

British Parachute Association

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Safety & Training Committee

Minutes of the meeting held on

Thursday 15 November 2018 at 1900

at BPA HQ, Wharf Way, Glen Parva, Leicester LE2 9TF

Present:

Jeff Montgomery	-	Chair STC/STO
Iain Anderson	-	Skydive St Andrews
Andy Clark	-	Wild Geese
Richard Wheatley	-	Skydive Langar
Pete Sizer	-	Skydive Headcorn
Alex Busby-Hicks	-	Skydive Tilstock
Stacey Canning	-	APA
Paul Yeoman	-	Black Knights
Gary Stevens	-	Skydive Shobdon
Brucie Johnson	-	Blue Skies
Noel Purcell	-	Skydive Hibaldstow
Jason Farrant	-	Skydive Buzz
Ryan Mancey	-	Go Skydive
Gary Small	-	Skydive Chatteris
Ian Rosenvinge	-	Peterlee
Dennis Buchanan	-	Skydive North West
Sara Orton	-	Skydive GB
Kieran Brady	-	Skydive Strathallan

Apologies: Ady King, Andy Duncan, Matty Holford, Stuart Meacock, Dave Wood, Jason Thompson.

In Attendance:

Tony Butler	-	Chief Operating Officer
John Hitchen	-	Vice Chair STC
Dr John Carter	-	BPA Medical Adviser
Mark Bayada	-	Council/Chair CF & CP WGs
Trudy Kemp	-	Assistant to COO/STC

Observers: Andy Guest, Wes Thompson, Rick Boardman, Matthew Gregory, Steve Saunders, Joseph Graves, Mike Rust.

ITEM MINUTE

The Chair welcomed the new CI of APA-Netheravon: Stacey Canning.

1. DECLARATIONS OF ANY CONFLICTS OF INTEREST

The Chair stated that any member with any personal, financial or material interest in any item/s of business on the agenda for this meeting should state any declaration of interest. These would be declared at the relevant item.

2. MINUTES OF THE STC MEETING OF 13 SEPTEMBER 2018

It was proposed by Brucie Johnson and seconded by Ian Rosenvinge that the Minutes of the STC Meeting of the 13 September 2018 be accepted as a true record.

Carried Unanimously

3. MATTERS ARISING FROM THE STC MEETING OF 13 SEPTEMBER 2018

Page 1, Item 3 - (Report of Panel of Inquiry – Carl Marsh Fatality). The Chair reported that the members of the Working Group were in the process of re-writing the CF Manual. He stated that the report may be ready for the next meeting in February. Mark Bayada (Chair) also provided the meeting with an update on the progress so far.

Page 2, Item 5 - (Board of Inquiry – Serious Injury). STC were informed that a Working Group (WG) was being formed to investigate the problems we have experienced with high performance landings. The WG has now been formed and consists of Mark Bayada (Chair), Stuart Meacock, Noel Purcell, Nick Robinson and Brian Vacher.

Mark Bayada stated that there appeared to be some jumpers who believed that rules had already been decided regarding high performance canopies. Mark stated that this is not the case. In fact, the WG were due to hold its first meeting shortly and that CIs/PTOs would be consulted as the WG progressed.

4. RIGGERS' SUBCOMMITTEE MEETING OF 13 SEPTEMBER 2018

There being no questions relating to the Minutes from the previous Riggers Meeting, it was proposed by Noel Purcell and seconded by Pete Sizer that the Minutes of the Riggers' Subcommittee meeting of 13 September 2018 be accepted.

Carried Unanimously

The Chair of STC reported on the Riggers' Subcommittee meeting held in the afternoon and stated that the Subcommittee had considered a report from the Equipment Inspection Policies WG, who also had met this afternoon.

Rick Boardman (Chair) provided further details of the progress so far and stated that as well as contacting parachute manufacturers, the WG had consulted with many sport parachuting NGBs in other countries to ascertain what their respective inspections policies were. The WG had then consulted with and received input from PTOs, for which Rick expressed thanks. The PTOs had presented many points to the Working Group, all of which the WG had taken on board.

Rick stated that it is not the intention of the WG to go against manufacturers' lifing policies. He wished to reiterate to Riggers & Packers that if a reserve canopy has a lifing recommendation from a manufacturer, this MUST be adhered to. With this in mind, the WG would be looking at ways of increasing the education to Riggers and Packers regarding the inspection of older equipment.

