & sub para 5.6.3 change to read:**
- 5.6 Tandem Instructors wishing jump with a hand/wrist mounted camera must have a minimum of 500 Tandem descents and have completed a minimum of 250 Tandem descents within the previous 12 months. Prior to jumping with a hand/wrist mounted camera with Tandem Students the Tandem Instructor must demonstrate the ability to perform 3 successful consecutive Tandem jumps with a 'B' Licence parachutist acting as a Tandem Student whilst using a hand/wrist mounted camera.
- 5.6.3. Prior to jumping with a 'B' Licence parachutist the TI must make a minimum of 2 descents with a hand/wrist mounted camera on non-Tandem sport parachute equipment.
- xiv. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.6 NB.(2) & N.B.(3) change to read:**
- N.B.(2) The 'B' Licence parachutists must be briefed on how to respond to Tandem emergencies.*
- N.B.(3) Each 'B' Licence Tandem descent must be filmed by inside/outside camera person and this must be included in the Tandem Instructor's debrief.*
- xv. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.7 NB.(1), N.B.(2) & N.B.(3) change to read:**
- N.B.(1) The first descent will be with a 'B' Licence parachutist, without a hand/wrist mounted camera.*
- N.B.(2) The second descent will be with a 'B' Licence parachutist, with a hand/wrist mounted camera. The jump to include an inside/outside camera person.*
- N.B. (3) The BPA 'B' Licence parachutists must be briefed on how to respond to Tandem emergencies.*
- xvi. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.8, sub para 5.8.1 change to read:**
- 5.8.1. Any TI, who has not made a Tandem descent in the preceding 3 calendar months, must make one Tandem jump with a BPA 'B' Licence parachutist before taking a Student Tandem Parachutist. The BPA 'B' Licence parachutist must be briefed on how to respond to Tandem emergencies.

xvii. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.9, sub para 5.9.2 (C) change to read:**

- c. One descent with a BPA 'B' Licence Parachutist, who has been fully briefed on how to respond to Tandem emergencies.

xviii. **SECTION 4 (INSTRUCTORS), Paragraph 6 (Accelerated Free Fall Instructor), sub-para 6.1, new sub-para 6.1.6 to read:**

- 6.1.6. At the start of the course, the candidate must have completed 60 descents in the previous two years.

xix. **SECTION 4 (INSTRUCTORS), Paragraph 7 (Advanced Instructor), sub-para 7.1 sub para 7.1.1 change to read:**

- 7.1.1. Has been a Category System and / or AFF Instructor for at least three years.

xx. **SECTION 4 (INSTRUCTORS), Paragraph 7 (Advanced Instructor), sub-para 7.1 new sub para 7.1.4. to read:**

- 7.1.4. At the start of the course, the candidate must have completed 60 descents in the previous two years.

xxi. **SECTION 4 (INSTRUCTORS), Paragraph 8 (Instructor Examiner), New sub-para 8.2 to read:**

- 8.2. At the start of the course, the candidate must have completed 60 descents in the previous two years.

Current sub paras 8.2 – 8.7 become sub paras 8.3 – 8.8.

xxii. **SECTION 4 (INSTRUCTORS), Paragraph 11 (Chief Instructor), sub-para 11.2 change to read:**

- 11.2. The CI may delegate various responsibilities to qualified subordinates. This may be by the subordinate signing a form to accept responsibility for a specific area/duty. The CI is to ensure that any person accepting responsibility is aware of what that responsibility entails. Where the CI does not have the rating for a training system taking place at the PTO he/she is CI of, that CI should delegate the responsibility to an Instructor with the appropriate rating, who has held that rating for a minimum of three years.

xxiii. **SECTION 4 (INSTRUCTORS), Paragraph 13 (Non BPA Instructors), change to read:**

