
Safety & Training Committee

Minutes of the meeting held on

Thursday 3 August 2023 at 17:00
on Microsoft Teams

Present:	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson	-	Skydive St Andrews
	Dylan Bartle	-	RAF Weston on the Green
	Kieran Brady	-	Skydive Strathallan
	Stacey Canning	-	APA
	Bryn Chaffe	-	Skyhigh Skydiving
	Nick Hynes	-	Black Knights
	Chris McCann	-	Skydive Hibaldstow
	Mally Richardson	-	Skydive Jersey
	Nick Robinson	-	Skydive Ireland
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
Apologies for Absence:	Alex Busby-Hicks	-	Skydive Tilstock
	Paul Floyd	-	Cyprus
	Chris Good	-	Army AT Air Wing (Netheravon)
	Richard Wheatley	-	Skydive Langar
	James White	-	Paragon
	Martin White	-	Skydive Isle of Wight
In attendance:	Mary Barratt	-	Chair British Skydiving
	Mark Bayada	-	Vice Chair British Skydiving
	Tony Butler	-	Chief Operating Officer
	Liam Domin-Goddard	-	Communications Manager
	Kev Dynan	-	New STO
	Dr Jake Hard	-	Medical Adviser
	Nicola Hobday	-	Compliance Officer
	Trudy Kemp	-	Assistant to COO/STO/Secretary
	Karl Kojro	-	Council
	Ryan Mancey	-	New STO
	Annette O'Neil	-	Editor, Skydive the Mag
	Craig Poxon	-	Council
Observers:	Paul Dorward, Neil Fitzpatrick, James France, Rudy McClenaghan, Noel Purcell, Billy Steele.		

ITEM MINUTE

1. WELCOME

- 1.1 The Chair welcomed all members and guests to the 4th STC Meeting of 2023. He 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.

- 1.2 The Chair introduced British Skydiving's new Safety & Training Officers (STOs) Ryan Mancey and Kevin Dynan, who become valuable members of the Safety staff from the 1 September.

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 8 JUNE 2023

It was proposed by Nick Robinson, seconded by Pete Sizer that the Minutes of the meeting on 8 June 2023 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 8 JUNE 2023

Page 2, (Item 4 – Matters arising – Removal TBI rating and course). The Chair provided an update on the current position. He stated that a number of documents had been circulated to Instructor Examiners in Mid-July detailing some of the changes that have been proposed for the removal of the TBI rating. A link to a survey had also been included. He stated that so far only 7 Examiners had responded, which he felt was quite disappointing in terms of the number of Instructor Examiners we have.

The Chair stated that part of the documentation circulated included a draft Pre Tandem Instructor (PTI) Course form, which detailed the training that these individuals would take on at their home PTOs. He stated that in order for that training to be standardised, he believed that there is a great deal of work still to be done in order to produce information that will ensure that there is consistency across the PTOs.

The Chair impressed on all Instructor Examiners who had not already done so to contribute their feedback by completing the survey, as the proposals will pose significant changes as to how British Skydiving train its Tandem Instructors.

Page 5, (Item 7 – Panel of Inquiry – Weston on the Green). The Chair reported that following the last STC meeting an email vote took place to amend Section 6, sub-para 4.4 of the Operations Manual regarding audible altimeters which had been agreed at the meeting. He stated that nineteen STC members participated in the vote, all of whom voted in favour of the revised amendment, which stated:

- 4.4.** Skydivers jumping with camera equipment must be equipped with an audible altimeter or equivalent, except for those who are taking part in a Canopy Formation (CF) or water jumps. Tandem and AFF instructors must also be equipped with an audible altimeter or equivalent when carrying out Tandem and /or AFF instructional descents.

The Chair also reported that a British Skydiving Safety Brief sticker has been produced for skydivers to include in their licences, as per the recommendation of the Panel of Inquiry. It covers camera, camera wings, smoke, flag, display briefs and 'other' briefs can also be added. The stickers arrived at the HQ today and will be distributed to PTOs this week.

The Chair reported that the Defence Safety Authority (DSA) have now published their report into the fatality, which is available on the DSA website. A link to the report is as follows: [DSA Report](#). A Working Group will be instigated to consider the specific recommendations made to British Skydiving in their report.

The Chair requested that any Advanced Instructors or Instructor Examiners interested in joining the WG to contact him direct.

Page 6, (Item 9 – CHIRP reporting). The Chair reported that information about the [CHIRP](#) scheme is now included on the British Skydiving website. We are also in the process of producing some information posters for PTOs to display at their DZs.

5. RIGGING MATTERS

Pete Sizer reported on the Riggers' Subcommittee meeting that had been held this afternoon by Microsoft Teams. He stated that the Subcommittee had discussed the following items:

5.1 Premature Reserve deployment on an Icon Container

An incident report had been received from a PTO, detailing a premature reserve deployment, simultaneously with the main canopy deployment. This incident was identical to a previous incident in January 2023.

Both incidents occurred on different containers, but all came from the same manufactured batch. The reserves were each packed by different people.

