

BPA PILOTS' SUB-COMMITTEE MINUTES

**Paramount Hinckley Island Hotel, Watling Street, A5 Hinckley, Leics.
on the 10th January 2009.**

Present:	Kieran Brady	-	Chairman
	Jane Buckle	-	Headcorn
	Tom Weston	-	Headcorn/Various
	Steve Swallow	-	Target Skysports
	James Swallow	-	Target Skysports
	Lee Love	-	Target Skysports
	Andy Goodall	-	JSPC(N)/APA
	Mike Westwood	-	JSPC(W)/Skydive Weston
	Gerwyn Watkins	-	Skydive Airkix
	Aaron Faith	-	JSPC(N)/APA
	Moore Campbell	-	RAPA
	Grant Richards	-	UK Parachuting
	Angela Hickling	-	BPS, Langar
	Steve Watkins	-	NLPC, Chatteris
	Ian Wilson	-	JSPC(N)/APA
	Pete Marsden	-	Skydive London/Skydive Jersey
	Geoff Kent	-	Skydive London/Skydive Jersey
	Dick Kalinski	-	Peterlee/NWPC
In Attendance:	Keith Thomas	-	CAA
	Tony Butler	-	Technical Officer
Observers:	Mark Whitehead, Jason Thompson, David Hickling, Nigel Jackson Del Hopkins.		

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence was from Gordon Cooper.

2. MINUTES OF THE PILOT'S MEETING OF THE 12TH JANUARY 2008

It was proposed by Geoff Kent and seconded by Mike Westwood that the Minutes of the Pilots' Sub-Committee Meeting of the 12th January 2008 be approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 12TH JANUARY 2008**

Item 7 (Pilots' Manual). The Chairman informed the meeting that the Pilots' Manual had been rewritten by Tony Knight and that some copies were available to the meeting. The Chairman stated that Tony Knight had put an incredible amount of work into rewriting the Manual and we would like to express his gratitude on behalf of the Committee.

The Chairman stated that Tony Knight's continued work for the good of the sport has been recognised by Council and Tony is to be awarded at the Royal Aero Club Awards Ceremony the 'Jim Crocker Sward' for his outstanding contribution to Sport Parachuting. Tony is only the second person to receive this award.

Item 9 (A.O.Ba). The Chairman stated that following the Headcorn Beaver crash, the AAIB had made a number of recommendations, one of which involved a change to the BPA Operations Manual, which had been agreed by STC at their meeting of the 20th November 2008.

The recommendation was to the CAA, who accepted it, which was:

'It is recommended that the Civil Aviation Authority should review the requirements to provide runway edge and obstacle markings for unlicensed runways from which aerial work operations are conducted.'

Therefore a new paragraph was added to Section 7 (Parachute Landing Areas/Dropping Zones) referring to 'Runway and Obstacle Marking'.

Item 9 (A.O.B – b). The Chairman informed those present that following last years meeting the BPA oxygen requirements were changed in the BPA Operations Manual to bring them into line with ANO requirements.

4. **INCIDENTS/ACCIDENTS**

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

- a. 11th May 2008 A report was received regarding an air intake heater pod on the wing of a BN2T Islander aircraft. As the pilot shut down the engines after a lift, the pod which was protruding forward of it's normal location, was struck by the propeller, knocking it off. Afterwards, an experienced parachutist who had been on the aircraft, said that he had noticed the pod wobbling during flight. This highlights the importance of parachutists who may notice something wrong with any part of an aircraft, of notifying the pilot straight away.

- b. 11th May 2008 Another report was received of an incident on the same day as the previous one. A G92 aircraft damaged a tail wheel on landing, due to a broken pin. The damage was minor, but required repair.
- c. 10th July 2008 A LET 410, was commencing a take-off run when the co-pilot side door opened and detached from the aircraft striking the propeller, the fuselage and engine nacelle and landed on the runway. The aircraft flew OK, carried out a 180-degree turn and landed on the runway. The A.A.I.B were informed of the incident. The aircraft was out of service for many months.
- d. 16th July 2008 A report was received of a pilot falling off an aircraft stepladder and winding himself.
- e. 17th July 2008 A report was received of a 'Hang-up' incident from a BN2T Islander. The lift on which the incident occurred consisted of an Instructor, a static-line Student Parachutist and five other freefall parachutists. The five freefall parachutists exited without incident, after which the Instructor dispatched the static-line Student. The instructor then pulled the static-line and deployment bag back into the aircraft, but did not stow them correctly. He then exited the aircraft and became hung-up by the static-line and bag underneath the aircraft.

The pilot did not initially realise that a parachutist was hung-up. Once he became aware, and after discussion with the DZ control, he ascended to approximately 7,000ft AGL, at which time he left the controls of the aircraft and cut the instructor free, after which both the aircraft and the parachutists landed without further incident.

