
Safety & Training Committee

Minutes of the meeting held on

Thursday 26 September 2024 at 17:00

on Microsoft Teams

Present:	Jeff Montgomery	-	Chair STC/Head of Safety & Competitions
	Alex Busby-Hicks	-	Skydive Tilstock
	Paul Dorward	-	Skyhigh Skydiving (<i>from item 62/24</i>)
	James France	-	RAF Weston on the Green
	Reg Green	-	Pilgrims
	Nick Hynes	-	Black Knights
	Chris McCann	-	Skydive Hibaldstow
	Rudy McClenaghan	-	Skydive Ireland
	Stuart Meacock	-	Hinton Skydiving
	Russ Mellish	-	Army Parachute Association
	Andy Pointer	-	Sibson Skydivers
	Mally Richardson	-	Skydive Jersey
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
Apologies for Absence:	Dylan Bartle	-	Skydiving London
	Mike Carruthers	-	Skydive North West
	Jason Farrant	-	Skydive Buzz
	Paul Floyd	-	Cyprus Parachute Centre
	Robert Gibson	-	Chief Executive Officer
In attendance:	Tony Butler	-	Vice President
	Liam Domin-Goddard	-	Communications Manager
	Kev Dynan	-	STO
	Dr Jake Hard	-	Medical Adviser
	Trudy Kemp	-	Assistant to Head of Safety/Secretary
	Tony Knight	-	CAA Liaison
	Ryan Mancey	-	STO
Observers:	Josh Carratt, John Carter, Casey Flay, Jerry Denning, Noel Purcell, Chris Sears		

ITEM

MINUTE

51/24

WELCOME

51.1 The Chair welcomed all members and guests to the 5th STC Meeting of 2024. He gave the meeting details of the procedures for those 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.

51.2 The Chair reported on the sad passing of Chris Good whilst skydiving in Pretoria, South Africa. He stated that Chris was representing Team Great Britain at the 10th World Canopy Piloting Championships. He was a cherished member of the team and an exceptionally skilled skydiver.

Chris was also a Chief Instructor and member of STC. His loss will be deeply felt within our sport.

Our heartfelt condolences were extended to Chris's family and friends during this difficult period.

52/24 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.

53/24 MINUTES OF THE STC MEETING OF 1 AUGUST 2024

The Chair reported that an E-vote for acceptance of the Minutes of the previous meeting had been circulated to CIs, but only 4 had responded, which meant the vote was not quorate. Therefore, the Minutes had come to this meeting for formal acceptance. He stated that in an effort to get the Minutes published in a timelier manner, he asked that CIs kindly respond to future e-mails regarding STC Minutes approval.

It was proposed by Gary Small, seconded by Russ Mellish that the Minutes of the STC meeting of 1 August 2024 be accepted.

Carried Unanimously

54/24 MATTERS ARISING FROM THE STC MEETING OF 1 AUGUST 2024

54.1 **Page 2, Item 42.1 - Matters Arising - (Removal of the TBI Rating)**

A draft of the new TI Manual has been circulated to CIs and Instructor Examiners this week for consultation. Ryan Mancey reported that he had received some valuable feedback so far, and asked CIs if they could pass the manual on to their more experienced Instructors for their input and comment.

Action: Chair STC, STOs

54.2 **Page 2, Item 42.2 - Matters Arising - (DSA Working Group)**. The Chair reported that there has been no further progress since the last meeting. He stated that is likely that some of the recommendations from the DSA Working Group would be tied in with the Board of Inquiry recommendations from the recent fatality. The Board of Inquiry has yet to be concluded, but a further update would be provided at the next meeting.

Action: Chair STC

54.3 **Page 2, Item 42.3 - Matters Arising - (STC Review)**. The Chair reported that the CEO had several proposals with regard to the STC review, which would go out for consultation in the next couple of weeks. The preferred proposal would then be discussed at the November STC meeting.

Action: CEO, Chair STC, STOs

54.4 **Page 2, Item 42.4 - Rigging Matters - (Extension of the reserve repack cycle)**. The Chair of the Riggers' Subcommittee reported that there had been an in depth discussion on this item at the Riggers' Subcommittee meeting on 4 September. The Subcommittee had not reached a consensus, and further consultation and consideration was needed to establish a clear way forward, STC would be kept informed of any progress.

Action: Riggers' Chair

55/24 RIGGING MATTERS

The Chair of the Riggers' Subcommittee reported on the Riggers' Subcommittee meeting held on 4 September. As well as the Reserve repack Cycle item, the Committee had also discussed the proposed changes to the various Rigger Course Syllabus'. However, no vote had been taken at the meeting, as the Committee felt

that the proposals required further consideration. It had therefore, been agreed to arrange a Rigger Examiners meeting at British Skydiving HQ before the end of the year to revisit the various proposals in more detail.

56/24

INCIDENT/INJURY REPORTS - RESUMÉ

A resumé of incident and injury reports had been included in the SharePoint folder for this meeting. This also included details of the additional reports received since the Agenda had been published. A full Incident Resumé would be attached to the Minutes for information (Appendix 1).

Kev Dynan (STO) gave an overview of the more significant incidents and highlighted trends and concerns such as an increase in dislocated shoulders among students and Licensed skydivers, and a rise in line over malfunctions, which are mainly caused by packing issues.

Discussion ensued on the potential preventive measures for dislocated shoulders, including informing skydivers about the risks and encouraging openness about their medical history. The British Skydiving Medical Adviser was also able to provide further input on this issue.

Kev Dynan reported on a serious incident involving an Instructor who sustained multiple fractures and internal injuries after a high-performance turn at low altitude. The Instructor concerned is recovering in the hospital.