The main deployment is initiated by the user. At approximately full line stretch as the user is swinging upright the reserve pin is extracted and the pilot chute for the reserve system starts to deploy. This leads to a near simultaneous deployment of both canopies. In all cases the user has opted to cutaway the main before full inflation of the reserve and the main has cleared successfully. In the most recent case the user did not activate the reserve handle as the reserve was already deploying. This allowed for analysis of the locations of the reserve handle and reserve cable at both ends.

Equipment

The containers are Icon, S7, fitted with the following components.

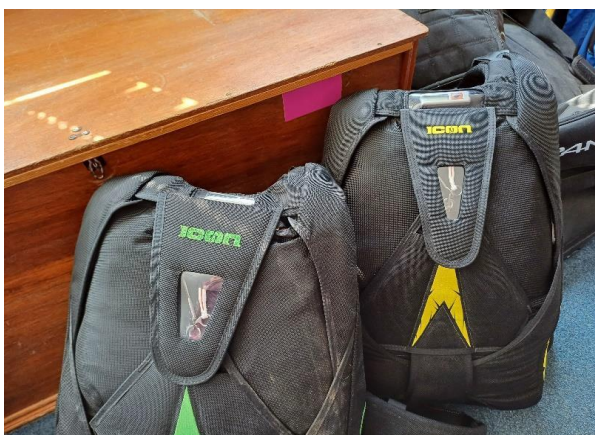
Container	DOM	Main canopy	Reserve Canopy	AAD
S7 21323	20/5/22	Solo 210(Dacron lines)	Tempo 210	Vigil
S7 21321	23/4/22	Solo 190(Dacron lines)	Smart 190	Vigil

Observation and Analysis by the PTO

These containers look to have been manufactured in a different fashion to other student Icon containers from both earlier and later batches.

Reserve cover flap design

There is a clear difference in shape of the reserve cover flaps for the 2022 batch. They are wider and smaller in length from yoke to bottom of the flap with a broader, more rounded bottom part.

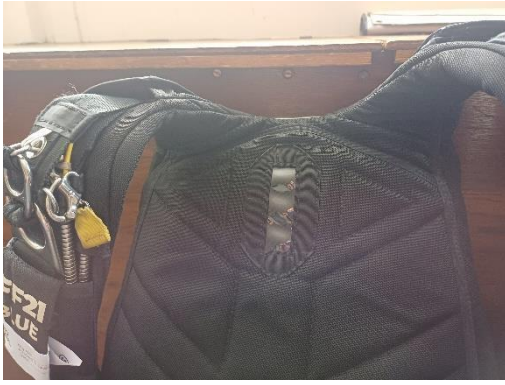


The Icon on the left with Green embroidery is a 2022 model.

The Icon on the right with yellow embroidery is a newer October 2022 model but this design also matches earlier 2018 versions.

Back pad and yoke design

This is where we see the most significant design/manufacture differences. The 2018 and Oct 2022 version has a triangle stitch pattern as well as a much smaller, unstitched, section at the top above the binding tape next to the yoke line.



2018 design – Triangle stitching and only about 3/8 inch of material above the back pad binding tape

October 2022 design- very similar to 2018 with triangle stitching on the back pad – (s/n 21453)



2022 batch: no triangle stitching and 2 inches of fabric above the back pad binding tape. (s/n 21320)



The effect of this change is that the yoke area has a lot more movement available to it during use. The back pad also seems to be able to move around much more. As the user leans forward the reserve cover flap is lifted and mobile in a way that is not present on the other icons of different batches.



With the 2022 batch we have had a regular issue with the reserve cover flap popping out of the tucked area and then opening in freefall. This can be simulated on the ground by getting the user to roll their shoulder forward. The reserve cover then pops open. This is only evident on the 6 grounded sets of icons.

On occasions this movement also allows one of the magnetic riser covers to open.

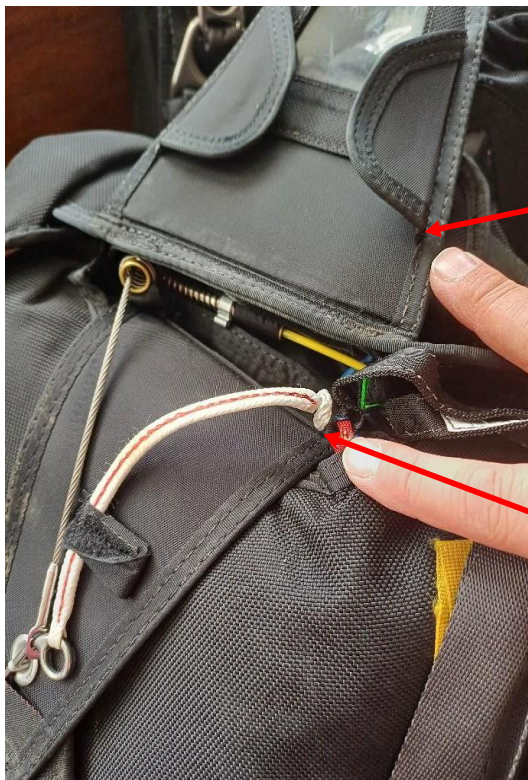
After the initial incident we were left with questions such as:

- Was the reserve loop too long/loose?
- Was the reserve handle dislodged at some point? Was the RSL being pulled in some way?
- It was not easy to see the mechanism that allowed the reserve pin to be removed.

