
Safety & Training Committee

Minutes of the meeting held on

Thursday 28 September 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
	Alex Busby-Hicks	-	Skydive Tilstock
	Stacey Canning	-	APA
	Mike Carruthers	-	Skydive North West
	Bryn Chaffe	-	Skyhigh Skydiving
	Chris Good	-	Army AT Air Wing (Netheravon)
	Reg Green	-	Pilgrims
	Nick Hynes	-	Black Knights
	Chris McCann	-	Skydive Hibaldstow
	Sara Orton	-	Skydive GB
	Andy Pointer	-	Sibson Skydivers
	Mally Richardson	-	Skydive Jersey
	Nick Robinson	-	Skydive Ireland
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
	Jason Thompson	-	Beccles Skydivers
Apologies for Absence	Paul Floyd	-	Cyprus Parachute Centre
	Richard Wheatley	-	Skydive Langar
In attendance:	Mary Barratt	-	Chair British Skydiving
	Tony Butler	-	Vice President
	Dr John Carter		
	Kevin Dynan	-	STO
	Robert Gibson	-	Chief Executive Officer
	Dr Jake Hard	-	Medical Adviser
	Trudy Kemp	-	Assistant to Head of Safety/Secretary
	Karl Kojro	-	Council
	Ryan Mancey	-	STO
	Annette O'Neil	-	Editor, Skydive the Mag
Observers:	Josh Carratt, Andy Clark, Mark Robson		

ITEM MINUTE

1. WELCOME

- 1.1 The Chair welcomed all members and guests to the 5th 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 Robert Gibson, British Skydiving's newly appointed CEO to his first STC meeting and extended a warm welcome on behalf of himself as Chair of STC and on the behalf of the Committee.

The Chair reported that Robert Gibson comes from a sporting background, having worked with both British Boxing as a Pathway Manager and Head of Performance and worked with British Rowing as a Competitor and Coaching Performance Manager. He stated that British Skydiving is currently undergoing a re-structure, with the view of modernising the way in which we operate as an organisation. It is the intention of the CEO to visit most of the PTOs over the coming months.

The Chair also wished to welcome Ryan Mancey and Kev Dynan, as the newly appointed Safety and Training Officers for British Skydiving, who will help with the safety, re-structure and modernisation of British Skydiving under the leadership of Robert Gibson.

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 3 AUGUST 2023

It was proposed by Pete Sizer, seconded by Gary Small that the Minutes of the STC meeting on 3 August 2023 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 3 AUGUST 2023

Page 2, (Item 4 - Matters Arising - Removal TBI rating and Course). The Chair reported that currently there is no further progress of the suggested changes to the TBI rating, as the restructure and other areas of business have taken over from the focus of the TBI rating. It is likely that changes may go on hold until proper consideration is given to the impact of removing the TBI rating.

A number of CIs present expressed their disappointment that this was going to take longer than anticipated,

The Chair stated that unfortunately there are other areas that need to be prioritised following a directive from the Board of Directors, which are taking up a great deal of time at the moment.

Page 2, (Item 4 - Matters Arising - DSA Working Group). The Chair reported that we are still finalising the recommendations made in the DSA report. A Working Group is in the process of being instigated to consider these recommendations. Further information will be made available at the next STC meeting.

Page 13 (item 12.1 Matters Arising - Suspension of TI Rating). The Chair reported that at the previous meeting, STC voted to carry on the suspension of a British Skydiving Tandem Instructor whilst a compliance investigation takes place. He stated that there is no further update at the minute, only that the investigation is ongoing.

The Chair requested that this suspension remains in place until the investigation is completed.

It was proposed by Gary Small, seconded by Nick Robinson that the above request be accepted.

Carried Unanimously

5. MINUTES OF THE RIGGERS' SUBCOMMITTEE MEETING – 3 AUGUST 2023

It was proposed by Pete Sizer, seconded by Iain Anderson that the Minutes of the Riggers' Subcommittee meeting of 3 August 2023 be accepted.

