
Safety & Training Committee

Minutes of the meeting held on
Thursday 16 November 2023 at 17:00
on Microsoft Teams

Present:	Jeff Montgomery	-	Chair STC/Head of Safety & Competitions
	Dylan Bartle	-	RAF Weston on the Green
	Kieran Brady	-	Skydive Strathallan
	Stacey Canning	-	APA
	Mike Carruthers	-	Skydive North West
	Bryn Chaffe	-	Skyhigh Skydiving
	Paul Floyd	-	Cyprus Parachute Centre
	Nick Hynes	-	Black Knights
	Chris McCann	-	Skydive Hibaldstow
	Stuart Meacock	-	Hinton Skydiving
	Sara Orton	-	Skydive GB
	Andy Pointer	-	Sibson Skydivers
	Mally Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
	Jason Thompson	-	Beccles Skydivers
	Martin White	-	Skydive Isle of Wight
Apologies for Absence:	Iain Anderson	-	Skydive St Andrews
	Alex Busby-Hicks	-	Skydive Tilstock
	Reg Green	-	Pilgrims
	Richard Wheatley	-	Skydive Langar
In attendance:	Mary Barratt	-	Chair British Skydiving
	Tony Butler	-	Vice President
	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
Observers:	Dr John Carter, Noel Purcell, Mike Rust.		

ITEM MINUTE

1. WELCOME

- 1.1 The Chair welcomed all members and guests to the 6th 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.

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 28 SEPTEMBER 2023

Page 10, Item 10 (AOB), Para 10.3

The Chair stated that there had been a slight adjustment to this paragraph of the draft Minutes that had been previously circulated.

This paragraph should have read:

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.

With the above stated amendment, it was proposed by Pete Sizer, seconded by Nick Hynes that the Minutes of the STC meeting on 28 September 2023 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 28 SEPTEMBER 2023

4.1 **Page 2, (Item 4 - Matters arising - Removal TBI rating and course)**. Ryan Mancey (STO) provided a report on the progress so far. He stated that the intention is to get a number of areas in place initially, such as rewriting the TI Manual, reviewing the various emergency drills, proficiency cards, suspended harness drills etc. This is in an effort to have consistency across all PTOs in respect of training. There were also a number of other areas that CIs requested be looked at, which would also be considered.

There was some concern raised regarding the completion date for this item. The Chair noted that there is a great deal of work to get completed.

Action: Chair STC, STOs

4.2 **Page 2, (Item 4 - Matters Arising - DSA Working Group)**. The Chair reported that the Working Group had now been formed to consider these recommendations. The Terms of Reference has been finalised, and STC would be provided with an update at the next meeting.

Action: Chair STC

4.3 **Page 2, (Item 4 - Matters Arising - Suspension of TI Rating)**. The Chair reported that the suspension of the TI rating of the Tandem Instructor concerned still remained in place.

4.4 **Page 10, (Item 10 - (AOB - STC Review)**. Bryn Chaffe referred to the progress of the STC review. The Chair reported that it is the intention to circulate a questionnaire to STC stakeholders to provide feedback to enable us to conduct the review.

Action: Chair STC, STOs

5. RIGGING MATTERS

5.1 Pete Sizer (Chair Riggers' Subcommittee) reported on the relevant details from the Riggers' Subcommittee meeting held that afternoon. He stated that the proposal to extend the reserve inspection and repack cycle had been considered. It had been agreed not to take a vote on the proposal at this time, which was based on the feedback received and discussion by Riggers, as it was felt that wider consultation is required. The intention is for a consultation paper to be drafted and circulated to all

Riggers, CIs and Advanced Packers with a request for their comments and feedback prior to a proposal being put forward for consideration.

Action: Riggers' Chair

5.2 Pete Sizer stated that the Riggers' Subcommittee had also accepted a proposal to amend Section 14 (Rigging) of the Operations Manual, which involved a few minor changes to some of the terminology within the requirements for Rigger ratings, which just needed to be tidied up. This will be put forward for consideration by CIs at the STC meeting on 8 February 2024.

Action: Chair STC

5.3 The Riggers' Subcommittee had also been provided with details of an equipment related incident report, which is included as part of the Incident Resumé (Appendix A).

6. ELECTION OF CHAIR OF RIGGERS' SUBCOMMITTEE FOR 2024

The Chair reported that one candidate, Pete Sizer, has been nominated for Chair of the Riggers' Subcommittee for 2024. His Candidate Statement had been included with the STC Agenda.

