
Safety & Training Committee

Minutes of the meeting held on

Thursday 01 August 2024 at 17:00
on Microsoft Teams

Present:	Jeff Montgomery	-	Chair STC/Head of Safety & Competitions
	Iain Anderson	-	Skydive St Andrews
	Alex Busby-Hicks	-	Skydive Tilstock
	Paul Dorward	-	Skyhigh Skydiving
	Paul Floyd	-	Cyprus Parachute Centre
	James France	-	RAF Weston on the Green
	Chris Good	-	Army AT Air Wing (N) - <i>(from item 45.2)</i>
	Nick Hynes	-	Black Knights
	Rudy McClenaghan	-	Skydive Ireland
	Russ Mellish	-	Army Parachute Association
	Sara Orton	-	Skydive GB - <i>(until item 49/24)</i>
	Andy Pointer	-	Sibson Skydivers
	Mally Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
	Richard Wheatley	-	Skydive Langar
Apologies for Absence:	Robert Gibson	-	Chief Executive Officer
	Dylan Bartle	-	Skydiving London
	Mike Carruthers	-	Skydive North West
In attendance:	Tony Butler	-	Vice President
	Kevin Dynan	-	STO
	Dr Jake Hard	-	Medical Adviser
	Trudy Kemp	-	Assistant to Head of Safety/Secretary
	Ryan Mancey	-	STO
Observers:	Dr John Carter, Bryn Chaffe, Jerry Denning, Chris Sears		

ITEM

MINUTE

39/24

WELCOME

- 39.1 The Chair welcomed all members and guests to the 4th STC Meeting of 2024. 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.
- 39.2 The Chair reported that there were still a number of CIs who were experiencing problems with accessing the STC SharePoint folder. He asked CIs to report any issues in a timely manner ahead of a meeting, to enable staff to try and resolve the issues.

40/24

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.

41/24

MINUTES OF THE STC MEETING OF 6 JUNE 2024

It was proposed by Gary Small, seconded by Sara Orton that the Minutes of the STC meeting of 6 June 2024 be accepted.

Carried Unanimously

42/24

MATTERS ARISING FROM THE STC MEETING OF 6 JUNE 2024

- 42.1 **Page 2, Item 29.1 – Matters Arising – (Removal of the TBI Rating)**. Ryan Mancey reported that a draft of the TI manual would be circulated to Chief Instructors and Instructor Examiners in the coming week for further consultation and feedback. He asked Chief Instructors if they could also liaise with their more experienced Tandem Instructors and ask for their input and comments on the draft manual.

Bryn Chaffe asked if we had a timetable for implementing the Tandem Manual as an actual Tandem Course, with removal of the TBI element.

The Chair stated that we may still need to maintain a method of training individuals to a basic TI standard, as we need to ensure that all PTOs are going to be in a position to train them in house. We may need to consider having two methods of qualifying as a TI, and this requires a bit more thought on how it will affect all PTOs.

The Chair stated that once we have everything in place, we will then be in a position to make a recommendation to STC regarding the TBI rating.

Action: Chair STC, STOs

- 42.2 **Page 2, Item 29.2 – Matters Arising – (DSA Working Group)**. Kev Dynan reported that a meeting of the DSA WG had taken place recently. It had been agreed to look at reviewing some of the information and guidance within the reserve packing manual and had also discussed some further training that we will be proposing for 'B' and 'C' Licence holders regarding emergency procedures. He stated that now that the Inquest has come to its conclusion, we will also be looking to conclude the WG as well.

The Chair reported that there were a few more aspects that the Association were dealing with as a result of the recommendations made by the DSA service investigation, which he will keep STC updated on.

Action: Chair STC

- 42.3 **Page 2, Item 29.4 – Matters Arising – (STC Review)**. The Chair reported that as part of the consultation process regarding the STC review, the CEO is still working on a survey, which will be distributed to all STC stake holders in due course.

Action: CEO, Chair STC, STOs

- 42.4 **Page 3, Item 29.5 – Rigging Matters – (Extension of the reserve repack cycle)**. The Chair reported that this item will be a main agenda item for consideration by the Riggers' Subcommittee once a meeting is scheduled and any feedback will be fed back to STC for consideration.

Action: Riggers' Chair

43/24

RIGGING MATTERS

Since the last STC meeting in June, one equipment related incident report has been received. Details of which had been included with the Agenda.

During a routine inspection and assembly of new equipment, direct from the factory, it was noticed that four bartacks were missing on the number three and number five

brake lines of a Pilot 188 Canopy. The bartacks were missing on both sides, left and right, above the cascade and where the lines are attached to the canopy. See the image below.

The Rigger assembling the equipment stitched the lines with bartacks and re-inspected the canopy.

The Manufacturer was informed and launched an internal investigation.