Carried Unanimously

6. RIGGING MATTERS

The Chair reported that, a change to student equipment request has been received, for the acceptance of a Rainbow Suits Tandem Handicap system, designed to be integrated with the AirCare Tandem student harness. The system is designed to provide the student with a comfortable free fall position and good legs up position for landing. He stated that it is an addition to the Tandem student harness and hooks over the top hooks of the harness, as per the photos that had been included in the request. The request had stated that, the system is currently in use with students worldwide. When combined with rigorous pre-screening, assessment and use of this addition can reduce the risk by a great degree.

The Chair explained that as there was no Riggers' Subcommittee planned for today, it was agreed that an e-vote be sent out to all Advanced riggers, requesting clearance for the use of this system, details of which had been included with the STC agenda. The closing date for the e-vote was 8 September 2023.

The Chair reported that 10 Advanced Riggers responded to the e-vote. The result of the vote was follows:

For: 9. Against: 0. Abstentions: 1. Vote was ***Carried***

The Chair stated that this request also required the acceptance of STC.

Bryn Chaffe provided the meeting with further details and confirmed that full details of the system would be included in his SOPs together with an illustrated guide/manual that would include full procedures for using the harness, which would include the training requirements for potential TIs using the harness, and any training that may be required from people on the ground to include potential assistance that may be required in the aircraft.

It was intended to use the Manual as an educational tool should other PTOs be interested in using the system, with Bryn being a point of contact for those seeking further advice.

The Chair stated that he believed that it is important to note that the use of such a harness should be limited to individuals with a significant level of experience, to potentially cope with any potential emergencies, with the equipment, such as the ratchet system not working as intended. Currently it is just Bryn Chaffe undertaking the Tandems initially.

The Chair stated that he believed this was an opportunity for British Skydiving to learn from the implementation of this harness and he suggest that we adopt this as a trial system with feedback provided on a regular basis, to ensure we are gathering factual information on the use of the harness, which Bryn Chaffe agreed to undertake.

Following further consideration, it was proposed by Sara Orton, seconded by Nick Robinson, that the Rainbow Suits Tandem Handicap System integrated with the AirCare Tandem Student harness be accepted for use.

For: 16 Against: 0 Abstentions: 1 (Bryn Chaffe)

Carried

The Chair stated that should anyone requiring the system cleared for use with any other Tandem student harness, would require acceptance in the usual manner via the Riggers' Subcommittee and STC.

The Chair also strongly recommended, that any PTO who are taking enquiries from those persons with a disability wishing to undertake a Tandem descent who may require specialist advice, that they inform them that we have a medical adviser who will be willing to assist any

Doctor or Specialist before signing any Doctors Certificate, to ensure that a considered medical consultation is carried out where possible.

7. 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, 4 AFF students and 2 Static Line students. Most of the injuries were minor apart from an AFF L3 student that failed to respond to radio commands or fly the landing pattern, landing off the PLA and hitting a barrel, possibly fracturing their lower leg.

Additionally, 1 AFF student suffered a broken arm when her canopy deployed prematurely at 10,000ft. The student was on her last consolidation jump and successfully conducted an unstable exit. The student then entered a front loop at 10,000ft when her canopy deployed causing her severe pain in her upper left arm, possibly after contact with the risers as the canopy deployed. The student was dazed and so her recollection of the incident was hazy. The student was also unsure if she controlled the canopy but only her right toggle was found to be unstowed after landing. After the incident, the PTO rigger inspected all student equipment.