The Chair stated that Pete Sizer is the current Chair and has been nominated by Carl Williams. This nomination is seconded by Mally Richardson.

It was therefore proposed by Carl Williams (proxy), seconded by Mally Richardson that Pete Sizer is re-elected as Chair of the Riggers' Subcommittee for 2024.

For: 16

Against: 0

Abstentions: 1 (Pete Sizer)

Carried

7. INCIDENT/INJURY REPORTS - RESUMÉ

A resumé of incidents had been included with the Agenda. Details of additional reports received was also provided to the meeting. A full resumé of incidents is included as an attachment to the Minutes (Appendix A).

8. PROPOSED OPERATION MANUAL AMENDMENTS

A proposal to amend the British Skydiving Operations Manual had been included with the agenda:

1. Requirements to obtain TR1

At the February 2022 meeting of STC, a paper was presented with a proposal to amend the requirements for FS1. The paper also included a proposal to amend the requirements for TR1 (as well as FF1 and SS1).

Section 2, Designation and Classification of Skydivers, Paragraph 6 (The Grading System), Sub-Para 6.9. was amended and deleted the sub paragraph 6.9.1 which listed the requirements (at the time) for FS1, less the 4 point 4-way, replacing it with the currently sub paragraph:

"6.9.1. To obtain Grade 1 in Tracking (TR1) the skydiver must be qualified FS1."

In doing so, the proposal also inadvertently removed the requirement for those hoping to obtain Grade 1 in Tracking (TR1) to first hold a British Skydiving 'B' Licence which was also a requirement originally stated in the deleted sub-paragraph.

Therefore, it is proposed to reinstate this requirement and that the sub-paragraph be changed to read:

SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 6 (The Grading System), Sub-Para 6.9. Replace previous sub-para 6.9.1. to read:

6.9.1. To obtain Grade 1 in Tracking (TR1) the skydiver must first be a 'B' Licence Holder and be qualified FS1.

2. Non-British Skydiving Instructors

Additionally, the required qualifications to attend a non-British Skydiving Advanced Instructor course currently states that a British Skydiving Declaration of Fitness/Doctors Certificate (Form 114) is required.

It is proposed that this be amended to a British Skydiving Tandem Skydiving Instructor Medical Certificate (Form 116), or a British Skydiving Solo Skydiving Instructor Medical Certificate (Form 116a).

It is proposed that the sub-paragraph be changed to read:

Operations Manual, SECTION 4 (INSTRUCTORS), Paragraph 13 (Non-British Skydiving Instructors), Sub-para 13.1.1-f be changed to read:

"f. Holds a current 'British Skydiving Tandem Skydiving Instructor Medical Certificate' (Form 116), or a 'British Skydiving Solo Skydiving Instructor Medical Certificate' (Form 116a)."

Following consideration it was proposed by Gary Small, seconded by Pete Sizer that the above proposed changes to the British Skydiving Operations Manual be accepted.

Carried Unanimously

The Chair reported that there will be quite a few amendments to the Operations Manual for consideration at the next meeting, as the Manual requires a complete update.

9. PERMISSIONS

There were no items for consideration.

10. STC & RIGGERS' SUBCOMMITTEE TERMS OF REFERENCE (FORMS 160 & 194) - ANNUAL REVIEW

The Chair reported that it is Council policy that the Terms of Reference for all the Committees of Council are reviewed annually, towards the end of the year.

There had been several suggested changes made to both the Terms of Reference for STC and the Riggers' Subcommittee for this year. Revised copies of each of the 'Terms' including track changes had been included with the agenda.

10.1 STC Terms of Reference (Form 160)

It was proposed by Martin White, seconded by Pete Sizer that the revised changes to the Terms of Reference for STC be accepted.

Carried Unanimously

10.2 Riggers' Subcommittee Terms of Reference (Form 194)

The Chair reported that the incorrect version of the amended Riggers' Subcommittee Terms of Reference had inadvertently been included with the agenda. It appeared for some reason that the updated version had not saved correctly.

Para 4 (Composition), sub-para (c), should have stated:

- 'c. Membership of the Riggers' Subcommittee shall comprise all Rigger Examiners (REs), Advanced Riggers (ARs) and Parachute Riggers (PRs).'

It was proposed by Pete Sizer, seconded by Gary Small that the revised changes to the Terms of Reference for the Riggers' Subcommittee noting the above revision be accepted.