44/24

INCIDENT/INJURY REPORTS - RESUMÉ

A resumé of incident and injury reports had been included in the SharePoint folder for this meeting.

One of the incidents concerned a 'D' Licence skydiver who fractured their L1, 2 and 3 vertebrae on a high-performance landing, jumping a Valkyrie 103. The skydiver was completing a 270 high performance turn when they dropped their left toggle transitioning from rear risers to toggles to complete the flare.

Kev Dynan reported that this is the second incident that had been reported where someone was engaging in a high-performance landing, dropped a toggle and sustained a very serious injury. He asked CIs to bring to the attention of their CP coaches, and also to those jumpers in particular who engage in high performance landings to make them aware of the potential dangers of dropping a toggle, which has resulted in two very serious injuries.

Kev Dynan stated that the safety team would be monitoring this situation and would be engaging with other coaches in an effort to highlight this concerning trend.

The incident resumé had also included details of a Tandem Instructor who had been grounded by their Chief Instructor and their rating had been suspended pending investigation and disciplinary action from British Skydiving.

Following an investigation which included an interview between the HoSTC, STOs, and the Instructor concerned, the Instructor was issued with a letter reminding them of their responsibilities and their rating was reinstated.

Gary Small asked about the process that the safety team follow when dealing with a disciplinary matter that may involve the suspension of an Instructor rating, and in particular the length of time that suspension has to be served.

The Chair stated that the result of any disciplinary action taken would be based on the serious nature of an incident, and the outcome of the investigation by British Skydiving.

The Committee were given details of a number of additional incident and injury reports received since the Agenda had been published, details of which would be included in the full Incident Resumé (Appendix 1).

45/24

PROPOSED AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

45.1 Full Faced Helmets

A paper from Russ Mellish had been included with the Agenda proposing a change to the wording in the Operations Manual regarding hard protective helmets from 'B' Licence to 'A' Licence skydivers.

Russ Mellish had stated in his proposal that old versions of full face helmets had restricted field of view, visors that could not be or were difficult to open and were liable to fogging up, justifying the 'B' Licence limitation. However, newer models have increased visibility, better internal airflow preventing fogging up and visors which open freely. Russ Mellish provided further details to those present.

Discussion took place and concern was expressed at the potential risks to lesser experienced skydivers that the introduction of full faced helmets may bring and the additional demands that this may put on them when under canopy. On this basis some CIs believed that the current rules should remain.

It was noted during the discussion that internationally, there are quite a few places that allow the use of full faced helmets from 'A' Licence, and there did not appear to be any indication of significant problems being reported.

It was felt that the protection offered by modern full face helmets outweighs the risk of fogging and restricted vision and that CIs will still retain the ability to put their own restrictions in their PTO SOPs. They also have the ability to impose their own restrictions on any helmet they deem to be unsuitable.

Also, the brief to 'A' Licence holders should be comprehensive and outline all potential risks to jumpers when using a full face helmet.

Following further consideration, it was proposed by Paul Floyd, seconded by Richard Wheatley that the proposed amendments to the British Skydiving Operations Manual as submitted by Russ Mellish with a slight adjustment to the wording be accepted:

SECTION 6, (Equipment), Paragraph 3.1, Helmets, sub para 3.1.1 & 3.1.3 change to read:

- 3.1.1 Student skydivers must wear a suitably sturdy open faced, hard protective helmet without a peak.
- 3.1.3. British Skydiving 'A' Licence holders and above may wear hard protective helmets acceptable to the CI/Team Leader.

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), Paragraph 4.10, General, sub para, 4.10.3, change to read:

- 4.10.3. Prior to being awarded an 'A' Licence, all Student Skydivers, including AFF Student Skydivers must receive a brief on, but not limited to; jumping in higher winds, the use of a knife, wearing a full face helmet, being responsible for themselves in the aircraft and making informed decisions about the actions to take in an Aircraft emergency.

For: 10

Against: 3

Abstentions:1 (Russ Mellish)

Carried

45.2 Static Line Operations

A paper from Paul Floyd proposing a change to the Operations Manual regarding static line operations had been included with the Agenda and had included full details.

Paul Floyd provided further details and stated that although static line parachuting is becoming something we see less and less of in the sport in the UK, there are Centres still actively completing the activity. He felt that some interpretation of the current wording in the Operations Manual could mean that as soon as a static line jumper has exited, no freefaller can, unless all bags are unhooked, he considered this could affect the additional dispatch of freefallers in the event of a refusal.

Paul Floyd stated that he believed that by amending the wording in the Operations Manual it would clear up any ambiguity to the requirements.