Rick stated that the WG were looking into the possibility of introducing a tensile test for equipment over 20 years old, which would be added to the ROI. They had also considered the recent change to PD's policy regarding the mandatory strength testing of their reserves, and had discussed a Powerpoint presentation produced by PD. A link to which would be included in the Minutes:

http://www.performancedesigns.com/images/galleries/ReserveRecertification/content/Slide1_large.html

Rick Boardman stated that the WG has now been effectively conducting 10 years of research. He considered it to be an on-going risk assessment. He finally gave a brief definition of a known factor in accidents, "normalisation of deviance".

The Chair of STC expressed his thanks to Rick Boardman for his work undertaken on the WG.

The Chair of STC reported that the Riggers' Subcommittee had also accepted a proposal to the removal of the requirement to change the reserve closing loop at each 100 jump inspection on Next Tandem equipment as no further damage has been found or reported. He stated that a BPA Safety Information would be issued to rescind BPA Safety Information bulletin 1/16.

The Chair of STC reported that the Riggers' Subcommittee had also accepted a proposal to include a statement in the Wingsuit section of the BPA Operations Manual regarding modification and repairs to wingsuits. The proposal would be included on the Agenda for the next STC meeting for CIs to consider.

5. ELECTION OF CHAIR OF RIGGERS' SUBCOMMITTEE FOR 2019

The Chair reported that two candidates had been nominated for the Chair of the Riggers' Subcommittee for 2019: Karen Saunders and Pete Sizer. Their individual candidate statements had been circulated with the agenda.

The Chair reported that Karen Saunders had been nominated by Richard Wheatley, seconded by Jason Webster.

Pete Sizer had been nominated by Gary Stevens, seconded by Noel Purcell.

The Chair stated that there would be a secret ballot in line with the ballots at Council for Chairs of the BPA Committees, when there was more than one candidate.

The result of the ballot was: Karen Saunders – 6 votes; Pete Sizer – 10 votes; 1 x spoilt vote.

Pete Sizer elected as Chair Riggers' Subcommittee 2019

The Chair reported that Paul Applegate (former Chair Riggers' Subcommittee) had sent his congratulations to the successful candidate.

The Chair also expressed his thanks to Paul Applegate for his continued support over the past 21 years.

6. FATALITY – BPS, LANGAR. BOARD OF INQUIRY REPORT

The Chair reported that unfortunately since the last STC meeting there had been another fatal accident, the third this year and the fourth Board of Inquiry. All resulting from high performance landings.

The Chair and members of STC expressed their deepest sympathies to Aiden Chaffe's family for his tragic death.

A copy of the Board Report resumé had been circulated to CIs with the Agenda for this evening's meeting:

At approximately 13:50 hours on Monday 22 October 2018, at British Parachute Schools, Langar Airfield, Nottinghamshire, Aiden Chaffe boarded a Cessna Caravan aircraft along with 13 other parachutists. This was the fifth parachuting lift of the day.

The aircraft climbed to approximately 6,500ft AGL. A 'jump run' was made over the PLA. Once the aircraft was at the correct Exit Point, two solo parachutists exited followed by the Aiden. The aircraft then started to climb again to its planned altitude of 13,000ft AGL where the remaining parachutists were due to exit.

The main canopies of the 3 parachutists, including Aiden's, were seen to deploy at the correct altitudes for the types of jumps they were undertaking, and all were observed to be flying correctly.

Aiden's canopy was observed to be flying towards the PLA. When he was over the experienced PLA Aiden was observed to carry out a right turn of between 270 - 300 degrees, below an altitude of 1000ft AGL. Shortly after, he impacted heavily on the ground.

Following the accident, the aircraft was instructed to stop climbing to 13,000ft AGL and to land with all remaining parachutists on board.

The last 29 seconds of the descent were captured on video by a witness on the ground.

A BPA Board of Inquiry was immediately instigated. The members of the Board were; Tony Butler – Chief Operating Officer and Jeff Montgomery – Safety & Technical Officer.

Aiden Chaffe was 31 years of age. He had completed a total of 1,328 jumps prior to the accident. He had completed a total of 191 jumps in the previous 3 months, 64 being Tandem instructional jumps, 127 of the jumps being solo (non-Tandem) jumps on a high-performance canopy. Out of the 127 solo (non-Tandem) jumps, 60 were completed within the previous month, all of which were on the Katana 120. Aiden had an approximate wing loading of 1.87 lbs per square foot.

Upon examination of his equipment, it was found to be in good condition and in an airworthy state.

The Conclusions of the Board are that Aiden had been training towards gaining his Grade 1 in Canopy Piloting (CP1) since July 2017. He had completed 60 jumps in the previous month on the Katana 120, though it is not known how many of those jumps were CP training jumps.