13. NON BPA INSTRUCTORS

Non BPA rated AFF and/or Tandem Instructors wishing to make AFF or Tandem instructional descents at BPA Affiliated PTOs must be 'full' members of the BPA, have a good knowledge of the English language, successfully complete a written examination on the requirements of the BPA Operations Manual, have received a Methods of Instruction, Drop Zone Management and a BPA Incident Procedures lecture, given by at least a BPA Advanced Instructor. Prepared and delivered (to a CI) the relevant 'ground school' for the rating being applied for. Have a written recommendation from a CI prior to attending a BPA Tandem and/or AFF Instructor Conversion Course. Successfully carry out the relevant 'ground school' on the course and been evaluated in air as directed by the Instructor Examiners on the course (at least two descents). He/she must also fulfil the specific requirements to attend, below:

Following consideration, it was proposed by Mark Bayada and seconded by Kieran Brady that all the above (i – xxiii) Operations Manual amendments be accepted.

Carried Unanimously

- b. The procedures for operating Foreign Registered Aircraft in the UK have changed. Therefore, it was proposed that the Operations Manual is amended to reflect the change:

SECTION 9 (FLYING). Paragraph 3 (Aircraft Clearance and Documentation), sub-para 3.2 (Foreign Registered Aircraft), change to read:

3.2. Foreign Registered Aircraft

An operating permit must be obtained from the CAA before a foreign registered aircraft (other than an EU registered aircraft) is used for any aerial work. The aircraft must have a valid C of A from the country of registration in the category appropriate to the type of operation and must be operated in accordance with the aircraft Flight Manual with respect to flight with the door removed or for parachuting operations.

It was proposed by Ian Rosenvinge and seconded by Alex Busby-Hicks that the above Operations Manual amendment be accepted.

Carried Unanimously

7. INSTRUCTOR COURSES

i) **AFF/Tandem/Pre-Advanced Instructor Assessment Course**

The Association wished to thank Target Skysports, Hibaldstow, for hosting the course, which took place from the 20 – 22 April. The course report had been circulated with the Agenda. There was one recommendation that required STC ratification:

That Dave Keevers attends a full BPA AFFI course (not a further conversion course), to enable him to prepare for the course and complete all the requirements of the AFF proficiency card (Form 254f (i)). The Examiners also recommend that he be awarded AFFBI status for one year from the date of his initial conversion course.

It was proposed by Ray Armstrong and seconded by Noel Purcell that the above recommendation be accepted.

Carried Unanimously

ii) **Instructor Course 2/2015**

The Association wished to thank Skydive Strathallan, for hosting the course, which took place from the 4 – 13 May. The course report had been circulated with the Agenda. There was one recommendation that required STC ratification:

That Kieran Thomson is given a 12 month extension to his CSBI rating and be permitted to attend a CSI course at any time within the 12 month period, but only when his Chief Instructor deems him ready.

It was proposed by Bryn Chaffe and seconded by Brucie Johnson that the above recommendation be accepted.

Carried Unanimously

8. PERMISSIONS

- i) A letter from Dennis Buchanan had been circulated with the Agenda requesting that George McGuinness be issued with a Tandem Ground Instructors rating. Dennis had stated that George was a regular jumper and has been for many years and is fully current. He trains and dispatches all categories of students. George was an

Advanced Instructor with 7000+ jumps including 3000+ Tandems.

It was proposed by Dennis Buchanan (proxy) and seconded by Mike Rust that the above recommendation be accepted.

Carried Unanimously

- ii) A letter from Bryn Chaffe had been circulated with the agenda requesting a Permission against the Operations Manual requirement that a WDI must be thrown if Static Line Students are on the first lift of the day. Bryn had stated that Skydive St. George operates from within the boundaries of Durham Tees Valley International Airport. On request, ATC provides constantly updated meteorological data. This information includes accurate wind details for ground, 1000ft, and 3000ft and 6000ft levels. It also utilises a LIDAR to give accurate cloud base readings.

Bryn stated that given the quality of information available from ATC, he believed that a WDI need not to be thrown on the first lift of the day.

The Chair stated that neither himself nor the STO and COO supported this request as they believe it does nothing to enhance safety and could possibly put Students at additional risk.