- Fortunately in the most recent incident the reserve handle was not pulled, and it can be clearly seen that it is positioned correctly. The cable is not moved or snagged.
- The marine eye that would normally have the reserve pin passed through it was in its correct location.
- The reserve system has recently been packed by a very experienced reserve packer (with over 20 years reserve packing experience).
- The RSL's on all batches are of similar construction and length.
- It is also noted that the container label looks different for this batch when compared to all our other containers.

PTO Conclusion

Moving the shoulder of the affected containers allows the reserve cover flap to move excessively. Their best working theory at present is that in this batch the reserve cover flap can move up and forward to such an extent that the tuck flap on the RSL side is snagging the RSL at the Skyhook/Aeromard junction and is then pulling the reserve pin from its location.



Mark showing possible interaction with RSL/Skyhook

Junction between RSL and 'Red' Skyhook lanyard

It is the PTO's belief that the design or manufacture changes for the April/May 2022 batch have accidentally introduced a serious issue to the use of these Icons. The Manufacturer has been contacted and the PTO. In the meantime, all Icons at the PTO, manufactured in April and May 2022, have been grounded and removed from service.

UPDATE

The PTO concerned have recently reported that Aerodyne have confirmed they will remanufacture the PTO with new, replacement containers. They have also been unable to replicate anything on the ground so any theories concerning the incident are largely a matter of guesswork.

Pete Sizer stated that the manufacturers do not agree with the CIs theory that the reserve cover flap is interfering with the RSL/Skyhook lanyard. Their view is that the cover flap is opening in freefall and then on deployment there is some sort of interface with the lines or

risers with the reserve pin being removed. The manufacturer has not provided any reasoning as to why these containers were of a different design.

5.2 Pete Sizer reported that the Subcommittee had also been made aware of a problem with Tandem Atom 740-1 and 740-2 parachutes, which had been highlighted in a circular issued by the FFP. He stated that although the manufacturers were aware of the issue, they had yet to release their own safety bulletin. Anyone who has a Tandem Atom System were asked to contact Pete Sizer for further information.

5.3 Pete Sizer reported that the Riggers' Subcommittee had also been advised of the WG being formed to look at the recommendations from the DSA report and Riggers had been asked to contact the Chair if they were interested in joining the WG.

6. INCIDENT/INJURY REPORTS - RESUMÉ

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

- a. There have been 6 Student injury reports received since the last STC meeting. Three first jump static line students received minor injuries (pain in their knee and 2 with discomfort to their ankles), caused by a low flare and 2 high flares. A student with two static line jumps, landed off fracturing their tibia. An AFF Level 4 student flared high and fractured their fibula on landing. An AFF student carrying out a consolidation jump dislocated their shoulder as they were deploying.
- b. There have been 10 Licensed skydiver injury reports received. Two 'B' licence jumpers had hard openings hurting their backs on deployment. A jumper with 51 jumps landed off a PLA and broke a bone in their hand landing on uneven ground. Another jumper with 51 jumps broke their fibula and tibia on landing. A skydiver with 105 jumps overshot the centre of the PLA, lifted their legs to avoid a fence and fractured their vertebrae. A skydiver with 135 jumps experienced what they thought was a pilot chute in tow. The jumper then decided to manually extract the pilot chute by pulling on the bridle line. This put the jumper over on their side, causing a hard opening, at which point their shoulder was dislocated. A skydiver with 401 jumps sprained their leg on landing, possibly caused by curl-over from a hangar. Another jumper with 2,900 jumps fell forward on landing, cutting their nose. A jumper with 3,500 jumps landed short of the PLA onto tarmac, injuring their knee. Another skydiver with 900 jumps was carrying out an accuracy landing onto a tuffet, tried to slide, but the tuffet compressed, which stopped their feet going forward, resulting in a broken ankle. Finally, a Chief Instructor going through crops to attend to a suspected injury, put their foot in a manhole and fell in, dislocating their toe.
- c. One report has been received of Student Malfunction or Deployment problem. An AFF student on a consolidation jump was unable to locate the main canopy deployment toggle and carried out their reserve drills.
- d. There have been 17 malfunction/deployment problem reports received for Licensed skydivers. Seven of the reports were skydivers experiencing twists, which they were unable to clear. Their jump numbers ranged from 46 jumps to 6,600. A skydiver with 27 jumps had a slider grommet come down over the connector link, jamming the steering toggle. A jumper with 104 jumps had a riser release on deployment, causing a streamer malfunction. The jumper had carried out a seated exit and it is believed they hooked their thumb through the RSL loop, which in turn pulled the Collins lanyard releasing the L/H riser. A skydiver with 320 jumps carrying out a refresher jump following a lay-off of a year experienced a large tear in the canopy, did not notice it until after landing the canopy. A jumper with 117 jumps had a steering toggle tangled with the rigging lines. Another jumper with 5,653 jumps dislodged their cutaway pad on a multi-FS jump, and when they deployed their main canopy it immediately cutaway and the reserve deployed. A wingsuit jumper with 1,850 jumps experienced twists on deployment, resulting in a spinning canopy. Another skydiver with 3,247 jumps had a tension knot on a steering line. A jumper with 5,000 jumps experienced a bag-lock. Another jumper with 5,000 jumps had incorrectly fitted their removable slider and on opening it did not come down the lines. A skydiver with 14,000 jumps had a distorted canopy, possibly a line-over.