- b) There have been 9 Licensed skydiver injury reports received. One C Licenced jumper tore their bicep climbing out for a float exit. A C-licenced display jumper with 633 jumps damaged their heel on a hard landing when landing a weighed flag into a concrete arena. During the final approach, the jumper kicked the flag bridle off to the right inducing a small turn. The display jumper corrected with a trim turn which reduced the power available for the flare. The display team leader re-emphasised the need for flag bridles to be centred for final approach. Two reports were received of camera flyers injured in collisions. One at the 4-way nationals where the camera flyer was caught in the burble of the team, he was filming, colliding with the team and damaging his shoulder. The other was a collision on the ground between Tandem camera flyers. Two Tandem camera flyers were on the ground preparing to film the landings of their Tandem students when a third camera flyer with 1,608 jumps intentionally flew between them, hitting one of them. The camera flyer that was hit suffered bruising and concussion. The cameraflyer that hit him was thoroughly debriefed and is now conducting his landings under the supervision of the PTO canopy coaches. An A-Licenced jumper with 30 jumps suffered a possible fractured thumb, turning low to avoid a fence, landing crosswind into another fence. A C-Licence jumper with 298 jumps broke their right arm landing in long grass. They conducted a PLF but rolled over a rock hidden in the grass fracturing their arm.

- c) Five reports have been received of Student Malfunction or Deployment problems. Two were Static Line progression jumps, 2 AFF students on consolidation jumps and one AFF Level 4. The AFF Consolidation malfunctions were caused by tension knots or damage. A student on her first consolidation jump noticed a small hole in the tail of the canopy which seemed to grow larger, she cutaway and deployed the reserve. A student on their third consolidation jump (after an uneventful freefall and stable deployment) noticed that one side of the canopy was not fully open and that the suspension lines were bunched up on that side. She cutaway and deployed her reserve.

An AFF student on a level 4 jump went unstable after instructor release and started to spin. The instructor attempted to stop the spin but missed the student. The student then started to tumble de-arched as the spin increased in speed. The instructor then repeated their attempts to catch the student but was unable to due to the fall rate and movement of the student. The instructor gave repeated 'pull' signals from approximately 5,500ft to 3,000ft but the student made no attempt to pull their main parachute. The instructor made one final unsuccessful attempt to catch the student before deploying their own canopy at 2,500ft. The student was observed to make an attempt to pull their main canopy before carrying out their emergency procedures at approximately 1,500ft.

It was reported that the student is very stiff and has limited ability to arch but had demonstrated the ability to fly stable and turn during sessions in the wind tunnel. However, when the student jumped, the student failed to arch and maintain a stable

position causing the instability and turn when released. The student has been referred to the Chief Instructor to discuss if his training is to continue.

A Static Line student on their first freefall lost stability shortly after exit but deployed their canopy as briefed. The Canopy deployed with a right-hand turn but when the student attempted to take control and released the toggles, felt no tension in the left control toggle. Any input the student made had no effect on stopping the turn of the canopy. Therefore, the student elected to cutaway and deploy his reserve.

- d) There have been 31 malfunction/deployment problem reports received for licensed skydivers.

Thirteen reports were received from experienced skydivers that cutaway from diving, spinning twists. Their experience ranged from 95 to 4,850 jumps. Three of reports indicated that they had also experienced a brake fire. Five of these reports were received from wingsuit jumpers with between 305 and 700 jumps. Two of the wingsuit jumpers had less than 500 jumps. All cutaway and deployed their reserves without further incident.

Three reports had been received of tension knots on high performance canopies. All the canopies were less than 80sq ft in size and the jumpers very experienced (with between 2,700 jumps and 11,000 jumps).

Three reports were received from jumpers who experienced line over malfunctions. Two were B Licence jumpers and the other had 5,720 jumps. All of these were packed by PTO packers.

Two reports were received from jumpers who couldn't find their main deployment handle. One was an A-Licensed jumper with 28 jumps the other an uncurrent jumper with 1,300 jumps. Both deployed their reserve parachutes after two attempts to deploy their main canopies.

Two reports have been received from jumpers who experienced brake issues. An A-licence jumper with 32 jumps experienced a brake lock and a B-Licence jumper with 81 jumps experienced a malfunction caused by a knotted control toggle. Both cutaway and deployed their reserves. The jumper with the knotted toggle noted that the excess steering line had been stowed in such a way that when the toggle was released it passed through the excess steering line causing the toggle to be caught in a knot. The PTO reviewed and updated the methods employed by their packers for stowing excess brake lines following the incident.

