
Safety & Training Committee

Minutes of the virtual meeting held by Microsoft Teams on
Thursday 23 September 2021

Present:	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson	-	Skydive St Andrews
	Dylan Bartle	-	JSPC(W)/RAFSPA
	Kieran Brady	-	Skydive Strathallan
	Alex Busby-Hicks	-	Skydive Tilstock / Council
	Reg Green	-	Pilgrims / Go Skydive
	Chris McCann	-	Sibson Skydivers
	Sara Orton	-	Skydive GB
	Noel Purcell	-	Skydive Hibaldstow / Canopy Working Group
	Mally Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
	Billy Steele	-	Skydive Snowdonia
	Jason Thompson	-	Beccles Skydivers
	Jason Webster	-	JSPW(N)
	Richard Wheatley	-	Skydive Langar
	James White	-	Paragon
	Martin White	-	Cyprus
	Paul Yeoman	-	Black Knights
Apologies for Absence:	Mike Carruthers	-	Skydive North West
	Paul Floyd	-	Skydiving London
In attendance:	Mark Bayada	-	Council
	Tony Butler	-	Chief Operating Officer
	Dr John Carter	-	British Skydiving Medical Adviser
	Angel Fernandez	-	Communications Manager
	Trudy Kemp	-	Assistant to COO/STO/Secretary
	Craig Poxon	-	Chair – British Skydiving
Observers:	Mike French (Member), Mike Patchett (Member), Chris Sears (Member), Roman Cnotalski (Member).		

ITEM MINUTE

1. WELCOME

The Chair welcomed all involved to the 6th STC meeting of 2021. He asked those who wished to speak to make him aware by using the wave icon or chat feature on Teams, or if he did not acknowledge those, to call out. He made a roll call of Chief Instructors as the voting members present, and then outlined the voting procedure.

The Chair stated that the meeting would be recorded to assist with preparation of the minutes after which the recording would be deleted.

The Chair reported that Ryan Mancey had stood down as Chief Instructor at GoSkydive. He expressed his thanks to Ryan for his support and input to STC and wished him all the best for the future. He stated that Reg Green has taken over as CI, on a non-permanent basis

2. DECLARATIONS OF ANY CONFLICTS OF INTEREST

The Chair asked that any voting member with a personal, financial or material interest in business on the agenda should declare that interest at the appropriate item.

3. MINUTES OF THE STC MEETING OF 5 AUGUST 2021

It was proposed by Pete Sizer, seconded by Martin White that the Minutes of the meeting on 5 August 2021 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 5 AUGUST 2021

There were no matters arising from the previous meeting.

5. RIGGING MATTERS

a. Tandem Harness and Container System – Initial Acceptance Request

The Chair reported that a Tandem Harness & Container System – Initial Acceptance request application for a Next Millennium Tandem System had been included with the agenda for this meeting. He stated that further information had been added to the STC folder on Monday, including an addendum to the Manual for a new drogue riser placement.

The Chair reported that the application was proposed and supported by two Advanced Riggers, Chris Thomas and Noel Purcell (who is also a Rigger Examiner). He stated that the sponsoring PTO is Skydive GB, Bridlington.

The Chair stated that the application required the support of the Riggers' Subcommittee. However, due to Covid-19 there had not been a Riggers' meeting this year. Therefore, the application had also been circulated to all Advanced Riggers for an e-vote.

The results of the e-vote was as follows:

For: 7 Against: 0

Noel Purcell was present at the meeting, and was able to answer a number of questions in relation to the harness and drogue attachment.

Following consideration, it was proposed by Pete Sizer, seconded by Chris McCann that the Next Millennium Tandem System be accepted for general use.

For: 16 Against: 0 Abstentions: 2 (Noel Purcell, Sara Orton)

Carried

b. Chair, Riggers' Subcommittee – 2022

The Chair reported that the nomination paper (Form 211A) for Chair of Riggers' Subcommittee 2022 would be circulated shortly to CIs, Rigger Examiners and Advanced Riggers. He stated that nominations would be included with the next STC Agenda for consideration at the November meeting.

c. British Skydiving Safety Information (1/21) – Master Reserves Strong Tandem

The Chair reported that a British Skydiving Safety Information Bulletin had been circulated last week, stating that following the kit inspections at a recent Tandem Instructor course, it appeared that some people were not aware of the service

requirements placed on the Master reserve by the manufacturer. Namely, that recertification is required at 10 and 18 years. Master reserves can be used in Next and Aircare systems as well as Strong systems. Advanced Packers are reminded to check the manufacturers service requirements for all reserves.