Following consideration, it was proposed by Pete Sizer, seconded by James France that the proposal amendments to the British Skydiving Operations Manual as submitted by Paul Floyd with a slight adjustment to the wording be accepted:

SECTION 10, (Safety), Paragraph 2, Static Line Operation, sub paras 2.4 & 2.5 change to read:

- 2.4 If, after dispatching static line skydivers, and before freefallers may exit, static lines and bags shall be securely stowed. Before the instructor can make a solo exit, unhooking will be necessary.
- 2.5 If, after an unplanned refusal of a static line skydiver, subsequent freefallers may continue to exit under the same conditions described in 2.4 where the static lines and bags may not be unhooked but must be securely stowed prior to any freefaller exiting.

For: 14

Against: 0

Abstentions: 1 (Paul Floyd)

Carried

46/24

PERMISSIONS

A request from Russ Mellish had been included with the Agenda.

Russ Mellish had stated that in accordance with the British Skydiving Operations Manual, night and water jumps must be organised by a BS Advanced Instructor who is present for the jump. Previous Red Devils Team Leaders have been given dispensation to act in this capacity. Russ Mellish stated that he believed that Stephen Handley who was the current Red Devils Team Leader has more than sufficient knowledge and experience to organize and oversee night and water displays.

Russ Mellish had provided details of Stephen Handley's experience:

- Number of years on Red Devils: 8
- Total jumps: 4200 (500 in 2023)
- Total displays: 320 (36 in 2023)
- Total water jumps: 20 (2 in 2023)
- Total Night Jumps: 45 (2 in 2023)
- Total Displays as JM: 31 (27 in 2023)
- Tandem Instructor since April 2018
- Held an AFFBI rating since February 2023

Following consideration, it was proposed by Paul Floyd, seconded by Paul Dorward that Stephen Handley, for his tenure as Red Devils Team Leader, is given permission to organize and take overall charge of night and water display jumps in place of an Advanced Instructor, as long as he is present for the entire jump program.

For: 14

Against: 0

Abstentions: 1 (Russ Mellish)

Carried

47/24 **DISCUSSION PAPER**

A paper from Gary Small had been included with the Agenda.

Gary Small had asked for CIs thoughts on having a 'ground' rating for Chief Pilots. This followed on from an exemption awarded to a Chief Pilot at the previous STC Meeting.

Gary had stated that basically, the role would consist of all ground operations, potentially sitting in the right hand seat as a task specialist (observer) but not touching the controls at all and no proficiency checks. If there was interest from CIs, then Gary would look at drafting a proposal for consideration.

Following consideration by Chief Instructors, there was no appetite from those present at this time for Gary Small's suggestion.

48/24 **INSTRUCTOR COURSE REPORTS**

The following Instructor Course Reports had been included in the STC SharePoint folder for this meeting:

48.1 **Sibson Skydivers, June 2024**

The Association extends its thanks to Sibson Skydivers for hosting the Tandem and AFF Instructor Courses from 10 – 14 June. The Course Report was for information only.

48.2 **Skydive Hibaldstow, July 2024**

The Association also extends its thanks to Skydive Hibaldstow for hosting the Tandem, AFF and Pre-Advanced Instructor Courses from 8 – 12 July.

There was one recommendation from the Course Examiners that was brought to the attention of STC that concerned one of the successful TI candidates being initially restricted to 3 Tandem jumps per day until such time that their Chief Instructor considers that they are ready to do more and in line with the new Tandem Instructor's probationary requirements.

This generated some discussion, and a number of CIs present questioned this decision. Kev Dynan who was Course Director at the time provided an explanation as to why this recommendation had been put in place.

49/24 **A.O.B**

There were no items under AOB for consideration.

50/24 **DATE OF NEXT MEETING**

Thursday 26 September at 5pm
Virtually by Microsoft Teams

The meeting closed at 18:23 (duration: 01:23)

Attached:

- **Amendments to the British Skydiving Operations Manual, 1 August 2024**
- **Appendix A - Injury/Incident Reports Resumé**

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

Accepted by STC: 26 September 2024
Published: 27 September 2024

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 01 August 2024 the following amendments were made to the British Skydiving Operations Manual:

SECTION 2 (Designation and Classification of Skydivers (Sport Parachutists), paragraph 4.10, General, sub para. 4.10.3, change to read:

4.10.3. Prior to being awarded an A Licence, all Student Skydivers, including AFF Student Skydivers must receive a brief on, but not limited to; jumping in higher winds, the use of a knife, wearing a full face helmet, being responsible for themselves in the aircraft and making informed decisions about the actions to take in an Aircraft emergency.

SECTION 6, (Equipment), Paragraph 3.1, Helmets, sub para 3.1.1 & 3.1.3 change to read:

- 3.1.1 Student skydivers must wear a suitably sturdy open faced, hard protective helmet without a peak.
- 3.1.3 British Skydiving 'A' Licence holders and above may wear hard protective helmets acceptable to the CI/Team Leader.

