
Safety & Training Committee

Minutes of the virtual meeting held by Microsoft Teams on
Thursday 5 August 2021

Present:	Jeff Montgomery	-	Chair STC/STO
	Iain Anderson	-	Skydive St Andrews
	Dylan Bartle	-	JSPC(W)/RAFSPA
	Kieran Brady	-	Skydive Strathallan
	Alex Busby-Hicks	-	Skydive Tilstock / Council
	Stacey Canning	-	APA
	Bryn Chaffe	-	Sky High Skydiving
	Andy Clark	-	Wild Geese
	Dave Emerson	-	Skydive Isle of Wight
	Reg Green	-	Pilgrims
	Ryan Mancey	-	Go Skydive
	Chris McCann	-	Sibson Skydivers
	Stuart Meacock	-	Hinton Skydiving
	Sara Orton	-	Skydive GB
	Noel Purcell	-	Skydive Hibaldstow / Canopy Working Group
	Pete Sizer	-	Chair Riggers' Subcommittee / Headcorn
	Gary Small	-	Skydive Chatteris
	Billy Steele	-	Skydive Snowdonia
	Richard Wheatley	-	Skydive Langar
	Paul Yeoman	-	Black Knights
Apologies for Absence:	Mike Carruthers	-	Skydive North West
	Paul Floyd	-	Skydiving London
	Jason Webster	-	JSPW(N)
	Martin White	-	Cyprus
In attendance:	Tony Butler	-	Chief Operating Officer
	Dr John Carter	-	Medical Adviser/RSWG Medical Panel
	Trudy Kemp	-	Assistant to COO/STO /Secretary
	Martin Soulsby	-	Vice President/Chair Coaching Structure WG
Observers:	Sam Carter (Member), Paul Dorward (Member), Mike Patchett (Member), Chris Sears (Member), Gary Stevens (Member)		

ITEM MINUTE

1. WELCOME

The Chair welcomed all involved to the 5th STC meeting of 2021. He asked those who wished to speak to make him aware by using the wave icon or chat feature on Teams, or if he did not acknowledge those, to call out. He made a roll call of Chief Instructors as the voting members present, and then outlined the voting procedure.

The Chair stated that the meeting would be recorded to assist with preparation of the minutes after which the recording would be deleted.

The Chair reported that Kris Cavill had stood down as Chief Instructor at Skydive Hibaldstow on 30 July and that Noel Purcell has taken over as CI. Also, Andy Clark was

standing down as Chief Instructor at Wild Geese at the end of August. He expressed his thanks to Kris Cavill and Andy Clark for their support and input to STC and wished them all the best for the future.

2. DECLARATIONS OF ANY CONFLICTS OF INTEREST

The Chair asked that any voting member with a personal, financial or material interest in business on the agenda should declare that interest at the appropriate item.

3. MINUTES OF THE STC MEETING OF 17 JUNE 2021

It was proposed by Pete Sizer, seconded by Ryan Mancey, that the Minutes of the meeting on 17 June 2021 be accepted.

Carried Unanimously

4. MATTERS ARISING FROM THE STC MEETING OF 17 JUNE 2021

There were no matters arising from the previous meeting.

5. RIGGING MATTERS

There were no Rigging related matters to be discussed at the meeting.

6. INCIDENT/INJURY REPORTS - RÉSUMÉ

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

- a. Six Injury reports had been received for Student Skydivers. 5 males and 1 female. The first was a Category System student on his second free fall jump, who deployed unstable on his back. The riser probably caught his face during deployment, resulting in a cut to his nose. The next was a static line student on his first jump, who was unable to locate the PLA, landed downwind and did not adopt a PLF position, he sprained his ankle. Another was a static line student who flared late for landing but did not inform the PTO of a problem for 2 days. He complained of some back pain. He was given some anti-inflammatories by his medical centre. One student on his sixth AFF jump, reached out towards the ground for landing, resulting in a broken fibula. The fifth was a static line student on her first jump, who flared high, fell backwards, and landed on the small of her back causing a lower back injury. The last involved an AFF Level 1 student who did not perform well during the free fall part of the jump. There was no reaction to altimeter or pull signals. One of his instructors deployed the student's canopy. The student did not react to radio instructions. The student's canopy then turned away from the PLA and flew between trees off the airfield. The instructor directed the student to adopt a PLF position, but he was lost from sight. When the student was located, he only had a slight injury to his nose. The student stated that he had passed out at around 2,000ft and did not come round until after he had landed. The student was taken to hospital and was confirmed to be fit and well the following day.
- b. Four injury reports had been received for Licensed skydivers and above. All males. One was a skydiver with 449 jumps who had a normal landing approach in light winds, tried to run off the landing but broke his leg. A jumper with 450 jumps, flared at approximately 30ft, whilst taking part in a canopy handling course, he landed breaking his ankle. Another skydiver with 2,170 jumps, came into land with a light tail wind, heading towards 4ft high crop, flared high and as he cleared the crop, he let up on the toggles causing the canopy to dive. He cartwheeled on landing, breaking his shoulder. A jumper with 4,000 jumps was part of an 8-way FS jump. As the 8-way launched from the aircraft, he felt a pain in his arm, which began to flail in freefall. He grabbed his arm with his other hand and flew in that position. Another jumper in the formation observed the problem and deployed the jumper's main at break-off. He landed without further injury.