Carried Unanimously

11. A.O.B

11.1 A paper from Dylan Bartle had been received detailing a suggested change to the Operations Manual, for the inclusion of a Formation Skydiving Grade 2 (FS2), as agreed at the STC meeting in September. The suggested changes were only for discussion, as Dylan's paper had only been received this week.

There followed some discussion by those present, and Dylan provided the reasoning behind his planned proposal. There were a number of comments from CIs, which Dylan said he would take into consideration when drafting his proposal for consideration at the next meeting.

Action: Dylan Bartle

11.2 The Chair provided details of the new increased prices for British Skydiving Instructor Courses:

The Basic, Category System, Pre-Advanced and Advanced Courses will receive an increase of £50, bringing the total cost to £200 per candidate.

Tandem & AFF Examination courses will receive an increase of £100 pounds, bringing the total up to £400 per candidate.

11.3 The Chair asked CIs, if they have anyone, they wish to nominate for the Mike Forge Trophy (New Skydiver of the Year), they should send details of their nomination to the Secretary of STC, before the end of the year.

Action: Chief Instructors

11.4 The Chair reported that the PTO Annual Return form had been sent to all PTOs earlier this week and a revised Re-Affiliation form will be sent out in the next few weeks. He asked PTOs if they would kindly complete and submit their Annual Return form as soon as possible once they have finished jumping for 2023.

Action: PTOs

11.5 The Chair extended his sincere thanks to STC members for their support throughout this year and wished them a Merry Christmas and a Happy New Year. He stated that it is our intention to host a Safety Day for Instructors and for Riggers & Advanced Packers on Friday 26 January 2024, prior to the AGM and Expo.

12. DATE OF NEXT MEETING

Thursday 8 February 2024 at 5pm
Virtually by Microsoft Teams

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

Attached:

- **Amendments to the British Skydiving Operations Manual, 16 November 2023**
- **STC Actions Table**
- **Appendix 1 - Injury/Incident Reports Resumé**

Distribution: Chair British Skydiving, Council, CIs, CAA, Editor – Skydive the Mag, File

Accepted by STC: 8 February 2024
Published: 9 February 2024

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 16 November 2023 the following amendments were made to the British Skydiving Operations Manual:

SECTION 2 (DESIGNATION AND CLASSIFICATION OF SKYDIVERS), Paragraph 6 (The Grading System), Sub-Para 6.9. Replace previous sub-para 6.9.1. to read:

6.9.1. To obtain Grade 1 in Tracking (TR1) the skydiver must first be a 'B' Licence Holder and be qualified FS1.

Operations Manual, SECTION 4 (INSTRUCTORS), Paragraph 13 (Non-British Skydiving Instructors), Sub-para 13.1.1-f be changed to read:

"f. Holds a current 'British Skydiving Tandem Skydiving Instructor Medical Certificate' (Form 116), or a 'British Skydiving Solo Skydiving Instructor Medical Certificate' (Form 116a)."

ACTIONS FROM STC MEETING OF 16 NOVEMBER 2023

Item	Action Required	Action Owner	Agreed Completion Date
4.1	Review of TBI Rating	Chair STC, supported by STOs	Ongoing
4.2	DSA Recommendations	Chair STC	Ongoing
4.4	STC Review	Chair STC, supported by STOs	Ongoing
5.1	Consultation Paper re: Extending the Reserve Repack Period	Chair Riggers' Subcommittee	8 February 2024
5.2	Ops Manual (Sect 14) Amendments for consideration at the STC Meeting on 8 Feb 2024	Chair	Fri 19 Jan 2024, for inclusion on the outgoing STC Agenda
11.1	Submission of Proposal to STC re: FS Grade 2 for consideration at the STC Meeting on 8 Feb 2024	Dylan Bartle	Fri 19 Jan 2024, for inclusion on the outgoing STC Agenda
11.3	Submission of Nominations for Mike Forge Trophy	Chief Instructors	31 Dec 2023
11.4	Completion of 2023 PTO Annual Return	PTOs	31 Dec 2023

Injury/incident reports received since last STC meeting on 28 September 2023:

- a. There have been three Student injury reports received since the last STC meeting.

Two reports were received of static line students injuring ankles on landing. One on their first jump due to a weak flare. The other student was on their second jump. They flared high and landed with their legs lifted because the legs straps were causing distracting pain.

