

# **BPA PILOTS' SUB-COMMITTEE MINUTES**

**Hinckley Island Hotel, Watling Street, A5 Hinckley, Leics.**  
**on the 21<sup>ST</sup> January 2006.**

**Present:**

Tony Knight	-	Chairman
Kieran Brady	-	Skydive Strathallan
James Swallow	-	Target Skysports
Stuart Meacock	-	Peterborough
Geoff Kent	-	Hinton/Skydive London
Ken Broomfield	-	Skyriders Display Team
Bob Prunty	-	LPS/Skydive London
Angela Hickling	-	British Parachute Schools
Robin Durie	-	APA/JSPC – Netheravon
Aron Jones	-	APA/Devon & Somerset
Ian Wilson	-	APA/Devon & Somerset
Andy Hale	-	LPS
Simon Chipp	-	NLPC
Steve Wilkins	-	NLPC
Gerwyn Watkins	-	Silver Stars
Duncan Haynes	-	NWPC
Jim White	-	Skydive St Andrews
Dick Kalinski	-	NWPC/Peterlee
Chris Benyon	-	RAPA/JSPC – Bad Lippspringe
Paul Moore	-	RAPA/JSPC – Bad Lippspringe

**In Attendance:** Tony Butler - Technical Officer

**Observers:** David Hickling, Dave Major, Pete Marsden.

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## **ITEM**

### **1. APOLOGIES FOR ABSENCE**

Apologies for Absence were received from David Burnett, John Brompton, Mike Westwood, Julian Storey, Dave Emerson and Shaun Wilson.

2. **MINUTES OF THE PILOT'S MEETING OF THE 25<sup>TH</sup> JANUARY 2005**

It was proposed by Paul Moore and seconded by Kieran Brady that the Minutes of the Pilots' Meeting of the 25<sup>th</sup> January 2005 be approved.

Agreed by those present

3. **MATTERS ARISING FROM THE MINUTES OF THE PILOT'S MEETING OF THE 25<sup>TH</sup> JANUARY 2005**

**Item 3 – Transponder – Mode 'S'.** The Chairman informed the meeting regarding the current position. He stated that Mode 'S' transponders were now a requirement for aircraft flying in the London TMA, though there is a transition period up until 2007. He also stated that Mode 'S' Notified Airspace will be expanded and that a total mandate would apply from the 31<sup>st</sup> March 2008. He stated that definitive information can be found on AIC 49/2005 Yellow, which can be located on the CAA we-site.

The Chairman informed those present that many aviation organisations are attempting to have the requirements withdrawn or changed.

**(Item 8a – A.O.B.)** The Chairman informed those present that the checklist referred to in the minutes relating to aircraft documentation had now been produced (BPA Form 246) and was sent to CCPs earlier in the year. Copies were available at the meeting.

4. **INCIDENTS/ACCIDENTS**

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

- a. 26<sup>th</sup> February 2005 A Cessna 206's engine began to run very roughly and lost power. The jumpmaster decided to organise a precautionary exit at 7,000ft. the aircraft and jumpers all landed safely.
- b. 6<sup>th</sup> March 2005 A Cessna 185 was taking off with 5 jumpers on board. The port leg detached on rotation. The aircraft climbed to 3,000ft and the jumpers exited without incident. The aircraft then carried out an emergency landing at another airfield. No injuries, but damage to the aircraft.
- c. 12<sup>th</sup> June 2005 A Cherokee 6 was coming into land and hit a patch of uneven ground, became airborne again. The wing tip caught some crop

and slewed to the left, about 90° before coming to a stop. No injury, or damage to property or aircraft.

- d. 7<sup>th</sup> August 2005 A Cessna 206 was on final approach at an airport, following an uneventful parachute drop. Approach was normal, touchdown was gentle and the landing roll was initially straight. After approximately two seconds, the aircraft veered to the left, despite a rapid right rudder input, which failed to stop the turn. The aircraft left the runway and eventually stopped on the adjacent grass and was substantially damaged. It was suspected the left brake seized.
- e. 21<sup>st</sup> September 2005 There was an incident in a Dornier G92, where the jumpmaster was despatching his 4<sup>th</sup> static line student, when the retaining bolts on the strong point failed. The student was despatched and the canopy deployed without incident. The remaining students were attached to a secondary strong point and they landed with the aircraft.
- f. 24<sup>th</sup> September 2005 A Cessna 206 had an engine problem on 'run-in' at 10,000ft. 2 Tandem pairs and a camera jumper exited a mile and a half short of the exit point. One Tandem pair and the camera jumpers landed out and the other Tandem pair made it back to the PLA. No injuries and the aircraft landed without further incident.
- g. 1<sup>st</sup> October 2005 A Dornier G92 was taxiing with twelve parachutists on board when a thud was heard. At that time there was no visible indication of the cause of the thud. As the aircraft turned onto the runway the tail wheel became detached. There were no injuries and no damage to the airframe.
- h. 9<sup>th</sup> October 2005 A Cessna 206 made a normal approach and landing. After landing the nose wheel collapsed, resulting in the aircraft coming to a stop. No injuries.

## **5. AAIB REPORT – DUNKESWELL AIRCRAFT ACCIDENT**

The Chairman advised those present that the AAIB report into the Dunkeswell crash had now been published. He stated that a number of recommendations have been made by the AAIB, which require BPA consideration. These recommendations are the subject of a BPA Working Group, which had been initially formed, prior to the accident, to consider the qualifications to be a Club Chief Pilot (CCP) and Pilot Examiner, and to re-write the Pilots' Manual. The Chairman stated that he is chairing the Working Group, which held a recent meeting on the 1<sup>st</sup> December 2005.