One report was received from an A-Licence jumper with 28 jumps that experienced a premature deployment when jumping student equipment. The jumper exited the aircraft at 15,000ft, flying in a belly to earth orientation to 10,000ft. At this point they attempted a back flip followed by a front flip when the main canopy deployed. The jumper was re-briefed on the importance of gear checks, handle checks prior to jumping and not backflying in student equipment.

One report was received from a D-licence jumper with 1441 descent on a CF jump whose cutaway pad was dislodged in a wrap at 2,800ft. The jumper deployed their reserve by 2,100ft.

One report was received from a wingsuit jumper that was unable to deploy their main canopy. They initially attempted to deploy their pilot chute but had a lazy pull, not pulling the pilot chute all the way out of the pocket. They attempted to pull their pilot chute again but could not locate the toggle. They checked to see if the main was deploying, and when it appeared it was not, cutaway and deployed their reserve. The jumper has subsequently fitted a closed end pipe style toggle to the pilot chute.

Two reports were received of canopy collisions / near misses. A jumper with 1,160 jumps had completed an uneventful AFF beat up jump, deployed his canopy and noticed that his canopy was deformed, and suspension lines broken. He elected to carry out his reserve drills. On review of the footage captured by his GoPro it was he noticed that his canopy had been hit by a parachutist in freefall. The PTO CI used the incident to remind jumpers and staff of the importance of exit separation and other lessons learned.

A second collision occurred between a C-Licence jumper with 420 jumps and a B-licence jumper with 86 jumps. The incident occurred on a day with light ground and upper winds. Two jumpers exited the aircraft for a 2-way freely jump followed 7 seconds later by a 5-way group mainly dressed in shorts and t-shirts attempting to form a speed star, both groups featured a considerable amount of movement. The two-way freely jumpers tracked away and deployed their canopies but one of the group was observed to fly his canopy up the jump run for about 5 seconds. The 5-way group broke off with one of the group tracking down the jump run. As his canopy was snivelling, he collided with the jumper that had tracked up the jump run. The two canopies briefly entangled and started to rotate. The jumper that had collided with the freely jumper quickly cutaway his main canopy, fell away and deployed his reserve. His cutaway main canopy then separated from the other jumper's main canopy, and he was able to land his main canopy without incident. On review of the incident, the Chief Instructor identified a number of factors that contributed to the incident. He has debriefed all jumpers involved and will be using the videos to educate jumpers on the importance of exit order, proper separation, break off and canopy discipline.

A report was also received of a skysurf board that was cutaway in freefall. The C-licence jumper with 26 skysurf jumps was jumping a relatively new board when he entered an uncontrolled spin from which he was unable to recover. The board cutaway easily at approximately 7,500ft and the jumper was able to deploy their main canopy at 5,000ft. The jumper attributed the incident to the board being slightly heavier than he was used to.

- e) Seven Tandem injury reports have been received. Some of the reports were minor cuts and grazes, a report was received of an elderly Tandem student who grazed her shins climbing the ladder into the aircraft and another of a student that grazed their head on the instructor's helmet on deployment. Two reports were received of lower leg injuries caused by Tandem students "dropping their legs" on landing. Two reports were also received of Tandem instructors sustaining injuries in turbulent conditions. One sustained a minor leg injury when they were 'dropped' on final approach in gusty conditions. In response to the injury, the PTO moved the landing area for Tandems 50m further upwind to avoid the turbulence. Another Tandem instructor jumping in turbulent conditions broke their ankle and tibia due to combination of the student's poor landing position and a late trimming of the canopy. This caused all the weight of the Tandem pair to be absorbed by the instructor's left leg on landing. One report was received of a Tandem student who had a seizure waiting to complete their Tandem jump. The student had an undisclosed history of seizures.
- f) There have been 11 Tandem malfunction/deployment problem reports received. Three reports were received of line twists that could not be cleared before the instructor's hard deck, so the instructors elected to cutaway – all were on Next Century systems with Icarus main canopies of varying sizes. One instructor with 847 Tandem descents made the decision to cutaway at 3,800ft whilst in twists he was unable to clear because he was travelling downwind, another with 1,030 Tandem jumps at 3,000ft and the other who had 225 Tandem descents at around 2,500ft. There were two reports of Tandem malfunctions caused by tension knots. One of the instructors had reported 5 Tandem malfunctions over his previous 1,000 Tandem jumps although the instructor concerned had not packed any of the malfunctions. One report had been received of a deflated drogue in tow. The instructor, with 21 Tandem descents carried out the correct emergency procedure. The malfunction was attributed to packing, and it is thought that the packer may have been rushing. The packer has been spoken to about the dangers of rushing whilst packing.