The COO stated that if static line students are on the first lift of the day he stated that he believed that throwing a WDI was the best way of determining where the opening point was going to be.

Following further consideration, it was proposed by Bryn Chaffe and seconded by Brucie Johnson that the above recommendation be accepted.

For: 5 Against: 9 Abstentions: 4 (incl Ian Rosenvinge)

Not Carried

9. A.O.B

- i) An e-mail from Brucie Johnson had been circulated with the Agenda stating that when Redlands was originally cleared for parachuting in 2000, the following restrictions were imposed:

- i. All RAPs Students up to Category 6 will be equipped with a talk-down radio.
- ii. If two Students on radio are to exit on the same pass then there will be two Student talk-downs on two different frequencies (odd number Students on one frequency and even on the other). If only one Student talk-down is in use then only one Student on radio will be dispatched per pass.

Brucie had asked if these restrictions could be changed to:

- i. All solo students will be equipped with a talk down radio until BPA A license has been awarded.
- ii. Only 1 Static Line student may be dispatched per pass.

It was proposed by Brucie Johnson and seconded by Alex Busby-Hicks that the above recommendation be accepted.

Carried Unanimously

- ii) A letter from Alex Busby-Hicks had been circulated with the Agenda requesting if Phil Wayper, an experienced jumper from Tilstock, be permitted to jump a canopy that he has manufactured and which was presented to the Riggers' Sub-Committee on 5 February 2015. At this meeting, Phil had been advised that it was within the remit of any experienced parachutist to jump a ram-air type main canopy. The Committee advised Phil to consider conducting his first jump with a cutaway rig and with the guidance of his CI.

However, it has since been pointed out that the BPA Operations Manual states at Section 6, under paragraph 1.2:

'Parachutes may only be used if they are manufactured for Sport Parachutists or Military Parachutists, by recognised parachute equipment manufacturers or riggers with the necessary qualifications.' He would like to jump the canopy in the UK.

Alex Busby-Hicks had reported that since the Riggers' Sub-Committee meeting in February, Phil has taken his canopy to Elsinore where an experienced jumper from the DZ made a number of jumps on it as did Phil himself.

Philip Wayper was present this evening and provided the meeting with further information on the canopy concerned.

The meeting also heard that Philip Wayper had completed 110 jumps since starting the sport.

Following consideration, CIs present expressed their admiration for Philip's tenacity in his venture, but they also felt that they had a duty of care for his safety and well-being. The Committee did not believe that someone who has completed 110 jumps had sufficient experience to jump a canopy that has only 9 jumps or so on it since it was built.

The Committee believed that there was not enough known about this canopy, i.e. the stresses it may come under, wear & tear etc and that only someone with a lot more experience should be the person jumping it through a proper test programme.

Following further discussion, it was proposed by Alex Busby-Hicks and seconded by Bruce Johnson that Philip Wayper be permitted to jump this particular canopy in the UK.

For: 4

Against: 11

Abstentions: 3

Not Carried

The Chair reported that Alex Busby-Hicks has also asked STC to clarify if they can, what constitutes being a 'recognised' parachute manufacturer, as Phil has plans to construct further canopies in the future and would like to be able to carry out test jumps on them.

Alex stated that there was a lot of equipment coming into to the UK that may not be from 'recognised' manufactures as such, and that they not be tested to the levels of standards we expect.

Following discussion, those present considered that this was an area that should perhaps be looked at by the Riggers' Sub-Committee.

It was felt that Riggers could look at the possibility of developing a set standard that is followed in the UK and that they could perhaps look at parallels with TSO and other European standards then to document that standard.

- iii) Circulated to those present was an e-mail from Ian Rosenvinge requesting the reinstatement of Simon Minto's CSBI Rating to the end of 2015 in order to allow him to take a CSI Course this year. Ian had stated that Simon was an active CSBI throughout his probationary period, and is still actively involving himself in the training & progression of Category System students through assisting CSIs. However, he elected to take the TI Course towards the end of last year, on which he was successful. Ian's letter also states that this has meant his CSBI rating lapsing through no fault of his own as Ian was to have applied for an extension in order that Simon be able to apply for and attend a CSI Course later this year.

