

BPA PILOTS' SUB-COMMITTEE MINUTES

Paramount Hinckley Island Hotel, Watling Street, A5 Hinckley, Leics., on the 22nd January 2005.

Present:	Tony Knight	-	Chairman
	Geoff Kent	-	Hinton
	D Cox	-	Tilstock
	M P Westwood	-	JSPC(W)/RAFSPA
	K Johnson	-	BPS – Langar
	Sandy Barnett	-	St Andrews
	Jim White	-	St Andrews
	Paul Moore	-	JSPC(L)/RAPA
	Dick Kalinski	-	Peterlee/NWPC
	Mike Carruthers	-	NWPC
	Robin Durie	-	APA – Netheravon
	Nick Gooch	-	UK Parachuting
	Gerwyn Watkins	-	Hinton
	Steve Swallow	-	Target
	Kieran Brady	-	Strathallan
In Attendance:	Tony Butler	-	Technical Officer

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence were received from J G Cooper, Angela Hickling, Dave Barnett, Charlie Shea-Simonds and Nick O'Brien.

2. MINUTES OF THE PILOT'S MEETING OF THE 24TH JANUARY 2004

It was proposed by Mike Westwood and seconded by Dick Kalinski that the Minutes of the Pilots' Meeting of the 24th January 2004 be approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 24TH JANUARY 2004**

Item 3 – Transponder – Mode ‘S’. The Chairman gave updates on the situation and informed the meeting that the unit price now appeared cheaper than had been originally speculated. The cheapest Mode ‘S’ transponder that he had seen was being offered for £1,588.00.

(Item 4 – Incidents/Accidents). The minutes of the last meeting referred to two BPA Panels of Inquiry which had been convened prior to the last Pilots’ meeting, but had not completed their investigations at that time. Both of these Panels resulted in action being recommended against Club Chief Pilots (CCPs). An appeal is still pending relating to one of the Panels.

(Item 5 – Club Chief Pilot/Pilot Examiner Qualifications). This is a main agenda item.

(Item 8 – A.O.B.-a). The Chairman stated that a number of Clubs who operate in/near Class A Airspace have still not applied for exemptions to operate in the airspace. The Technical Officer stated that in his opinion the CAA will take action against those Clubs and/or individuals who operate in Class A Airspace illegally.

He also stated that Clubs that already hold an exemption, need to check when the Exemption expires and re-apply in plenty of time.

To remind Clubs. The CAA will issue exemptions 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.

4. **INCIDENTS/ACCIDENTS**

The Chairman gave the meeting details of the incident/accident reports received during the past year:

He stated that the most tragic aircraft accident this year involved the Cessna 206 which crashed near Dunkeswell on the 27th June 2004. The pilot, a Tandem Instructor and two experienced parachutists (a father and his daughter) were killed. The Tandem Student and an experienced parachutist survived. The AAIB are still investigating the accident.

- a. 26th February 2004 Following a parachuting lift in a D028 and upon landing, the port main tyre had fully deflated making the aircraft swing to the left. There were no injuries or damage. The port wheel was replaced
- b. 28th February 2004 A Cessna 206 experienced engine failure when the aircraft was descending. It landed in a field. It was later found that the plugs had fouled.
- c. 1st May 2004 Whilst on take-off roll with a pilot under instruction, the Cessna 206 drifted to the left on a grass runway. The roll was corrected, but on rotation the left elevator balance horn contacted some rough ground, damaging the elevator horn.
- d. 19th May 2004 During a pre-flight inspection on a Cessna 206, the pilot noticed a horseshoe shaped crack surrounding the flap control rod at the inboard bracket. The aircraft had not long returned from an annual check.
- e. 27th June 2004 A PAC750XL aircraft dispatched six skydivers just below an airway and then climbed a couple of hundred feet and flew close to another aircraft, which the pilot did not see. The other aircraft reported the miss to ATC.
- f. 10th July 2004 A report was received involved a lack of communication between the pilot and instructor, who dispatched a static line Student whilst the aircraft was descending.
- g. 11th July 2004 A report was received of a Chipmunk over-flying a DZ at low altitude whilst canopies were in the air. The aircraft then turned left and flew between Tandem canopies.
- h. 13th November 2004 The pilot of a PAC750XL was on jump run at altitude and inadvertently reduced power too much, which lead to the aircraft almost stalling. A number of jumpers exited the aircraft as the pilot banked to the left. Following this incident a second pass was made for the remaining jumps, without incident.

