



Newsletter

British Gliding Association

BGA Newsletter
April 2009

Safety

Safe Winch Launching. The BGA Safe Winch Launching Initiative has been running since October 2005. The first three years have seen a marked reduction in the number of serious winch launch accidents. The challenge now is to consolidate the lower accident rate achieved in 2006-8 and to reduce that rate even further. As part of this effort, the BGA has launched a new communications package on how to winch launch safely. This package includes a new Safe Winch Launching guide, an interactive quiz and simulations of winch launch accidents. All pilots - no matter how experienced - are urged to read and digest the information. All club CFIs have been sent the information so, if you are unsure about anything, please ask an instructor. All the new information is available at <http://www.gliding.co.uk/bgainfo/safety/safewinchlaunching.htm>

2008 Accident Review. The review of 2008 gliding accidents has been published at <http://www.gliding.co.uk/bgainfo/documents/accidentreview08web.pdf>. By being aware of the nature and causes of the most common accidents, individual pilots may be able to anticipate the possibility of these accidents and avoid them. The accident review document offers advice in the hope that lessons can be learned from past accidents and that future accident levels can be reduced. This is recommended reading for all glider pilots.

Red Arrows Displays & Transits. As previously notified, Aeronautical Information Circulars (AIC) are published regularly detailing areas of temporary restricted airspace – RA(T)s - to protect Red Arrows and other fast jet displays. The BGA keeps a database of all these and other current AICs relating to RA(T)s, available in calendar form at <http://www.gliding.co.uk/bgainfo/airspace/rats.php>. It is important that all pilots familiarise themselves with these to ensure that there are no unauthorised penetrations of a RA(T). However, clubs and pilots also need to be alert to the potential hazards of fast jet teams transiting between notified display areas close to gliding areas, often at low levels.

Ballast Weights. The BGA has published a safety flash regarding removable ballast weights. This has been sent to all clubs and you can download a copy from <http://www.gliding.co.uk/forms/SafetyFlashBallastWeights.pdf>.

Charts. The new Southern England and Wales 1:500,000 VFR chart (edition 35) became available on 12 March and is available from the usual stockists.

ATSOCAS. The new Air Traffic Services Outside Controlled Airspace (ATSOCAS) went live on 12th March, as planned. There is a feedback form on the ASI website - <http://www.caa.co.uk/application.aspx?catid=14&pagetype=65&appid=7&newstype=n&mode=detail&nid=1724>

GASIL. The latest edition of GASIL, the CAA General Aviation Safety Leaflet, is now available at http://www.caa.co.uk/docs/33/srg_gasil02of2009.pdf

Safety Sense. The CAA has recently updated many of their Safety Sense leaflets. The series covers a wide range of subjects, many of which are relevant to glider pilots. A full list of the leaflets is at <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=list&type=sercat&id=21> (check link works)

A Cautionary Tale. At this time of year, many gliders are coming out of their long winter hibernation. We have received a report of an early design GRP glider whose ailerons seemed slightly stiff but which was deemed serviceable. The glider subsequently dropped a wing during its first launch, due to extreme stiffness in the aileron controls which developed as soon as the wing flexed into its flight position. On examination it was found that the gap between the aileron and the wing structure had closed. It is suspected that the aileron may have swollen due to water ingress or temperature change and after a few hours the gaps had returned to normal. The moral of this story is check your trailer for leaks and be aware of cold nights and strong sunlight which may mean that different glider components are at different temperatures. More modern GRP structures may be more stable but it is best not to chance it.

BGA

Laws & Rules. A change to BGA Operational Regulation 1.9 relating to glider insurance was agreed at the AGM. The change was prompted by the fall in the value of Sterling which has resulted in the previously recommended levels of insurance no longer being adequate to meet European legislative requirements. The new OR1.9 reads: *Aircraft and gliders operating from BGA clubs are required to comply with the Law and BGA Operating Regulations. EC Regulation 785/2004 requires aircraft and gliders to be covered by third party insurance, full details of which are in the regulation. All gliders shall be covered by insurance that shall be extended to cover the legal liability of the pilot while flying or otherwise operating the aircraft and the legal liability of the individual members of the insured club / syndicate to each other. In the case of two seat gliders, the minimum combined liability insurance shall be £2,000,000.* A revised version of Laws & Rules is available for download from <http://www.gliding.co.uk/forms/lawsandrules.pdf>

New Executive Committee Members. David Fidler (Cranwell) and Robert John (London) were appointed to the BGA Executive at the BGA AGM last month. Ted Norman retired from the Executive after 5 years of service.

BGA Awards. Also at the AGM, a BGA Bronze Medal was awarded to Marilyn Hood who retired this year after eight years as Chair of the BGA Communications and Marketing Committee. BGA Diplomas were awarded to John Bridge (Cambridge), Mike Law (Deeside), Mary Meagher (Shenington), Barry Pearson (N Devon), Richard Yerburch (Bath, Wilts & N Dorset) and to the BGA Mode S Working Group of Dickie Feakes, Peter Hearne, Ian Strachan and Carr Withall.

