
Safety & Training Committee

Minutes of the meeting held on
Thursday 9 February 2023 at 14:00
on Microsoft Teams

Present:

Jeff Montgomery	-	Chair STC/STO
Kieran Brady	-	Skydive Strathallan
Bryn Chaffe	-	Skyhigh Skydiving
Andrew Duncan-	Cyprus (from item 10)	
Reg Green	-	Pilgrims (until item 9.2)
Nick Hynes	-	Black Knights
Chris McCann	-	Skydive Hibaldstow
Sara Orton	-	Skydive GB
Andrew Pointer -	Sibson Skydivers	
Mally Richardson	-	Skydive Jersey
Nick Robinson	-	Skydive Ireland
Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
Richard Wheatley	-	Skydive Langar

Apologies for Absence:

Iain Anderson	-	Skydive St Andrews
Dylan Bartle	-	RAF Weston on the Green
Alex Busby-Hicks	-	Skydive Tilstock
Mike Carruthers-	Skydive North West	
Paul Floyd	-	Skydiving London
Stuart Meacock -	Hinton Skydiving	
Gary Small	-	Skydive Chatteris
Jason Webster	-	Army AT Air Wing Netheravon
Carl Williams	-	Skydive Swansea

In attendance:

Mary Barratt	-	Chair British Skydiving
Tony Butler	-	Chief Operating Officer
Liam Domin-Goddard	-	Communications Officer
Wes Guest	-	Council
Trudy Kemp	-	Assistant to COO/STO/Secretary
Kate Lindsley	-	Council
Craig Poxon	-	Council

Observers: Josh Carratt, Andy Clark, Richard Cotton, Neal Fitzpatrick, Jake Hard, Chris Sears, Ben Wood

ITEM MINUTE

1. WELCOME

The Chair welcomed all members and guests to the 1st STC Meeting of 2023. He stated that the reason for choosing an earlier start time for this meeting was to try, where possible, to keep STC meetings within normal office hours.

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 17 NOVEMBER 2022

It was proposed by Pete Sizer, seconded by Kieran Brady that the Minutes of the meeting on 17 November 2022 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 17 NOVEMBER 2022

Page 2. (Item 4 – Matters Arising from Previous Minutes – Fatality Panel of Inquiry) The Chair reported that the Panel of Inquiry Working Group is still ongoing and that their report will be presented to STC when complete.

5. RIGGING MATTERS

Pete Sizer reported that two Rigging Courses had been held since the last STC meeting:

- 5.1 British Skydiving wished to thank Skydive Buzz, Dunkeswell for kindly hosting the Rigging Course from 5 – 9 December 2022.

The Examiners conducting the Course were: George Panagopoulos, Andrew Hilton, Andy Shaw and Pete Sizer.

There was one candidate on the Basic Riggers Course: Jacob Jackson. Jacob successfully completed the Course and was awarded Basic Rigger status.

There was one candidate on the Parachute Riggers Course: Max Tork. Max successfully completed the Course and was awarded Parachute Rigger status.

Josh Clark attended the Course for assessment for his final phase of the requirements for upgrading to Rigger Examiner qualification.

Josh successfully completed this phase of the Course and was awarded Rigger Examiner status.

- 5.2 British Skydiving wished to thank Rhomech Rigging for kindly hosting the Rigging Course from 19 – 23 December 2022.

The Examiners conducting the Course were: Rick Boardman and Karen Saunders, with Pete Sizer succeeding Karen on day 3.

There were 4 candidates on the Basic Riggers Course: Amii Calway, Lucy Mancey, Rafal Kacprzyk and Viola-Deborah Fehete. All candidates successfully completed the Course and were awarded Basic Rigger status.

Gary Stevens attended the Course for assessment on his 2nd phase for Rigger Examiner status.

Gary successfully completed this phase of the Course, and the Examiners were satisfied for Gary to progress to the final part of his RE rating.

- 5.3 **Skydive the Expo – Industry Day**

Pete Sizer reported that the Industry Day for Riggers and Advanced Packers had been fairly successful with some interesting talks and a good number of Riggers and Packers present.

- 5.4 **Riggers' Subcommittee Meeting**

Pete Sizer stated that it was his intention to hold a Riggers' Subcommittee meeting on the same day as the next scheduled STC Meeting (Thursday 13 April). The time of the meeting is still to be confirmed. Anyone with any items for the agenda should submit them to HQ.

6. PILOTS' SIG MEETING OF 28 JANUARY 2023

The Chair reported that the notes from the Pilots' SIG Meeting of 28 January 2023 had been included with the agenda. He stated that the notes were for information only, unless any STC members had any questions. The only action for STC to consider were proposed changes to the Operations Manual, which are a main agenda item.