SECTION 10, (Safety), Paragraph 2, Static Line Operation, sub paras 2.4 & 2.5 change to read:

- 2.4 If, after dispatching static line skydivers, and before freefallers may exit, static lines and bags shall be securely stowed. Before the instructor can make a solo exit, unhooking will be necessary.
- 2.5 If, after an unplanned refusal of a static line skydiver, subsequent freefallers may continue to exit under the same conditions described in 2.4 where the static lines and bags may not be unhooked but must be securely stowed prior to any freefaller exiting.

APPENDIX 1 - Injury/Incident Reports - Resumé

The Following Injury/Incident Reports had been received since the last STC meeting in June:

- a. There has been one Student injury report received since the last STC meeting.

An AFF Level One student sprained their ankle on their first jump. The student flared high, adopted the PLF position but broke the position just before landing attempting to walk off the landing. They landed hard on their right foot spraining their ankle.

- b. There have been 13 Licensed skydiver injury reports received.

Three back injuries have been reported. A D Licence skydiver with 5,680 descents fractured their L1,2 and 3 vertebrae on a high-performance landing jumping a Valkyrie 103. The skydiver was completing a 270 high performance turn when they dropped their left toggle transitioning from rear risers to toggles to complete the flare. The skydiver realised, attempted to go back to the rear risers to flare the canopy but was too late and the canopy dived at the ground from approximately 20 feet.

A C Licence skydiver with 1,020 descents fractured their L2 vertebrae on a hard accuracy landing. The jumper was conducting a Hop and Pop accuracy descent on a ParaFoil 302. The skydiver made a deep braked accuracy style approach to the target but missed the tuffet completely landing on hard baked soil.

A C Licence skydiver with 477 descents sustained injury to their lower back completing a low turn to avoid another parachutist. The skydiver made an aggressive 90 degree turn at about 30-40ft. They flared the canopy, but at insufficient height for the canopy to recover from the turn. On landing they raised their legs, impacting on their lower back. The jumper was part of a 7-way FS jump.

Two thumb fractures have been reported. A B Licence skydiver with 102 descents landed slightly off the wind line which increased their speed on landing, so they completed a PLF. The skydiver walked off the landing area and only later, when visiting hospital for an x-ray on advice from a pharmacist, discovered that they had fractured their left thumb.

A D Licence skydiver with 1,152 descents is suspected to have broken their thumb when sliding in a nil-wind landing. They are reported to have caught their thumb when sliding and twisted it.

A B Licence skydiver with 70 jumps dislocated their shoulder in freefall. The jumper was taking part in a 4-way FS jump when on break off their right shoulder dislocated, possibly due to tension when the formation parted. The skydiver was still able to deploy their canopy and land without further injury.

Two reports have been received of jumpers sustaining ankle injuries walking off the PLA. A B Licence jumper with 57 descents fractured their left ankle in uneven ground on part of the PLA and a B Licence skydiver with 117 jumps sprained their ankle walking back through a field of crops.

Two further reports have been received of ankle injuries. An A Licence skydiver with 24 jumps also sprained their ankle after impacting a fence on landing. The jumper had allowed their canopy to 'weathervane' on final approach and ended up 100 degrees off the wind line. When sliding off the landing the jumper impacted a fence injuring their ankle.

A D Licence skydiver with 1,800 descents sprained their ankle attempting to run off a fast, nil-wind landing.

A D Licence skydiver with 2,800 descents injured their knee running off a landing in light winds. As they were running off the landing their knee hyperextended, possibly due to a pre-existing injury.

A C Licence skydiver with 255 jumps was kicked in the face by their coach on a 9-way steep head up tracing jump. The jumper sustained a black eye.

A D Licence skydiver with 2,900 descents suffered line burns and abrasions to the back of the head after they were clipped in the landing area by the lines of a canopy that was landing after them.

c. Five reports have been received of Student Malfunction or Deployment problems.

A Static line student with 17 descents was conducting a 5 second delay when they rotated forwards through the risers on exit inducing a pack rotation. The canopy opened and the student completed control checks, landing without further incident.

A Static Line student with 2 descents cutaway from a slow opening canopy that hadn't fully deployed after 6-7 seconds. The student followed their training and as the canopy hadn't deployed after 4 seconds, completed their emergency procedures.

An AFF Level Four student completed their emergency procedures after entering a turn in freefall. After a good exit, the student was released and after an initial period of on heading flying, the student initiated a right turn. As the student looked to the right, the speed of the turn increased so the student extended their legs, looked down, cutaway and pulled their reserve handle.

An AFF student with 31 jumps experienced a lineover malfunction on a consolidation jump. They initiated their reserve drills and landed without further incident.