Kev Dynan highlighted the number of incidents being reported relating to hard openings on Sigma canopies.

Josh Carratt reported that UPT had changed the slider design on Sigma 340s, which had improved the situation.

Alex Busby-Hicks provided additional context on the hard openings experienced at their drop zone.

Kev Dynan asked that anyone experiencing hard openings on Sigma canopies to bring these to our attention so that we can also pass on details to the manufacturer.

Kev Dynan had also provided a comparative analysis of incident report statistics to date compared with this time last year. He stated that there had been a significant increase in malfunction/deployment reports for experienced skydivers.

There had also been a significant increase in the number of line over malfunctions and asked experienced jumpers to take care when packing.

Kev Dynan also reported that AAD fires are significantly higher than last year and noted that four of the nine incidents, were relating to AADs that had fired in the aircraft in the descent, three were in one aircraft load.

Kev Dynan reported that there is also a rise in jumpers not being unable to deploy their pilot chutes. This is largely jumpers that are hiring or have purchased new equipment and are jumping it for the first time. He stressed to these jumpers the importance of ensuring that the equipment is fitted correctly, that they have conducted practice pulls on the ground, but also for the first descent particularly on equipment that is unfamiliar to them, they ensure that they spend at least part of the skydive doing some practice pulls in the air to try to reduce this trend.

57/24

PROPOSAL TO AMEND THE REQUIREMENTS TO ATTEND A TANDEM INSTRUCTOR COURSE.

A proposal from Russ Mellish to change the Operations Manual requirements to attend the Tandem Instructor Course had been included in the STC SharePoint folder for this meeting. The current requirements state:

Section 4 (Instructors), Paragraph 5 (Tandem Instructor (TI), sub-para 5.1.6.

5.1.6. Has made a descent acting as a Student Tandem Skydiver within the Tandem Basic Instructor probationary period. CSIs or AFFIs within the previous 6 months.

Russ Mellish had stated that candidates planning to attend TBI and TI courses over consecutive weeks run the risk of not being able to meet this requirement due to bad weather and availability. He has therefore proposed the following:

Section 4 (Instructors), Paragraph 5 (Tandem Instructor (TI), sub-para 5.1.6.
Change to Read:

5.1.6. Has made a descent acting as a Student Tandem Skydiver within the previous 3 months.

Following consideration, it was proposed by Alex Busby-Hicks, seconded by Pete Sizer that the above proposed amendment to the British Skydiving Operations Manual be accepted.

For: 11 Against: 0 Abstention: 1 (Russ Mellish)

Carried

58/24

PROPOSED NEW DZ

A proposal for the approval of a new DZ (Wraith Parachute Club) to operate at Compton Abbas Airfield had been included in the STC SharePoint folder for this meeting. Full details of the request including supporting paperwork and location maps had also been included.

Chris Sears the proposed Chief Instructor of the Club was also present at the meeting to take any questions relating to the proposal.

The Chair provided additional information and stated that the PLA had been inspected by the British Skydiving technical staff, and that they supported the proposal.

Following consideration, it was proposed by Chris McCann, seconded by Andy Pointer that the PLA at Compton Abbas Airfield be accepted for use by British Skydiving 'B' Licence holders and above.

Carried Unanimously

The Chair reported that the normal PTO Affiliation process would now follow.

59/24

PROPOSAL TO AMEND THE TANDEM EMERGENCY AIDE MEMOIRS

A paper by Kev Dynan together with a proposal to amend a number of the Tandem Emergency Aide Memoir forms had been included in the STC SharePoint folder for this meeting. Draft copies of the draft forms detailing the proposed changes had also been included:

Form 204c – Tandem Emergencies – Strong
Form 204d – Tandem Emergencies – Paratec Next
Form 204f – Tandem Emergencies – Sigma

Each of the proposed Forms were considered and voted on individually. Kev Dynan also provided further details and included background information relating to the proposed changes:

59.1 Proposal 1

It is proposed that the amended changes be made to the Paratec Next Tandem Emergencies Aide Memoir (Draft Form 204D(i)).

Following consideration, it was proposed by Pete Sizer, seconded by Andy Pointer that the proposed amendments to the Paratec Next Tandem Emergencies Aide Memoir be accepted.

Carried Unanimously

59.2 Proposal 2

It is proposed that the amended changes be added to the UPT Sigma Tandem Emergencies Aide Memoir (Draft Form 204f (i)).

Following consideration, it was proposed by Pete Sizer, seconded by Stuart Meacock that the proposed amendments to the UPT Sigma Tandem Emergencies Aide Memoir be accepted.

Carried Unanimously

59.3 Proposal 3

It is proposed that the additional scenarios be added to Page 2 of the UPT Sigma, Paratec Next and Strong Tandem Emergencies Aide Memoirs (Draft Form 204c (ii), Draft Form 204d (ii), Draft Form 204f (ii)).

Following consideration, it was proposed by Stuart Meacock, seconded by Chris McCann that the proposed additional scenarios as discussed be added to the above Tandem Emergencies Aide Memoirs be accepted.

For: 11

Against: 0

Abstention: 1 (Gary Small)

Carried

Kev Dynan reported that the remaining Tandem Emergency Aide Memoirs would be reviewed in the future.

Action: Kev Dynan

Kev Dynan expressed his thanks to the members of the Tandem Working Group for the work they had put into researching the changes with the various equipment manufacturers.

The Chair stated that the Tandem Emergency Aide Memoir forms would be amended and uploaded to the forms page of the British Skydiving website in due course.