6. INCIDENT/INJURY REPORTS - RÉSUMÉ

The Chair reported that a résumé of incidents had been included with the Agenda:

a. Fatality RAF Weston on the Green

The Chair reported that Chief Instructors had previously been made aware of the tragic death of Rachel Fisk on 2 September 2021, where Rachel lost her life whilst filming a Tandem skydive at RAF Weston on the Green.

The Chair stated that on behalf of British Skydiving and STC he wished to offer deepest condolences to Rachel's family, friends and colleagues.

The Chair reported that immediately after British Skydiving were informed of the incident, both the COO and STO went to RAF Weston on the Green and instigated a Board of Inquiry the same evening, which is ongoing. The third member of the Board is Mark Bayada.

The Chair gave a résumé of the Board of Inquiry interim report that would be sent to CIs the following day.

b. Three Injury reports had been received for Student Skydivers. 2 males and 1 female. The first was an AFF Level 1 Student whose feet were apart on final approach. Following radio instructions he closed them slightly, flared at approximately 30ft and landed heavily on his right foot causing an ankle injury. The second was another AFF student on a Level 2 jump, who was controlling his canopy in an aggressive manner despite radio instructions, flared late and broke his femur on landing. The other was a second jump static line student who appeared to land correctly but heard a cracking sound as she landed resulting in a possible fractured tib or fib.

c. Seven injury reports had been received for Licensed skydivers. 5 males and 2 females. The first was an A licence jumper with 98 descents who landed a track just short of the grass area, with feet apart and as he was trying to collapse the canopy, twisted his ankle causing a small fracture to an ankle bone. The second was a jumper with 78 jumps who hurt his shoulder during wave-off and was unable to deploy his main. He deployed his reserve and landed safely. The next was a jumper with 201 jumps who flared late and rolled over on landing, broke or dislocated her ankle. A similar report was received for a skydiver with 299 jumps who landed on a (tarmac) track and injured his ankle on landing. The fifth report was a B licence jumper with 58 jumps who flared high and landed on the side of his ankle possibly fracturing his lower leg. The next involved a jumper with 1,030 jumps taking part in the FS Nationals who appeared to land normally on the boundary between two fields on the PLA, fell awkwardly resulting in a compound fracture of her leg. The last was a skydiver with 4,100 jumps whose canopy started to turn on deployment. He initially thought he had a brake-fire, but on releasing his brakes the canopy continued to turn. He was able to control the canopy by depressing one toggle further than the other. He decided to land the canopy but sprained his ankle on landing. Upon inspecting the canopy after the jump, it was found to have a large tear along a seam of the top layer, which he could not see whilst under the canopy. The canopy had at least 1,500 jumps and is orange, that is prone to UV damage and degradation (see pic below).