- c. Six reports had been received of malfunction/deployment problems for Student Skydivers. 4 males and 2 females. All were AFF students. The first was a Level 2 student who thought there was something wrong with her slider and carried out her reserve drills. The second was a Level 3 student who experienced a line-over malfunction and carried out his reserve drills. A Level 5 student rolled over on the pull, and deployed unstable, fortunately the lines cleared his body and his main canopy deployed correctly. Another student on the first consolidation jump could not locate her main toggle, though she had jumped the same equipment before. She carried out her reserve drills. The fifth was an AFF student with 9 jumps who had end cell closure, attempted two flares, which did not rectify the situation. He then carried out his reserve drills. The last report was an AFF student with 21 jumps on a consolidation jump, who had a line-over malfunction.

- d. There had been 26 malfunction/deployment problem reports received for Licensed skydivers. 21 males and 5 females. 7 of the reports were skydivers experiencing twists, which they were unable to clear. 4 reports were for line-over malfunctions. 3 reports were for either pilot chute hesitations or pilot chutes in tow. One skydiver had a total malfunction. Another had a bag-lock, and one had a streamer malfunction. One jumper had a brake fire, owing to the keeper being ripped off on opening. Another skydiver experienced tension knots in the rigging lines. One jumper's RDS slider release rings got caught up in the cascades. Another skydiver had a distorted canopy, caused by the slider being stuck high up the lines. One wingsuit jumper experienced a twisted riser, caused during packing. Another wingsuit jumper transitioned from face-to-earth to back-to-earth at approximately 10,000ft incorrectly and went into a flat-spin. He was unable to recover from the spin and the force of the spin was too strong for him to deploy his main canopy. He was able to deploy his reserve at 5,500ft. 2 skydivers lost their deployment bags on opening due to the bridle lines snapping, neither needed to cutaway. The last report was a jumper with 35 jumps who hit a windsock pole on landing, damaging the canopy. 3 skydivers had less than 100 jumps. 11 had between 100-500 jumps. 5 had between 500-1,000 jumps. 3 had between 1,000-2,000 jumps. One had between 2,000-5,000 jumps. 3 had between 5,000-8,000 jumps and one had over 8,000 jumps.

- e. There had been 7 Tandem injury reports received. Three males and 4 females. One was an AFFBI on a TI course who made a good landing but caught his foot on uneven ground, causing him some ligament damage. Three students passed out under canopy, and none regained consciousness until after landing. One of the students was uninjured, one received light grazing to his face and the other grazed her wrist. All had little to eat or drink prior to jumping. Another fainted after walking back from the PLA. One student dislocated her shoulder, either in free fall or on deployment. Another student complained of a headache under canopy, which had started in freefall. The student had no other symptoms and was able to lift her legs for landing.

- f. Eleven Tandem Malfunction/Deployment Problem reports had been received. One was a brake-lock, causing a rotation. Another rotation report was caused by a tension knot. One report was received of severe twists. Two reports were received of brake fires, one of which was where the brake line wrapped around other lines, which could not be cleared. One report had been received of a streamer malfunction. Two reports had been received of drogue bridle lines wrapping around the TI's legs. One did not clear, and the instructor carried out his drills. This was caused by the student kicking and waving her arms on exit. The other was the TI starting to set the drogue while not being fully flat and possibly holding onto the toggle whilst the bridle started to deploy, which then wrapped around his foot. He freed the bridle from his foot and immediately deployed the main. However, the trap-door effect seemed longer than usual, so he carried out his reserve drills. One report was of a reserve deploying as the main fully inflated. No reason could be found as to why it deployed.