One report had been received of a line over malfunction on a Tandem. Another report had been received of a bag out following drogue deployment on a Strong TNT system. The instructor with 4,220 Tandem descents pulled the primary handle and experienced a normal main canopy deployment. It was established that during packing, the drogue bridle had been misrouted under the container closing pin, pulling the pin out as the drogue was set.

A report had also been received of a premature main deployment on a sigma Tandem system. The instructor with 742 Tandem descents, exited at 12,000ft and set the drogue. They completed a full systems check and a few seconds later at around 9-

10,000ft the main deployed. The PTO inspected the equipment finding nothing out of the ordinary and they have contacted UPT to discuss if anything similar had happened before.

One report had been received of a Tandem malfunction caused by a pack rotation. The instructor with over 11,500 Tandems exited the aircraft at 10,000ft. After an uneventful freefall and deployment the instructor noticed that the canopy had deployed with both risers twisted. The instructor elected to cutaway and deploy their reserve. This is the second report received of a pack rotation from this PTO and packer. The Chief Instructor instigated an investigation focusing on packing techniques and established that the cause of the pack rotation could be attributed to how the packer had been shown to put the deployment bag into the container. A meeting was held of all packers and instructors and a new procedure for putting the deployment bag into the container was implemented.

- g) One report has been received of an AAD fire. A D-licence jumper with 3,676 jumps was conducting a 2-way FS jump planning to flip on his back to film the deployment of the other jumper. The other jumper deployed their canopy lower than expected. The jumper turned over and deployed his main canopy, which was open by 1,200ft. As his main canopy opened his reserve also deployed. The jumper elected to cutaway his main canopy and landed on the PLA under his reserve without further incident. On the ground it was found that his AAD had fired.
- h) Seventeen 'off-landing' reports have been received. Seven were AFF students. No reports of Tandem pairs landing off were received. The other 10 were experienced skydivers including 3 members of a 6 way tracking group that tracked too far downwind, and 3 members of a 12 way that took too long in the door setting up.
- i) Six reports have been received of items coming off on exit, in free fall or on deployment. These included. 1 helmet, 1 shoe and 2 cameras. Two separate reports were also received of deployment bags and pilot chutes detaching from main canopies after deployment.
- j) Two reports have been received of aircraft problems. One report was received of multiple bird strikes on take-off. The pilot was able to continue the take-off but on inspection after landing, the pilot noted a dent in the aircraft wing. Apparently, the birds had been attracted to the airfield by swarming flying ants. Another report was received of an aircraft overflying the PLA whilst skydivers were in freefall. A Tandem instructor in freefall noticed the aircraft fly underneath him. He estimated that the aircraft was flying at approximately 6,000ft, roughly 2,000ft below them. The aircraft had departed a nearby airport but hadn't been informed of the nearby dropzone and the potential conflict as per their SOPs. An Airprox report had been filed.

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:

Three student injury reports had been received. Two of the injuries were caused by students flaring too high. One was a Static Line student on their first jump that along with flaring too high, reached for the ground on landing causing them to fracture their right wrist. The second was an AFF L2 student that broke their ankle when they landed awkwardly on the concrete runway after a high flare. A third report was received of an AFF L1 student that dislocated their shoulder at some point during an eventful freefall. The student de-arched on exit and tumbled until around 3,000ft when they threw their pilot chute from an unstable position. The student landed on the PLA with an uneven flare. Due to the nature of the freefall it was not clear where the injury occurred, but it is suspected to have happened on the unstable deployment.