- d. Two reports had been received of malfunction/deployment problems for Student Skydivers. The first was a jumper who was making his second static line jump and experienced twists on opening, distorting the canopy causing a rotation. He tried kicking them out but was unable to do so. He then carried out his reserve drills and landed without further incident. The second was an AFF Level 1 student who during the freefall phase of the skydive had poor awareness of her body position, poor leg control, and poor responses to the altitude signal, resulting in the primary Instructor having to deploy her canopy, which opened without a problem. However, once under a good canopy she carried out her emergency drills. When questioned as to why she carried out the drills, her response was that she couldn't find her deployment toggle. She was advised that perhaps skydiving was not for her.
- e. There had been 26 malfunction/deployment problem reports received for Licensed skydivers. 20 males and 6 females. One jumper's main canopy deployed in the aircraft. The canopy was not in a bag, as he was a CF jumper. He had caught part of the bridle line, which dislodged the pin. He landed with the aircraft. His closing loop was too long. 13 of the malfunctions were twists, causing the canopies to rotate or spin. One was caused after a jumper initially got the pilot chute around her arm and experienced the twists after clearing the pilot chute. Four reports were for bag-locks. One of the bag-locks was caused by misrouted lines on a semi stow-less bag. The lines were fed out of the bottom corner of the bag rather than through the normal top, centre. On deployment the jumper said he remained in a face to earth position. When he cutaway, the RSL side cleared but the other one did not. He manually cleared this riser before or as the reserve opened. Inspecting the kit after, the CI stated that the cause of the bag-lock was quite clear. The cutaway pad was lost during the malfunction, but the jumper was sure that he pulled it all the way out, therefore it was not thought that it related to incorrect cable length. The CI's conclusion was that the non-RSL side riser cover remained closed until it was opened by the deploying reserve. Reports were also received for a total malfunction, a pilot-chute in tow, a brake-lock, a pilot chute hesitation, and a brake-fire. One jumper exited the aircraft as part of a 6-way group, grabbed another jumper's leg whilst docking causing the cutaway pad to dislodge, resulting in a premature deployment of his reserve. Another skydiver also experienced a premature reserve deployment at 15,000ft because his reserve handle became dislodged on exit. A report was received of a jumper who bumped into another on exit catching the other skydiver's main pilot chute causing a premature deployment of the main. A report was received of a skydiver who deployed her main, but as the canopy started to deploy and as the lines came out of the container, some caught on the bottom of the container. The jumper carried out her emergency drills. The reserve deployed without a problem, but some main lines were still caught on the container, which the jumper was able to clear. 3 of the jumpers had under 100 jumps, 5 had between 100 and 500 descents, 7 had between 500 and 1,000 jumps, 4 had between 1,000 and 2,000 jumps, 3 had between 2,000 and 5,000, 5 had over 5,000 jumps.

- f. Reports have been received of an AAD fire. A skydiver with 1,800 jumps who is a USPA AFF Instructor, planned a 'swoop to pin' jump with an A licence jumper with 32 descents. Both jumpers lost altitude awareness. Both deployed low. The more experienced jumper's AAD fired, and he landed under both his canopies. The less experienced jumper's AAD did not fire. He was under his main between 8-900 ft. Both have been grounded for a month and the coach will not be coaching at the PTO for the foreseeable future.
- g. There had been 5 Tandem injury reports received. 2 males and 3 females. One was a Tandem Instructor who fractured a bone in her ankle, stepping off the bus taking the Tandem pair to the aircraft. One student dislocated his shoulder in free fall. Another was a student who dropped his leg on landing breaking a bone in his leg. The fourth was a student who put her foot down just prior to landing, dislocating her ankle. The fifth was a student who appeared to have landed without injury but did not inform the PTO until 3 days later, informing them that she had an injured her lower back, a suspected broken sacrum.
- h. Seven Tandem Malfunction/Deployment Problem reports had been received. One was twists. Another was a brake-fire. Another was the slider stuck up, which the Instructor was unable to get down. One was caused because of a broken steering line. One report was where the bridle line knotted around the drogue which stopped it from inflating. The last two reports were for tension knots in the lines, causing rotations.
- i. Four 'off-landing' reports had been received, including a Tandem pair and a number of licensed skydivers.
- j. Four reports had been received of items coming off in free fall, or on deployment. Two altimeters and two GoPro cameras.
- k. A report had been received of a bird strike (a seagull) to the leading edge of a Cessna 208 wing at approximately 800ft AGL as it was on climb-out. There was significant damage that the aircraft returned to base. The aircraft landed without further incident

ADDITIONAL INCIDENT REPORTS

The Chair reported on the incident/injury reports received since the agenda for the meeting had been published:

- a. An AFF Level 1 student made a good exit and carried out an altitude check, but as he reached for his first practice touch, his right shoulder dislocated. The student was able to steer his canopy one-handed onto the PLA. He put his shoulder back in on landing, but later went to hospital. He stated that he had previously dislocated his shoulder.
- b. An AFF student with 19 jumps, on a consolidation jump, had a line-over malfunction. He successfully carried out his emergency drills.
- c. A Licensed skydiver with 170 jumps, was making a water jump. He felt he had a pilot chute hesitation and thought it was in-tow. He deployed his reserve and both canopies opened. He cutaway his main and landed in the water, as he had planned. Another jumper on a planned CF jump, exited the aircraft at 8,000ft, intending to deploy straight out of the door. However, she became unstable and once she had gained stability she was at terminal and opted to use her reserve. She stated that she had previously witnessed someone injure themselves on opening their CF canopy at terminal. Another jumper with 3,750 jumps, experienced tension knots on deployment and carried out his emergency drills.
- d. Two Tandem injury reports had been received. Both were students unable to fully lift their legs for landing, one strained her knee on landing and the other dislocated her ankle.
- e. A Tandem malfunction report has been received, which was for a line-over malfunction. Two further Tandem incident reports have been received, one

involving a drogue entanglement with the student. It is believed the Instructor exited in a stable position, however the student then started kicking and moving which allowed the drogue to go around the students' leg. The Instructor was unable to clear the entanglement and deployed his reserve.

The other report involved a Tandem Instructor who experienced a drogue in tow which was inflated but did not release. The Instructor pulled both right and left drogue releases but did not release the drogue. The Instructor said it felt like the locking pin was still in, so he assumed the container was still closed. He then immediately pulled the reserve handle. After the reserve deployed, he felt the main bag fall away behind him and then noticed the drogue was in the reserve steering lines. He then cutaway the main canopy and attempted to clear the risers. The right-side riser released; however, the left riser was locked at the three rings. The main canopy started inflating and entangled around the Instructor's and student's legs. As the main canopy formed, it placed the Tandem pair into a down plane configuration. After some effort the Tandem Instructor managed to clear the left main riser which allowed the Instructor to reach the drogue and clear it from the reserve lines. The Instructor was also able to clear the main lines from the student. By 1500ft the instructor managed to clear the main lines from his own foot and rectified the downplane by 1300ft. The Tandem pair landed safely underneath the reserve canopy with no injuries other than minor line burn to the instructor's ankle.

The Chair reported that the Tandem Instructor concerned and the Rigger who inspected the equipment following the incident were both present at the meeting should STC have any further questions.

- f. A report had been received of a GoPro coming off a helmet which was caught on the jumper's risers on opening.

7. PERMISSIONS

The Chair reported that a permission request had been included with the agenda from Pete Sizer, requesting that Chelsea Tooley's TBI rating be reinstated. The rating expired on 31 May 2021.

Pete Sizer had stated that Chelsea did not jump in 2020 having qualified in November 2019 (because of Covid and giving birth). Since returning to jumping in April 2021, Chelsea had completed 88 jumps at Headcorn, most of them Tandem videos. Chelsea had also been present at the PTO when they have been conducting reserve drills and briefings and has been packing Tandem rigs and practicing drills. Chelsea had now completed 965 jumps.

Following consideration it was proposed by Richard Wheatley, seconded by Kieran Brady that Chelsea Tooley's TBI rating be reinstated for a period of 12 months and that she must attend a Tandem Instructor Course within this time frame.

For: 17

Against: 0

Abstentions: 1 (Pete Sizer)

Carried

8. INSTRUCTOR COURSES

- a. British Skydiving expressed its thanks to Skydive Langar for hosting Instructor Course 3-2021, from 9 - 18 August 2021. The Course report had been included with the STC Agenda. There were two recommendations that required STC acceptance:

'That Trevor Evans be awarded a further 6-month extension to his CSBI rating which expired at the end of August 2021, which will allow him to attend either the November or February 2022 CSI courses. Also, that Keith Rivett be awarded a further 6-month extension to his AFFBI rating starting from the 30 November this year to allow him to attend an AFF course at the start of next year.'

It was proposed by Gary Small, seconded by Richard Wheatley that the above recommendations be accepted.

Carried Unanimously

The Chair reported that since the Instructor Course report had been circulated, the following Tandem Instructor candidates had now gained their TI ratings:

Paul Dewey, Andrew Swaffield, Dan Maden, Graham Jackson, Richard Creed, Charlie Diprose and Sergiy Rulikovskyy.

