

BPA PILOTS' COMMITTEE MEETING MINUTES

Hinckley Island Hotel, Watling Street, A5 Hinckley, Leics.
on the 12th January 2008

Present:

Tony Knight	-	Chairman
Dave Major	-	The Parachute Centre, Tilstock
Mike Westwood	-	Skydive Weston/JSPC(W)
Kieran Brady	-	Skydive Strathallan
Angela Hickling	-	British Parachute Schools
Stuart Meacock	-	Peterborough
Moore Campbell	-	JSPC(L)/RAPA
Gerwyn Watkins	-	Sibson
Dick Kalinski	-	NWPC/Peterlee
Geoff Kent	-	Skydive London
Ken Glendinning	-	Peterlee
Tony Cowan	-	Peterlee
Jim White	-	St Andrews
Grant Richards	-	UK Parachuting/Skydive London
Dave Ibbotson	-	Target Skysports
James Swallow	-	Target Skysports

In Attendance:

Keith Thomas	-	CAA
Tony Butler	-	Technical Officer
John Hitchen	-	NCSO/Chairman STC

Observers: Mark Whitehead, Tony Goodman, Mick Nealis, Colin Fitzmaurice, John Carter, Jason Thompson.

ITEM

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. ELECTION OF CHAIRMAN

Tony Knight stated that he had been Chairman of Pilots' Committee for many years and that he wished to ease back from some of the work he had been doing on behalf of the Association. He informed those present that he felt it was time to stand down as Chairman.

Tony stated that Kieran Brady had done a great deal of work for the BPA with regard to flying and that he was also GASCO representative. He therefore believed that he would make an ideal Chairman.

Tony Knight therefore proposed Kieran Brady for the position of Chairman and this was seconded by Geoff Kent. He also invited any further nominations for the post. As there were none forthcoming, Kieran Brady was duly confirmed as Chairman of Pilots' Committee.

Agreed by those present

Tony Knight offered to chair the rest of the meeting on behalf of the new Chairman, as he was up to date with all of the agenda items. The new Chairman gratefully accepted Tony's offer.

3. **MINUTES OF THE PILOT'S MEETING OF THE 20TH JANUARY 2007**

It was proposed by Mike Westwood and seconded by Stuart Meacock that the Minutes of the Pilots' Meeting of the 21st January 2007 be approved.

Agreed by those present

4. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 20TH JANUARY 2007**

Item 5 (Dunkeswell Aircraft Crash / Pilots' Working Group). The Chairman stated that the Working Group Report following the Dunkeswell Aircraft Crash was completed on the 25th June 2007 and was presented to STC who approved the report and the PWG recommendations. The report was then sent to the AAIB as the BPA response to the recommendations listed in the AAIB Bulletin

The Chairman stated that there had been safety recommendations regarding pilot qualifications, aircraft flooring, tandem pair separation, restraints, crash positions and cabin crashworthiness.

The Chairman informed the meeting that the AAIB have published a Progress Report, which he had only seen that day and which included details of the BPA responses. He stated that AAIB has a system of accepting or rejecting recommendations.

The AAIB had rejected two of the recommendations, though he did not know the consequences of rejections. The AAIB had not contacted the BPA about them. He noted that such rejections were not uncommon among other accident reports. The Chairman also noted that where they had rejected a BPA recommendation, the AAIB had edited the BPA report.

Item 7 (A.O.B) a (TAWS). The Chairman informed those present that this was a main agenda item.

Item 7 (A.O.B) d (Poster). The Chairman stated that the draft poster presented to the meeting last year, had now been produced and Clubs had been given copies. Extra copies were available at the meeting.