Two reports have been received of injuries to licensed skydivers. One skydiver with 27 jumps fell forwards on landing, fracturing a finger as she reached to steady herself. Another with 3,758 jumps dislocated their ankle and fractured their Tibia landing in long grass near the edge of the airfield after a long spot.

Two student Malfunction or Deployment reports have been received. One was an AFF student on consolidation jumps that upon canopy opening noticed that they had a pack

rotation and step through. The student was able to take control of the main canopy, conduct his control checks and land the canopy on the PLA without further incident. The packer was reminded of the need for vigilance when packing and will have their next 10 packjobs observed by a suitable person. One static line student with 3 descents had numerous twists after a stable exit. After clearing the twists the student noticed one side of the canopy was malformed. The student attempted to rectify by 'pumping' the toggles but when this did not work elected to cutaway and deploy their reserve.

One Tandem Injury report was received of a student that dislocated their shoulder in freefall. The student had failed to disclose a previous shoulder injury.

Three Tandem malfunction/deployment reports have been received. A Tandem Instructor with 2,078 Tandem descents was unable to release a brake toggle. After several attempts to clear the toggle, he carried out his reserve drills. The canopy was an A2 and the instructor, who packed the canopy, was unfamiliar with brake setting nuances for this canopy. A report had been received of a Tandem instructor with 819 Tandem descents that noticed after the jump that he had failed to remove his helmet mounted GoPro following an earlier AFF instructional descent. A report had also been received of a Tandem instructor with 940 Tandem descents that experienced a deflated drogue in tow. The instructor waited 8 to 10 seconds before deploying the main canopy, which opened without incident. On inspection of the drogue on the ground (pictured below), it appeared that the drogue bridle had formed a ½ hitch around the edge of the drogue, possibly due to an excess of bridle being left out when the drogue was packed.



Five malfunction/deployment reports had been received for licensed skydivers. Three of the reports were cutaways from diving canopies with twists, one caused by a brake fire. The jumpers involved had between 1,100 and 14,000 jumps. One report was received of a jumper with 119 jumps losing stability when reaching for his pilot chute. He attempted a second time but again went unstable. By this time, he had reached his hard deck of 2,500ft and so deployed his reserve.

One report was received of an AAD fire. A wingsuit jumper with 700 jumps struggled to find his pilot chute on his first jump on a new container with a slightly different BOC configuration. The container was a Sunpath Aurora which is aimed at wingsuit jumpers. The skydiver lost a lot of altitude attempting to find their pilot chute and when they finally succeeded, the AAD fired as the canopy snivelled giving the jumper two canopies out. The jumper landed the configuration without further incident.

Four further 'off landing' reports have been received. One was a skydiver with 362 jumps practicing FS coaching. They lost altitude awareness pulling slightly lower than intended and landed off the PLA. The other was a skydiver with 4,500 jumps during the wingsuit nationals.

An experienced skydiver with 2,500 jumps and a Tandem pair also landed off when the aircraft they were jumping from developed a problem and was stuck in full power. The Pilot

briefed the jumpers for a high-speed run-in and exit and all jumpers exited safely. The aircraft diverted to a nearby airport and landed without further incident. The experienced skydiver and Tandem pair landed off the PLA but within the Dropping Zone.

8. PERMISSIONS

- 8.1 A request had been received from Chris McCann for a further six-month extension to Rob John's AFFBI rating, which is due to expire. Rob's plan was to attend the September AFF course and was working towards that, but since taking on the position of DZ Manager, he has been extremely busy. His plan now is to attend an AFF Course early next year.

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

For: 16 Against: 0 Abstentions: 1 (Chris McCann)

Carried

- 8.2 A request has been received, from Dylan Bartle requesting consideration for an exemption to consider a proposal for James Betts (expired CSI) to attend a CSI course in the next 12 months for re-examination to regain his CSI rating. James was an instructor at WOTG before being posted back to Brize Norton where Military commitments have prevented him in remaining current in his teaching practices and he has therefore not renewed his CSI rating for 18 months. James has been to WOTG over the past weeks to observe static line courses and will continue to do so until re-evaluation if granted. Dylan states that he will ensure that James is refreshed in MOI prior to attending any future courses.