Action: Kev Dynan

60/24

PERMISSIONS

A request from Jason Farrant had been included in the STC SharePoint folder for this meeting. Jason has asked for an exemption from the Operations Manual to allow AFF student, Heidi Burt to complete AFF descents whilst wearing a full face helmet. This was due to medical considerations. A supporting letter from Dr Anna Lea had also been included. Jason had provided full details in his request.

The Committee were informed that Heidi is very competent and confident in wearing a full face helmet and to raise the visor under canopy. She is used to wearing/flying a full face helmet whilst working for one of the wind tunnel organisations.

The British Skydiving Medical Adviser was also able to provide further details relating to this request,

Jason Farrant had stated that he would ensure that Heidi is using one of the more modern helmets with a greater field of vision with the use of the cardo packtalk system for radio coms.

During consideration, the Committee did not wish this to open the floodgates for similar requests in the future. They also stressed the importance to Jason Farrant that he ensures the relevant risk assessments are in place and that a comprehensive brief is carried out outlining the potential risks to Heidi when wearing a full face helmet.

Following consideration, it was proposed by Stuart Meacock, seconded by Reg Green that the above request be accepted.

For: 9 Against: 0 Abstentions: 3 (Mally Richardson, Chris McCann, Russ Mellish)

Carried

61/24

INSTRUCTOR COURSE REPORTS

The following Instructor Courses had been held since the last meeting:

61.1 Skydive Tilstock 03/2024, August 2024

The Association extends its thanks to Skydive Tilstock for hosting Instructor Course 03/2024 from 12 – 23 August. The Course Report had been included in the STC SharePoint folder for this meeting and was for information only.

61.2 Skydive Headcorn, September 2024

The Association also extends its thanks to Skydive Headcorn for hosting the Tandem, AFF and Pre-Advanced Instructor Courses from 16 – 20 September. The Course Report had yet to be finalised and would be included in the paperwork for the next STC meeting. Ryan Mancey provided a summary of the Course to those present.

62/24

A.O.B

A request from Paul Dorward had been received this week and had been included in the STC SharePoint folder for this meeting.

Paul Dorward had reported that Skyhigh has recently purchased a second Cessna Grand Caravan and has therefore increased the need for suitably qualified pilots. He stated that Mike Evans as one of the aircraft owners is seeking an exemption from the requirement to hold a current CSI rating in order to attain the rating of Pilot Examiner. To then suitably examine and verify pilots to take charge of the aircraft.

Paul Dorward stated that under the current system to become a Pilot Examiner the requirement is to have 500 hours or 250 hours plus a CSI rating. Mike Evans currently has 770 hours 400 of which are jump flying from one of two Cessna Caravans he owns. Mike also holds AFF and Tandem ratings, his CSI rating has now lapsed.

Paul had provided a full summary of Mike's flying qualifications in his request and stated that Mike Evans is currently the main pilot at Skyhigh Skydiving and he is heading up the recruitment for jump pilots and there is a need for him to also be involved in their training and evaluations.

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

For: 11 Against: 1 (Stuart Meacock) Abstention: 1 (Paul Dorward)

Carried

Paul Dorward was tasked with submitting the paperwork for Mike Evans' Pilot Examiner qualification.

Action: Paul Dorward

The Chair reported that Paul Dorward had intended to submit a proposal to amend the current requirements in the Operations Manual, which would address this particular issue. However, this would have been too late to consider at this particular meeting.

The Chair stated that he intended to draft a proposal for consideration at the next meeting.

Action: Chair STC

63/24

DATE OF NEXT MEETING

Thursday 14 November at 5pm
Virtually by Microsoft Teams

The meeting closed at 18:34 (duration: 01:34)

Attached:

- **Amendments to the British Skydiving Operations Manual, 26 September 2024**
- **Appendix 1 - Injury/Incident Reports Resumé**

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

Published on 28 October 2024

AMENDMENTS TO BRITISH SKYDIVING OPERATIONS MANUAL

At the STC meeting of 26 September 2024 the following amendments were made to the British Skydiving Operations Manual: The new changes are highlighted in yellow.

SECTION 4 (Instructors), paragraph 5, Tandem Instructor (TI), sub para. 5.1, Requirements to attend, sub-para 5.1.6, changes to read:

5.1.6. Has made a descent acting as a Student Tandem Skydiver within the previous 3 months.

APPENDIX 1 - Injury/Incident Reports - Resumé

- a. There have been 7 Student injury reports received since the last STC meeting, three category system students and four AFF Students. All the injuries occurred on landing.

A category system student broke their Tibia & Fibula and dislocated their ankle on their first jump. They had flown a good pattern, responded to talk down and flared at an appropriate height but flared aggressively and the canopy 'popped up'. On landing the student didn't adopt a PLF. They were jumping a Navigator 300 canopy with a wing loading of 0.80.

A category system student on their first jump received a suspected lower leg fracture or sprained ankle on what appeared to be an unremarkable landing. The student demonstrated good canopy control and appeared to land okay. The student was asked to wave to indicate they were okay, which they did. A short time later after the student had not moved, the DZ control sent a staff member to render assistance who discovered that the student was injured. The student was jumping a Skymaster 260 with a wingloading of 0.63.

A student on their third dummy ripcord pull jump chipped a bone in their ankle when they flared late on landing. The student flew an uneventful landing pattern under talk down. On final approach the student was directed to flare at the correct height but appeared to do nothing. The student reported that they did flare but did so too late. They were conscious of the fact that they were likely to be progressed on to their first freefall descent and that they were distracted by this under canopy. The student was jumping a Navigator 300 with a wingloading of 0.76.

An AFF Level 2 student broke their leg on landing after they flared too high but let up slightly on the steering toggles. The student was jumping a Skymaster 290 with a wingloading of 0.79.