Because of serious nature of the incident it was decided to instigate a Panel of Inquiry to investigate. The Panel of Inquiry disciplined the instructor concerned. The pilot concerned is to be presented with a Royal Aero Club award.

- f. 26th July 2008 Another report concerned an SMG92 that veered to the right during take-off. The tail wheel struck a mound at the side of the runway, but took-off OK. It dropped the parachutists as normal and was taken out of service once it had landed.
- g. 27th July 2008 A report was received of a Skyvan that had completed a lift, was landing when the right undercarriage leg collapsed. The pilot overshot the runway and diverted to an airport with emergency facilities. The aircraft landed at the airport without difficulty.

- h. 23rd August 2008 A report was received of a 'tail-strike' to a Cessna Caravan. The initial report indicated that the aircraft was being flown correctly for a parachutist to exit. This was cause for great concern. On investigation it was discovered that the pilot carried out a 'climbing pass' and believed that on the pass, which was at about 4,000ft, only one solo jumper was to exit. However, once the solo jumper exited, the pilot started to climb and added power, but failed to put the 'green' light out. Another jumper then exited and struck the tail, knocking himself out. The tail-strike caused the jumper's reserve parachute to deploy. He did not gain consciousness until after he landed. He only sustained bruising. The parachute centre has put new procedures in place to try to ensure that a similar incident does not occur in the future.

The term 'climbing pass' is a term that has been used for many years and if it actually takes place, especially with the turbine aircraft now in common use, it could cause similar problems. Jumpers should understand that if using a signaling system such a green and red lights, then the green light 'on' must only indicate that the aircraft is in the correct configuration for parachutists to exit. If the aircraft is not in the correct configuration parachutists must not exit and the green light must not be left 'on'.

- i. 20th September 2008 A report was received of a 'tail strike' to an A495 Kodiak Quest aircraft. A cameraman had positioned himself at the rear of the rear camera step. The group he was filming left the aircraft and as he followed them it is believed he may have jumped up and out coming into contact with the horizontal tail. The aircraft was being flown in the correct manner for parachuting.

Following the incident the parachute centre grounded the aircraft until a full and thorough inspection was carried out by representatives from the Quest Aircraft Company, which took place in October and involved the complete removal of the horizontal tail section and an inspection of the entire tail area. No damage was found and the aircraft was reassembled, test flown and certified airworthy.

It was agreed that no camera step exits would be allowed until the problem could be resolved.

Quest's position on this was that in this case, the aircraft was being flown in the correct configuration for parachuting and therefore within the limits of its certification, and the incident was, in fact caused by a skydiver doing an unusual exit off the camera step outside of the limits for which it was designed. Therefore, Quest did not consider that a re-design of the step was required, though they have changed their position slightly since.

The NCSO and the Technical Officer (TO) had concerns regarding Quest's decision. However, the situation is still ongoing. The TO stated that he was to have a meeting with representatives of the company in February.

- j. 28th October 2008 A report was received of a Nomad aircraft that was running in at cloud base and the pilot advised the jumpers to leave the aircraft because of icing on the airframe. All landed safely.

5. **TAWS**

The Chairman informed those present that at last year's meeting it had been stated that the Exemptions for TAWS would not be renewed from the 31st March 2009. This is now not the case and Clubs may apply for a further Exemption for another year.

The Chairman stated that towards the end of January this year the EU will publish the draft rules regarding TAWS, after which there will be a six-month consultation period. The rules will then be published in 2010 and brought into force in 2012.

Keith Thomas from the CAA was present and was able to update members further regarding the situation.

The Chairman stated that once the draft rules were received, they would be circulated to Clubs for input and comment, which would enable him to compile a considered response on behalf of the Association.

6. **GASCO MEETINGS**

The Chairman stated that he had attended all but one of the GASCO meetings in 2008 on behalf of the Association and stated that there was very little of any significant that was not already being considered or dealt with by the Association.

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

- a). The stated that since the last meeting only two Pilot Examiner ratings had been issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Robin Durie	247

- b). Mike Westwood informed those present of the changes due to take place within the Air Traffic Services Outside Controlled Airspace. These changes are to be implemented on the 12th of March 2009 and affect the responsibilities and actions to be taken by both pilots and air traffic service providers. The new suite of services are collectively known as the 'UK Flight Information Services' and are provided by air traffic units at various locations across the UK and are for the use of general aviation military and commercial flights.

Some of the members at our meeting were aware of the impending changes and others were not and it was stated that several articles had been placed in various aviation publications, the details of the requirement can be found in CAP 774 and via the Internet on www.airspacesafety.com

The Chairman stated that it is vital that all pilots have a detailed understanding of the new procedures and how to use them and would suggest all CCPs copy this information to all concerned.

It was agreed that a fact sheet supplied by Mike Westwood regarding the changes would be circulated with the minutes.

8. DATE OF NEXT MEETING

16th January 2010
Hilton Hotel, Blackpool. Lancs.

14th January 2009

Tony Butler
Technical Officer

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