

# BPA PILOTS' SUB-COMMITTEE MINUTES

**Saturday 28<sup>th</sup> January 2012**  
**The Premier Suite, Reebok Stadium**  
**Bolton, Greater Manchester, BL6 6SF**

**Present:**

Kieran Brady	-	Chairman
Mike Westwood	-	22 Trg Group
Tony Knight	-	UK Parachuting
Angela Hickling	-	BPS, Langar
Paul Moore	-	Peterlee
David Goodwin	-	Peterlee
Malcolm McBain	-	Peterlee
Dick Kalinski	-	Peterlee
Tony Cowan	-	Peterlee
Ken Glendinning	-	Peterlee
Stuart Palmer	-	Peterlee
James Swallow	-	Target Skysports
Gerwyn Watkins	-	NLSC
Simon Chipp	-	NLSC
Duncan Haynes	-	NWPC
Richard Johnston	-	Skydive London
Tom Weston	-	Skydive UK

**In Attendance:** Tony Butler - Technical Officer

**Observers:** David Hickling, Mal Richardson, John Page, Pete Marsden, Jay Webster, Martin Crossley, Martin Harris, Ian Roseninge, Phil Cavanagh.

***Note:*** *The meeting attendance sheet was not returned following the meeting. If you attended the meeting and your name is not above, please contact the office so that the 'master' minutes may record your attendance.*

---

## **ITEM**

### **1. APOLOGIES FOR ABSENCE**

Apologies for Absence were received from; Mike Carruthers, Jake Brooks, Dave Pinkney, Charles Shea-Simonds, John Carter, Marc Morin.

2. **MINUTES OF THE PILOT'S MEETING OF THE 22<sup>ND</sup> JANUARY 2011**

It was proposed by Paul Moore and seconded by Mike Westwood that the Minutes of the Pilots' Sub-Committee Meeting of the 22<sup>nd</sup> January 2011 be approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 22<sup>ND</sup> JANUARY 2011**

**Page 3 (Item 4(e) – Incidents/Accidents).** The chairman stated that at the last Pilots meeting an incident that occurred on the 29<sup>th</sup> November 2010 was discussed: An Airvan had failed to gain height on take-off and made an emergency landing in an adjacent field. There were eight parachutists on board and the pilot, who broke his leg on landing. Other than very minor injuries, no one else had been injured. However, the aircraft was a 'write-off'. The parachutists had to evacuate out of the pilot's door as the damage to the aircraft prevented the side door from opening. It was reported to the meeting that the Chairman of the Pilots Committee and the Technical Officer initially started an investigation, but because the accident was being investigated by the AAIB, the BPA investigation had been put on hold until the AAIB have completed their investigation.

At the June STC meeting it was reported that the AAIB investigation had been completed and their report was to be published on the 9 June. It had been established that the aircraft had not been flown in accordance with the requirements of the flight manual, which may have contributed towards the accident. Subsequently the Club had taken the following action: the pilot concerned would undergo refresher training. This was to be carried out by a CAA instructor/examiner and not the Club Chief Pilot. The CAA instructor/examiner would be fully aware of the circumstances of the accident. He was to carry out an extended SEP to include ground and flight instruction focusing on aircraft performance immediately after takeoff and stall recovery at various stages of flight. This had been the area of concern. The pilot would not fly parachute operations until the training had been carried out. STC accepted the actions that had been taken by the Club.

**Page 3 (Item 7, NATS – Olympics).** Mike Westwood attended a NATS/GA in November 2011 on the BPAs behalf. Mike's comments on the meeting were sent to all Clubs.

**Page 4 (A.O.B)b.** At the last Pilots meeting pilots were advised that Deferred Defect Record Sheets should meet EASA requirements and a sample was sent to all Clubs in January 2011 together with a CAA Airworthiness Communication explaining the system, requesting that they be used. During BPA Club inspection/audits throughout the year it was noted that a number of Pilots/Clubs

had not been using the correct sheets for the recording of aircraft defects. They should be used by Clubs not already doing so.

#### **4. INCIDENTS/ACCIDENTS**

The chairman gave the meeting brief details of the incidents/accident reports that had been received during 2011:

- a. 18<sup>th</sup> April A Cessna Caravan had its left gear tyre deflate on landing, possibly due to debris on takeoff or landing. There were no injuries or damage to the aircraft.
- b. 25<sup>th</sup> April A report was received involving a light aircraft that flew over the PLA at approximately 2,000ft just as the DZ controller had given a 'clear to drop'. The aircraft had passed by the time the canopies opened. All parachutists landed safely.
- c. 13<sup>th</sup> May A Cessna Caravan was taxiing to the threshold of the runway and the nose of the aircraft lifted causing the tail bumper to make contact with the ground, resulting in slight damage.
- d. 14<sup>th</sup> May Prior to the first lift of the day a Cessna Caravan was towed out to the ramp with the tow bar attached. The aircraft tow bar was not taken off and came off whilst the aircraft was taxiing causing a small hole in the underside.
- e. 18<sup>th</sup> June Another report was received of an aircraft infringement whilst jumpers were in freefall. The jumpers landed safely.
- f. 23<sup>rd</sup> June A Cessna 206 landed after the first lift of the day and damaged its wing-tip whilst turning at the end of the runway on wet grass in a cross-wind and a little too fast. The wing tip made contact with the ground.
- g. 30<sup>th</sup> July A report was received involving a Turbine Islander that encountered icing whilst flying in cloud and both engines stopped. The engines were restarted and the aircraft landed with all on board. The CCI has not permitted the pilot to fly after the incident. The CCI decided that before the pilot flew again he would be re-educated including the basic aspects of flying for parachuting, the ANO/CAP 660 and the BPA Operations Manual. The pilot has been flying for parachuting for 22 years amassing approximately 3000hrs on various aircraft. The CCI believed his flying abilities are not in question, especially as in his view he had done a good job of dealing with the situation, but perhaps his basic knowledge for para-drop flying was lacking. This incident was reported to the CAA.