An AFF student on a consolidation jump damaged tendons in their bicep on exit from the aircraft.

- b. There have been two Licensed skydiver injury reports received.

A report had been received of a skydiver with 379 jumps that sustained a serious back injury. The jumper had just completed a canopy course and was practicing high performance landing techniques learnt on the course. They were observed to stay on the front risers for too long and impacted hard on their buttocks. The jumper was taken to hospital by air ambulance having initially been given first aid by the Chief Instructor and British Skydiving's Medical Adviser who happened to be in attendance.

A further report had been received of a jumper with 250 descents that also received a back injury. The jumper made a late and incomplete flare when jumping a new canopy.

- c. No reports have been received of Student Malfunction or Deployment problems.

- d. There have been 12 malfunction/deployment problem reports received for Licensed skydivers.

One report had been received of a wingsuit jumper with 642 descents cutting away from twists.

One report was received of a 'B' Licence skydiver with 101 jumps that cutaway because they could not release one of their brake toggles. It was their first jump on the system.

One report was received of a spinning malfunction caused by an RDS catching in the rigging line cascades. The jumper, who has 2,263 jumps, put this down to a poor quality RDS and has subsequently purchased a new one from the canopy manufacturer.

A report was received of a 'C' Licence jumper with 694 descents that landed in trees adjacent to the PLA. They were jumping in gusty wind conditions and were observed to travel too far on the downwind leg. They were then unable to clear the hazard on final approach. The jumper was suspended in the trees about 6ft from the ground for a short period of time before being helped down by a member of the PTO staff. The skydiver was uninjured.

Seven reports had been received of Licensed skydivers cutting away from diving or rotating canopies with twists. The jumpers involved had between 200 and 2,400 jumps. Two of these reports mentioned a brake fire as the cause. Five of these reports were from jumpers with Sabre2/3 canopies.

One report was received of a 'C' Licence skydiver with 439 descents that cutaway from a lineover type malfunction.

- e. One Tandem injury report had been received.

A Tandem student sustained a possible back injury and superficial cuts to their hands when the Tandem pair landed off the PLA following the aircraft emergency detailed below. The Tandem pair elected to land in a ploughed field with a slight upslope and some rocks in nil wind conditions. The Instructor had 5,000 Tandem jumps.

- f. There have been nine Tandem malfunction/deployment problem reports received.

Five reports had been received of Tandem Instructors cutting away from tension knots. Two of the canopies were HOP 330s and the Instructors had 3,231 and 5,000 Tandem jumps. One was an

Instructor with 314 Tandem jumps on an A2, one an Instructor with 780 Tandem descents jumping a Set 366 Tandem canopy and the fifth report was received of a Tandem Instructor candidate on the last jump of a Tandem Instructor course. The canopy was a Sigma 370.

Two reports were received of Tandem Instructors cutting away from twists that they were unable to clear. The Instructors involved had 6,600 and 14,000 Tandem descents and were jumping NZ Aerosports / Jyro 365 and 330 canopies.

Two reports were received of Tandem students that lost consciousness under canopy. Both students were unhurt and regained consciousness shortly after landing

- g. No reports have been received concerning AADs.
- h. Eight 'off-landing' reports have been received. Five were students, including two Tandem pairs. The other three were experienced skydivers.

One report was received of an 'A' Licence jumper with 26 descents that landed in a field adjacent to the PLA to avoid trees. The jumper had been briefed on the strong upper wind conditions of the day but went too far on their downwind leg.

Two reports were received of AFF Level 1 students and one AFF Level 2 student that landed off. Two of the students did not respond to commands on the radio. A further student landed off because of rapidly changing weather conditions.

An AFF Instructor with 2,435 descents landed off due to a deep spot. The Instructor elected to land off rather than cross a hazard on the way back to the PLA.

Several reports were received of jumpers landing off following the aircraft emergency detailed below. Two were experienced jumpers with 712 and 1280 jumps and two Tandem pairs.

- i. One report was received of a Tandem Instructor losing a helmet on exit.
- j. One report had been received about an aircraft emergency.