An AFF student with 11 descents hit a tree on landing from a consolidation jump. The student had flown an erratic pattern, before making a crosswind approach into the hazard. The student was unharmed.

d. There have been 21 Malfunction/Deployment problem reports received for Licensed skydivers.

Two reports have been received of jumpers that were unable to deploy their main canopy. A C Licence skydiver with 304 descents, 30 in the last 3 months, was filming an FS group when they experienced a stiff pull as they pulled in place following break off. As one of the FS group they were filming had deployed close to them, they elected to deploy their reserve without any further attempts to deploy their pilot chute. The jumper had 3 descents on this system (Javelin).

An A Licence skydiver with 24 jumps, 14 in the last 3 months, could not find their ripcord after two attempts on a solo descent from 10,000ft. They made two attempts to locate the ripcord handle before deploying their reserve. They had 16 previous descents on this system (Student Xerox).

Four reports have been received of Licensed skydivers cutting away from diving / spinning line twists. These included a D Licence skydiver with 13,075 descents jumping a Leia 79, a D licence skydiver with 1,100 descents jumping a Spectre 135 on a wingsuit jump, a D Licence skydiver with over 3,000 descents jumping a Stiletto 120 and a C Licence skydiver with 290 descents jumping a Sabre2 170. The latter report noted that the canopy had been consistently opening with a left diving turn and had returned it to the company they were hiring it from.

A C Licence skydiver with 1,007 descents cutaway from a brake fire. The brake toggle was dislodged by the slider as it came down the lines during the opening sequence. The Katana 107 started to spin so the jumper elected to perform their emergency procedures.

An AFF Instructor with 4,219 descents experienced twists that they could not clear. The instructor tracked off from an AFF instructional descent at 6,000ft and pulled at 4,500ft. The Crossfire2 109 deployed with twists which the instructor attempted to clear but as they appeared to be getting worse, they elected to perform their emergency procedures.

A B Licence skydiver with 66 descents also experienced twists on their Solo 210 after deployment. They cleared the twists but then noticed the canopy had a lineover so conducted their emergency procedures.

A B Licence skydiver with 186 descents, 20 in the last 3 months, experienced what they initially thought were twists on deployment of their Triathlon 175. On reflection they think it may have been an inversion. They performed their emergency procedures and made a downwind landing on their reserve on the PLA.

A B Licence skydiver with 140 descents cutaway from a Pilot 210 canopy that had an uncommanded right turn.

A D Licence skydiver with 13,000 descents cutaway when they experienced a tension knot on their brake line. As they brought their RDS ring over the toggle, the line tangled around the RDS ring. The

jumper was unable to release the line or get the full range of toggle stroke so elected to perform their emergency procedures.

A B Licence skydiver with 87 descents also cutaway when they were unable to clear an entangled brake line. It is suspected that the excess brake line had not been stowed correctly causing the entanglement.

Three reports have been received of pilot chutes in tow (one is discussed below as it resulted in an AAD Fire). A B Licence skydiver with 149 descents, 5 in the last three months, deployed after an FF coached jump. After deploying the pilot chute, there was an unusual delay. The jumper waited a few more seconds but as the deployment sequence did not appear to have started, cutaway and pulled their reserve handle. A C Licence skydiver with 355 descents, 50 in the last 3 months, had a pilot chute in tow caused by a misrouted pilot chute bridle. The jumper had one jump on a new system which they packed themselves in a rush. A picture of the misrouted bridle is shown below:



Two reports have been received of collisions, one canopy and one freefall collision. The canopy collision occurred on a CF jump during team training for 4-way rotations. During a rotation, one of the team members collided with the other, rendering the other team members canopy uncontrollable. The CF jumper with 4334 descents, elected to cut the canopy away and deploy their reserve. The other team member landed under their main canopy.

The freefall collision occurred on an 8-way tracking jump. A B Licence skydiver with 119 descents collided with a D Licence skydiver with 2,150 jumps causing them to roll out of the formation. Both landed without injury or further incident.

Two reports have been received of damage to lines or canopies. A B Licence skydiver with 99 jumps noticed after opening that a right-hand C/D line had snapped at the slink. The Safire 209 canopy involved is not fitted with a collapsible slider and it is speculated that the premature wear may have been caused by the slider.

A D Licence skydiver with 1,545 descents was practicing a high-performance landing when one of the cells of their canopy tore as they rolled out of a 270 degree turn for landing. As the canopy was in the 'recovery phase' of the turn, the jumper felt something pop between 50 and 100ft. The jumper was able to land the canopy uneventfully and after landing found the top skin of the Katana 107 had ripped. The canopy's age was considered a possible factor and has been retired.