Following consideration, it was proposed by Chris Good, seconded by Mally Richardson that the above request be accepted.

For: 16 Against: 0 Abstentions: 1 (Dylan Bartle)

Carried

9. INSTRUCTOR COURSES

9.1 Instructor Course 3/2023 - Skydive Headcorn

The Association wished to thank Skydive Headcorn for hosting Instructor Course 3-2023. The Chair reported that there was a recommendation from the Course Examiners that required a vote from STC:

Brian Dyas Instructor Examiner Renewal

Brian attended the Basic Instructor course as part of the first phase to upgrade to Instructor Examiner status and assisted with the coaching of the CSBI and AFFBI candidates. Brian has considerable experience as a British Skydiving Examiner until his rating was not renewed last year. His knowledge and depth of experience was very apparent, and he provided valuable advice and guidance to the candidates on the course.

Brian attended all the formal presentations to ensure he is up to date with British Skydiving processes and policy.

Current British Skydiving regulations only has scope in place for gaining qualifications and maintaining them. It has no procedure for renewal of spent ratings, consequently renewal is via the initial qualifying method. This clearly takes no account of previously held rating experience.

Brian would ordinarily have to attend a second Examiner course to requalify, and it is the unanimous belief from all the Examiners present and the Course Director, that it serves no purpose.

Recommendation:

The Examiners and Course Director recommend that Brian Dyas' Examiner rating is renewed without him having to attend the second phase of the course to upgrade to Instructor Examiner and that a review is undertaken of the current rating renewal policy to incorporate allowance for those that have previously held the rating required.

For: 6

Against: 5

Abstentions: 6

Carried

9.2 **AFF, Tandem & Pre-Advanced Instructor – Skydive Langar**

The Association also wished to thank Skydive Langar for hosting the AFF, Tandem & Pre-Advanced Instructor from 18 – 22 September. The course report had been circulated in advanced of the meeting and was for information only.

10. A.O.B

- 10.1 The Chair reported that Dylan Bartle from Weston on the Green would like to discuss a potential addition to the Operations manual to include a new FS grade or a potential FS2 for groups of 4 and above.

Dylan provided further details, and stated that he had spoken to numerous CIs, and it would appear that the phrase 'FS Plus' is being widely used as a means of allowing personnel to jump with other FS1's in groups greater than 3. The new FS1 format seems to be adding confusion and the addition of the new grades would remove any ambiguity. They would also fall in line with the other disciplines. Dylan wished to raise this as a discussion initially to gauge CIs opinion prior to him working on a proposal.

Following consideration, a show of hands from CIs present indicated that the majority were in support of Dylan's proposal.

Dylan stated that he would take on board some of the comments made by CIs and would submit a detailed proposal incorporating for consideration at the next meeting.

- 10.2 Andy Clark reported that he had conducted some research using previous STC minutes from 2022 and 2023 for reference concerning lapsed rating renewal requests for those with lapsed ratings who would normally be required to requalify in two parts. One of the requests only required the applicant to have an assessment by an IE at a PTO. Another involved an AR with a lapsed AR rating, where they only had to have an assessment of their work by an RE. All requests and exemptions had been accepted by STC.

Andy Clark stated that there is no consistency in these decisions hence the need to review the current rating renewal policy to incorporate allowance for those that have previously held the rating.

Following consideration, it was felt that we need to look at introducing a more robust and impartial system to replace these types of exemptions being brought to STC with perhaps a set of guidelines for reference.

- 10.3 The Chair reported that one of the directives from the Board of Directors is to re-instate the STC review. He stated that there are a number of things that are currently being considered, and we will be consulting with PTOs and Chief Instructors in the near future.

11. DATE OF NEXT MEETING

Thursday 16 November 2023 at 5pm
Virtually by Microsoft Teams

The meeting closed at 18:00 (duration: 01:00)

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