An AFF Level 3 student sustained a broken / dislocated ankle on landing. The student had previously shown a good level of canopy control but on their 3rd landing of the day, flared a little high. The student held the flare, landed in grass and caught their right foot which twisted and caused the injury. The student was jumping a Solo 250 canopy with a wingloading of 0.90 (within the manufacturer's limit for student parachutists).

An AFF level 5 student also sustained a broken / dislocated ankle on landing. The student was observed to make standard approach, landing into wind on the PLA but somehow turned their ankle on landing. The student reported no pain but as it looked distorted was taken to hospital where it was put into plaster and later operated on. The student was jumping a Solo 230 with a wingloading of 0.77

An AFF student completing their L8 'hop and pop' descent from 6,000ft twisted their ankle after landing on a pile of tyres. The student was jumping in nil wind conditions and misjudged the final leg of their landing pattern, overshooting the PLA and landing on the tyres. The student was jumping a Navigator 280 with a wingloading of 0.85.

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

An A Licence skydiver with 21 descents bruised their back after a hard landing caused by turbulence from trees. The jumper had landed too close to trees on the edge of the PLA. The wind had been gusting 10-15kts. The jumper was reminded of the types of turbulence, where to find them and how to avoid them. They were jumping a Sabre3 230 with a wingloading of 0.85.

An A Licence skydiver with 34 jumps sustained bruising when they rolled their ankle on landing. They were jumping a Pilot 210 with a wingloading of 0.92.

An A Licence jumper with 50 descents received a lower back injury when their canopy reinflated after a heavy landing on a concrete runway, dragging them backwards. The jumper initially reported they were okay but was advised to go to hospital. They were jumping a Solo 250 with a wingloading of 0.87 and the wind speed was reported as 20mph.

A B Licence skydiver with 90 jumps received a small fracture in their foot after landing in a cropped field adjacent to the main PLA. The jumper misjudged the landing pattern and also mistimed the flare which they did not complete fully before landing in the crops. They were jumping a Pulse 190 with a wing loading of 0.86.

A C Licence skydiver with 760 jumps, sprained their ankle on landing. After an uneventful jump and canopy descent, the skydiver flared late, stabbing the toggles in response but landed hard and fell over, twisting their ankle. They were jumping a Storm 135 with a wing loading of 1.50.

A C Licence skydiver with 425 descents injured bones in their right foot when their canopy reinflated after landing. The jumper had initially made a good landing when a gust of wind reinflated their canopy, pulling them over to the side. The jumper rolled their ankle as they were dragged over. They were jumping a Sabre 3 190 and the wind speed was reported as 19 knots.

A C Licence skydiver with 650 descents bruised their coccyx and ribs in addition to receiving grazing to the skin on their back when their canopy caught branches of a tree following a CF jump from 14,000ft. The jumper was aiming to land in a field beyond a tree line but on approach to the field, their canopy clipped the branches of the trees. The jumper fell back through the trees and on to the ground sustaining bruises and grazing to their back and ribs. They were jumping a Lightning 113 with a wingloading of 0.99.

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

A Category Systems student on a dummy ripcord pull descent released the steering toggles following a normal deployment and one of the toggles came off in their hand. The student elected to conduct their reserve drills and landed safely under their reserve. After the canopy had been recovered it was found that the knot attaching the toggle to the steering line had come undone and that this was close to happening on the other steering toggle too. All student equipment was grounded and checked.

An AFF student on their last consolidation jump could not release one of the steering toggles and elected to perform their reserve procedures. The student had made several attempts to release the toggle prior to making the decision to cutaway but on recovery of the canopy, the toggles appeared to have been correctly stowed and released easily on the ground.

d. There have been 26 malfunction/deployment problem reports received for licensed skydivers.

Three reports have been received of skydivers that have been unable to extract their main pilot chutes. A B Licence skydiver with 78 descents tracked away from a 2-way FS jump and was unable to deploy their pilot chute. They made three further attempts before pulling their reserve. When tested on the ground the pilot chute came out of the BOC pouch without issue. The jumper had 21 descents in the last three months and 45 descents on the system. They were jumping a Vortex 2 container.

A B Licence skydiver with 119 descents (17 in the last three months) was conducting their third 'hop and pop' of the day, from 5,290ft. When they attempted to deploy their pilot chute, they were unable to pull it from the spandex pocket. The jumper performed their reserve drills and landed without incident. On the ground, it was noted that the pilot chute material was bunched up near the mouth of the BOC pocket. The jumper had 3 descents on the system and had not packed for themselves. They were jumping a Javelin container.

A B Licence skydiver with 212 descents (17 in the last three months) attempted to deploy their parachute following a tracking jump from 15,000ft. They located the handle but were unable to pull the pilot chute from the pouch because it had become jammed. The jumper cutaway and pulled their reserve, landing a mile from the PLA. The jumper estimates they were under their reserve by 1,000ft. On return to the DZ the pilot chute was still difficult to extract having formed a fist in the pouch. It was also apparent that the AAD had fired, most likely as the reserve was deploying. They were jumping a SWS Fire 2 container and had 7 descents on the system, which they had packed themselves.

10 reports have been received of jumpers cutting away from canopies with twists. Nine of these reports state that the canopy started diving after the twists developed. The jumpers involved had between 200 and 9,000 descents. Four of the jumpers had 3,000+ descents and were jumping sub-100sq ft canopies. Three of these reports were from wingsuit jumpers on Storm, Winx and Pilot 150s. The remainder occurred on sabre2/3 170/190 canopies. One report had been received of a jumper with 1,670 descents cutting away from severe twists following a hard opening. In this instance the jumper suspects an out of sequence opening as 2 of the mouth lock bungies on one side of the deployment bag were broken.