A D Licence skydiver with 2,570 descents dislodged their cutaway pad on the aircraft door on exit during a 4-way FS Jump. The jumper noticed something had been dislodged, found it to be the cutaway pad and moved away from the formation. The jumper remained in freefall until 4,500ft when a teammate indicated for the skydiver to deploy their parachute. They deployed their main parachute, which departed, and the skyhook deployed the jumper's reserve canopy.

e. Eight Tandem injury reports have been received.

Three reports have been received of Tandem students sustaining injuries on landing. A 49-year-old student with a BMI of 28.4 twisted / sprained their ankle and knee on landing. The student made an attempt to lift their legs but was unable to lift them very far. The instructor has 186 Tandem descents, all in the last 12 months, and 72 Tandem descents in the last 3 months. They were jumping an Icarus 330 main canopy.

An 83-year-old student with a BMI of 25.4 broke their tibia and fibular on landing when they put their legs down before landing. The student had been assessed prior to jumping, which included a practical assessment, and was jumping with an instructor with over 11,000 Tandem descents, 53 in the last three months. The instructor was jumping a TX2 canopy. The student was visually impaired which may have been a contributing factor.

A 57-year-old student with a BMI of 30.5 suffered a possible dislocated / broken ankle on landing when they rolled their ankle after a smooth landing. The instructor has 3,157 Tandem descents, 274 in the last 3 months and was jumping a TX2 365.

Three reports have been received of injuries to students sustained in freefall or under canopy. A 70-year-old student experienced a dislocated elbow in freefall. The student had previous history of surgery to reconstruct their elbow. Their replacement elbow failed in freefall after the instructor tapped the student to bring their arms out following the exit. The student's previous medical history had not been declared. The instructor has 10,600 Tandem descents, 300 in the last 3 months.

A 45-year-old student with a BMI of 25.9 reported a sore neck after a hard opening on deployment. The Instructor has 150 Tandem descents with 32 in the last three months. They were jumping a Sigma 370 main in a Sigma container.

A 21-year-old Tandem student dislocated their shoulder in freefall. The student had previously dislocated their shoulder as a child but had forgotten about this previous injury when completing the medical declaration.

One report has been received of an injury to a Tandem instructor. The Instructor, who has 260 Tandem jumps, 253 in the last three months, sprained their ankle when they caught their leg on a nil-wind sliding landing.

f. There have been nine Tandem Malfunction/Deployment problem reports received.

Five reports have been received of Tandem malfunctions caused by tension knots. Two on Sigma 340 main canopies, one on a Sigma 370, one on a Set 400 and one on a TX2 365. The canopies had the following numbers of jumps - 1768, 755, 1300, 954 (154 on the lineset) and 590 respectively.

Two reports have been received of Tandem malfunctions caused by twists that the instructor could not clear. Both were on Icarus 365 canopies in Next Containers. The canopies had 1341 and 982 jumps. The Tandem Instructors had 1552 jumps (73 in the last 3 months) and 465 descents (67 in the last 3 months). The first instructor reported that the canopy had approximately 12 inches of twists in the lines that they could not clear despite their best efforts. The second reported that they were unable to clear the twists by their hard deck.

A report has been received of a spinning Tandem malfunction caused by a brake fire. The brake fire was not immediately evident to the instructor who has 420 Tandem descents, 25 in the last 3 months. The instructor elected to cutaway the spinning and diving canopy. Review of the footage indicates that the right-hand brake toggle released prematurely as the deployment bag lifted off the container (see picture below). The instructor was jumping a Sigma container and Sigma 370 main canopy. The main canopy has 531 jumps (276 on the lineset).



A report has been received of a Tandem Instructor that did not connect their student at the top hooks for take-off. The instructor connected the lower attachment points but was distracted and missed the top hooks. They realised their mistake at 1,000ft and reconnected the student. The instructor reported that the jump was to take place from a lower altitude than the instructor was accustomed to, and the aircraft was to make two passes. The instructor, who has 175 Tandem descents (77 in the last three months), was sat towards the door of the aircraft on bench seating. As the aircraft was full, the instructor found it difficult to seat the student on the bench and asked that other skydivers move around to allow them to position the student more comfortably. The instructor also reported that they had felt rushed as the aircraft was taxiing to take off.

The instructor was grounded by their Chief Instructor and their rating was suspended pending investigation and disciplinary action from British Skydiving. Following an investigation which included an interview between the HoSTC, STOs, and the Instructor, the Instructor was issued with a letter reminding them of their responsibilities and their rating was reinstated. This incident was the subject of a Safety Information bulletin.

g. Two reports have been received concerning AADs.

During an aircraft descent with one static line student and their instructor on board, the student's AAD fired. The AAD was a C-Mode Cypres set to 'Student' mode. The AAD had been set with 300ft activation height increase as per the PTO SOPs. The pilot had not accounted for the off-set and had descended above the firing speed for the AAD below the activation height. The Chief Instructor called a meeting with the pilot and all instructional staff to ensure that SOPs were adhered to.