The Chair also noted that Dane Kenny, Reg Green and Scotty Milne had been omitted from the list of Examiners on the Course.

b. Tandem, AFF, Pre-Advanced Instructor Course – Sky-High Skydiving

British Skydiving also expressed its thanks to Sky-High Skydiving, Peterlee, for hosting a Tandem, AFF & Pre-Advanced Instructor Course, from 13 – 16 September 2021.

The course report had been added to the STC folder on Friday of the previous week, and was for information only.

9. A.O.B

a. Removal of STC DZ Restriction 1986 Shotton Airfield.

The Chair reported that during a PTO audit which took place at Sky-High Skydiving on 24 August 2021, it was pointed out to the Operators, that there was an existing STC restriction placed on the DZ / PLA from 1986. The restrictions referred to Student jumping in certain wind conditions, predominantly for static line rounds exiting at 2000ft.

The Chair reported that Sky-High Skydiving do not train Category System Students and only train AFF and Tandem. He stated that Sky-High Skydiving have only been operating for a year and were not made aware of any such restrictions before taking on the operation by the previous operators.

Sky-High Skydiving had been unintentionally operating outside of these requirements and therefore, the Sky-High Skydiving Chief Instructor (Bryn Chaffe) asked that an e-vote take place, requesting the removal of the restrictions. Because of the length of time until this meeting the Chair had agreed to the vote.

The result of the e-vote was as follows:

For the removal of the restrictions: 18 Against: 1 Abstentions: 1

Carried

b. The Chair reported that a request had been received from Richard Wheatley, which was added to the STC folder on Monday, requesting the reinstatement of the Tandem Instructor rating of Brendan O’Rafferty. Richard Wheatley’s email stated that Brendan completed his TBI rating in 2003 and subsequently held a TI rating until he allowed his membership to lapse in 2019. At this stage he has continued to complete Tandem jumps whilst living in Spain. This year Brendan moved back to the UK and renewed his British Skydiving membership.

Richard Wheatley also stated that Brendan will undergo suspended harness work with a British Skydiving Tandem Examiner prior to him jumping as well as have his briefing re assessed. Brendan is current both as a solo jumper and as a Tandem Instructor - just not in the UK. He has over 4000 jumps and has completed over 60 Tandem jumps in the last 12 months.

Following consideration, it was proposed by Noel Purcell, seconded by Chris McCann that the above request be accepted.

For: 17 Against: 0 Abstentions: 1 (Richard Wheatley)

Carried

- c. The Chair reported that an email request had been received from Pete Sizer and Jane Buckle and had been included in the STC folder on Monday requesting a change to a special condition imposed on Headcorn following the fatal accident in 1989:

'Any student parachutist or intermediate parachutist with 50 jumps or less is to be equipped with a radio receiver'

The request is to change it to the following:

'Any student skydiver is to be equipped with a radio receiver'

The email states: that in the last 30 years of operating neither Pete or Jane have ever had occasion to talk to anyone who is not a student. With the current canopy training programme skydivers are now much better educated in flight drills and landing patterns and the proximity of the runway and how to avoid conflicts. All flying at Headcorn is PPR and all pilots are specifically instructed on how to join and overshoot to avoid any conflicts with the PLA.

The DZ controller must be an instructor fully briefed and tested on operations here and is mostly Pete Sizer or Jane Buckle.

With these factors in mind, both Pete Sizer and Jane Buckle had stated that they feel it is safe to amend this rule.

Following consideration, it was proposed by Sara Orton, seconded by Jason Webster that the above request be accepted.

For: 17

Against: 0

Abstentions: 1 (Pete Sizer)

Carried

- d. The Chair requested that when CIs are submitting electronic copies of Incident/Injury reports to HQ, that they are copied to following British Skydiving personnel:

Tony Butler: tony@britishskydiving.org

Jeff Montgomery: jeff@britishskydiving.org

and Trudy Kemp: trudy@britishskydiving.org

- e. The Chair asked that CIs wishing to include items on the STC agenda to please submit them in a timely manner.

11. DATE OF NEXT MEETING

Thursdays at 19:00: 11 November (Virtually, via Teams)

The meeting closed at 19:41 (duration 00:41)

Distribution: Chair British Skydiving, Council, CIs, All Riggers, Advanced Packers, CAA, Editor – Skydive the Mag, File

Approved by STC on 11 November 2021
Published on 12 November 2021