Aiden had also made one jump earlier in the day, which was a training jump, similar to his final jump. He landed successfully on that jump, having completed a high-performance landing, following a 270-degree turn. The jump was not videoed.

On his final jump he exited the aircraft at approximately 6,500ft AGL and deployed his main canopy within a few seconds. The canopy deployed correctly. He was under a fully deployed canopy between 5,000 - 6,000 ft AGL.

Most of his canopy descent took place without incident. Towards the end of the descent he made his way over the parachute centre buildings towards the experienced landing area. When he was over the experienced PLA, he initiated a right 270 - 300 degree turn for landing, at an altitude of between 700 - 1,000ft AGL.

The last 29 seconds of Aiden's descent were caught on video and show Aiden with his hands on his rear risers. He then releases his rear risers and pulls down on both his steering toggles, approximately level with his shoulders to slow the forward speed of the canopy as part of his landing approach set up.

A few seconds after slowing down the canopy, Aiden took hold of the front risers of his canopy and pulled them both down at the same time, which altered the angle of attack of the canopy, which also increased the forward speed and the descent rate.

Aiden kept hold of the front risers for approximately 1.5 seconds before initiating a front riser turn to the right of approximately 300 degrees. This was achieved by pulling further down on the right front riser. He was in a right turn for approximately 5 seconds before releasing the pressure on both front risers. The canopy then continued to dive towards the ground for a further 1.5 seconds, at which point Aiden flared the canopy, depressing both toggles simultaneously, in an attempt to slow the canopy's forward speed and descent rate.

The attempt to flare the canopy, indicates Aiden probably realised that he was too close to the ground and therefore attempted to slow the canopy down. However, the flare input was not enough to level out the dive of the canopy before he impacted heavily with the ground.

Intentional high-performance landings are probably the most dangerous skydiving discipline and cause more serious injuries and fatalities world-wide than any other aspect of the sport. Although Aiden had not qualified as CP1, he was an experienced parachutist and had made a significant number of successful high-performance landings. The Board believe that on this occasion he made an error of judgment, possibly by initiating his turn lower than he had done previously.

It was proposed by Gary Small and seconded by Ryan Mancey that the Board Report including the Conclusions of the Board and the minor amendments be accepted.

For: 16

Against: 0

Abstentions: 1 (Richard Wheatley)

Carried

The Chair stated that it is BPA Council policy that a Panel of Inquiry is formed to investigate peripheral aspects of a Board of Inquiry following a parachuting fatality. However, in this instance the Board believe that it is not necessary and recommend that a Panel is not instigated, as the Working Group formed to investigate high performance landings will also consider this fatal accident.

It was proposed by Pete Sizer and seconded by Brucie Johnson that the Panel of Inquiry not be instigated.

For: 16

Against: 0

Abstentions: 1 (Richard Wheatley)

Carried

7. INCIDENT/INJURY REPORTS – RÉSUMÉ

- i) There had been 8 Student Injury reports received since the last STC meeting. 5 males and 3 females. One student dislocated her shoulder during 'practice pulls' on an AFF Level 1 jump. All the other injuries were on landing. 3 of them were minor. There were also two broken ankles, one broken bone in a foot and one fractured fibula.
- ii) Since the last meeting there had been 6 Injury reports received for 'A' Licence parachutists or above. All males. A jumper with 24 jumps rolled onto his back and started spinning. It is thought his pilot chute may have got caught on his body. He deployed his reserve and landed with bloodshot eyes. Another jumper with 25 jumps, rushed into a tracking position and dislocated his shoulder. He was unable to deploy his main and deployed his reserve. One jumper with 211 jumps bruised his ribs landing on a gate. A jumper with 309 jumps carried out a low turn and hit the ground before completing the turn, resulting in him damaging 3 vertebrae. Another was an 'off landing' which resulted in a fractured ankle. The final report was a twisted knee, on landing.
- iii) There had been 4 Student Malfunction/Deployment Problem reports received since the last meeting. 3 Males and 1 female. One student on his 3rd static line descent exited the aircraft and the static line deployed under his arm resulting in a body-line entanglement. Further information was requested on this particular incident, which the Chair would ascertain for the next meeting. The other three incidents were malfunctioned mains.
- iv) There had been 25 Malfunction/Deployment Problem reports received for 'A' Licence parachutists or above. 23 males and 2 females. 7 of the jumpers had less than 100 jumps, 12 had between 100 and 1,000 jumps. 6 had over 1,000 jumps, including 2 who had in excess of 5,000 jumps.
- v) Since the last STC meeting there had been 9 Tandem Injury reports received. 5 males and 4 females. These included 2 dislocated shoulders and 2 possible broken ankles. The others were minor injuries.
- vi) There had been 11 Tandem Malfunction/Deployment Problem reports received since the last meeting.
- vii) There had been 12 'off landings' reports received since the last meeting, these included, 3 Tandems, 1 wingsuit jumper and 1 track suit jumper.
- viii) Seven reports had been received of items coming off jumpers in freefall or under canopy. 4 helmets, 1 camera, 1 trainer and a large flag.
- ix) Three reports had been received regarding aircraft. One DZ infringement and 2 containers opening in aircraft. One main and one reserve.

