
Safety & Training Committee

Minutes of the meeting held on

Thursday 29 September 2022 at 19:00

on Microsoft Teams

Present:	Jeff Montgomery	-	Chair STC/STO
	Kieran Brady	-	Skydive Strathallan
	Stacey Canning	-	APA
	Mike Carruthers	-	Skydive North West
	Bryn Chaffe (From item 10a)	-	Skyhigh Skydiving
	Andrew Duncan	-	Cyprus
	Paul Floyd	-	Skydiving London
	Nick Hynes	-	Black Knights
	Chris McCann	-	Skydive Hibaldstow
	Stuart Meacock	-	Hinton Skydiving
	Sara Orton (From item 10b)	-	Skydive GB
	Andrew Pointer	-	Sibson Skydivers
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Jason Thompson	-	Beccles Skydivers
	James White	-	Paragon Skydiving
Apologies for Absence:	Iain Anderson	-	Skydive St Andrews
	Dylan Bartle	-	RAF Weston on the Green
	Andy Clark	-	Skydive Ireland
	Andy Montriou	-	Cornish PC
	Mally Richardson	-	Skydive Jersey
	Gary Small	-	Skydive Chatteris
	Jason Webster	-	JSPW(N)
	Richard Wheatley	-	Skydive Langar
In attendance:	Liz Ashley	-	Editor, Skydive the Mag
	Tony Butler	-	Chief Operating Officer
	Trudy Kemp	-	Assistant to COO/STO/Secretary
	Craig Poxon	-	Chair – British Skydiving
Observers:	Josh Carratt, Noel Purcell, Mike Rust, Chris Sears.		

ITEM MINUTE

1. WELCOME

The Chair welcomed all members and guests to the 5th STC Meeting of 2022.

The Chair welcomed Nick Hynes to STC who had recently taken over as Chief Instructor of the Black Knights.

The Chair gave the meeting details of the procedures for wishing to speak, voting etc, and stated that the meeting would be recorded to assist with preparation of the minutes, after which the recording would be deleted.

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 4 AUGUST 2022

It was proposed by Pete Sizer, seconded by Kieran Brady that the Minutes of the meeting on 4 August 2022 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 4 AUGUST 2022

Page 2. (Matters Arising from the previous Minutes – Fatality Panel of Inquiry). The Panel Chair, Pete Sizer provided STC with an update of the Panel's progress. He stated that the Panel's first meeting had taken place. A second meeting would hopefully take place within the next couple of weeks. It is envisaged that the Panel would have something to report for the next STC meeting.

5. RIGGING MATTERS

Pete Sizer provided details of the Riggers' Subcommittee meeting held virtually this afternoon. He stated that the Subcommittee had agreed to a request to host a Riggers' Course at Rhomech Rigging from 19 - 23 December 2022.

Pete Sizer stated that the Subcommittee had also discussed two Tandem equipment related incident reports, which will also be considered under Item 6 (Incident Resumé) on this evening's agenda.

6 INCIDENT/INJURY REPORTS – RESUMÉ

The Chair reported that a resumé of incidents had been included with the Agenda. He stated that a few minor amendments had been made to the resumé since publication:

- a. There have been 12 Student injury reports received since the last STC meeting. 10 males and 2 females. (9 were Category System Students and 3 were AFF. A Level 1 and a Level 3 student sprained their ankles on landing. A Level 4 student dislocated their shoulder reaching for the main toggle. The student had previously dislocated their shoulder. Six of the Category students were injured making static line descents. One reported a sore foot the day after jumping. One sprained an ankle flaring high, another cut their fingers and grazed their knuckles as they landed. Two had lower legs injuries flaring poorly. Another static line student reported an injury 3 days after jumping, a collapsed T1 vertebrae, the student did not know whether the injury occurred on exit or on landing. 4 students were carrying out freefall jumps, one made a downwind landing, hitting a tyre-wall and dislocating a toe. Another landed in field off the PLA, stumbled and gashed their leg having fallen over. A student on their first freefall flared high but did not think they were injured, went to A & E two weeks later and discovered they had a compressed vertebrae.

Also, an injury report was received for an 88-year-old person who was walking through the PTO spectator area, tripped on uneven ground and injured their hip, possibly dislocating it.