- e. Six Tandem injury reports have been received. A student experienced whiplash on opening. Two students dropped their legs just before landing, resulting in fractured ankles. Another student injured their coccyx. The instructor experienced turbulence resulting in a straight down heavy landing. A student appeared to be OK in freefall and initially under canopy. However, after clearing their ears the student became unresponsive and stated that they were experiencing an excessive heart rate, which they couldn't control. The student then became unconscious, after which the student started having convulsions and vomiting. Just before landing the student became conscious and was able to raise their legs for landing. It transpired that the student had had previous heart problems but had not declared it. A TI had an off landing and landed close to trees which caused some turbulence, resulting in a heavy landing. The instructor took the force of the landing, hurting their knees. The student was uninjured.
- f. There have been seven Tandem malfunction/deployment problem reports received. Three of the reports were twists. One TI threw the drogue, which didn't inflate, waited 6-8 seconds pulled the drogue release handle and the canopy deployed. One TI experienced a pack rotation. This was a packing error. The packer was put under supervision, completing a supervised check programme with no further faults occurring. Another report was for knotted lines. Another was for a tension knot on a steering line.
- g. Two reports have been received concerning AADs. The first was an experienced canopy pilot with 8,335 jumps. The jumper began the swoop at about 1,700ft, performed 4 rotations just before the final 180-degree turn. They then felt the reserve deploy, as the AAD had fired. The jumper was able to land safely. It is believed the AAD was in Expert mode and not in Speed mode. The jumper intends to send the AAD back to the manufacturer to have it checked, but believes it is more likely to be human error and not checking the mode first.

The second incident involved an AFF Level 4 student. Whilst carrying out the pre-jump check inside the aircraft, it was found that the AAD was switched off. Both the Instructor and the student remained onboard and descended with the aircraft.

The student's equipment is issued by a designated person at the PTO, who's responsibility is to ensure that they turn the AAD unit on prior to the equipment being issued.

During a kit on call and whilst the instructor was carrying out a hands-on check of the equipment with the student, the instructor noticed the main canopy packing tab for the container was missing. The instructor checked with the kit store, as to whether the main canopy had been packed as per the packing records and the kit store person reassured the instructor that it had been. Both the instructor and student were rushed to get to the flight line, and during the equipment check at the flight line the instructor failed to carry out a visual check of the AAD, as they were being called to the aircraft. The instructor is still unsure as to why they missed the AAD visual check and has admitted responsibility for the incident.

During the investigation, it was found that several operating procedures had not been followed by the kit store person and instructor. The AAD unit was not switched on by the kit store person, because the student was with an instructor, and the instructor did not complete an adequate flight line check. As a result, the Chief Instructor has instigated an SMS review and implemented measures to prevent a similar occurrence from happening again. Both British Skydiving and the CI have written to both the instructor and the kit store person, to remind them of their duties and responsibilities.

- h. During the first week of July a large CF training camp took place at a PTO with around 80 CF jumpers from many countries taking part. Nine reports have been received of canopy entanglements, from either 9-way or 16-way diamond attempts. These included a multi entanglement with several cutaways and minor injuries. Below is a resume of the incident in the words of one of the participants:

"I was a Row 3 Wing on the formation and docked smoothly without problem or excess energy on right the hand side. As row 3 wing and another jumper up docked on the left-hand side. The formation probably started to side slip to the left at that stage causing my canopy to move forwards towards a wrap. The wrap was prevented by hard toggle slap on right hand side. This prevented a wrap but possibly led to my

canopy being light and when it then went forwards again, possibly due to hard pointing from above, my canopy went up and wrapped through the right-hand risers of canopy above me – flown by another skydiver. This then locked in place and aggressively pulled down the right side of that canopy which caused several things to happen.

Following my canopy pulling down hard on the other skydiver's right risers, there was a quick succession of wraps and collisions involving 5 or 6 people, resulting in various bruises/line burns on multiple people and 2 lost shoes. After one wrap quickly resolved without major problem.

However, my canopy remained entangled with the other skydiver's risers, as per procedure – I shouted up altitude (8000ft) to begin communication. I then decided to cut away but was unable to do so as the canopies had started to spin aggressively. The system was set off spinning much faster than normally would happen for a wrap or entanglement as another person collided with the top (good) canopy and collapsed half of it – sending it into a dive. This was made worse by my canopy still pulling down on both right-side risers.