A D Licence skydiver with 1,150 descents (12 in the last 3 months). Deployed their main canopy at 3,500ft and experienced a pilot chute in tow. They tried to shake and change the airflow which did not rectify the malfunction before their audible altimeter alerted them that they had reached their hard deck of 2,000ft. They executed their emergency procedures and landed without further issue. On returning to the packing shed, they noticed that their Vigil AAD had activated.

The skydiver had set their AAD to fire 300ft higher than the default 'Pro' setting. In 'Pro' mode, the Vigil will fire at between 840ft and 1,100ft depending on body position. The unit allows for up to 260ft to account for the burble if in a 'belly to earth orientation'. If the skydiver is in an upright or 'back to earth' orientation, the unit is likely to fire up to 1,100ft if the freefall speed is greater than 78mph. With a 300ft offset, this is increased to 1,400ft.

It is likely that the skydiver had performed their emergency procedures and was being pulled upright by the reserve around 1,400ft. The graph below from Vigil shows that the skydiver was still travelling at 90mph when the Vigil fired at 1,398ft.



On recovery of the main canopy, it was noted that the bridle line was knotted around the pilot chute. The pilot chute has a hackey sack as a deployment handle. It is thought that the hackey, in combination with a weak throw may have caused the bridle to knot around the pilot chute leading to the pilot chute in tow.

- h. Nine 'off-landing' reports have been received. Two were students, including one Tandem pair and their camera flyer. The other six were experienced skydivers.

An AFF Level One student had mistakenly listened to the radio commands of another AFF student. When they realised, they were too far away to make it back to the PLA.

A Tandem Pair landed off after a pause in jumping caused by weather. When jumping resumed the upper winds had changed causing the Tandem pair and their camera flyer to land off. The Instructor had 1,200 Tandem descents and camera flyer 3,200 descents.

Two camera flyers filming Tandem Instructor candidates landed off. The Jumpmaster had altered the run-in to avoid weather. The two camera flyers with 2,000 and 471 descents were unfamiliar with the DZ and located the PLA too late to make it back.

An AFF Instructor Candidate landed off during an AFFI evaluation jump. They were jumping at an unfamiliar DZ and elected to land off following a deep spot and late identification of the PLA.

A B Licence jumper with 147 descents landed off following a deep spot.

A C Licence skydiver landed off after resolving line twists on opening. The jumper (who has 560 descents) cleared the nuisance factor to find they were off the wind line. The jumper could have made it back to the PLA but elected to land in a field adjacent to the PLA to avoid potentially landing short into a field that was being cultivated by agricultural machinery.

A C Licence skydiver with 490 descents landed off following a solo jump in a tracking suit. The jumper descended through cloud to find they were too far south of the PLA. The jumper elected to pick an alternative 'safe' landing area rather than push it to try and make the PLA.

- i. Six reports have been received of items coming off on exit, in free fall or on deployment.

One static line student lost a radio on deployment as the risers caught the side of the helmet ripping the radio out of the pouch.

Two experienced skydivers lost GoPro cameras on exit or freefall. Both detached from the camera mount.

Three shoes were lost in freefall or on canopy deployment. One Tandem student, one Licensed skydiver and one Instructor Examiner on an AFF evaluation jump.

- j. No reports have been received of aircraft problems.

Additional Incident Reports

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

- a. There has been one Student injury report received.

An AFF Consol student with 18 descents sustained a suspected lower leg fracture. The student had flown a good landing pattern but flared high (15/20ft). They initially adopted a good PLF position but put one leg out on landing sustaining the injury.

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

A D Licence skydiver with over 1,000 descents made a low turn after overshooting their landing, impacting the ground on their side. The jumper was taken to hospital by ambulance, and it was confirmed by x-ray that they had damaged their pelvis at the top of the hip joint. The jumper had an operation a few days later to insert a plate in their hip.

A B Licence skydiver was knocked unconscious after overshooting their intended landing area and landing in a ditch at the edge of the PLA. The jumper had misjudged the winds, flown the incorrect landing pattern and did not flare before impacting the ditch.

A B Licence skydiver tore a muscle in their arm during a Formation Skydiving descent. The jumper had a pre-existing injury that was exacerbated during the jump.

- c. Three reports have been received of Student Malfunction or Deployment problems.

An AFF Consolidation student with 14 descents couldn't locate their main pilot chute handle when attempting to deploy their main canopy. They made a second unsuccessful attempt to deploy the pilot chute before conducting their emergency procedures. On the ground it was found that the AAD had fired but not cut the loop indicating the emergency procedures had been conducted shortly before the AAD had fired.