- h. 21<sup>st</sup> August Another infringement report was received from the same Club as to previous one. The aircraft appeared to deliberately change course to fly over the PLA. When the Club spoke to the pilot concerned, he told them that he “could fly anywhere and see everything!”
- i. 27<sup>th</sup> August There was an incident that was not a parachuting sortie problem, but involved a parachuting aircraft being flown to a Club. The aircraft, a Cessna Caravan landed at a Club with only the pilot on board, it overshot the grass runway and ended up in a field. The pilot was shaken and the aircraft was damaged. This report is for information only.
- j. 27<sup>th</sup> August A wing-suit jumper went over the tail of an aircraft, a Cessna Caravan. He did not wait until he fell away from the aircraft before inflating his wings. He sustained bruising and there was some damage to the tail of the aircraft.

## 5. EASA

The Chairman, Tony Knight and Paul Moore briefed the meeting on the current situation with regard to EASA and possible regulations affecting skydiving.

Tony Knight stated that he had produced an updated report on the EASA Regulatory Effects on Sport Parachuting that has just been sent to DZOs and BPA Council. Copies were available at the meeting and the chairman stated that a copy would be attached to the minutes. However, Tony Knight stated that both the CAA and the French aviation authority had, in past few days, objected to Part SPO of EASA regulations. This could, therefore, produce a different regulatory arrangement to the one currently proposed.

Much concern was voiced over the possibility of PPLs not being permitted to fly for parachuting, as this could have a serious effect on parachute clubs.

Discussion also took place regarding IMC ratings and it was pointed out that pilots should ensure that their IMC rating are valid in May, otherwise they may lose them altogether under the new EASA licencing rules.

## 6. GASCO MEETINGS

The Chairman stated that GASCO continues to grow in strength and is now a means in which the CAA communicates with General Aviation on 'Aviation Safety'!

The current Chief Executive Mike O'Donoghue is doing a good deal of work to promote the GASCO/CAA Safety Evenings and the Chairman stated that he would like to encourage clubs to consider, possibly as part of their SMSs, attendance by their pilots to one of these evenings, or indeed to host such an

event. The content of the evenings is extremely valuable to pilots and covers a wide range of topics that is usually enjoyed by all who participate. For information: [www.gasco.org.uk](http://www.gasco.org.uk) or e-mail: [info@gasco.org.uk](mailto:info@gasco.org.uk)

The Chairman stated that he would also like to suggest pilots consider membership to the LAA who as a group are very pro-active in their approach to communication and education within aviation. The LAA website is a very valuable tool and a good source of information together with all the latest news and views. They may be contacted at [www.laa.uk.com](http://www.laa.uk.com) or 01280 846786.

## **7. WORKING GROUP – JUMP PILOT AGE REQUIREMENTS**

At the STC meeting in November a request was received for a pilot to be permitted to continue parachute flying past the age of 70. This request resulted in a great deal of discussion during the meeting, culminating in STC deciding that the pilot would be given a ‘one off’ exemption to allow him to continue parachute flying for a further year.

Because the decision caused a great deal of controversy, with some CCIs believing that permissions against the rule should not be give at all and some believing that permissions should be given, it was decided to form a Working Group (WG) to Consider the Current BPA Authorised Parachute Pilot Upper Age Limit Requirements.

The Working Group members are; Kieran Brady (Chairman), Tony Knight, James Swallow, Mike Westwood, John Carter, Tony Butler and Gareth Thomas (who later withdrew due to work commitments).

The Working Group held their first meeting on the 18<sup>th</sup> January at the BPA offices.

There was some concern raised about the imposition of an upper age limit. The chairman stated that the WG were looking at all aspects and would make a recommendation only after much research had taken place and once medical experts, the CAA and other organisations had been consulted. The chairman also stated that any input from pilots, clubs etc would be welcomed and considered.

## **8 A.O.B.**

- a). Since the last meeting there have been 6 Pilot Examiner ratings had been issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Gareth Thomas	260
Jake Brookes	261

Duncan Haynes	262
Tom O'Shea	263
Paul Merry	264
Paul Hollow	265

b). The chairman stated that Lawrence Hay from the CAA had given a presentation to CCIs, DZOs and pilots the previous afternoon on various topics of concern to them, including:

- 'The Significant Seven'
- Stall Recovery Technique
- Runway Excursions
- Parachute Dropping through Cloud
- Defect reporting/use of MMEL & MEL
- Aircraft Defect Reporting
- Operator and owner responsibilities in regards to continued airworthiness – Part 'M' to EC 2042/2003
- EASA Part-SPO – The Future?
- UK PPL 'club' flying/IMC rating for Class 'A'/Olympic Games 2012 Airspace Restrictions

The Chairman stated that the CAA's Power Point presentation and notes would be sent to all Clubs with the Pilots' Committee Meeting minutes, along with a copy of CAP 549 (MMEL & MEL), CAP 748 (fuelling and Fuel Installations) and the CAA SMS Guide for Small and Non-Complex Organisations.

## 9. DATE OF NEXT MEETING

Saturday 26<sup>th</sup> January 2013,  
Marriott Hotel, Leicester

6<sup>th</sup> February 2012

Tony Butler  
Technical Officer

### Distribution

Chairman – Pilots' Sub-Committee  
Chairman STC  
Council  
CCIs  
Club Chief Pilots (via CCIs)  
Pilot Examiners  
CAA  
File