This became an orbiting entanglement where I was at the end of a long lever arm at line stretch with the other skydiver in the middle. This meant I was orbiting with extreme speed and after 2 rotations I suddenly lost consciousness due to the g-forces experienced. The other skydiver described feeling he might black out but remained aware throughout.

There were about 12 rotations during which the other skydiver was unable to act on due to the wrap and I was unable to act due to being unconscious. My canopy then tore apart in several places resulting in the release of the wrap. The other skydiver was able to fly off with a good parachute and land safely with some minor leg injuries which were sustained during the wrap.

I regained consciousness at approximately 4,500 feet under a damaged and spiralling main canopy and completed my reserve drills successfully. I landed back on the PLA under a good reserve with no further incident.

I sustained a leg injury during a body-to-body collision with another jumper in the immediate aftermath of the wrap. The subsequent spinning fed to a Jot of blood rushing to my legs which created a huge amount of swelling for what now appears (3 days later) to be minor injuries – i.e., bruising and strains.”

Even though there were a lot of wraps/cutaways and some injuries during the event, these incidents were all thoroughly de-briefed by some of the leading CF jumpers in the world. The participants in general believed the event to be very well organised and was of great value as a learning process.

- i. A report has been received of a near-miss. A skydiver with around 200 descents exited the aircraft first at FL140 on a solo tracking jump, the skydiver tracked on their back for approximately 10 seconds before returning to a belly-to-earth position. The jumper initially flew perpendicular to the line of flight of the aircraft but quickly lost heading and started flying back up along the line of flight, displaying poor tracking skills and a lack of heading awareness. On opening, the jumper didn't notice that they are still travelling back up the line of flight, and fails to correct their heading, continues to fly in the same direction for a further 35 seconds into the break-off and deployment of an 8-way FS group that exited the aircraft after them. As the canopies deployed the jumper was extremely close to some canopies from the FS group. The jumper failed to understand the severity of the incident. The jumper was informed that they could not make further tracking jumps until additional coaching has taken place.



- j. Seven 'off-landing' reports have been received. Three were students, including two Tandem pairs. The other three were experienced skydivers.
- k. Eight reports have been received of items coming off on exit, in free fall or on deployment. 3 shoes, 2 helmets, 2 cameras and a phone.
- l. Two reports have been received of aircraft problems. Shortly after take-off in a Cessna 208 on an instructor course, the aircraft started producing white smoke. The lift was aborted, and everyone landed in the aircraft. No fault could be found for the problem. A report has been received of an aircraft overflying a PLA. The aircraft took avoiding action once they had noticed the skydivers. At the closest point, the aircraft and the parachutist were approximately 100 metres apart. The incident has been reported to the CAA.

Additional Incident Reports

The Chair reported that since the STC agenda had been circulated, the following Incident/Injury reports had been received and were not included with the resume:

Five injury reports have been received for student skydivers. A static line student on their second jump flared late, put their legs out in front of them and landed heavily, causing lower back pain. The second was another static line student on their seventh jump who landed heavily on a tarmac runway, dislocating their ankle. The third, fourth and fifth were Tandem students. One did not report a problem until 10 days after their jump and informed the PTO that they had bruising to their back and were experiencing back pain. Another twisted an ankle on landing, and one dislocated their shoulder in freefall, the student had not disclosed that they had dislocated their shoulder a number of times before.

An injury report has been received for an A licence jumper with 40 jumps who was completing a second jump after a 6-month layoff. The jumper landed in crop and caught their foot on some uneven ground, fracturing their ankle.

A freefall student with 13 jumps experienced a pilot chute over the front of their canopy causing the canopy to rotate. A licenced jumper with 3,200 jumps was unable to extract the pilot chute from the pouch, and after the second attempt carried out their emergency drills. Another skydiver, with 570 jumps had a pilot chute in tow, it had wrapped around the jumper's arm. A skydiver with 650 jumps, dislodged their cutaway pad on exit, decided to deploy at 9,000ft, resulting in a high reserve deployment.

Three Tandem malfunction/deployment reports have been received. Two with line twists which the instructors were unable to clear, and one rotation caused by a tension knot.

A one off-landing report has been received, a Tandem pair, due to strong unexpected upper winds.

A report has been received of an aircraft overflying the PLA at approximately 2,000ft whilst parachutists were in the air. The aircraft flew below the canopies.

7. MOVENIS AIRFIELD PROPOSAL – SKYDIVE IRELAND

A request had been received from Nick Robinson for Skydive Ireland's DZ/PLA at Movenis to be cleared for first jump Student Skydivers. At the present time, the DZ/PLA may only be used for Category 4 students or students with 5 descents or more, plus some other restrictions.

The restrictions at Movenis were in place because of the number of power lines around the PLA. Skydive Ireland are in the process of having some of the lines buried. Details had been included in the proposal that was included with the agenda.