8. PROPOSED NEW DZ/PLA

The Chair reported that a proposal from Matt Gregory of Air Adventures Wales had been circulated with the Agenda requesting that Haverfordwest Airport, Fishguard Road, Haverfordwest, Pembrokeshire, SA62 4BN, Wales, be cleared for all categories of parachuting. This request was supported by Andy Guest who is to be the Chief Instructor.

The DZ/PLA had been inspected by the COO and STO on the 28 August 2018, both of whom supported the proposal.

Permission is sought for two areas to be cleared, one which is PLA 'A' as marked on the supplied map, for all classification of parachutists. The other; PLA 'B' for Tandem parachuting and 'C' Licence parachutist and above. Also, with the proviso that if the wind is blowing from or to the wind turbines (marked on the map), only one AFF or Category Student will be dispatched per pass. Both Matt Gregory and Andy Guest were present this evening.

Following consideration, it was proposed by Brucie Johnson and seconded by Gary Stevens that the above request be accepted.

For: 16 Against: 0 Abstentions: Pete Sizer

Carried

9. PERMISSIONS

- i) A request from Gary Small had been circulated with the agenda requesting permission for Sean Best to be granted a Tandem Instructor (Ground) rating. Gary's e-mail stated that Sean's Tandem Instructor rating suspension was due to expire on the 25 November. However, Sean had decided not to carry on with his TI rating, but would like a TI(G) rating (from 25 November).

Following consideration, it was proposed by Gary Stevens and seconded by Kieran Brady that the above request be accepted.

For: 15 Against: 1 (Alex Busby-Hicks) Abstentions: 1 (Gary Small)

Carried

- ii) Gary Small also requested that Sean Best be permitted to carry out Tandem/AFF conversion ground school (not the Tandem descents). However, BPA form 273 states:

'Ground school for Tandem/AFF level 2 (minimum 1 hour), which is to be carried out by a BPA Instructor that holds both Tandem & AFF ratings.'

Gary's e-mail stated that Sean had worked at the centre since 2001 and had been carrying out the AFF ground school full time for the past 4 years.

Following consideration, it was proposed by Richard Wheatley and seconded by Ian Rosenvinge that Sean Best be permitted carry out Tandem/AFF ground school training with a TI(G) and AFFI rating.

For: 15 Against: 1 (Alex Busby-Hicks) Abstentions: 1 (Gary Small)

Carried

Ian Rosenvinge asked whether STC would consider at a future meeting, a proposal to allow a TI (G) to carry out Tandem to AFF freefall conversion ground school.

The COO stated that this would require an amendment to BPA Form 273 (Tandem to AFF Conversion Training), which would require acceptance by the Committee.

Gary Small stated that he would put forward a proposal for consideration at the next STC meeting.

- iii) An e-mail from Ady King had been circulated with the agenda requesting that John Gibson be reinstated as a CSI. Ady's e-mail stated that John is a serving RAF PJI and has been a member of the BPA for 11 years having served at JSAT Weston before deploying to other Military Parachuting appointments. He failed to renew his CSI when he completed the BPA application in May this year, as he did not have a CI local to sign off his ratings (he was deployed away from the UK with work). Upon his return, work then distracted him from doing so.

Ady King had provided further information relating to John Gibson's previous experience, full details of which were provided to those present.

Following consideration, it was proposed by Iain Anderson and seconded by Andy Clark that John Gibson's CSI rating be reinstated.

Carried Unanimously

- iv) An e-mail from Jason Farrant had been circulated with the agenda stating that Andy Shaw who had held a CSI rating for over 10 years had not noticed on his BPA card that his endorsed CSI was missing. As his CI, Jason had missed the endorsement on Andy's BPA renewal application.