- b. Eleven reports of injuries to 'A' Licensed skydivers or above have been received. 7 males and 4 females. A skydiver with 502 descents had a premature deployment in the aircraft whilst moving to the door, the bag dropped out of the container, but the jumper exited before anyone could stop the jumper. The jumper continued in free fall for approximately 5 to 10 seconds whilst remaining on his back and attempted to clear the lines and bag from the right side of his body which was now in a horseshoe malfunction. The jumper threw his pilot chute and the main

opened very violently, causing fractures to his sternum, clavicle, 8 ribs, and some other injuries. The jumper landed the main canopy without further injury. The jumper is now progressing well and is expected to make a full recovery. One skydiver carrying out a 2-way exit, caught their arm, bruising it on the aircraft wind deflector. Another broke a finger carrying out a linked exit, which funnelled. One jumper dislocated their elbow on an accuracy jump, slid off the landing and reached out with their hand. Two jumpers received minor ankle injuries and 2 minor knee injuries, all on landing. One jumper bent over after landing to set their brakes and their lower back went into a spasm, but the jumper initially refused treatment, however, they remained really quite unwell, an ambulance was called an hour or two later, and went to hospital. One skydiver fractured their femur after a low turn. Another sprained an ankle landing on an accuracy tuffet.

- c. There have been 30 malfunction/deployment problem reports received for licensed skydivers. 26 males and 4 females. Twelve of the reports were jumpers with twists that they were not able to clear, including a wingsuit jumper. Their jump numbers ranged from 87 jumps to 13,200 jumps. 3 reports have been for pilot-chutes in tow. 2 reports were for a Tandem video jumper who had tension knots on two separate occasions, 50 jumps apart. 2 reports have been for brake fires, and one for a brake-lock. 2 reports have been for rotating canopies. One report has been received for a bag-lock. One for a streamer malfunction. One skydiver had a bag rotation. Another skydiver had a line-over malfunction. Another had a pilot-chute that entangled with the slider, preventing the canopy from deploying fully. One skydiver was unable to clear the main canopy end-cells and carried out their emergency drills. A jumper had their reserve handle dislodge in freefall and carried out their reserve drills. One jumper was unable to locate their main deployment toggle.
- d. There have been 7 Tandem injury reports received. 4 males and 3 females. One student sprained an ankle moving towards the door in the aircraft, catching their leg on the bench. One student twisted a knee having caught their leg in the grass on landing. One student fractured an ankle reaching for the ground. A student dislocated their shoulder on deployment or landing. Another student fractured a tail bone on landing; however, the injury was not known until a week later. One student fainted under canopy, and another fainted after landing.
- e. Ten reports have been received of Tandem malfunction/deployment problems. Two reports were for rotations, caused by tension knots. Two were for twists or twisted risers. Another was for a bag-lock. One was for a line-over. A report was received for a broken steering line. Another was for a knotted steering line. A report was received where the steering line was caught up with the right-hand side stabiliser.

One report involved a Tandem instructor with 1458 descents, who experienced a broken kill line and drogue bridle, during the deployment phase of the main canopy. As the Instructor pulled the primary drogue release handle, the kill line snapped at the base of the drogue pilot chute. The main container opened, and the deployment bag slowly bounced out of the main tray and within a couple of seconds the main canopy deployed. On checking the main canopy, the instructor noticed that there was a broken suspension line and carried out his emergency procedures. The Tandem pair landed safely under the reserve canopy.

The Tandem system was a Tandem Next container, with a Sigma 370 main canopy, twin speed 360 reserve and a Vigil Cuatro AAD. The drogue as whole including the kill line had 294 jumps in total.

The Chair reported that this incident had also been discussed at the Riggers' Subcommittee meeting, this afternoon.

Both STC and the Rigger's Subcommittee were presented with video footage of this incident together with a number of photographs.

The footage showed, the drogue pilot chute breaking at the base of the drogue (see image 1 below).



The Riggers' Subcommittee advised the members of STC, that it was worth checking the metal connector link or soft link depending on the type of drogue fitted. Pete Sizer reported that the latest rigs from Paratec now have a soft link fitted rather than a metal link in that position.

If the drogue has a metal link inside the drogue, they should ensure it has the rubber cover situated correctly, to prevent rubbing and damage to the kill line itself.

Pete Sizer reported that the Rigger's Subcommittee had requested that any equipment related incident reports be completed as accurately and with as much detail as possible, especially if there is damage or a break to any component part. It was also suggested where possible, that a Rigger also inspect the equipment before the report is submitted to HQ,

- f. One report was received of a canopy entanglement on a CF jump. Both jumpers had to cutaway.
- g. A report was received of a display misfire. A jumper having carried out a CF jump on the display, was unable to make the centre of the arena, and landed on the edge of the area catching their foot on a rock under water, resulting in fractures to their leg.
- h. Six 'off-landing' reports have been received. An AFF Level 3 student. The rest were all Licensed jumpers, including a CF group and a wingsuit jumper.
- i. Six reports have been received of items coming off on exit, or in freefall. 5 cameras, a student's helmet, and a student's shoe.
- j. A report has been received of a private aircraft flying through a display notified DZ, while the parachuting aircraft was climbing to altitude.