It is therefore proposed that Movenis be cleared for student jumping with new additional provisos, once the power lines have been buried:

The new proposal is as follows:

Solo students may make descents into Movenis PLA with the following conditions being met:

- a. Students must have CI approval, and students must receive a specific Canopy Training lesson on carrying out skydives into Movenis PLA delivered by an appropriately qualified instructor, with care given to highlighting local hazards and key landmarks. Hazard recognition will be covered in DZ orientation with visual identification of local hazards, Canopy Control using aerial photos, and Abnormal landings & Landings lessons with practical instruction.
- b. Students must receive training on crosswind and downwind landings – to reduce the possibility of injury if this type of landing results whilst avoiding a hazard (This is incorporated into the canopy control lesson, landings lesson & the abnormal landings lessons).
- c. Students, as part of Movenis PLA daily student refresher training, are to receive instruction on identifying powerlines and using the full length of the primary landing area for their final into wind leg of their landing pattern wherever possible.
- d. A maximum of 2 students will be dispatched per pass.
- e. Students will wear radios until they have qualified as 'A' licence skydivers.
- f. Students will have a dedicated talk down into Movenis PLA until cleared for consolidation jumps, thereafter DZ Controller may act as talkdown but only when the DZ Controller is a minimum of a CSI/AFFI, or a CSBI/AFFBI if they have sufficient talk down experience and have the CI's approval (logbook endorsement will suffice).
- g. Clearance for the aircraft to land is only to be given if DZ Controller is satisfied that solo students have landed or appear to still be higher than 500ft.
- h. A British Skydiving Advanced instructor must be present when student parachuting takes place.

The following conditions will also be placed on student skydiving in the Skydive Ireland SOPs: Student Skydiving will not take place at Movenis under the following conditions:

- i. A 10kts ground wind limit will apply when winds are from 130-230 or 290-020, creating a crosswind across the length of the landing area.
- ii. AFF Students on AFF Lv1-3 will not jump when upper winds (between 1000ft and 5000ft) exceed 20kts from bearing 180-230.
- iii. AFF Students on AFF Lv4 onwards will not jump when upper winds (between 1000ft and 5000ft) exceed 25kts from bearing 180-230.
- iv. Category System students below Cat 4 will not jump when upper winds (between 1000ft and 5000ft) exceed 20kts from bearing 180-230.
- v. Category System students from Cat 4 onwards will not jump when upper winds (between 1000ft and 5000ft) exceed 25kts from bearing 180-230.
- vi. Student parachuting will not take place if upper winds (between 1000ft and 5000ft) exceed 25 knots.
- vii. If the student is below a 0.5WL and winds are from the South.

Nick Robinson reported that they were still waiting for the power lines to be buried. There had been a delay because of the poor weather conditions at Movenis recently. He expected the work to get underway within the week.

Following consideration, it was proposed by Bryn Chaffe, seconded by Iain Anderson that the above request be accepted based on the restrictions within the proposal and the confirmation that the work had been completed to bury the powerlines.

For: 9 Against: 0 Abstentions: 2 (Nick Robinson, Kieran Brady)

Carried

8. ALTERNATIVE DZ/PLA - PILGRIMS

A request has been received from Reg Green for South Cerney Airfield to be cleared as a DZ/PLA for the Pilgrims Parachute Club. The airfield was cleared last year for LPS but is no longer used by them. Their affiliation lapsed this year. The airfield has also been used in the past by the Silver Stars. It is still included on air maps as a notified DZ.

Reg Green had stated that the plan would be to use South Cerney when their other PLA/DZ is not in use throughout the year giving the army a consistent and fixed plan for the soldiers to plan their jumping program around their military activities.