A Cessna caravan with 18 jumpers on board was climbing for the 4th lift of the day. Statements received from the jumpers on board suggest that the aircraft experienced a slight engine 'stutter' prior to 1,000ft before continuing to climb. At somewhere between 5,500 and 8,000ft the jumpers on board reported a noticeable loss of power and a bump / shudder. The Tandem Instructor closest to the door asked that the door be opened in case an emergency exit was required. The aircraft lost power again and was put into a descent. It was decided that the jumpers exit the aircraft. The Tandem pair closest to the door exited first but there then followed some confusion as to whether an emergency exit had been ordered. Two camera flyers (including the jumpmaster) and a further Tandem pair left the aircraft landing about 8 miles from the PLA. The aircraft regained power and continued to climb at which point it was decided that the remaining jumpers on board would exit the aircraft over the PLA. The remaining jumpers exited the aircraft at around 11,500-12,500ft AGL over the PLA without incident. The aircraft was grounded until the fault could be identified and rectified.

Additional Injury/incident reports received:

One student Malfunction / Deployment report had been received. A Category Systems student with 15 descents attempting their 6th five second delay jump went unstable shortly after exit. The student made two unsuccessful attempts to deploy their main canopy whilst unstable before conducting their emergency procedures. The student landed the reserve on the PLA without further incident.

One Tandem Injury report has been received. A Tandem student received lower back injuries when she was hit on the ground by another Tandem pair coming into land. The student was being interviewed post jump when another Tandem pair collided with her. The Tandem Instructor with 1,700 Tandem descents had misjudged the landing due to nil wind conditions, overshooting their intended landing area and colliding with the student on the ground.

Two Tandem malfunction/deployment reports have been received. A report has been received of a Tandem bag lock malfunction. The baglock was caused by bungees breaking on one side of the deployment bag. The lines then deployed out of sequence, 'locking off' the other lines and

preventing the canopy deploying from the bag (see pictures below). The Instructor, with 3,300 Tandem skydives, cutaway but the risers did not clear as they were held in by the tuck tabs. The Instructor unsuccessfully attempted to clear the main risers before deploying the reserve. The reserve pilot chute cleared the baglock and the main risers separated as the reserve canopy deployed. The reserve deployed without further incident. The Instructor was jumping a Next container with a TX2 365 canopy.



A further report had been received from a Tandem Instructor with 160 Tandem descents that cutaway from twists that they could not clear by their hard deck of 5,000ft. They were jumping a TX2 365 main canopy.

Three malfunction/deployment reports had been received for Licensed skydivers. A wingsuit jumper with 1,025 jumps was unable to locate their pilot chute. They made one more attempt to deploy their parachute but went unstable in the process so elected to deploy their reserve parachute. They were reported to be uncurrent on wingsuits and jumping borrowed equipment.

A 'B' Licensed skydiver with 60 descents, cutaway from a Navigator 240 canopy that started rotating after deployment. The malfunction was attributed to possible tension knots.

A report had also been received from a 'D' Licensed skydiver with 2717 descents that cutaway from diving spinning twists that they could not clear. They were jumping a JFX2 94.

One report was received of an AAD fire. An 'A' Licensed skydiver with 22 jumps lost altitude awareness on a 2 way jump with an CI approved 'C' Licensed skydiver. The jumper became disorientated, deployed low and during the deployment sequence, their AAD fired. The reserve stayed in the container and the jumper landed off the PLA.

One report was received of a 'GoPro' type camera that was knocked off a helmet on a linked formation exit that didn't go to plan. The camera was mounted on top of the helmet.

Equipment Related Incident Resumé

A report had been received detailing issues that had been found with equipment presented to a PTO for a 'kit and docs' check. The equipment was found with the following issues:

- The reserve loop was damaged (see image 1)
- The RSL/ MARD system wasn't routed correctly, passing underneath the AAD cable (see image 2)
- The data card wasn't filled out with the latest repack date
- The container DOM didn't match the data card or the ROI certificate. Each had a different date
- The AAD's DOM on the ROI certificate and data card were different



Image 1



Image 2

The equipment belonged to a university skydiving club. The equipment had been packed by an Advanced Packer who had also packed the club's four other sets of equipment. The club was notified that all their equipment was grounded until they could be independently inspected. All other equipment packed by the AP in the previous six months was reviewed by a Rigger Examiner and apart from a few small coaching points, no other issues were found.

The AP that had packed the equipment was devastated to learn of their mistakes and agreed to be directly supervised by a Rigger Examiner for the next 20 repacks and sit an exam afterwards. The Rigger Examiner also agreed to work with the AP on a system of work that will enable them to avoid repeating these mistakes.

The AP was also sent a letter reminding them of their responsibilities as an Advanced Packer.