It was proposed by Ian Rosenvinge and seconded by Kieran Brady that the above recommendation be accepted.

Carried Unanimously

- iv) Circulated to those present was a letter from Bryn Chaffe requesting that Jared Morris be awarded a CSI (Ground) rating. Bryn had stated that Jared was injured during a demo jump and is still undergoing treatment, which has meant he was unable to complete the requisite number of jumps to retain his CSI rating. That plus his military commitments had kept him on ground. Jared is a current BPA member, but his CSI rating lapsed in March 2014.

It was proposed by Bryn Chaffe and seconded by Matty Holford that the above recommendation be accepted.

Carried Unanimously

- v) Circulated to those present was a letter from Martin White requesting that the main sports field at RAF Akrotiri be used as an alternate/temporary DZ/PLA by CCSPC on the 12 June 2015 for Tandem and 'C' licenced parachutists. STC permitted the PLA to be used in 2003 on a similar basis:
- i. The main sports fields are approximately 254mtrs wide and 289mtrs in length, with overshoot on 3 sides.
 - ii. It is intended to restrict the 'run in' direction between 230 degrees and 125 degrees. Therefore if the 'run in' is between 229 degrees to 126 degrees there will be no drop. The sea is approximately 1 km south of the centre of the proposed PLA. The prevailing winds at Royal Air Force Akrotiri are generally of an easterly direction, with the runway being 110/290.
 - iii. Royal Air Force Akrotiri Air Traffic Control will control the airspace, DZ control will be undertaken by the CI and Phillip Bell (AI).
 - iv. A maximum of 4 lifts will be undertaken consisting of tandems and BPA/FAI C Licence holders only (camera operators).
 - v. A full medical service will be on standby as the Royal Air Force Akrotiri Regional Medical Centre is 150m from the centre of the proposed PLA.
 - vi. It is requested that STC grant permission not to use flotation devices due to the distance of the sea from the intended PLA.

It was proposed by Martin White (proxy) and seconded by Dave Wood that the above recommendation be accepted.

Carried Unanimously

- vi) Circulated to those present was an e-mail from Ian Rosenvinge requesting that Jim White be given a Tandem Instructor (Ground) rating. Ian had stated that Jim has not undertaken Tandem Jumps for some time however he is involved every weekend running a Tandem programme as a CI where he is responsible for setting and monitoring the training standards of his TIs.

The Committee was advised that Jim White's Tandem rating expired on the 31 March 1997.

The COO stated that his understanding of the original intention of any of the Ground Instructors ratings was that it was for those that had just stopped jumping their respective rating whether it be Tandem or AFF. He felt that 18 years was a long time having not jumped Tandem, particularly when there had been many changes in teaching practices.

Following discussion, it was felt that though Jim White was a very experienced CI, those present felt that he would benefit from observing a Tandem Instructor Course to ensure that he was up to date with current teaching methods.

It was proposed by Ian Rosenvinge and seconded by Kieran Brady that Jim White be awarded his Tandem Instructor (Ground) rating once he has observed a TI Course.

Carried Unanimously

Date of next Meetings: Thursdays, 30 July, 24 Sept, 19 Nov 2015
BPA Offices, Glen Parva, Leicester. LE2 9TF
at 7.00 p.m

9 June 2015

Distribution: Chairman BPA, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive,
File

AMENDMENTS TO BPA OPERATIONS MANUAL

At the STC meeting of the 4th June 2015 the following amendment was made to the BPA Operations Manual:

1. **SECTION 1 (Conduct and control of Sport parachuting), Paragraph 2 (Conditions), sub-para 2.1, N.B change to read:**

N.B. Approval of the Safety & Technical Officer, the Chief Operating Officer, the Chairman of STC, or an official nominated by one of the above must be obtained before a CI may leave a Category System Instructor (CSI) or an Accelerated Free Fall Instructor (AFFI) in charge of an operation for any period of time longer than a day.