Image 1 – 1.5 NM Radius from the centre of the intended PLA

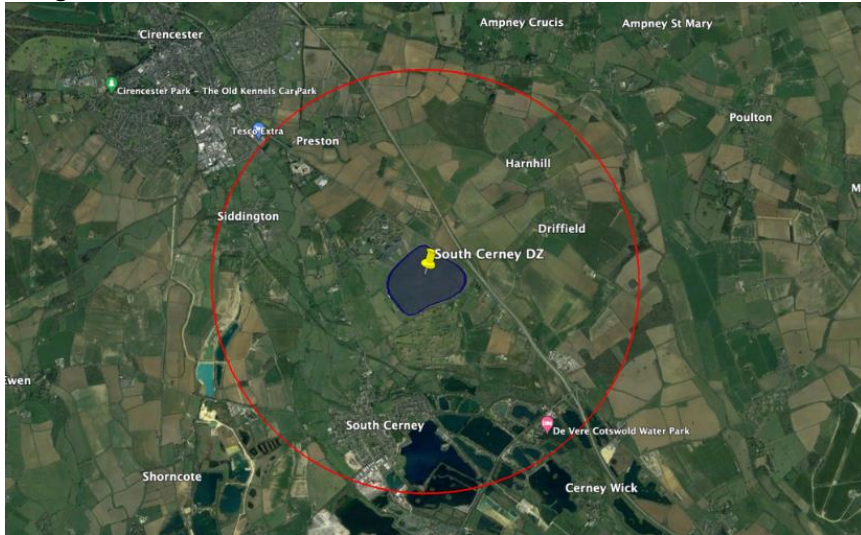
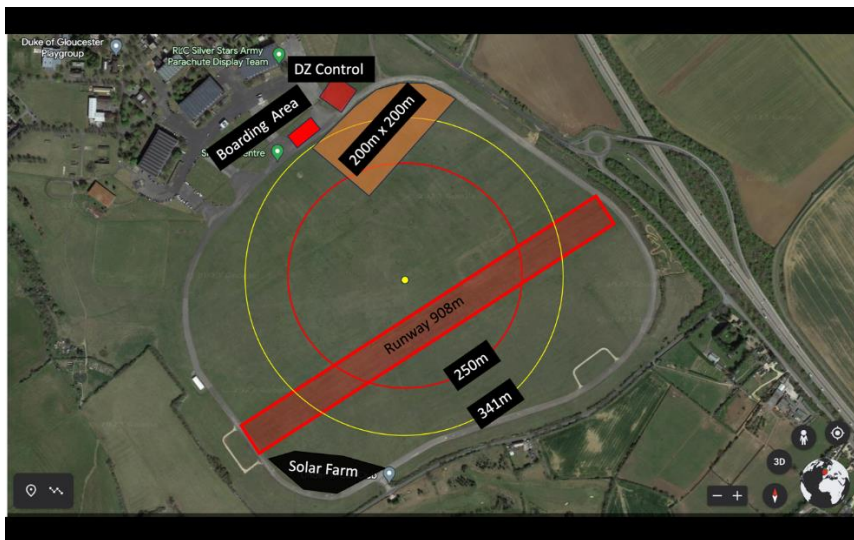


Image 2 – PLA (in grey) with 500m diameter **Red** circle for use for all categories of Parachutist (centre of the 500m Co-ordinates are 51:41.3181 -1:55.2047 (DD: MM) 345.8 ft AMSL)



Reg Green's paper had provided full details.

Following consideration, it was proposed by Chris McCann, seconded by Mally Richardson that South Cerney Airfield be cleared for AFF and Tandem students, and Licensed skydivers, with the following provisos:

- a. No more than 2 Student Skydivers will be despatched on any one pass up to AFF Level 7.
- b. All student skydivers will be equipped with a radio receiver until A licence is awarded. Talk down will continue until Level 7 is completed with observations thereafter.

Carried Unanimously

9. PROPOSED AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

A paper from Iain Anderson had been included with the agenda, requesting a change to the requirements for the use of hand/wrist mounted cameras for Tandem Instructors.

Iain Anderson's first proposal stated that for a TI to gain 250 Tandem jumps in a year is a big ask for TIs who attend small weekend PTOs and realistically is out of reach to most. His proposal is to add an additional pre-requisite tier, and this is that Instructors who have in excess of 1,000 Tandem descents and have completed 100 jumps within the last 12 months should be eligible to carry out hand cam training for the qualification.

The second proposal is to remove the bag jump element. 5 jumps to qualify jumping a hand/wrist mounted camera is overkill in his opinion. Iain would like STC to consider removing the bag jumps but keep the 3 'A' licence jumper jumps in place.

The third proposal is in conjunction with the first, maintaining an annual minimum number of Tandem descents (100) and slightly reduced hand cam descents (50 jumps).

To summarise:

- a. Add another pre-requisite tier – 1000 tandem jumps & 100 jumps in the last 12 months.
- b. Remove the bag jump element.
- c. Maintain minimum annual Tandem jump number (100) however reduce the annual hand cam number to 50.

Therefore, the following changes to the Operations Manual are requested:

SECTION 4 (INSTRUCTORS), Paragraph 5.7 (Requirements to use a hand/wrist mounted camera). Change to read:

5.7. Requirements to use a hand/wrist mounted camera

Tandem instructors wishing to 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 or, have a minimum of 1,000 Tandem descents and have completed a minimum of 100 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 an 'A' Licence skydiver acting as a Tandem Student whilst using a hand/wrist mounted camera.

SECTION 4 (INSTRUCTORS), Paragraph 5.7 (Requirements to use a hand/wrist mounted camera), Delete sub-para 5.7.3. previous sub-para 5.7.4. – 5.7.7. become new sub-para 5.7.3. – 5.7.6.

SECTION 4 (INSTRUCTORS), Paragraph 5.9 (Currency requirements to jump a hand/wrist mounted camera), Sub-para 5.9.1. Change to read:

- 5.9.1. Any TI wishing to continue jumping a hand/wrist mounted camera 12 months after first being cleared to do so must have made 100 Tandem skydives with at least 50 hand/wrist mounted camera descents within the preceding 12 calendar months, otherwise they must again satisfy the initial requirements.

Following consideration, it was proposed by Gary Small, seconded by Kieran Brady that the above Operations Manual be accepted.

