

BPA PILOTS' SUB-COMMITTEE MINUTES

Hanover International Hotel, Watling Street, A5 Hinckley, Leics., on the 18th January 2003.

Present:	Tony Knight	-	Chairman
	Robin Durie	-	JSPC-N/APA
	Steve Apps	-	JSPC-N/APA
	Justin Sheppard	-	JSPC-N/APA
	Jeff James	-	JSPC-N/APA
	Antony Richards	-	LPC
	Paul Moore	-	Peterlee
	Dick Kalinski	-	Peterlee
	Mike Westwood	-	JSPC-W/RAFSPA
	Tim Holland	-	NWPC
	Kieran Brady	-	Strathallan
	Dave Ibbotson	-	BPS
	Carl Williams	-	Southwest
	Ken Broomfield	-	Display Teams
In Attendance:	John Carter	-	BPA Medical Adviser
	Tony Butler	-	Technical Officer

ITEM

1. APOLOGIES FOR ABSENCE

Apologies for Absence had been received from Mike Carruthers, Glen Gatland, J. G. Cooper and Nick Gooch.

2. MINUTES OF THE PILOT'S MEETING OF THE 19TH JANUARY 2002

It was proposed by Steve Apps and seconded by Jeff James that the Minutes of the Pilots' Meeting of the 19th January 2002 be Approved.

Agreed by those present

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

Item 5 – Transponder – Mode ‘S’. The Chairman stated that as far as he knew there had been no change from what was stated at the last meeting, in that; “it is still the UK’s intention to mandate its use from 31st March 2005 in Terminal and En-Route Airspace. The CAA have, however, stated that they would not mandate an SSR transponder that was not technically or operationally viable. The CAA have also stated that they would consider requests for exemptions to the requirements”. He also informed the meeting that he had spoken to the project manager of Thales who are working on the development of a lightweight SSR transponder. A prototype had been produced, but commercial manufacture had not been considered at this stage.

Item 6 – GASCO Meetings. At the last meeting Angela Hickling voiced the concern of some GASCO members that Club radio frequencies and telephone numbers were not included in the AIP. This has now been rectified and copies of the current AIP relating to parachuting were available at the meeting.

Item 7 - A.O.B – c. The Chairman informed those present that no input regarding a ‘Pilot of the Year’ trophy has been received at the BPA offices since Chris Antoniou made the suggestion last year.

4. **INCIDENTS/ACCIDENTS**

The Chairman reported on a number of incident/accident reports that had been received since the last meeting:

- a. On the climb to altitude (at approximately 6,500ft), the starboard engine of a BN2T lost oil pressure and was shut down by the pilot. A number of parachutists including a Tandem instructor under evaluation were told to exit by the jumpmaster. All parachutists landed safely, though not all on the PLA and the aircraft landed without further incident.
- b. On a normal approach to landing a Cessna 206 landed, at which point the nose wheel broke off. The aircraft went onto it’s nose and flipped onto it’s back. No serious injury to the pilot. It was later discovered during investigation that the bolt holding the elevation flaps was missing and there was wear on the arm, indicating it had been working loose for some time. The aircraft had only returned the previous week from it’s annual inspection.

- c. The take off of a parachuting lift in a BN2A had to be aborted because after about 10 seconds into the take off run, a Land Rover pulled off a road onto the runway, ignoring the signs. The aircraft was able to stop without further incident.
- d. During a climb to altitude in a Cessna 206, the pilot selected 0 degrees of flap and started to trim the aircraft. As the control column was moved forward it's movement seemed to be obstructed. As it was pulled back it jammed in a climb attitude. The aircraft continued to climb and the parachutists on board exited at approximately 3,000ft. The pilot then forced the stick forward and used the throttle to descend and landed without further incident. Upon inspection by the engineers, it found that the avionics wiring loom, which had been worked on that week, had not been secured in it's location and had dropped down and fouled the control mechanism with a scissoring action.
- e. A LET 410 was forced to land with some Students on board and on approach the aircraft hit a pocket of turbulence and suddenly dropped from 800ft to 600ft which caused two Student Cypresses to fire. The aircraft landed without further incident.
- f. At approximately 10,500ft the right hand engine of a BN2A severely overheated and had to be shut down. The parachutists exited and landed on the PLA without further incident. The aircraft also landed without further problems.
- g. An incident happened where a Cessna 206 ran out of fuel at approximately 9,000ft on a parachuting lift. The parachutists, including a Tandem all landed some distance from the club. The incident occurred because the pilot had miscalculated his fuel over a number of lifts.
- h. An SMG 92 ran off the end of the runway following a parachuting lift, into a soft newly ploughed field. The prop was slightly damaged in the mud, but there were no injuries.
- i. An incident occurred last year to a Nomad N24A. A take off run was aborted and the aircraft crashed into an old disused 'bomb dump', causing substantial damage to the aircraft and some injuries to a number of parachutists on board. This accident has been investigated by AAIB and their report has only recently been published. The AAIB concluded that the aircraft CG was significantly forward of the forward CG limit.

This incident is also currently the subject of a BPA Panel of Inquiry. When completed the Panel report will be presented to the BPA STC.

5. EUROPEAN AVIATION SAFETY AGENCY (EASA)

The Chairman informed those present of an organisation called the European Aviation Safety Agency (EASA) that has taken over from all European Aviation Authorities, including the CAA.

The creation of EASA has been signalled for some time, though very few people seem to have heard of it. Its origins go back to 1991. However, moves to create the agency accelerated in the last year. The fact that it has crept up on air sports in the UK and indeed in Europe is partly due to the fact that publicity about European proposals in general are so numerous that, generally, they do not attract individual attention in the media, combined with the fact that the official source of announcements (the "OJ", or Official Journal) is difficult to wade through every day searching for items that may be of interest to any particular interest group.

It is clear that EASA will, potentially, affect a number of air sports to a greater or lesser degree, The BPA, hopefully being the lesser.

Available at the meeting was a paper giving some background information on EASA.

6. GASCO MEETINGS

Available for the meeting was a report from Angela Hickling, detailing points of interest from the various GASCO meeting held throughout the year. Angela was unavailable to attend the meeting to give a verbal report.

Angela's report gave some background information on the aims of GASCO and details of the meetings that had taken place throughout the year.

The Chairman stated that the BPA is also represented on the General Aviation Consultative Committee (GACC) by himself, and on the National Air Traffic Management Advisory Committee (NATMAC) by Tony Butler.

7. A.O.B.

During 2002 there were six Pilot Examiner ratings issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
Glen Gatland	211
Paul Eicke	212
Geoffrey Kent	213
Osipov Viatcheslav	214

Valerii Chornyj 215
Francis Blick 216

8. DATE OF NEXT MEETING

The date of the next meeting of the Pilots' committee has been provisionally scheduled for the 24th January 2004 at the Hanover International Hotel, Hickley, Leics.

Tony Butler
Technical Officer

20th January 2003

Distribution

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