A Static Line student on their first jump grabbed their harness on exit, forcing them into a head down position. As the canopy deployed their left leg was entangled with the lines. The student eventually cleared the entanglement and landed on the student PLA without further incident.

A Static Line student on a five second delay jump experienced a distorted canopy on opening possibly caused by a tension knot. The student determined that the canopy was not controllable and initiated their emergency procedures.

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

One report has been received of a total malfunction. A B Licence skydiver with 84 descents (61 in the last three months) attempted to deploy their main pilot chute following an FS jump but was unable to do so because the hackey was stuck in the BOC pouch. The jumper reports that they had checked the hackey whilst on board the aircraft. Video of the jump shows that the hackey was in the BOC pouch on exit so had somehow been pushed into the BOC prior to exit. The jumper had seven descents on this system.

Four reports have been received of Licensed skydivers cutting away from diving line twists. The jumpers had 53 descents (8 in the last 3 months), 224 descents (18 in the last 3 months), 1,793 jumps (150 in the last 3 months) and 5,280 jumps (150 in the last 3 months). They were jumping a Solo 210, Pilot 188, Velocity 84 and a Crossfire2 99.

A report has been received of a D Licence skydiver with 13,000 descents (50 in the last 3 months) that cutaway from an Odyssey 130 that entered an uncontrolled diving turn. The canopy initially opened normally before entering two fast uncontrolled revolutions, so the jumper elected to conduct their emergency procedures. The canopy had recently had the A Lines on both sides replaced following a previous incident and has now been returned to the manufacturer to assess.

Two reports have been received of Pilot Chute in Tow malfunctions – both B Licence skydivers. A jumper with 133 descents (30 in the last 3 months) experienced a pilot chute in tow when the bridle knotted around the pilot chute. The jumper had packed the canopy themselves and received

retraining on packing the pilot chute. Another jumper with 167 descents (34 in the last 3 months) threw the pilot chute following a solo FS jump but reported that it may have been caught in the burble and described it as laying on his shoulder and back. The skydiver had 2 descents on this system and may not have made a strong enough throw of the pilot chute to clear the burble.

e. One Tandem injury report has been received.

A 30 year old Tandem Student experienced a dislocated shoulder in freefall. The shoulder 'popped back in' under canopy. The student informed the Tandem instructor that it was a common occurrence and that they hadn't declared it for fear they would be prevented from jumping.

f. Three reports have been received of an item coming off on exit, in free fall or on deployment.

An AFF instructor with 14,000 descents lost their helmet (and attached camera) in freefall when attempting to stop a spinning student. The student kicked the instructor in the head splitting the helmet.

A C Licence skydiver with 774 descents lost a GoPro following what they described as a spicey opening. A riser snagged the camera which was attached on a chin mount.

An AFF student lost their helmet on a level 8 descent. The helmet appeared to have been properly fastened prior to exit.

g. One report has been received of an aircraft issue.

A GA8 Airvan was climbing to altitude when they noticed that the oil temperature had risen and was on the limit. The aircraft ran in at 9 thousand feet above the PLA and all jumpers exited and landed without incident. The incident was discussed with the aircraft engineer and the method of climbing was adjusted to prevent further overheating.

The aircraft had recently had an engine rebuild. It is thought that the oil temperature increase had been caused by increased friction from the new pistons / cylinders and the use of a different grade of oil.

Comparative analysis

1st of Jan to 31st July	2023	2024	% Change
Injury reports	62	53	-15%
Malfunction / deployment problems	80	122	53%
Tandem malfunction / deployment problems	27	28	4%
Off landings	38	53	39%
Total Incidents	207	256	24%

Injuries Headlines

1st of Jan to 31st July	2023	2024	% Change
Serious injuries (Fractures / dislocations / etc)	25	33	32%
Fatalities	0	1	100%
Very serious injuries (requiring Air Ambulance)	3	3*	0%
Tandem injuries	16	14	-13%
Tandem Fractures / dislocations	7	7	0%

*2 probably didn't require it

Malfunction Headlines (non Tandem)

1st of Jan to 31st July	2023	2024	% Change
AAD Fire	2	6	200%
Brake fire	11	8	-27%
Line over	2	8	300%
Pack rotation / step through	3	7	133%
Tension knots	4	10	150%
Stiff / Hard / No Pull	5	11	120%
Spinning diving twists	14	19	36%
Twists - Wingsuit	5	1	-80%

Malfunction Headlines (Tandem)

1st of Jan to 31st July	2023	2024	% Change
Tension knots	11	6	-45%
Twists	5	3	-40%
Uninflated Drogue in tow	2	1	-50%
Out of sequence deployment	0	2	100%
Streamer	0	1	100%
Drogue failed to release on primary pull	1	2	100%