The Chairman stated that he envisaged a considerable amount of work involved and it was the intention that the Working Group would report to STC as they progressed rather

than having one long report at the end. He then gave the Committee details of the AAIB recommendations.

The recommendations made in the AAIB report relevant to the BPA are:

- a. It is recommended that the Civil Aviation Authority, in consultation with the British Parachute Association, review their oversight of Parachute Schools, to ensure that the procedure currently in place adequately addresses its original intent, ie the establishment and maintenance of the highest reasonable standards of operation of such schools, including the operational standards for the aircraft and pilots engaged in parachuting operations. (AAIB Safety Recommendation 2005-041).
- b. It is recommended that the British Parachute Association revise sections of the Operations Manual relating to the operation of parachuting aircraft, with the intention of clarifying the flying syllabus and test syllabus required to qualify as a parachute pilot. (AAIB Safety Recommendation 2005-042).
- c. It is recommended that the British Parachute Association review the contents of the Pilots Information Manual to ensure that all information contained is accurate, presented clearly in a professional manner and that a procedure is adopted to ensure that any future changes are promulgated expeditiously to all member clubs. (AAIB Safety Recommendation 2005-040).
- d. It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider issuing a requirement for appropriate energy attenuating material to be installed as flooring in aircraft engaged in parachuting operations, where the occupants are required to be seated on the floor. (AAIB Safety Recommendation 2005-043).
- e. It is recommended that the British Parachute Association include specific advice in their Manuals detailing emergency situations, in aircraft engaged in parachuting operations, concerning when conjoined tandem jumpers should separate from each other. (AAIB Safety Recommendation 2005-044).
- f. It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, consider the practicality of installing appropriate restraint systems for parachutists in all aircraft engaged in parachuting operations. (AAIB Safety Recommendation 2005-045).
- g. It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority, establish an appropriate 'brace' position for each seating position on aircraft engaged in parachuting operations. (AAIB Safety Recommendation 2005-060).
- h. It is recommended that the British Parachute Association, in consultation with the Civil Aviation Authority and the European Aviation Safety Agency, conduct a review of cabin interiors on aircraft engaged in parachuting operations with regard to improving their crashworthiness. (AAIB Safety Recommendation 2005-061).

A number of pilots present requested that they be kept informed as the Working Group progresses. The Chairman stated that any recommendation made would be sent to Club Chief Pilots, via CCIs prior to ratification by STC. He also stated that any pilots wishing to have input should contact him via the BPA office.

## **6. GASCO MEETINGS**

Angela Hickling informed those present that there had been four GASCO meetings during 2005 and gave details of a number of items discussed relevant to parachuting.

Angela stated that Mode 'S' had been discussed and it was thought that the UK seemed to be the only country in Europe that was mandating it and that there are not many Air Traffic Centres have the new radar which receives it.

She also stated that Dr Anthony Segal presented a lecture on 'Survivable Loads on the Pilot' which included pilot harnesses and impact materials, which may be useful on parachuting aircraft floors. The Chairman informed the meeting that Dr Segal is already working with the Pilot Working Group on this aspect of crash materials.

Another item discussed by GASCO had been the DfT's consultation paper on Foreign Registered Aircraft. Angela stated that GASCO are opposing any move to further restrictions. She also stated that Tony Knight had sent a comprehensive letter to the DfT on behalf of the BPA.

Angela was also able to show the meeting the current copy of the Flight Safety magazine who's cover depicted a photo of skydivers, including Angela exiting a Cessna Caravan.

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

- a). The Chairman stated that a number of Clubs who operate in or near Class 'A' airspace and required CAA Exemptions to operate in the airspace, had not renewed their Exemptions by the 31<sup>st</sup> March last year. He stated that Clubs that already hold an Exemption, need to check when the Exemption expires and re-apply in plenty of time.

He stated that 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.

The aircraft to have sufficient navigational equipment to carry out its role safely and in conformity with ATC requirements.

- b). The Chairman informed the meeting that during 2005 there were ten Pilot Examiner ratings issued:

<u>Name</u>	<u>Pilot Examiner No.</u>
John Brompton	231
Niall MacCurtain	232
D Worthington	233
Julian Storey	234
Adrian Bennett	235
Donald Brown	236
James Swallow	237
John Horn	238
Julie Winchcombe	239
Andrew Hale	240

The Chairman informed those present that the requirements to become a Pilot Examiner is one of the areas being considered by the Working Group.

- c). The Chairman informed the meeting that just over a year ago David Beaven, Deputy Head of Policy, General Aviation Department, of the CAA, sent a note (below), regarding aircraft C of As within the European Aviation safety Agency (EASA). He has asked that Clubs should be reminded.

#### Engine Hour Extension Requirements

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).

David Beaven also informed the BPA that CAP 660 will be amended, reflecting the change and that the change will state:

"A Certificate of Maintenance Review and a Technical Log are required, in accordance with ANO Article 14 and 15 for public transport aircraft and aerial work aircraft."

## **8. DATE OF NEXT MEETING**

Provisionally: 20<sup>th</sup> January 2007  
Hickley Island Hotel  
Hinckley, Leics. (Date and location to be confirmed)

23<sup>rd</sup> January 2006

Tony Butler  
Technical Officer

### Distribution

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