Additional Incident Reports

The Chair reported that since the STC agenda had been circulated, the following Incident/Injury reports had been received:

Two reports have been received for AFF students who carried out their reserve drills after experiencing a slow opening of their main canopies, one was an AFF Level 1 student and the other was a consol student carrying out their Level 8 jump with a total of 13 jumps. A further two student injury reports have also been received. One was an AFF Level 6 student who injured their right ankle after a high flare of the main canopy, the other was

an AFF Level 1, who did not respond to any radio commands and landed off the PLA, fracturing their right ankle.

A further 15 reports have been received for Licenced skydivers. One skydiver with 26 jumps experienced a right-side brake lock which they were unable to release and deployed the reserve canopy. Another with 25 jumps could not locate the main deployment toggle and re-attempted for a further 2 times. The skydiver initiated their reserve procedure by pulling the cutaway handle with 2 hands and subsequently failing to locate the reserve handle. The skydiver was saved by the activation of the AAD. After landing, the skydiver was unaware that the AAD had fired. The PTO has grounded the skydiver and British Skydiving has notified all PTOs. Another skydiver with 121 jumps deployed their main canopy and realised the canopy had a step through and after carrying out a control check the canopy started spinning, so they elected to carry out their emergency procedures. Another skydiver lost their cut away pad whilst exiting the aircraft as a group. The Skydiver only realised once the main canopy was deployed and subsequently experienced a reserve deployment activated by the RSL.

Seven reports were received for skydivers who experienced twists under canopy and elected to carry out their reserve drills. One was a jumper with 583 jumps carrying out a wing suit jump who pitched the pilot chute in an unstable position. Another with 258 jumps where the canopy started to dive whilst in twists. The remaining 5 were all D Licensed skydivers and were all jumping sub 100 square foot canopies, where the twists caused the canopies to go into a spinning dive.

A further two reports have been received for cameras falling off, one was caused due to poor climbing out procedures, where the camera got caught in the door frame, knocking it off. The other was caused by a fast-approaching jumper during a 4 way formation skydive, which knocked the Go Pro camera off. The other report did not specify the make or model of the camera.

Another report involved an AFF examiner during an AFF evaluation descent, where the candidate attempted to stop a rotation, and grabbed the examiners harness, causing a premature deployment of the reserve. This took place at approximately 6500ft. The reserve handle was still inside the Velcro pocket, and it is believed that the candidate's hand may have caught on the reserve cable, in between the area of the pad and the anaconda housing for the reserve cable. The container was a Mirage.

Another report detailed three off landings, 2 D Licence skydivers and one C Licence skydiver who were taking part in a 3-way free fly descent and the cause was attributed to a deep spot.

A further 9 reports have been received for Tandem incidents including one injury. A Tandem instructor sustained a sprained ankle after attempting a stand-up landing on a raised patch of grass. Three of the reports referred to twisted lines on deployment and all three were unable to clear the twists, and subsequently carried out their emergency procedures. One Tandem off landing has been reported, caused by a sudden change in wind direction which affected the last Tandem pair getting out of the aircraft.

Another report described the left end cell being collapsed and, after releasing the brakes, the instructor noticed the A lines wrapped around the end cell of the canopy, which then started to rotate. The instructor carried out his emergency procedures.

Another Tandem incident involved a Tandem instructor with 2000 tandem descents, who experienced a bag lock malfunction. This incident had also been discussed at the Riggers' Subcommittee meeting, this afternoon.

Both STC and the Rigger's Subcommittee were presented with video footage of this incident together with a number of photographs

The Tandem instructor was wearing a hand cam system and managed to capture the cause of the bag lock. A couple of suspension lines from the rear right riser remained under tension caught in the elastic bungie, preventing the main deployment bag from opening. Both riser covers were opened. See image 2 below.