Jason Farrant had confirmed that Andy Shaw had not carried out any CSI duties since the 1 April 2018 due to his full-time rigging requirements at the drop zone.

Andy Shaw had approached Jason to ask if he could sit in with one of the centre current CSI's on some ground schools/refresher training to get back to speed as they have an influx of courses in November through March.

When Jason became aware that Andy's endorsement was not on his BPA card, and that it had gone passed the 6-month rule for renewals, Jason Farrant had requested that STC consider allowing Andy to be reinstated as a CSI.

Following consideration, it was proposed by Paul Yeoman and seconded by Ryan Mancey that Andy Shaw's CSI rating be reinstated.

For: 16 Against:0 Abstentions: 1 (Jason Farrant)

Carried

- v) A letter from Andy Clark had been circulated with the agenda requesting that Ryan Beattie be permitted to renew his TI rating outside of the normal 6-month timeline. Andy's letter had stated that Ryan became part of the Wild Geese PTO after a military posting to NI in December 2017. He deployed to Canada in March 2018 and returned in October 2018. Whilst in Canada he attempted to renew his BPA membership but was unable to do so as he now held an Instructor qualification. Ryan was unaware that as an Instructor he could not renew online, only gaining his TI rating in August 2017.

Following discussion and input from those present, Andy Clark withdrew this proposal.

- vi) Another letter from Andy Clark had been circulated with the agenda stating that at the STC meeting on 6 December 1996 permission was given for RAPS students of Category 4 and above who have proved themselves to be of competent canopy handling at Wild Geese's student PLA, to be permitted to parachute onto the Movenis PLA, providing the following criteria was adhered to:

- i. *One student dispatched per pass.*
- ii. *Students equipped with radios.*
- iii. *Equipment worn fitted with square reserve (it was 1996!).*
- iv. *DZ Control carried out by an Approved Instructor (CSI).*

- v. *Students fully briefed on all hazards at Movenis.*
- vi. *Student logbooks endorsed by CCI.*
- vii. *Aircraft will not land until given clearance to do so by DZ Controller.*

Andy Clark would like STC to consider the following proposed amendment to the initial statement:

'Students who have completed Category 4 or a minimum of 10 solo descents and have proved themselves to be of competent CH at the Student PLA be permitted to parachute onto Movenis PLA'.

Additionally, add another caveat to the criteria list:

- viii. Students must have received a CH1 brief from a CH coach.

A map of the PLA was also tabled to the meeting for information.

The COO reported that himself and the STO had visited Wild Geese in September and that they both supported this request.

Following consideration, it was proposed by Pete Sizer and seconded by Stacey Canning that the above request be accepted.

For: 16 Against: 0 Abstentions: 1 (Andy Clark)

Carried

Andy Clark referred to the qualifications on the CH Coach application (BPA Form 134B), which he believed required clarification.

Mark Bayada stated that the WG looking into high performance landings would be looking at CH1 & CH2 qualifications, and that this issue could also be addressed at the time.

10. **A.O.B**

i) Instructor Course 4-2018

The Association expressed its thanks to Target Skysports, Hibaldstow, for hosting Instructor Course 4-2018, which took place from the 5 - 14 November. The course report had been tabled to those present and was for information only.

ii) The Chair asked CIs if they had anyone, they wished to nominate for the Mike Forge Trophy (New Skydiver of the Year) to please send details of their nomination to the Chief Operating Officer before the end of the year.

iii) The Chair reported that the PTO Annual Return and Re-Affiliation forms would be circulated next week. He asked if PTOs could kindly complete the forms as soon as possible once they had finished jumping for 2018. He stated that the Annual Return forms were the most urgent and that the Re-Affiliation forms could follow later.

iv) The Chair of STC expressed his thanks to STC members for their support throughout the year and wished everyone a Merry Christmas and a Happy New Year. He also hoped that as many as possible would be attending the 'Skydive the Expo' and AGM, at the East Midlands Conference Centre, Nottingham on the 26 January 2019. Also, on the Friday the various meetings of DZOs, Tandem Instructors or Riggers & Advanced Packers, which are for pre-registered members.

11. **PROPOSED DATES OF 2019 MEETINGS**

The proposed dates of future STC Meetings were as follows:

7 February, 4 April, 30 May, 25 July, 19 September, 14 November.
Thursdays at 19:00hrs. at BPA HQ.

The COO reported that the above dates were subject to approval by Council at its Inaugural meeting in January 2019. He stated that he would let CIs know if there were any changes to these dates.

20 November 2018

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