The final Tandem report was received of an incident involving a Tandem Instructor (TI): On Saturday 10 July 2021, the TI boarded a Cessna 208 on the 15th lift of the day with his student, sitting behind the pilot's seat, with the intention of exiting second from last. The instructor attached the student by connecting the lateral

connectors first followed by the top hooks. The instructor also attached the restraint prior to take off. At approximately 12,000ft, several witnesses observed the TI purposely disconnecting one of the top hooks from the student harness and resting the hook on the tandem student's shoulder for approximately ten seconds, and then subsequently reconnecting the top hook. The Tandem pair exited the aircraft at 15,000ft and the remainder of the Tandem descent and landing went without further incident.

Witnesses to the incident reported the actions of the TI to the PTO Chief Instructor (CI) who later reported the incident to British Skydiving HQ. The CI also stopped the Tandem Instructor carrying out any further Tandems jumps until he has consulted with British Skydiving Technical staff. The TI was contacted by the STO asking him to provide details and comments regarding his actions on that day, which he provided in a very detailed and honest response.

The instructor reported that the student, her partner, and partner's brother were all on board the aircraft at the same time. The students were all very happy and in good spirits, making various jokes and laughs amongst students, camera persons and instructors. The TI reported that his student's partner had made a jokey comment along the lines of 'oh your harness looks a little loose....you might fall out!'

The TI's response was something along the lines of 'oh this one?' and he held the left top hook and unclipped it, showing the student the top hook. Immediately after that the TI realised his severe lack of judgement and reattached the hook. He then proceeded to carry out 3 full complete kit checks, checking all handles, drogue, attachments, the instructor harness, the student's harness, before moving to the door and carrying out a pre-exit check of the drogue, primary release & top hooks.

Since September 2015, the TI has completed 3,500 Tandem Skydives, with a total of 5,500 skydives. The TI stated that he has not experienced any Tandem Students injuries in that time, or had any landing problems, malfunctions, or other incidents until now. The TI also stated that he had complete and utter remorse for the decision he made on that lift and has apologised for his actions and realises the severity of the incident. The STO suspended his TI rating until the incident was discussed at STC and had also sent him a letter reminding him of his responsibilities as a Tandem Instructor.

The STO stated that it was his intention to reinstate the TI rating of the Tandem Instructor concerned if CIs were in agreement.

Following consideration, CIs present were content with the actions taken by the STO following this incident and agreed that no further action be taken against the Tandem Instructor concerned and that his TI rating be reinstated.

There followed discussion regarding those incidents that may involve disciplinary action and how these are dealt with in the future. A number of CIs present felt that there seemed to be some disparity with which some incidents were dealt with particularly those involving what they considered to be quite serious Tandem incidents. It was felt that there needed to be a fair and consistent system in place to ensure fairness across the board.

The COO stated that there is a difference between intentional Operations Manual breaches and those that are unintentional, or are mistakes or errors and that he believes the approach is consistent, but will consider how the incidents and actions are reported, for clarity.

The Chair then continued with the résumé of incident/injury reports:

- g. Two reports had been received of AAD firings. The first involved a student jumper with 36 jumps, who made no attempt to deploy the main canopy. When questioned the student stated that she could not see the needle of the altimeter, but it appeared to be on zero! When asked why she had not deployed the canopy if she could not see the needle, she replied that 'she didn't know'. This had been the second time the AAD had fired with this student. The CI has permanently grounded

her. CIs were written to informing them to contact her CI if she turns up at their PTO. The second was a jumper with approximately 550 jumps, who was making a normal approach to landing, jumping a Sabre 150 canopy, and at approximately 100ft his Vigil AAD fired. The reserve began to deploy, resulting in a down-plane. He landed heavily resulting in a broken ankle. The AAD has been returned to the manufacturer to investigate.

- h. A report had been received of canopy damage during a CF jump. The fourth jumper was attempting to dock onto a 4-way formation. The top cell of the canopy of the 4th jumper got torn. The jumper was unaware of the damage and landed the canopy without further incident.
- i. Six 'off-landing' reports had been received, including 3 students, the other 3 were licensed jumpers, including a wingsuit jumper, and a videographer.
- j. Four reports had been received of items coming off on exit or in free fall. Three helmets, including a Tandem Instructor's helmet, on exit. Also, a knife.
- k. One report had been received of a skydiver with 500 jumps who was too upright in the doorway of a Cessna 208 prior to exit. As she pushed off, her helmet made contact with the wing, causing a small dent in the wing underside.
- l. Another incident involved extensive damage to a Cessna 208 on landing, including damage to the propeller and engine. The pilot, who had more than 5,000 hours of flying experience and nearly 1,000 hours on the aircraft involved, was descending on his 14th lift of the day. As he was turning in for his final approach, his kneeboard slipped from its position on the co-pilot seat into the co-pilot footwell. He then reached down to scoop the kneeboard back from the footwell. The aircraft appeared to have a steep approach for landing and the nose of the aircraft appeared to lift slightly just prior to landing. The AAIB are investigating the accident. The pilot only sustained minor injuries.