For: 11 (incl 1 x proxy) Against: 0 Abstentions: 1 (Iain Anderson)

Carried

10. PERMISSIONS

- a. The request from Gary Small had been withdrawn from the Agenda.
- b. A request from Dylan Bartle had been included with the agenda stating that Guy Hill (CSBI) was unsuccessful on his CSI course in May 2023 and was advised to re-apply for the next available course (August). Dylan states that unfortunately, Guy is being detached overseas for 6 months in August and will be unable to attend a course until May 2024 at the earliest. He is a competent and regular instructor at Weston-on-the-Green as well as a Military Squares instructor. Dylan anticipates Guy will have a 3-month lead in to prepare for the CSI course in May next year. Dylan would like to therefore ask STC to consider giving Guy a 12-month extension to his CSBI rating from the date of his last course (May 2023).

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

For: 11 (incl 1 x proxy)

Against: 0

Abstentions: 1 (Dylan Bartle)

Carried

- c. This item was taken out of Agenda order and was dealt with at the end of the meeting. All observers, apart from CIs, Instructor Examiners, Council Members and Nicola Hobday (Compliance Officer) left the meeting.

The meeting then moved in-camera. The Chair reported that a request from Iain Anderson had been included with the agenda requesting that Brian Dyas regain his Instructor Examiner (IE) rating by attending one, not two Instructor Courses. Iain Anderson's letter stated that Brian had been an Examiner continuously since 1984 and that he last examined in March 2020, just prior to the first lockdown. Considering a combination of working abroad coupled with Covid lockdowns and travel restrictions Brian had been unable to attend a course since then. Iain Anderson's letter had provided further details of Brian's experience.

Iain Anderson had also stated within his request that the reinstatement would be down to the Basic Instructor Course Director and Instructor Examiners where they would be in a position to subsequently upgrade him back to Instructor Examiner status based on his performance on the course.

Following consideration during the in-camera session, the above request failed to find a proposer.

In order for Brian Dyas to attain an Instructor Examiner rating, he would need to fulfil the requirements of the Operations Manual for upgrading to Instructor Examiner status, and this included attending at least two Category System Basic Instructor Courses of up to a week in length.

11. INSTRUCTOR COURSES

The Chair reported that there had been two Instructor Courses held since the last STC meeting:

- a. AFF, Tandem & Pre-Advanced Instructor – Skydive Hibaldstow

The Association wished to thank Skydive Hibaldstow, for hosting the AFF, Tandem & Pre-Advanced Instructor from 12 - 15 June. The course report had been included with the Agenda and is for information only.

- b. AFF, Tandem & Pre-Advanced Instructor – Sibson Skydivers

The Association also wished to thank Sibson Skydivers for hosting the AFF, Tandem & Pre-Advanced Instructor from 3 - 6 July. The course report had been included with the Agenda and was for information only.

12. A.O.B

- 12.1 The Chair reported that on 12 June an email was circulated to all CIs/PTOs stating if a member turns up at a DZ wishing to instruct, British Skydiving should be contacted. The member who is an instructor was named and their membership number was supplied.

The Chair stated that this instructor is subject to a compliance investigation and his ratings were suspended until this STC meeting. We are requesting that this suspension remains in place until the investigation is completed.

It was proposed by Nick Robinson, seconded by Kieran Brady that the above be accepted.

Carried Unanimously

- 12.2 The Chair informed those present that this would be Tony Butler's last STC meeting prior to his retirement at the end of August. On behalf of STC and the staff, he thanked Tony for his devoted service of 40+ years to the Association.

13. DATE OF NEXT MEETING

Thursday 28 September 2023 at 5pm
Virtually by Microsoft Teams

The meeting closed at 17:56 (duration: 00:56)

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

Accepted by STC: 28 September 2023
Published: 29 September 2023

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 3rd August 2023, the following amendments were made to the British Skydiving Operations Manual:

SECTION 4 (INSTRUCTORS), Paragraph 5.7 (Requirements to use a hand/wrist mounted camera), Change to read:

5.7. Requirements to use a hand/wrist mounted camera

Tandem instructors wishing to 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 or, have a minimum of 1,000 Tandem descents and have completed a minimum of 100 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 an 'A' Licence skydiver acting as a Tandem Student whilst using a hand/wrist mounted camera.

SECTION 4 (INSTRUCTORS), Paragraph 5.7 (Requirements to use a hand/wrist mounted camera), **Delete sub-para 5.7.3.** previous sub-paras 5.7.4. – 5.7.7. become new sub-paras 5.7.3. – 5.7.6.

SECTION 4 (INSTRUCTORS), Paragraph 5.9 (Currency requirements to jump a hand/wrist mounted camera), **Sub-para 5.9.1.** Change to read:

- 5.9.1. Any TI wishing to continue jumping a hand/wrist mounted camera 12 months after first being cleared to do so must have made 100 Tandem skydives with at least 50 hand/wrist mounted camera descents within the preceding 12 calendar months, otherwise they must again satisfy the initial requirements.