5. INCIDENTS/ACCIDENTS

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

- a. 18th February 2007 A report of an aborted take-off was received, causing a SMG92 Turbo Finist aircraft to ground loop, which resulted in it going off the side of the runway. There were no injuries.
- b. 11th March 2007 Unfortunately, there was a fatal aircraft at Headcorn. This accident involved the pilot of the Club's Beaver aircraft, Steve Davis and followed an aborted take-off. The aircraft failed to stop before hitting a parked aircraft. Two parachutists on board sustained minor injuries. The accident was investigated by the AAIB. The AAIB report has recently been published. It concluded that the flaps had been set incorrectly.
- c. 25th March 2007 A Cherokee 6 aircraft had completed a parachuting lift and the engine stopped as it was returning to land, even though both tanks had fuel in them. This resulted in a forced landing in a field, severely damaging the aircraft. The pilot was uninjured.
- d. 12th June 2007 A report was received of an incident where a King Air stalled. The recovery took many thousands of feet. No one was injured.
- e. 17th June 2007 A report had been received of a G92 moving before the aircraft start-up vehicle had moved out of the way. The outside edge of elevator clipped the side of vehicle, scratching the elevator.
- f. 29th July 2007 An aircraft 'near miss' was reported where an aircraft over flew a DZ and went between two groups of skydivers.
- g. 11th August 2007 Another report involved the Perspex sliding door window on an Islander popping out when it was being opened. No injuries or damage was reported
- h. 12th August 2007 A report was received involving a Nomad aircraft that had an engine failure and landed with 13 people on board. The aircraft had insufficient reverse power and braking and overran the runway. It came to rest in an adjacent field. Some of those on board sustained some minor injuries, sprains, bruising etc. This incident is being investigated by the A.A.I.B.
- i. 21st October 2007 A 'near-miss' report was received of an aircraft and a group of parachutists. A Seneca PA34 over flew an active DZ between 2 Student static line jumpers and about 3 hours later over flew the DZ again. The CCI had sent a letter of complaint to the CAA, as he was unable to report it on an 'Airprox' form,

because they have to be completed by the person concerned. As the jumpers were first time jumpers, they were unaware of the near-miss!

6. TAWS

The Chairman reported that at the previous meeting it had been stated that the Exemptions for TAWS would not be renewed from the 31st March 2008. This was now not the case and Clubs may apply for a further Exemption for another year.

Kieth Thomas of the CAA was present and was able to update members regarding the current position. He informed the meeting that the TAWS Exemptions would definitely not be renewed after 31st march 2009. He explained that at this time it was not known what the change of rule would be, as the initial proposal was still subject to consultation. However, once the EASA rule has been decided, operators would be informed via the BPA. He stated that the CAA will not be able to overrule EASA requirements.

7. PILOTS' MANUAL

The Chairman stated that following the Dunkeswell aircraft crash the re-write of the Pilots' Manual had been put on hold at the request of the AAIB, until the investigation and report had been produced. He also informed the meeting that the re-write of the Pilots' Manual was the last area of the Pilots' Working Group to be tackled.

Tony stated that the draft Manual was almost complete and it was his intention to submit it to the PWG members for acceptance, following which it would be sent to Clubs and Club Chief Pilots for comment, prior to it being presented to STC.

8. GASCO MEETINGS

The Chairman stated Angela Hickling had resigned at the beginning of the year as GASCO representative. Angela was thanked for the work she did with GASCO over the previous years. Kieran Brady now represents the BPA at GASCO meetings.

Kieran stated that there had not been much of significant that would affect parachuting, other than the future of the UK IMC rating. He had requested that the Association be kept informed of developments.

9. A.O.B.

- a) **Headcorn Aircraft Crash** Keith Thomas informed the meeting about the AAIB recommendations following the Headcorn parachuting aircraft crash. He stated that the AAIB recommendation was that the Civil Aviation Authority should review the requirement to provide runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted. Keith stated that the CAA had accepted the AAIB recommendation and this would mean that some clubs may be required to alter their runway marking schemes.
- b) **Oxygen.** Keith stated that the ANO (CAP 393) was changed last year with regard to oxygen requirements and informed those present that the BPA Operations

Manual and CAP 660 was now in conflict with the ANO. It was also stated during the meeting that the BPA would now need to apply for an exemption against these ANO requirements. The Chairman stated that the BPA had not been consulted prior to any change and found this surprising as the BPA had great experience of operating up to FL150 without it.

- c) The Chairman stated that during 2007 and under the new system only one Pilot Examiner rating has been issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Jane Buckle	246

The Technical Officer informed those present that there had also been around 6 Club Chief Pilots qualified under the new system.

- d) Colin Fitzmaurace asked if there had been any further updates with regard to Mode 'S'. The Chairman stated that there had been no change since the last update.
- e) Mike Westwood stated that on behalf of those pilots present, he would like grateful thanks recorded in the minutes to Tony Knight for all the work he had carried out on the Association's behalf, not just as Chairman of the Pilots' Committee, but for all aspects of flying.

10. DATE OF NEXT MEETING

Provisionally: 11th January 2009
Hinckley Island Hotel
Hinckley, Leics. (Date and location to be confirmed)

24th January 2008

Tony Butler
Technical Officer

Distribution

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