

BPA PILOTS' SUB-COMMITTEE MINUTES

Hanover International Hotel, Watling Street, A5 Hinckley, Leics., on the 24th January 2004.

Present:	Tony Knight	-	Chairman
	Geoff Kent	-	Hinton
	Jez Cooke	-	Hinton
	Jeff James	-	APA/JSPC-N
	Robin Durie	-	APA/JSPC-N
	Sandy Barnett	-	St Andrews
	Stuart Meacock	-	PPC
	Kieran Brady	-	Strathallan
	Dave Ibbotson	-	Target
	Mike Westwood	-	RAFSPA/JSPC-W
	Gerwyn Watkins	-	NLPC
	Yocande Lee	-	Hinton/NLPC
	Paul Moore	-	Peterlee
	Dick Kalinski	-	Peterlee
	Chris Antoniou	-	Cyprus
In Attendance:	David Beaven	-	CAA/GAD
	Tim Scorer	-	LFA
	Tony Butler	-	Technical Officer

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence were received from Gordon Cooper, Angela Hickling, Dave Barnett, Steve Apps and Nick O'Brien.

2. MINUTES OF THE PILOT'S MEETING OF THE 18TH JANUARY 2003

It was proposed by Kieran Brady and seconded by Mike Westwood that the Minutes of the Pilots' Meeting of the 18th January 2003 be Approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 19TH JANUARY 2002**

Item 3 – Transponder – Mode ‘S’. The Chairman stated that there appeared to have been no changes to the situation within the past 12 months.

Item 4 – Incidents/Accidents – i. The Chairman informed those present that the Nomad accident at RAFSPA had been the subject of a Panel of Inquiry. The Panel of Inquiry report was presented to the STC meeting of the 4th December 2003. Its recommendations were accepted by the Committee. The report is now awaiting ratification by Council.

Item 5 – EASA. The Chairman stated that there appeared to have been no specific actions by EASA within the past 12 months that have affected parachuting.

4. **INCIDENTS/ACCIDENTS**

The Chairman gave the meeting details of a number of incident/accident reports have been received during 2003:

- a. 25th May 2003 During the descent following a lift to 12,500ft the pilot of a Dornier G92 heard a loud noise from the rear of the aircraft a felt a slight vibration from the control stick. He radioed the DZ control and stated that he may have a problem and requested that another pilot observe the situation from the ground using telemeters. This was done by the CCP. When the aircraft turned on finals it was noticed that the rudder fabric skin had become detached. The CCP advised the pilot to continue the approach and suggested the landing speed should be increased. The aircraft landed into wind without any problems.
- b. 31st May 2003 A Cessna 182 fitted with an internal draft excluder, lost it out of the aircraft as the jumpmaster was moving it prior to exit. As it fell away it did not make contact with the aircraft and landed without further incident in a field.
- c. 6th June 2003 Upon exit from a DHC-2T Beaver, an experience parachutist caught his main parachute deployment toggle on the door, which resulted in the pilot chute extracting and striking the tail of the aircraft as the parachute started to deploy. The pilot felt the strike and landed the aircraft without further incident. The aircraft was examined by engineers and no damage was found. The parachutist was later briefed by his CCI on the dangers of priming pilot chutes prior to exit.

- d. 12th July 2003 During a take off run in a Cherokee 6 the aircraft stayed off the grass runway and the port wing struck some scrub/bushes. The pilot aborted the take off.
- e. 24th August 2003 A Cessna 206 was returning to the parachute club following a display. The pilot radioed the club stating that engine had stopped and was carrying out a forced landing. The aircraft landed some miles away from the club and was destroyed. The pilot suffered minor injuries. A full club investigation took place and it was discovered that the starboard fuel tank was empty and approx. 30 gallons were in the port tank.

Following the club's investigation. The pilot was told that he would have to make himself available for further training by a CAA flying instructor and then be re-checked out by a BPA pilot Examiner. It was also decided that all club pilots receive 'top up' training in current methods of forced landings. A number of other decisions were made by the club.

- f. 24th August 2003 The tail wheel of an SMG 92 aircraft was damaged during taxiing. The aircraft shut down and the aircraft was later inspected by engineers.
- g. 30th August 2003 A Dornier G92 lost radio communications whilst on a parachuting lift. The experienced parachutists exited at 7,000ft without incident and the aircraft landed.

No comments were made regarding the incidents/accidents and no further action was suggested or requested.

The Chairman also informed the meeting that two BPA Panels of Inquiry had been formed within the last two months, involving aircraft/flying allegations. Both of these followed written complaints by Pilot Examiners. The Panel of Inquiry reports will be presented to STC.

5. CLUB CHIEF PILOT/PILOT EXAMINER QUALIFICATIONS

The Chairman stated that a number of issues during the year had highlighted the fact that there were no BPA guidelines for Club Chief Pilots and that when pilots take on the post not all of them are sure of what is expected.

Even though it is the CCI's responsibility to ensure that a Club Chief Pilot knows what is expected of him/her, it was felt that it might be helpful to have some written suggested guidelines. Therefore, a draft guideline, produced by Kieran Brady, was available at the meeting for comment.