One report has been received of a skydiver with 1,728 descents (82 in the last 3 months) that cutaway from a Sabre2 135 that entered an uncommanded diving turn after opening that the jumper could not arrest.

Three reports have been received of steering toggle issues. An A Licence jumper with 34 descents deployed from a solo FS jump and found that the left steering toggle was entangled with the lines on the right-hand side of the canopy. The canopy began to spin so the jumper performed their malfunction procedures. The jumper was using club equipment, and the packer has been thorough debriefed.

A B Licence skydiver with 115 descents (26 in the last 3 months) discovered that while conducting a control check of their canopy after opening that the right brake was tight and the canopy was flaring asymmetrically. The jumper elected to cutaway and deployed their reserve. They had packed the equipment themselves and had 27 jumps on this system.

A B Licence skydiver with 194 descents (30 in the last three months) was unable to release the left steering toggle after deployment. The jumper made two attempts to release the toggle before they reached their cutoff altitude of 2,000ft and so elected to carry out their emergency procedures. They had packed the equipment themselves and had 90 jumps on this system.

Two reports have been received of jumpers cutting away from line over malfunctions. The jumpers had 172 descents (54 in last 3 months) and 2239 descents (23 in the last 3 months).

Two reports have been received of issues with rigging lines. An A Licence skydiver with 65 descents (15 in the last 3 months) experienced a hard opening and noticed a broken line. They elected to cutaway and deployed the reserve. A D Licence skydiver with 3,400 descents had a tension knot between the C and D lines on the left side of their Leia 75. The jumper attempted to clear by releasing and pumping the brakes but elected to cutaway as the canopy started a diving rotation.

One report has been received from a C Licence skydiver that experienced a pilot chute in tow. The jumper, who has 480 descents (62 in the last 3 months) suspects that they made weak throw, and the pilot chute had been caught in the burble causing the hackey to tie the pilot chute into a knot. After no initial deployment of the main canopy, the jumper elected to perform their emergency procedures.

One report has been received of a Bag Lock malfunction. The skydiver with 5,087 descents (302 in the last 3 months) was filming a Tandem and deployed around 5,000ft. On deployment of the main canopy, they felt the deployment bag lift out and they were pulled to a standing position, but no further development of the canopy occurred. They made a quick pull on the risers but when the canopy did not open any further elected to perform their emergency procedures. On inspection of the equipment on the ground, it appears that the bag lock had been caused by a broken bungee which wrapped itself around another tying a knot around the slider and tail wrap.

One report has been received of a low opening. A D Licence skydiver with 1,600 descents (250 in the last 3 months), lost altitude awareness during a 4-way head down jump. The jumper reports that they did not hear their audible altimeter due to the wind noise. It is estimated that they were under canopy at around 1150ft. The jumper was grounded by the acting CI, and later spoken to by the CI and a STO.

A report has been received from a D Licence skydiver with 1456 descents (52 in the last 3 months) that had their main canopy disconnect on opening. The jumper had been filming a Tandem skydive and suspects their cutaway pay may have been dislodged on climb out.

One report has been received of a premature reserve deployment in an aircraft. The D Licence skydiver with 5000+ descents had boarded the aircraft to film a Tandem pair. The jumper had mistakenly attached their restraint to their reserve handle and as the aircraft started to taxi the jumper leant forward, and their reserve deployed.

One report has been received of an A Licence skydiver that landed in a tree just past their intended landing area. The jumper has 37 descents, 5 in the last three months. The jumper sustained no injuries and has been refreshed on canopy control.

e. Four Tandem injury reports have been received.

Two reports have been received of injuries that occurred to Tandem students that were not reported to the PTO at the time of the incident. A report has been received of a Tandem student that received a neck injury on opening of the canopy. The PTO reviewed the video of the jump, and the student appeared to have their head down throughout freefall. The student's head appears to jolt during opening although the student reported they experienced neck pain from exit. The Instructor, who has 3,450 Tandem descents (74 in the last 3 months) did make one attempt to lift the student's head during freefall. The student reported the incident to the PTO after they had attended hospital with neck pain.

A further report had been received of a Tandem student that reported a back injury after hard opening on a Tandem descent. The student made no mention of pain or issues following the jump but reported the incident to the PTO after they had presented to a GP with back pain. The Tandem Instructor, who has 2,000 Tandem descents (173 in the last 3 months) confirmed that it was a hard opening. The canopy was a Sigma 370.

A report has been received of a Tandem student that injured their back on landing. The reports states that the injury occurred after a hard landing that was possibly caused by turbulence. The report also notes that the Instructor, who has 1550 Tandem descents (100 in the last 3 months) did not fully complete the flare. The landing area was moved to avoid further turbulence. The incident occurred on an Icarus 364 Tandem canopy.

A report has been received of a Tandem student that lost consciousness at 500ft. The student landed without injury and woke up after landing. The Instructor had 642 Tandem descents, 364 in the last three months and was jumping a Sigma Tandem system and student harness.

f. There have been 12 Tandem malfunction/deployment problem reports received.

A report has been received of a Tandem Instructor with 299 descents, 292 in the last three months, that disconnected their student at the top hooks on the climb to altitude. The Instructor unhooked the student to help tie the shoelaces of a Tandem student sat behind them. Following the unhooking, the Instructor reattached the student and asked another Instructor to confirm that the student had been correctly reattached. As the unhooking of the student constituted a breach of the BSOM, the Instructor was suspended pending an investigation by British Skydiving. The Instructor was interviewed by the HoSTC and the STOs and explained their actions. Following the meeting, the suspension was lifted, and the Instructor issued with a letter reminding them of their responsibilities as an Instructor.