RSOs (Lincs and Eastern Counties). The BGA is seeking volunteers to act as Regional Safety Officers (RSOs), covering clubs in the Lincolnshire & Eastern Counties areas. The areas can be split if desired, or if more than one person from each area volunteers. Ideally candidates will be experienced glider pilots with good communication skills who are capable of liaising with club chairmen and CFIs. Training will be provided if required and the BGA will reimburse expenses incurred in the course of RSO duties. To apply, please email a resume of your experience to John Hull at jh-touchdown19@hotmail.co.uk or fax 01264 773980.

Competition Rule-Book. The 2009 edition of the competition rule-book is now available at <http://www.gliding.co.uk/forms/competitionrules2009.pdf>

Badge Claims. The BGA processes well over 1000 badge claims every year. However, a sizeable proportion of these claims are submitted on out of date versions of the claim forms and, because of this, many are accompanied by the wrong fee. To avoid delays in processing your claims, please always download the latest version of the appropriate claim form from the BGA web site before submitting your claim, rather than using potentially old stocks held in clubrooms around the country. You can download the latest forms from <http://www.gliding.co.uk/bgainfo/onlineforms.htm>, where there is also a listing of all current fees.

Working Together. On the 19th March, the professional Chief Executives and General Secretaries of the BGA, BHPA, BMAA, BMFA, BPA and the LAA met to discuss a number of business interests, challenges and opportunities that impact on all associations and their memberships. The meeting, facilitated on the request of the group by the RAeC Secretary, was successful and the group has agreed to meet periodically in the future with the aim of sharing good practice and, where appropriate, engaging in collaborative business activity to further the best interests of their members.

Regulatory

EASA Transition. The current process of transitioning EASA gliders from BGA Certificates of Airworthiness to non-expiring EASA Cs of A ends on 1st May 2009. Any EASA glider for which the BGA has not received transition paperwork will be grounded on that date even if it has a current BGA C of A. (Note that EASA gliders currently operating on a refreshed BGA C of A but which have previously had transition paperwork submitted are not affected by this). More information is at <http://www.gliding.co.uk/bgainfo/technical/news.htm>

Stansted TMZ Proposal. The team developing the BGA response to the Stansted TMZ (Transponder Mandatory Zone) proposal aim to have the final draft available to the membership a few days before the response deadline of 17th March. Whilst recognising that there is an aeroplane infringement issue at Stansted, we believe that the detail within the Stansted TMZ proposal demonstrates a disproportionate approach by NATS. Individuals who intend to respond to the consultation are asked to consider the BGA response, which will be published on the BGA web site.

NPA 2008-22. This deadline for responses to the EASA NPA 2008-22 consultation, which relates to training organisations, has been extended until 28th May 2009.

Good News from Europe. The EU Parliament voted on 25 March to exclude aerodromes primarily used for sport and recreational flying from proposed pan-European regulation. After intensive interaction with the Commission, Parliament and the Council, Europe Air Sports is particularly pleased that the European decision-makers have listened to our good arguments and have recognised that it would be disproportionate to regulate aerodromes mainly used for sports and recreational flying at the European level. You can read more detail at http://www.gliding.co.uk/bgainfo/documents/s9031_epvotes_aerodromes.doc

General

RAeC Awards. The presentation of the 2008 Royal Aero Club awards will take place on Tuesday 21 April at the RAF Club, 128 Piccadilly. HRH Prince Michael of Kent has agreed to present the awards. Once again, members of the gliding community feature in the awards list and our congratulations go to Howard Torode, who will be awarded an RAeC silver medal, Marilyn Hood who will receive a RAeC Diploma, and Les Merritt who will be presented with the Ann Welch Memorial Award. Tickets, priced £35, are available from the RAeC Secretary, Diana King. More details are at <http://www.royalaeroclub.org/award08.htm>

GAPAN JN Sommers Scholarship. We have learned that the JN Sommers ATPL Scholarship scheme is to continue into the coming year. The aim of the Scholarship is to assist the successful individual, who might otherwise not have the necessary resources, to achieve their Airline Transport Pilot License. The Scholarship covers direct training and examination costs, any associated travel, and accommodation expenses. It is thought that this is the only fully funded training available. The closing date for applications is 15 June. More details and an application form are at <http://www.gapan.org/career-matters/scholarships/>

E Midlands VFR Guide. This useful guide to East Midlands Airport, which includes advice for pilots wishing to transit their Class D Airspace, has been republished at <http://www.emapilot.com>

GAPAN Awards. The Guild of Air Pilots and Air Navigators is seeking nominations for their awards. These include awards for instruction, achievement and airmanship. Nominations close on 31st May. Full details are on the GAPAN web site at <http://www.gapan.org/Awards/Trophies.htm>

GetMet 2009. The 2009 GetMet booklet has been published containing useful information about aviation meteorology. As well as detailed TAF, METAR and METFORM decodes, the publication contains information on met services via internet, fax, telephone and VOLMET. GetMet can be ordered or downloaded from <http://www.metoffice.gov.uk/aviation/services/getmet.html>