5. CLUB CHIEF PILOT/PILOT EXAMINER QUALIFICATIONS

The Chairman stated that at the last meeting it was decided that a Pilots' Working Group would be formed to consider revising the requirements for becoming Club Chief Pilots and Pilot Examiners.

He informed the meeting that the aircraft crash at Dunkeswell has resulted in the possibility of the AAIB raising questions with regard to the BPA Pilot Examiner qualification system. AAIB have suggested that the Association may wish to wait

until the AAIB report on the accident is published before considering the qualifications in case they have any recommendations the BPA may wish to consider.

The Chairman stated that the pilots who had originally volunteered to be on the Working Group, and any other pilots who would like to volunteer should contact him again in the near future.

6. GASCO MEETINGS

Angela Hickling was unable to attend the meeting, but had produced a report detailing points of interest from the various GASCO meeting held throughout the year. The report was available to those present and is attached to these minutes.

7. AIRWORTHINESS REQUIREMENTS UPDATE

The Chairman informed the meeting of changes regarding Certificate of Airworthiness, which now conform to EASA requirements.

He stated that the following was sent to the BPA from David Beaven at the CAA:

Since 28 September 2004 all UK certificates of airworthiness were, for EASA aircraft, deemed to be EASA certificates of airworthiness with a single category (i.e. for EASA aircraft the UK's Transport, Aerial Work and Private categories became extinct). A maintenance organisation has asked if it is still possible to apply UK CAA Airworthiness Notice 35 overhaul extensions beyond 120% engine overhaul life to an aircraft that has or would have had a Private Category C of A but that was used by a parachuting organisation.

The answer is dependent on the terms of the parachuting Permission [& Exemption] (P&E) issued to the particular parachuting undertaking who will use the aircraft - If it is a British Parachute Association affiliated club or registered display team, the P&E will include at paragraph 3 an exemption from the ANO aerial work requirements; and the answer is YES, they can continue to be maintained as if private - except CAP 660 provisions (Chapter 3, paragraph 5) prohibit pilot maintenance that would otherwise be allowed under Regulation 16 of the Air Navigation General Regulations (ANGR).

If the aircraft is to be used by any other organisation outside BPA, the relevant parachuting Permission will not contain exemption from the aerial work provisions of the Air Navigation Order. The ANO makes clear that parachute dropping is aerial work (i.e. a form of commercial activity) therefore in this case the alleviations (in the recently revised Airworthiness Notice No. 35) for private

operations are NOT applicable.

8. A.O.B.

- a). The Chairman informed those present that one of the recommendations from one of the Flying Panels, which was completed in 2004, was that:

'The BPA produce a generic checklist relating to aircraft documentation, as an aid to CCPs, CCIs and Team Leaders in establishing a correct documentary evaluation of the aircraft they use.'

He stated that Kieran Brady has produced a draft document, which was available at the meeting (and attached to these minutes). He stated that if pilots have any comments, to contact him, Kieran or the Technical Officer by the end of February 2005.

- b). The Chairman informed the meeting that during 2004 there were five Pilot Examiner ratings issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
George Paschali	226
Paul Handyside	227
Steve Apps	228
Derek Jones	229
Christofi Michalis	230

- c). Mike Westwood asked what the legality was with regard to the carriage of parachuting smoke canisters in aircraft. The Chairman stated that he had spoken to the CAA regarding this and he had been told that was acceptable if the canisters were attached to the parachutists but if carried in the aircraft, e.g. in a box, this would need an exemption from the CAA.

9. DATE OF NEXT MEETING

Provisionally: 21st January 2006
Paramount Hickley Island Hotel
Hinckley, Leics. (Location to be confirmed)

24th January 2005

Tony Butler
Technical Officer

Distribution

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