The Chairman requested that if pilots had suggestions or comments regarding the guidelines, they should send them to the BPA office before the middle of March so that any changes can be included in the final draft for presentation at the April STC meeting. It is intended that the guidelines would be available as a BPA Form and also be included as an appendix to the Pilots' Manual. Copies of the draft would be attached to the meeting minutes.

The Chairman also informed the meeting that it had been suggested that the requirements for becoming a Pilot Examiner may need updating. At the present time the requirements are:

BPA Operations Manual, Section 9, Paragraph 1.4.

1.4. Pilot Examiners.

To become a BPA Pilot Examiner the applicant must meet the following minimum requirements :

1.4.1. Be a current BPA Authorised Pilot.

1.4.2. Have a recommendation of a CCI or Team Leader and a Pilot Examiner.

1.4.3. Have 500 hours as Pilot in Command.

1.4.4. Have 200 hours parachute flying.

1.4.5. Have 50 hours parachute flying on the type of aircraft the applicant wishes to become an Examiner for and 10 hours on subsequent types.

This item generated a good deal of discussion, where it generally agreed that the requirements were in need of revising. It was also suggested that the possibility of a specific course and syllabus should be considered.

It was therefore proposed by Kieran Brady and seconded by Dave Ibbotson that a Pilots' Working Group be formed to consider revising the requirements for becoming a BPA Pilot Examiner.

For: 12, Against: 0, Abstentions: 1.

Carried

The Chairman asked for volunteers willing to be part of the Working Group to let him know as soon as possible.

6. ATSU NOTIFICATION SYSTEM

The Chairman stated that he had given the last STC meeting a short presentation to update them on the current situation with regard to the ATSU Notification System.

He stated that the CAA had received suggestions from representatives of other airport organisations that the system was not being implemented as it should be by some drop zones. The main thrust of their argument was that drop zones were failing to notify ATSUs of sufficient downtime during many operational days. They believed that some drop zones were simply declaring themselves 'live' at the beginning of the day and failing to declare themselves inactive even when parachuting had been suspended for several hours. This was, in effect, denying the use of airspace to other users at times when it should have been freely available.

It is important that the system is operated conscientiously, which the Chairman stated that most drop zones already do. It was essential that good records were maintained on BPA Form 193 so that evidence was available in the event that any unjustified complaints were received. The form had been updated and copies of the new version were available to the meeting,

It had also been agreed that the Operations Manual would be amended to ensure that club SOPs actually detail the person responsible for ensuring that the system is operated correctly. An appropriate amendment had been drafted for discussion at the next STC on the 5th February 2004. This reads as follows.

Section 9 (Flying), Paragraph 5.12. (ATSU Notification).

5.12. ATSU Notification

All operators are required to notify the start and finish of parachuting operations to appropriate Air Traffic Service Units (ATSUs) as listed in the UK AIP (Air Pilot) ENR section 5.5. Attention is drawn to the need to notify Area Control Centres (ACCs) outside the operating hours of some ATSUs. Operators are required to ensure that their SOPs specify the person responsible within their organisation for ensuring that this notification procedure is followed. It is recommended that all operators should maintain a record of the times when the drop zone has been notified as active or inactive.

N.B. The record of times can be kept on BPA Form 193, which also gives detailed information on the notification procedure.

7. GASCO MEETINGS

Angela Hickling, the BPA GASCO representative was unfortunately unable to attend the meeting. She had prepared a written report detailing points of interest from the various GASCO meeting held throughout the year.

GASCO meetings were held in February, May, August and November. The August meeting was held at Farnborough, where GASCO members were shown around the AAIB facility. Details of AAIB reports can be found on their web-site: www.aaib.gov.uk

At GASCO meetings, the representatives from each of the member organisations are given time to relate any accidents or incidents from within their Associations. Safety is GASCO's main issue. Therefore, any safety aspect, which has come to light, which might benefit other associations, can be passed on.

GASCO also discusses and replies to Consultation letters, e.g. 'the proposal to amend Rule 5 (Low Flying)' and 'the possible extension of the London City Control Zone'.

At one GASCO meeting David Esson talked about the 'On Track' project, which was commissioned by the CAA to find out why there are so many infringements of controlled airspace, and to find solutions. Details can be found on www.flyontrack.co.uk

The Chairman thanked Angela for her work on the BPA's behalf by attending the meetings.

8. A.O.B.

- a. A CAA letter from John Hills, the new Head of General Aviation at the CAA, regarding Exemptions for parachute dropping in Class A Airspace was sent out with the agenda. The CAA will issue exemptions to Clubs, subject to certain conditions which include
 - i) The need to have a letter of agreement with the appropriate ATSU.
 - ii) All pilots to at least hold IMC ratings if penetrating controlled airspace.
 - iii) The aircraft to have sufficient navigational equipment to carry out its role safely and in conformity with ATC requirements.

Kieran Brady stated that he had just gone through the process and was willing to assist any club who wished to apply.

- b. The Chairman informed the meeting that during 2003 there were eight Pilot Examiner ratings issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Jeremy Cooke	217
Timothy Holland	218
Ian Wilson	219
Gordon Halley	220
Philip Speight	221
Stephen Hulks	222
Robert O'Hara	223
Ian Bottomley	224
Jason Fobler	225

9. DATE OF NEXT MEETING

Provisionally: 22nd January 2005
Hanover International Hotel
Hinckley, Leics.

26th January 2004

Distribution

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