Three reports have been received of Tandem malfunctions caused by twists in the lines that the Instructors could not clear. Two were experienced on Icarus 330 main canopies, the other a TX2 365. The Instructors had 780, 1400 and 38 Tandem descents.

Two reports have been received of malfunctions caused by line overs on Tandem canopies. These occurred on a Sigma 370 and an A2 370.

Two reports have been received of Instructors cutting away from diving / spinning canopies. These incidents occurred on a Chinook Evo 315 and Hop NG 330. The Instructors have 2,018 and 2,243 Tandem descents.

One report has been received of a Tandem malfunction caused by a tension knot on the lines on the front right of the canopy that the Instructor could not clear. The Instructor has 11,000+ Tandem descents and was jumping an Icarus 364 main canopy.

A report was received of a very hard opening on a Sigma 370 canopy (as discussed in the Tandem injury report above). It is not known what caused the hard opening, but the PTO has reviewed packing procedures.

A report has been received of a drogue entanglement with the lines of the main canopy after deployment. A Tandem candidate was on the second bag jump of a Tandem Instructor course when their Sigma 370 Tandem canopy deployed 90 degrees off heading with the drogue entangled in the lines. The candidate performed a control check, which included releasing the secondary toggles, which cleared the entanglement.

Another Tandem candidate on their third live student descent left the aircraft with the right-side lateral connector hook disconnected. The candidate was jumping an aircraft with bench seats and as they were moving to the door, felt part of the system rub against the bench as they manoeuvred off the bench to the floor for a seated exit. It is likely that the hook became disconnected at this stage although the candidate did not realise it. The candidate had been given a pre-jump check prior to exit by the Instructor examiner on board who confirmed that both lateral connector hooks had been correctly attached before the candidate moved to the door. The candidate continued with the descent, an unstable exit, followed by drogue less turns because they were unaware that the right connector had released. The harness was checked post jump, and the connectors were found to be in serviceable condition.

- g. One report has been received concerning AADs.

A report has been received of three student AADs that fired during an aircraft descent. The aircraft was descending with an AFF students on board following an aborted lift. The Instructors on board tried to alert the pilot that they were descending too quickly as the aircraft passed 3,000ft but it is thought the pilot was task saturated monitoring the airspace and other traffic. The Student Cypres AADs fired at around 1,000ft. The student AADs that fired had no offset selected.

- h. 15 'off-landing' reports have been received. Three were students, including one Tandem pair. The other 11 were experienced skydivers. Seven of the nine experienced skydiver off landings occurred on one lift, as a faulty GPS waypoint resulted in a very short spot in strong wind conditions. In another incident, two experienced skydivers landed off after the pilot ran-in 180 degrees in the wrong direction. The pilot had misinterpreted the magenta line on the in-built aircraft GPS.
- i. Four reports have been received of items coming off on exit, in free fall or on deployment. These included two shoes, one helmet and a GoPro camera.

Additional incident reports received

The Chair reported that since the agenda had been circulated the following incident reports have been received:

- j. There have been six Student injury reports received.

An AFF student twisted their knee jumping down from the aircraft during an aircraft drills lesson. The student was told to step down from the aircraft but elected to jump out, injuring their knee in the process.

An AFF student on their first jump sustained injuries to their shoulder and upper leg after flaring high and landing in a ploughed field. The student was reported to be flying the wrong canopy pattern and not responding to radio commands. The student was initially flying into wind at 500ft when they turned 90 degrees and flew towards the edge of the airfield. They flared high, held it down and adopted a PLF into a ploughed field. The student was jumping an Icarus Student 220 canopy with a wingloading of 0.77.

Another AFF Student on their first jump injured their left wrist / hand on a hard landing after a late flare. The student had held the toggle down too long when making the turn to final approach which had put them on track for a fence line. The student was slow to return to full drive on final approach. When they did, they flared correctly but too late, landing hard on their bottom, with both hands to the side, instead of the PLF position taught in the groundschool, sustaining the injury to the wrist. The student was jumping a Solo 270 canopy with a wingloading of 0.73.

An AFF Level 4 student on their 5th jump hit a fence on the edge of the PLA on landing. The student had just completed what they thought was a 'bad skydive' and was preoccupied by this and not their landing pattern. The student broken their Talus bone. The student was jumping a Solo 230 canopy with a wingloading of 0.71.

An AFF student on their 13th descent sprained their ankle on landing following a high flare. The student did not adopt a PLF on landing. The student was jumping an Icarus Student 240 canopy with a wingloading of 0.82.

An AFF Level 5 student sustained what was thought to be a perforated ear drum on their 8th jump. The student's ear started bleeding in freefall. The student successfully completed the jump and later visited the GP as their hearing was slightly impeded. The GP diagnosed a perforated ear drum and an ear infection, prescribed antibiotics and a two-month layoff. The student was jumping a Navigator 240 canopy with a wingloading of 0.74.

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

A Category System Instructor with 632 jumps, sustained very serious injuries on what appeared to be a turn initiated with the front risers. The Instructor fractured their left femur, hip and pelvis and broke several ribs. They also sustained internal injuries and a punctured lung.

The Instructor had arrived early in the day and conducted refresher training for a syndicate of students. The first lift of the day took off with students on board and with the Instructor acting as Instructor / Jumpmaster. Whilst the aircraft was in the air, the winds gusted over the limits for students and so the lift was brought down. As the winds were still in limits for licensed skydivers, a second lift was authorised to 5,000ft for staff and licensed skydivers.