7. INCIDENT/INJURY REPORTS – RESUMÉ

The Chair reported that a resumé of incidents had been included with the Agenda. He stated that there have not been many injury or other incident reports received since the last STC meeting, due the winter period and many of the PTOs being closed.

- a. One report has been received of an injury to a Licensed skydiver with 4,700 jumps, who, during the landing phase of their jump hit uneven ground whilst sliding off the forward momentum and fell forward, catching their leg, resulting in grazing, and swelling to their ankle.
- b. Five reports have been received of Student malfunctions/deployment problems. 2 males and 3 females. A static line student on a second jump thought they had a malfunction because they had a high slider and did not or were unable to get it down. An AFF Level 3 student lost control after being released in free fall and was unable to regain stability. The student passed through the deployment height, but the secondary instructor managed to grab the student and deployed the reserve at approximately 2,000ft. The third report was an AFF student on their second consolidation jump who was unable to locate the main toggle and carried out their reserve drills. Another AFF consolidation student with 20 jumps deployed but did not feel the canopy lift off and carried out their reserve drills. The main lifted off at the same time as the reserve. It was thought that the student may have had a pilot chute in tow, or the pilot chute did not clear the burble. The last report was for a free fall Category System student carrying out a back-loop and turns exercise, which went well. The student deployed the main, but the pilot chute struggled to inflate, and as the student thought they had a pilot chute in tow, they carried out their reserve drills. The pilot chute was later replaced as a precaution.
- c. There have been 5 malfunction/deployment problem reports received for Licensed skydivers. 4 males and 1 female. An 'A' Licence jumper with 38 jumps had a slow opening and carried out their reserve drills quickly. The other four reports were for spinning canopies caused by twists in the rigging lines, these included a wing suit jumper. Their jump numbers ranged from 220 jumps to 517.
- d. One 'off-landing' report has been received. A jumper with 370 jumps who had been videoing a Tandem pair was unable to make it back to the PLA and landed in a nearby field.
- e. Two reports have been received of helmets coming off.

Additional Incident Reports

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

A 55 year old AFF Level 1 Student (trained whilst 54) was unable to locate their main toggle and the instructor deployed their main. Once the canopy opened the student was unaware, they were under canopy and carried out their reserve drills. After landing it was discovered that the student had only released one reserve steering toggle.

Another report was for an AAD fire. An 'A' licence jumper with 26 jumps, lost altitude awareness and pulled low at 2,000ft. The AAD fired, and the jumper landed both canopies, without injury.

A Licensed skydiver with 4,000 jumps experienced twists which they were unable to clear and carried out their reserve drills.

A trainee Category System carrying out PLF training banged their head on the PLF mat, resulting in a headache and sickness. The student was treated at a medical centre.

8. **PROPOSED AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL**

The following proposed amendments to British Skydiving Operations Manual had been included with the Agenda. The Chair reported that the proposals were also discussed at the Pilots' SIG meeting on 28 January, and which were supported by the pilots present.

a. Pilot Training – Tests

At this time we do not require Chief Pilots (CPs) or Pilot Examiners (PE) to hold specific ratings or have specific experience of the aircraft they are conducting tests on (on the basis that they are assessing the proficiency of somebody who is already trained, rather than conducting training) it is felt that it would be prudent, in the case of multi engine aircraft, that we require any CP or PE to also hold a multi engine rating.

This is primarily because multi engine training requires proficiency in asymmetric flight following an engine failure, and pilots licensed only on single engine aircraft will not have received this training and should not therefore be considered suitable to assess the asymmetric performance of another pilot. It might, indeed, be considered unsafe to permit this. In reality, it is unlikely this scenario occurs often, if at all, but it is sensible to ensure that our regulations do not condone it.

The proposal, therefore, is to amend the British Skydiving Operations Manual wording as follows:

Section 9 (Flying), Paragraph 1 (Pilot Qualifications), Sub-para 1.1.5 a. Add an additional sentence to the end of the paragraph, to read:

Any flight test on multi engine aircraft may only be conducted by a CP or PE who holds a current multi engine rating.

Also. Section 9 (Flying), Paragraph 1 (Pilot Qualifications), Add new sub-para 1.1.9. To read:

1.1.9. Any proficiency checks on multi engine aircraft may only be conducted by APs, CPs or PEs who hold a current multi engine rating.

Note: Previous sub-paras 1.1.9. – 1.1.12. become sub-paras 1.1.10. – 1.1.13.

Following consideration it was proposed by Kieran Brady, seconded by Chris McCann that the above proposed amendment to British Skydiving Operations Manual be accepted.