2. **SECTION 2 (DESIGNATION AND CLASSIFICATION OF PARACHUTISTS), Paragraph 7 (Student Tandem Parachutists), sub-para 7.3, change to read:**

7.3. Non Student Tandem Parachutists

BPA 'B' Licence parachutists participating in Tandem Instructor Evaluation Courses (see Section 4, Para 5.2.2), Tandem System Conversion Courses (see Section 4, Para 5.5.2), or assisting on Tandem Instructor currency descents (see Section 4, Para 5.6.1 & 5.7.2c), are not classified as Student Tandem Parachutists.

3. **SECTION 4 (INSTRUCTORS), Paragraph 1(Category System Basic Instructor), sub-para 1.1, new sub-para 1.1.8 to read:**

1.1.8. At the start of the course, the candidate must have completed 60 descents in the previous two years.

4. **SECTION 4 (INSTRUCTORS), Paragraph 2(Tandem Basic Instructor), sub-para 2.1, new sub-para 2.1.6 to read:**

2.1.6. At the start of the course, the candidate must have completed 60 descents in the previous two years.

5. **SECTION 4 (INSTRUCTORS), Paragraph 3 (Accelerated Free Fall Basic Instructor), sub-para 3.1, new sub-para 3.1.8 to read:**

3.1.8. At the start of the course, the candidate must have completed 60 descents in the previous two years.

6. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor), sub-para 4.1.1. to read:**

4.1.1. At least 6 months as a Category System Basic Instructor or is an Accelerated Free Fall Instructor.

7. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor), sub-para 4.1, new sub-para 4.1.4 to read:**

4.1.4. At the start of the course, the candidate must have completed 60 descents in the previous two years.

8. **SECTION 4 (INSTRUCTORS), Paragraph 4 (Category System Instructor),**

New N.B. (1) to read:

N.B.(1) AFF Instructors preparing to attend a CSI course have the privileges of a CSBI and are permitted to teach the relevant course content under the direct supervision of a CI nominated current Category System Instructor who has held the rating for no less than two years.

The current *N.B.* becomes *N.B.(2)*

9. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.1 sub-para 5.1.6 change to read:**

5.1.6. Has made a descent acting as a Student Tandem Parachutist within the Tandem Basic Instructor probationary period. CSIs or AFFIs within the previous 6 months

10. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.2 sub-para 5.2.2 change to read:**

5.2.2. A minimum of 5 evaluation descents with a BPA 'B' Licence parachutist acting as a Student Tandem Parachutist (see 5.3. below).

11. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.3 sub-para 5.3.1 change to read:**

5.3.1. All evaluation descents must be with current BPA 'B' Licence parachutists. They must be briefed on how to respond to Tandem emergencies.

12. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.5 sub-para 5.5.2 change to read:**

5.5.2. A minimum of 2 descents with a BPA 'B' Licence parachutist acting as a Student Tandem Parachutist.

13. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.6 & sub-para 5.6.3 change to read:**

5.6 Tandem Instructors wishing jump with a hand/wrist mounted camera must have a minimum of 500 Tandem descents and have completed a minimum of 250 Tandem descents within the previous 12 months. Prior to jumping with a hand/wrist mounted camera with Tandem Students the Tandem Instructor must demonstrate the ability to perform 3 successful consecutive Tandem jumps with a 'B' Licence parachutist acting as a Tandem Student whilst using a hand/wrist mounted camera.

5.6.3. Prior to jumping with a 'B' Licence parachutist the TI must make a minimum of 2 descents with a hand/wrist mounted camera on non-Tandem sport parachute equipment.

14. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.6 NB.(2) & N.B.(3) change to read:**

N.B.(2) The 'B' Licence parachutists must be briefed on how to respond to Tandem emergencies.

N.B.(3) Each 'B' Licence Tandem descent must be filmed by inside/outside camera person and this must be included in the Tandem Instructor's debrief.

15. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.7 NB.(1), N.B.(2) & N.B.(3) change to read:**

N.B.(1) The first descent will be with a 'B' Licence parachutist, without a hand/wrist mounted camera.

N.B.(2) The second descent will be with a 'B' Licence parachutist, with a hand/wrist mounted camera. The jump to include an inside/outside camera person.

N.B. (3) The BPA 'B' Licence parachutists must be briefed on how to respond to Tandem emergencies.

16. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.8, sub para 5.8.1 change to read:**

5.8.1. Any TI, who has not made a Tandem descent in the preceding 3 calendar months, must make one Tandem jump with a BPA 'B' Licence parachutist before taking a Student Tandem Parachutist. The BPA 'B' Licence parachutist must be briefed on how to respond to Tandem emergencies.

17. **SECTION 4 (INSTRUCTORS), Paragraph 5 (Tandem Instructor), sub-para 5.9, sub para 5.9.2 (C) change to read:**

c. One descent with a BPA 'B' Licence Parachutist, who has been fully briefed on how to respond to Tandem emergencies.

18. **SECTION 4 (INSTRUCTORS), Paragraph 6 (Accelerated Free Fall Instructor), sub-para 6.1, new sub-para 6.1.6 to read:**

6.1.6. At the start of the course, the candidate must have completed 60 descents in the previous two years.

19. **SECTION 4 (INSTRUCTORS), Paragraph 7 (Advanced Instructor), sub-para 7.1 sub para 7.1.1 change to read:**

7.1.1. Has been a Category System and / or AFF Instructor for at least three years.

20. **SECTION 4 (INSTRUCTORS), Paragraph 7 (Advanced Instructor), sub-para 7.1 new sub para 7.1.4. to read:**

7.1.4. At the start of the course, the candidate must have completed 60 descents in the previous two years.

21. **SECTION 4 (INSTRUCTORS), Paragraph 8 (Instructor Examiner), New sub-para 8.2 to read:**

8.2. At the start of the course, the candidate must have completed 60 descents in the previous two years.

Current sub paras 8.2 – 8.7 become sub paras 8.3 – 8.8.

22. **SECTION 4 (INSTRUCTORS), Paragraph 11 (Chief Instructor), sub-para 11.2 change to read:**

11.2. The CI may delegate various responsibilities to qualified subordinates. This may be by the subordinate signing a form to accept responsibility for a specific area/duty. The CI is to ensure that any person accepting responsibility is aware of what that responsibility entails. Where the CI does not have the rating for a training system taking place at the PTO he/she is CI of, that CI should delegate the responsibility to an Instructor with the appropriate rating, who has held that rating for a minimum of three years.

23. **SECTION 4 (INSTRUCTORS), Paragraph 13 (Non BPA Instructors), change to read:**

13. NON BPA INSTRUCTORS

Non BPA rated AFF and/or Tandem Instructors wishing to make AFF or Tandem instructional descents at BPA Affiliated PTOs must be 'full' members of the BPA, have a good knowledge of the English language, successfully complete a written examination on the requirements of the BPA Operations Manual, have received a Methods of Instruction, Drop Zone Management and a BPA Incident Procedures lecture, given by at least a BPA Advanced Instructor. Prepared and delivered (to a CI) the relevant 'ground school' for the rating being applied for. Have a written recommendation from a CI prior to attending a BPA Tandem and/or AFF Instructor Conversion Course. Successfully carry out the relevant 'ground school' on the course and been evaluated in air as directed by the Instructor Examiners on the course (at least two descents). He/she must also fulfil the specific requirements to attend, below:

24. **SECTION 9 (FLYING), Paragraph 3 (Aircraft Clearance and Documentation), sub-para 3.2. (Foreign Registered Aircraft) change to read::**

3.2. Foreign Registered Aircraft

An operating permit must be obtained from the CAA before a foreign registered aircraft (other than an EU registered aircraft) is used for any aerial work. The aircraft must have a valid C of A from the country of registration in the category appropriate to the type of operation and must be operated in accordance with the aircraft Flight Manual with respect to flight with the door removed or for parachuting operations.