The Instructor was second to exit the second aircraft lift from 5,700ft and completed a short freefall delay before deploying their canopy without incident at 4,300ft AGL. The Instructor made a handful of spiral turns in the holding area before starting their downwind leg around 1,000ft. They made a short crosswind leg at 440ft and then appeared to stall surge the canopy before pulling down on the left front riser to make a turn of around 100-120 degrees into wind for landing. It appears that the front riser turn was completed with insufficient height / time to complete the turn, and they impacted hard some 5 seconds after making the turn input. The Instructor was attended very quickly by the on-site medical team, assisted by two medical students who were amongst the syndicate of students that had been invited to watch the staff descents. Paramedics assisted by a trauma doctor later arrived to continue the treatment and the Instructor was taken to hospital.

The Instructor held CT3 and was jumping a Sabre3 150 with a wingloading of around 1.6 lbs/ft².

A B Licence skydiver with 180 jumps broke their ankle after a late flare. The jumper had flown a good landing pattern, but on final approach, the jumper noticed some large wide cracks in the landing area which they wanted to avoid. However, whilst trying to avoid the cracks, the jumper lost track of their altitude and flared late with insufficient time for the canopy to react. They were jumping a Sabre2 170 with a wingloading of 0.88.

An A Licence skydiver with 45 jumps dislocated their shoulder after a 3-way FS jump. After an uneventful exit and freefall, the skydiver tracked off and waved, but as they reached round to deploy their pilot chute, their left shoulder dislocated. The jumper adopted a PLF position and landed with one brake stowed. The student has a previous history of shoulder dislocation and was in possession of an appropriate doctor's medical certificate. They were jumping a Silhouette 260 with a wingloading of 0.92.

I. There have been nine malfunction/deployment problem reports received for licensed skydivers.

A Wingsuit jumper with 420 descents (40 in the last three months / 300 on the system) experienced multiple twists after opening. The jumper spent some time trying to kick out of the twists before electing to cutaway when they reached their hard deck. As they cutaway, they fell on to their back slightly. The reserve free bag and lines were momentarily entangled with the jumper's arm, but they managed to clear the entanglement. The reserve then hesitated in the bag due to uneven line deployment until the reserve pilot chute had enough force to pull the safety stow through the bag. They were jumping a Safire3 149 in Infinity Container.



A report has been received of CF wrap. Three jumpers were attempting a Tri-Bi-Side which failed and caused a wrap. Two of those involved in the wrap cutaway, completed their reserve drills and landed without further incident. They were both D Licence skydivers, one had 1,200 descents (60 in the last three months) and the other 1,634 descents (79 in the last three months). Both had 10 jumps on the parachute systems in use.

Two reports of lineover malfunctions had been received the main canopies had been packed by the jumpers themselves. A D Licence skydiver with 1,089 descents cutaway from a lineover malfunction. They have 30 descents in the last 3 months and were jumping a Sabre2 135. A C Licence skydiver (with 407 jumps) had an uneventful canopy opening after which the canopy started to veer to the left. The jumper corrected the turn but when they checked the canopy noticed that they had a line over the right-hand side. The jumper attempted to clear, was unable so elected to cutaway and deploy their reserve. The jumper had 52 jumps in the last 3 months and was jumping a Sabre2 150.

A C Licence skydiver with 863 descents (136 in the last three months), experienced a pilot chute in tow. They tracked away from a multiplane FS jump and threw the pilot chute. When the deployment bag did not lift, they reached around and pulled the bridle. The main tray opened, and the jumper elbowed the container to assist the deployment bag, but the jumper reached their hard deck and elected to carry out their malfunction procedure. They were jumping a Sabre2 170 in an Icon container (74 descents on this system).

A C Licence skydiver with 694 descents (10 in the last 3 months) experienced a hard opening which caused the slider to cover the toggles. The jumper attempted to take control but was unable to release the toggles. They completed their reserve drills and landed on the PLA without further incident. They were jumping a Sabre1 150.

An A Licence skydiver with 29 descents (28 in the last three months) cutaway from a canopy they described as not controllable. They reported that the risers seemed tangled and attempted to clear as twists but were unsuccessful. The jumper cutaway and deployed their reserve. On landing they missed their intended PLA landing on concrete. They were not injured.

A B Licence skydiver unknowingly dislodged their cutaway handle. On deployment, the main departed and the RSL pulled the reserve pin deploying the reserve canopy. The skydiver was jumping without a jumpsuit and believes their sweater covered the handles possibly pulling the cutaway handle. The jumper has 100 descents, 30 in the last three months and was jumping a Wings container.

m. Four Tandem injury reports have been received.

A Tandem student reported a perforated ear drum three days after a Tandem skydive. The student made no complaint of pain or issues during or shortly after the descent but rang the PTO three days after the jump to report they had subsequently visited A&E as they had been suffering with tinnitus following the jump and been diagnosed with a perforated ear drum. The student reported sinus issues and had trouble equalising their ears during the descent.

A report has been received of a Tandem student that lost consciousness under canopy. The student was unconscious on landing but was not injured. The student woke up shortly after landing and stated that they hadn't eaten much during the day. No other medical conditions had been declared. The Instructor has 85 Tandem descents, all in the last three months and was jumping a Sigma 340 main, Sigma container system, and student harness. The student was 40 years old and had a BMI of 28 (very overweight).

A Tandem student received severe bruising on their thighs following a hard opening. There had been other recent reports from Instructors of hard opening on this canopy, and a previous report of a very hard opening in 2022. The Tandem canopy, a Sigma2 370, has been taken offline pending further investigations. The Instructor has 671 Tandem descents, 41 in the last three months.