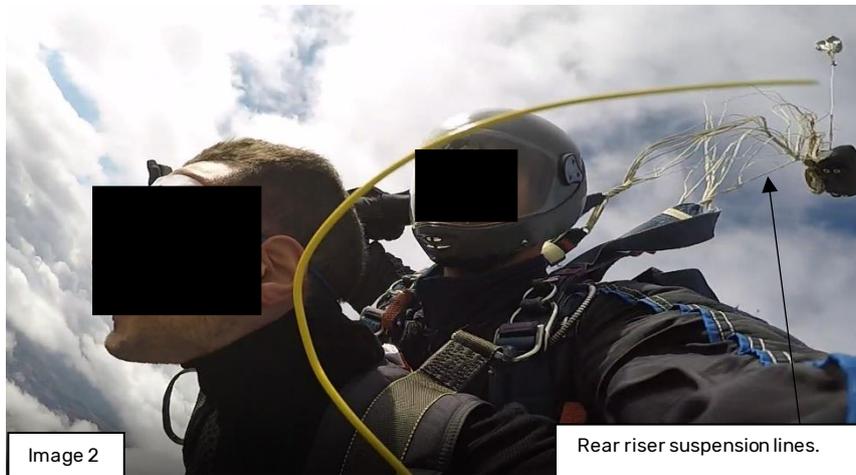
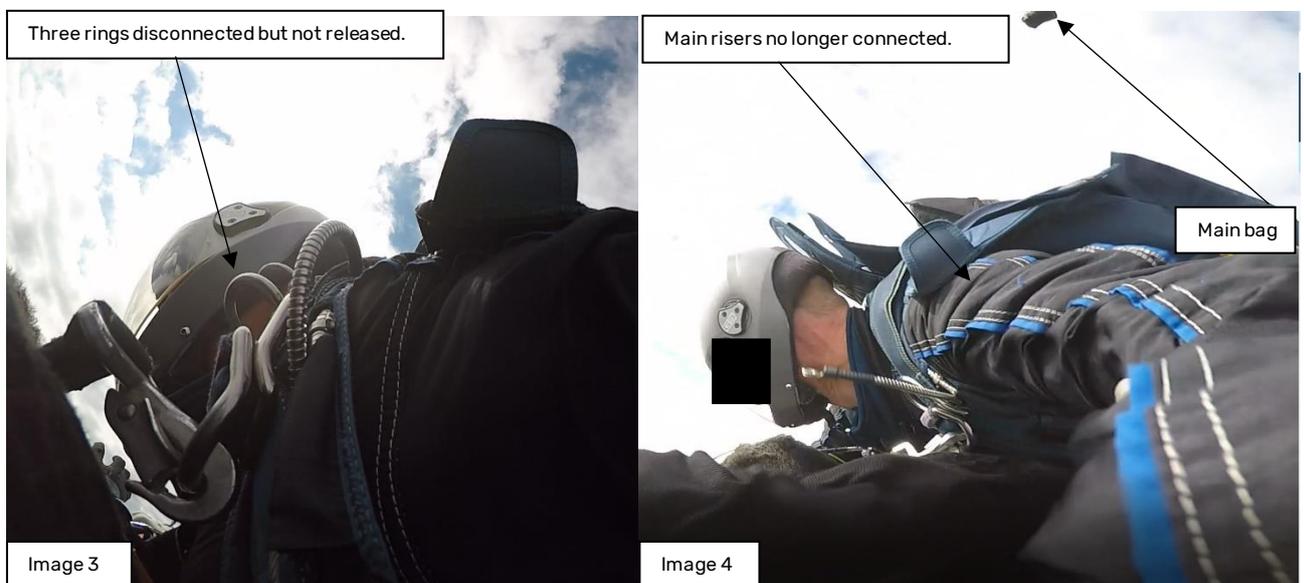


Image 2

Rear riser suspension lines.

The Tandem instructor initiated his reserve drill, however, after pulling the cutaway handle, the three rings released but the risers did not initially disconnect (see image 3 below). Only after the instructor pulled the reserve handle, and his hand extends to full arm length (see image 4 below), did the main risers disconnect, possibly as the extractor left the reserve tray.

The point at which the risers leave the container is not captured due to the angle of the camera. The Tandem pair landed safely under the reserve canopy.



Three rings disconnected but not released.

Main risers no longer connected.

Main bag

Image 3

Image 4

The Tandem system was a Tandem Next container, with an Icarus 330 main canopy, a twin speed 340 reserve and a Cypres 2 Tandem AAD. The cause of the malfunction was attributed to poor packing.

The Chair reported that another report relates to an incident which was identified after a Tandem skydive was carried out. It was noticed, that shortly after landing and whilst the equipment was on the packing mat, that the AAD was found to be switched off. Another Tandem instructor inspected the equipment and reported that the AAD was behaving oddly, when moving the AAD unit and reported that the light was turning on without putting any pressure on the button. The Chair stated that at present this incident is still being investigated pending further details. It was his understanding that the AAD has been sent back to the manufacturer for inspection. STC would be kept informed of any findings including any intentions to form a Panel of Inquiry, if required.

