

# BPA PILOTS' SUB-COMMITTEE MINUTES

## Hanover International Hotel, Watling Street, A5 Hinckley, Leics., on the 20<sup>th</sup> January 2001.

**Present:**

Tony Knight	-	Chairman
Chris Antoniou	-	Cyprus
Dick Kalinski	-	RAPA
Nick O'Brien	-	APA
Justin Sheppard	-	Silver Stars
Jeff James	-	APA
Arthur Gibson	-	APA
Jeff Chandler	-	Silver Stars/Wales
Mike Carruthers	-	NWPC
Steve Apps	-	APA
Angela Hickling	-	BPS

**In Attendance:**

John Saunders	-	Chairman – STC
Tony Butler	-	Technical Officer

**Observers:** Steve Thomas, Pete Marsden, John Carter.

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### ITEM

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

Apologies for Absence had been received from Shaun Wilson and Gordon Cooper.

#### **2. MINUTES OF THE PILOT'S MEETING OF THE 22ND JANUARY 2000**

It was proposed by Angela Hickling and seconded by Chris Antoniou that the Minutes of the Pilots' Meeting of the 22<sup>nd</sup> January 2000 be Approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 22<sup>ND</sup> JANUARY 2000**

**Item 3 (GPWS)** The Chairman stated that the CAA had indicated they would consider individual applications against the GPWS requirements, but also this situation may not last. He read out the relevant paragraph (4.9.3) from the CAA Flight Ops Dept Communication – 1/2000:

‘In response to these comments, the Authority agrees that as parachute and skydiving operations are unique insofar as flights are generally conducted under VFR, in close proximity to the home base and with constant reference to the ground, and as only a few small turbine powered aeroplanes are used in these type of operations, they should be excluded from the TAWS mandate. However, as this alleviation will be subject in due course to the requirements of EU-OPS 1 (once this acquires legal standing), the Authority can give no guarantee that the exemption it is prepared to grant to aeroplanes engaged in parachuting and skydiving operations – subject to such conditions as it may decide are appropriate – will endure.’

**Item 4 (viii)** The Chairman stated that the pilot involved in this incident has since been sacked.

4. **INCIDENTS/ACCIDENTS**

The only two incidents reports received concerning aircraft this year were:

- a) An aircraft (LET 410) had been given a ‘clear drop’ but there was then a change in wind speed which required a ‘negative drop’ instruction. This was only acknowledged after eight attempts, by which time the jumpers had exited, resulting in an ‘off’ landing. There were no injuries.
- b) As an aircraft (Cessna 206) was climbing to altitude the engine stopped, at approximately 6,000ft, due to a fuel problem. The jumpers, including Tandem parachutists had to exit approximately 10 miles from the DZ.

5. **FOREIGN PILOT RADIO PROCEDURES**

The Chairman informed the meeting that the CAA have been concerned with regard to alleged incidents reported to them of communication problems with foreign jump pilots. He stated that he had written to CCIs, Chief Pilots and DZ operators for comment and a number had replied.

Some discussion ensued with regard to this. It was felt by the meeting that the situation did not warrant the ‘suggested’ idea of foreign pilots have to take British

RT tests. It was felt by the meeting that operators should be asked to do their best to ensure that any foreign pilots working for them have a good command of English.

**6. GASCO MEETINGS**

Angela Hickling had sent in a report with respect to GASCO and its meetings, which was read to those present by the Chairman and included details of areas discussed by GASCO during last year.

**7. A.O.B.**

- a) The Chairman gave the meeting details of the Pilot Examiners that had been registered since the last meeting:-

<u>Pilot No.</u>	<u>Name</u>
191	Modestos Meletiou
192	Robert Wotton
193	David Bray
194	Chris Coney-Jones
195	Ronald Cowan
196	David Harrison
197	Ian Middleton
198	David Pinkney
199	Lee Love
200	Gerald McCauley
201	Kieran Brady
202	Benjamin Harrison

- b) The Chairman informed the meeting of an incident that had been reported in the AAIB Bulletin (1/2000) concerning a parachute centre aircraft, a Cessna 206, that damaged its nose landing gear after a parachuting sortie. The AAIB safety recommendation was: that the FAA and the Cessna Aircraft Company consider implementing an inspection or lifing policy for the nose landing gear drag brace to fuselage fitting bolt (Part NO NAS 464 P5 A42) on Cessna 206 and 207 aircraft.

After some discussion it was agreed that this notice would be sent to all Clubs. Copies were made available to any 206/207 operators present at the meeting.

It was noted that the incident had not been reported directly to the BPA by the operator. It was felt that Clubs should be reminded that it is an

Operations Manual requirement to report to the BPA an incident involving an aircraft on a parachuting sortie.

- c) The Chairman informed the meeting of an incident involving a BPA member who parachuted from a DC3 aircraft injuring himself after hitting a hangar roof. This non-notified accident is being investigated by the CAA, AAIB as well as the Association.

**8. DATE OF NEXT MEETING**

The Chairman stated that the next meeting is scheduled for the 9<sup>th</sup> August 2001 at 5p.m. at the BPA offices.

Tony Butler  
Technical Officer

23<sup>rd</sup> January 2001

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