

safety matters

Parachute packing warning

Another emergency parachute has been discovered to have its deployment bag permanently attached to the lines. This error was covered in BHPA Safety Notice Safety Notice 013 (December 1996): Parachute Packing Errors, downloadable at www.bhpa.co.uk/members/safety/notices/index.php. Either inadvertently, or deliberately to secure the bag in the event of a deployment, the parachute bridle had been passed through a loop in the deployment bag. On deployment, instead of the deployment bag falling away it will remain attached to the bridle, move up the lines and hold the mouth of the parachute tightly closed. At least one fatality in this country has been caused by this packing error. Loops on the deployment bag are for holding S-folds of bridle and lines only. Never pass the bridle completely through any loops on the deployment bag. The repacking season is upon us - use the opportunity to make sure your parachute does not have this error. If in any doubt at all, have your parachute repacked by a BHPA-licensed packer. An up-to-date list of these is available online at www.bhpa.co.uk/members/safety/packers/index.php. All past BHPA Safety Notices can be found at www.bhpa.co.uk/members/safety/notices/index.php.



EPPS course

A BHPA Emergency Parachute Systems Course took place at Derby over the weekend of October 31st - November 1st, led by BHPA systems packer and instructor Bill Morris. It was attended by Andrew McLoughlin, Colin Walker, Francis Rich, Gregory Emms, Jack Clark, Jayne Gowler, Mark Harris, Peter Wells, Ross Weeden and Steve Griffiths. Welcome visitors and contributors were FSC Chairman Angus Pinkerton, and Stefan Kurrle of Independence Paragliders, observing how the BHPA system worked in the context of the developments in Europe.



Tomorrow's airspace

A new CAA publication sets out how the UK's future airspace arrangements are intended to be developed, in co-operation with the Department for Transport, Ministry of Defence, NATS and other aviation stakeholders. The document (available online at www.caa.co.uk/default.aspx?catid=7&pagetype=90&pageid=11045)



explains how UK airspace is used and controlled today, and the key factors that the CAA thinks will cause it to evolve. It goes on to outline the Future Airspace Strategy that is being developed for the next 20 years, and some of the concepts that will need to be considered. The outlined strategy is a complex process that will take place over the next two to three years. Formal consultation is due to begin in 2010.

New online interactive radio guide

For airband radio users and others keen on using no-nonsense radio phraseology, a new supplement to the CAA's Radiotelephony Guide (CAP 413) takes the form of an interactive quick-reference to the most commonly used terms. The supplement covers arriving at and departing from aerodromes, cross country flight, operating at unattended aerodromes and emergency messages. The document is available online only at www.caa.co.uk/cap413supplement3.

CAA Tow Permits

With the closing of the 2009 season it is time to look forward to 2010. CAA Tow Permits are now being issued with up to five years validity, however it is still necessary for tow clubs to inform the FSC Tow Panel that they require a permit to remain in place for the following season. This helps to identify unused sites and remove clutter from CAA charts. All tow officials should contact Russ Hicks (russ.hicks@btopenworld.com) with the intended status of their sites for 2010. Note that a tow permit is only required for ground-based winch and vehicle tow operations, not aerotowing.

Formal Investigation report

The Formal Investigation Report into the fatal accident involving Gordon MacGregor at Corndon on April 12th 2009 (see Skywings, October) is now available online at www.bhpa.co.uk/members/safety/inquiry/index.php.