Carried Unanimously

b. Maximum Altitude

At the present time paragraph 5.1. of the Skydiving Limitations Section of the Operations Manual states in sub-para 5.1.1. that 'Normal skydiving will not take above Flight Level (FL) 120' Skydiving regularly takes place up to FL150. Therefore, the Operations Manual should reflect this.

The proposed amendments are as follows:

SECTION 8 (SKYDIVING LIMITATIONS), Paragraph 5 (Maximum Altitude), sub-para 5.1.1. & 5.1.2. Change to read:

5.1.1. Normal skydiving will not take place above Flight Level (FL) 150.

5.1.2. Skydiving may only take place between Flight Level 120 and 150 without oxygen, provided that:

- a. Skydivers are not above FL100 for more than 30 minutes before leaving the aircraft.
- b. Skydivers are not above FL120 for more than 6 minutes before leaving the aircraft.
- c. The aircraft commander monitors these flight levels and time limits.
- d. If the flight level or time limits are exceeded, the drop will be aborted, and all skydivers will land with the aircraft.

Following consideration it was proposed by Chris McCann, seconded by Kieran Brady that the above proposed amendments to the British Skydiving Operations Manual be accepted.

Carried Unanimously

9. A.O.B

9.1 A request from Reg Green had been included in the STC Sharepoint file for a member of the Pilgrims Parachute Club to be able to attend a British Skydiving Tandem Instructors course without completing a Tandem Basic instructors Course.

The person is a current serving member of the UK military with over 800 jumps and is a current Military Tandem Master and is a current USPA Sigma Tandem instructor with around 60 Tandem descents to date. He has completed several military instruction courses during his military career and is a current military parachute instructor. The military Tandem course is an intense parachuting course run by the RAF and a fully trained military TM is qualified to complete Tandem jumps day and night with a passenger, Tandem descents with a passenger and rucksacks and the military Tandem tethered bundle. The qualifying jump is completed from 25,000 ft at night onto a restricted DZ (100m x 75m) with a passenger, ruck sack, oxygen equipment and night vision goggles.

Before the British Skydiving Tandem Course, he will be given lessons/lectures, on the following subjects by a British Skydiving Examiner/Advanced instructor:

- a. Responsibilities of a Skydiving Instructor.
- b. The Qualities required of a Skydiving Instructor.
- c. Methods of Instruction.
- d. The Training Progression and Safety Regulations.
- e. Equipment, Maintenance and Basic Rigging.
- f. Drop Zone Management.
- g. Flying for Skydiving.
- h. Incident Procedures.

The candidate will also complete the following lesson prior to attending:

- i. Teaching Practices on Tandem Student Skydivers briefs.
- j. Kitting up Tandem Students.
- k. Tandem Exits.
- l. Aircraft Drills.
- m. Use of training aids.
- n. Tandem Equipment packing.
- o. Tandem drills as per the Sigma Tandem emergency drill sheet.

He will meet all the requirements to attend the British Skydiving Tandem as per Section 4, paragraph 5.1. He will also complete British Skydiving form 254E TI Proficiency Card and British Skydiving form 254H Non-British Skydiving TI Proficiency Card so there will be a record of all training completed for the examiners to inspect.

The intention would be for him, if this is accepted by STC, to complete the full British Skydiving course (not the conversion course). Once he has completed the course this

will allow him to keep himself current at British Skydiving PTO's and will also help keep him current for military Tandem descents.

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

For: 9 (incl 1 x proxy) Against: 3 (incl 1 x proxy) Abstentions: 1 (Reg Green)

Carried

9.2 Chris McCann raised a question in relation to obtaining an extension to the rating of one of his Basic Instructors, which the Chair was able to clarify.

10. DATE OF NEXT MEETING

Thursday 13 April 2023

Virtually by Teams.

The Chair stated that we would of course consider CIs opinions regarding timings for future meetings. However, he would like to keep them as much as possible to reasonable working hours. STC would be kept informed of the proposed time for the next meeting in due course.

The meeting closed at 14:23 (duration 00:23)

Attached:

Amendments to the British Skydiving Operations Manual, 9 February 2023

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

Accepted by STC on 13 April 2023

Published 14 April 2023

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

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SECTION 9 (Flying), Paragraph 1 (Pilot Qualifications), Add new sub-para 1.1.9. To read:

1.1.9. Any proficiency checks on multi engine aircraft may only be conducted by APs, CPs or PEs who hold a current multi engine rating.

Note: Previous sub-paras 1.1.9. – 1.1.12. become sub-paras 1.1.10. – 1.1.13.

SECTION 8 (SKYDIVING LIMITATIONS), Paragraph 5 (Maximum Altitude), sub-para 5.1.1. & 5.1.2. Change to read:

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