7. CHANGE OF TANDEMS LANDING AREA - SOUTH CERNEY

The Chair reported that a letter from Paul Floyd notifying STC of a change to the Tandem landing area and manifest area with the PLA at South Cerney. This was for information only.

Paul Floyd's letter stated that the information does not affect the approval given by STC as it does not feature outside of the perimeter track, nor is it any closer to the Solar Farm than the previous request, agreed by STC. The whole of the perimeter track is the bounds of the Safe Usable Area (SUA) and as this change simply uses an area of a different cardinal. Paul had stated that it will allow for the following safety considerations to take effect:

- a. Prevailing westerly winds would mean landing parallel to the active runway and parallel to the building etc as opposed to toward them if we were to use the original position, understanding that winds will shift, but historically the DZ experiences a westerly wind more often than any other. (Hence the runway being westerly too)
- b. The view from the new position of DZ control allows for much greater visibility of the centre of the PLA, whereas the Westerly location requires elevation of DZ control to adequately see the centre.
- c. Using the South Side allows for an unobstructed use of the runway; the Westerly would require traffic management.

The location of the centre of the requested PLA is not changed, and all parachuting activity remains within the perimeter track of South Cerney, therefore, everything remains extant from the approvals of the STC.

Whilst either location within the facility would suffice, they have taken the above points into consideration, and whilst they are fully Safe to Operate, repositioning the DZ Control (and subsequent Tandem PLA) ensures that they continue to Operate Safely by minimising the issues detailed above.

In addition to the above, they also have mitigations in place to ensure that parachutists transiting back from the centre of the PLA are clearly notified when they are permitted to cross the active runway in the same way other PTOs do with a changeable sign indication STOP/GO. All of these changes have been implemented into SOPs with immediate effect.

Paul Floyd thanked STC for their continued support.

8. PERMISSIONS

There were no items for consideration.

9. INSTRUCTOR COURSES

There had been two Instructor Courses held since the last STC meeting:

- a. Instructor Course 3-22 – Skydive Headcorn

The Association wished to thank Skydive Headcorn for hosting Instructor Course 3-2022 from 15-26 August. The course report had been included with the agenda and is for information only.

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

The Association also wished to thank Sky-High Skydiving for hosting the AFF, Tandem & Pre-Advanced Instructor courses from 20-23 September. The course report was uploaded to the Riggers' Sharepoint folder this week.

The Chair noted that the Course report had since been amended and there is now a recommendation from the Examiners to award Archie Glazebrook with a six-month extension to his AFFBI rating, which required acceptance by STC.

Following consideration, it was proposed by Pete Sizer, seconded by Paul Floyd that the above recommendation be accepted.

Carried Unanimously

10. A.O.B

- a. The Chair reported that an email from Bryn Chaffe had been received, requesting that his Instructor Examiner rating be reinstated. He stated that back in September 2021, Bryn requested that his Instructor Examiner rating be removed from his membership certificate. British Skydiving HQ expired the rating in September 2021. In April 2022, Bryn renewed all other ratings and not that of Instructor Examiner. Bryn wishes to continue supporting British Skydiving Instructor Courses and would like STC to endorse the reinstatement of his Examiner rating. Bryn currently remains within the two-year currency requirement, having last examined in September 2021 and is currently also within the six-month grace period to renew a rating.

Bryn Chaffe was experiencing technical issues, so could not access the meeting virtually. However, he had managed to dial in by phone for this item to another CI who was present. The Committee had questions for Bryn.

Following consideration, it was proposed by Paul Floyd, seconded by Andy Pointer that Bryn Chaffe's Instructor Examiner be reinstated.

For: 12 Against: 0 Abstentions: 1 (Bryn Chaffe)

Carried

- b. The Chair reported that the Board of Directors within British Skydiving reviews their strategy and identifies potential risks or hazards to the organisation. The risks are monitored and placed into a risk register, which is controlled by the Board of Directors. The Board have provided us with an extract for the identified risks which come under the remit of STC. The Board would like the Committee to discuss the risks and provide feedback on how these can be managed and add other identified risks.

The extract of the STC Risk register was presented to the meeting, a copy would also be uploaded to the STC Sharepoint folder. The Chair welcomed any further comments and feedback, which would be passed on to the British Skydiving Treasurer.

11. DATE OF NEXT MEETING

Thursday 17 November 2022 at 19:00

This meeting will most likely be held virtually by Teams.

The meeting closed at 19:40 (duration 00:40)

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

Accepted by STC on 17 November 2022

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