ADDITIONAL INCIDENT REPORTS

The Chair reported on the incident/injury reports received since the agenda for the meeting had been published:

- a. Two Student injury reports had been received. One for a Level 3 AFF student who flared high, held the flare and dropped vertically for approximately 20ft landing on her left leg, resulting in her fracturing her tib & fib. The second was a first jump static line student who flared high and bruised his foot landing.
- b. Two reports had been received of spinning canopies, caused by tension knots, both male, one with 1,172 jumps and the other with 7,200 jumps.
- c. One report was for a jumper with 500 descents who experienced twists on opening, due to a poor body position on deployment.
- d. A report had been received of a Tandem student who became unconscious in the aircraft at approximately 3,000ft. The aircraft immediately descended and landed. The student recovered after landing. However, an ambulance was called, and she was taken to hospital for further examination.
- e. Two reports had been received of 'off-landings'. All licensed skydivers, one with 271 jumps. The other involved a group of 6 skydivers due to a late spot and a change in wind direction.
- f. A report had also been received of a GoPro detaching from a helmet on exit, and one of a static line student whose helmet came off after exiting the aircraft.

7. PERMISSIONS

The Chair reported that since the STC meeting of 17 June 2021, the COO/STO had extended the following ratings/qualifications and training time periods:

AFF Basic Instructors 6-month extension to rating

Peter Hodges - extended until 28 February 2022

Category System Basic Instructors 6-month extension to rating

James Rose - extended until 28 February 2022

The Chair stated that there had been no other Permission requests received.

8. INSTRUCTOR COURSES

The Chair reported that three courses had been conducted since the last meeting, at: Skydive Buzz, Skydive Hibaldstow and Skydive Langar.

a. Instructor Course 2-2021

British Skydiving expressed its thanks to Skydive Langar for hosting Instructor Course 3-2021, from 21-24 June. The Course report had been included with the STC Agenda and was for information only.

b. Accelerated Free Fall, Tandem & Pre-Advanced Instructor Courses

British Skydiving expressed its thanks to Skydive Buzz for hosting the course, from 21-24 June. The Course report had been included with the STC Agenda and was for information only.

c. Accelerated Free Fall, Tandem & Pre-Advanced Instructor Courses

British Skydiving expressed its thanks to Skydive Hibaldstow for hosting the course, from 7-9 July. The Course report had been included with the STC Agenda and was for information only.

9. COACHING STRUCTURE WORKING GROUP

The Chair reported that an update on the Coaching Structure Working Group (CSWG) by Martin Soulsby had been included with the STC Agenda.

Martin Soulsby spoke to his paper and took questions from those present.

Martin reported that having developed the new structure for coaching, the CSWG has spent the last months working to developing all the necessary paperwork.

The CSWG has been expanded and they have been finalising the development of the necessary paperwork for the qualification ahead of the pilot training course.

The CSWG had now been able to develop a provisional timeline for implementation of the new system, which had been outlined in his paper.

Martin Soulsby stated that the next step was to send out a request to CIs/PTOs for a potential Training Provider for the pilot course.

10. A.O.B

i) The Chair reported that a paper by the British Skydiving Medical Adviser with regard to Covid-19 on the DZ had been e-mailed to CIs and PTOs this afternoon and had been included in the Sharepoint folder for this meeting.

ii) Gary Small asked for STC's thoughts on the idea of combining TBI and TI Courses.

The Chair reported that one of the areas that the Instructor & Rigging Courses Review Working Group (IRCRWG) are looking at was the current format of TBI / TI

Courses. He stated that one of the suggestions being considered was whether a TBI Course could be run over a shorter period of time instead of 5 days as was the current requirement. It has been suggested that the majority of the formal lectures could be completed by a potential candidate prior to the TI Course, which could be given by an Advanced Instructor. In this way a candidate should be fully prepped prior to attending a TI Course. However, this would require Chief Instructors spending more time in preparing their candidates prior to them attending a Course.

There was also some concern expressed by those present that there appeared to be a shortfall of Tandem Instructors, and this was an area that also needed to be addressed.

The Chair asked for input from CIs with regard to how they feel TBI Courses should be run, which he would then pass onto the IRCRWG.

11. DATES OF NEXT MEETINGS

Thursdays at 19:00: 23 September, 11 November (Virtually, via Teams)

The meeting closed at 19:54 (duration 0:54)

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

Approved by STC on 23 September 2021

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