A report has been received of a Tandem student that dislocated their shoulder in freefall. In discussion with the Instructor under canopy, the student mentioned it was a reoccurring injury that was not declared. The Instructor has 15,000 Tandem jumps, 303 in the last 3 months, and was jumping a Next Tandem system and student harness.

n. There have been five Tandem malfunction/deployment problem reports received.

Two reports were received of hard openings on Sigma Tandem canopies, one was a very hard opening and led to the injury of the student discussed above. In this instance, Instructors had noted the canopy

had opened hard on three occasions in previous weeks and had also opened hard in 2022 which had resulted in damage to the canopy. The canopy was taken offline to undergo further investigation. The canopy had 1551 jumps, with 81 on the current line set.

In the second incident, an Instructor had a harder than normal opening on the Sigma 370 canopy which immediately developed into twists. The Instructor was unable to clear the twists and as the canopy had started to dive, they elected to cutaway and pull the reserve. The Instructor had 443 Tandem descents, 261 in the last 3 months.

A Tandem Instructor with 670 Tandem descents (40 in the last three months) cutaway from a canopy that opened and started diving to the left. The Instructor released both brakes and tried to clear the issue but was unable. The Instructor suspects tension knots but nothing was evident when the canopy was recovered. The Tandem canopy was an A2 350 with 1294 jumps, 277 jumps on the lines.

A similar report was received of a Sigma 340 canopy that started spinning on opening. The Instructor, who has 115 Tandem descents (67 in the last 3 months), attempted to stop the spin by releasing the brakes. When they were unable to arrest the spin, they elected to conduct their emergency procedures.

A report has been received of a step-through malfunction on a Hop NG 330 Tandem canopy. The Instructor, who has 9000+ Tandems (150 in the last 3 months), was unable to locate the toggles due to the twisted risers and so conducted their emergency procedures. The person that packed the canopy was relatively new to packing Tandem equipment and has received remedial training.

- o. 19 'off-landing' reports have been received. Two were students and four were Tandem pairs. The other 13 were experienced skydivers.

An AFF L3 Student had a normal freefall but was late with deployment, so their Instructors deployed for them. The student was on talkdown but originally flew away from the PLA. It took a while for talkdown to get the student to turn around and fly back to the PLA. Given the light winds, and the student's position it was decided to direct the student into an alternate landing area to the West of the PLA. The student landed in this area without incident. The conditions were reported at CAVOK and winds 5kts.

An AFF consolidation student with 16 descents lost awareness of TAP and flew their canopy too far downwind past their turning point. They chose to land in a field of cows on the edge of the PLA. The student also hurt their ankle running away from a cow. The conditions were reported as CAVOK and winds 5kts.

A B Licence Skydiver with 175 jumps and their FF Coach, a D Licence skydiver with 3,000+ jumps both landed off following a deep spot. The coach had dispatched an AFF student prior to the 2-way coached freefly jump. Both deployed for 3,500ft but were unable to make it back to the PLA. The conditions were reported as CAVOK and winds 5kts.

Eleven skydivers from a three plane multi-aircraft load landed off the intended PLA. The aircraft had been running in 270 degrees, but this put the sun directly in the eyes of the pilots, so it was decided to change the run-in to 300 degrees. The change in run in, in addition to some freefall drift to the North meant that eleven of the jumpers landed off. All landed near a road and landed without injury or further incident.

Three reports have been received of Tandem candidates landing off on a Tandem Instructor course. All the candidates were on the bag jump phase of the course. Two landed off on the same lift – weather conditions were listed as good visibility, scattered clouds with the winds at 14 kts gusting 19kts. The third occurred the next day in clear skies in 18-19kt winds.

One further Tandem off landing has been received. A Tandem Instructor with 527 Tandems (147 in the last 3 months), experienced twists on opening and was facing downwind. The Instructor cleared the twists by 4,000ft but was too far away to make the PLA. The Instructor and student landed safely in a golf course to the east of the PLA.

- p. One report has been received of an aircraft problem.

A Cessna 206 was descending from the 6th lift of the day when a piece of material was observed to leave the aircraft by the DZ assistant. On investigation it was found to be part of the aircraft flooring. The flooring was found 650m from the PLA without any damage to any third-party.

Comparative analysis

1st of Jan to 26th Sep	2023	2024	% Change
Injury reports	88	84	-5%
Malfunction / deployment problems	122	165	35%
Tandem malfunction / deployment problems	42	45	7%
Off landings	57	86	51%
Total Incidents	309	380	23%

Injuries Headlines

1st of Jan to 26th Sep	2023	2024	% Change
Serious injuries (Fractures / dislocations / etc)	41	47	15%
Fatalities	0	1	100%
Very serious injuries (requiring Air Ambulance)	3	4*	0%
Tandem injuries	29	23	-21%
Tandem Fractures / dislocations	10	13	30%

*2 probably didn't require it

Malfunction Headlines (non Tandem)

1st of Jan to 26th Sep	2023	2024	% Change
AAD Fire	4	9	125%
Brake fire	15	14	-7%
Line over	5	12	140%
Pack rotation / step through	4	7	75%
Tension knots	9	11	22%
Stiff / Hard / No Pull	10	14	40%
Spinning diving twists	25	25	0%
Twists - Wingsuit	10	4	-60%

Malfunction Headlines (Tandem)

1st of Jan to 26th Sep	2023	2024	% Change
Tension knots	15	7	-53%
Twists	8	6	-25%
Uninflated Drogue in tow	4	1	-75%
Out of sequence deployment	0	2	100%
Streamer	0	1	100%
Drogue failed to release on primary pull	1	2	100%