



# Newsletter

British Gliding Association

## BGA Newsletter April 2010

### Safety

**2009 Accident Review.** The review of 2009 gliding accidents has been published at <http://www.gliding.co.uk/bgainfo/documents/accidentreview09web.pdf>. By being aware of the nature and causes of the most common accidents, individual pilots may be able to anticipate and avoid them. The review 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.

**Secure Fastening of Seat Cushions.** A recent gliding incident involved the energy absorbing seat cushion sliding forward during flight. Due to the firm nature of the cushion material, this prevented full rearward movement of the control column. The pilot experienced a problem in carrying out a full roundout manoeuvre, but landed safely without injury or damage to the glider. Attention is drawn to Recommended Practice 38 in Laws & Rules which states: "The (energy absorbing) cushions should have attachments compatible with the glider for which they are provided and be secured so that they cannot move or foul any controls, even under extreme attitudes or accelerations". We ask clubs and pilots to check the attachment of energy absorbing cushions in their gliders to ensure that the attachment conforms to this requirement.

**GASIL.** The latest edition of GASIL, the CAA General Aviation Safety Information Leaflet is available at [http://www.caa.co.uk/docs/33/srg\\_gasil02of2010.pdf](http://www.caa.co.uk/docs/33/srg_gasil02of2010.pdf)

**VFR Airspace Guide.** A new interactive website that shows video flying guides of key GA routes has been launched by the Airspace & Safety Initiative (ASI). The site (<http://www.airspacesafety.com/guides>) also provides essential information on the country's biggest aerodromes with links to charts, NATS Aeronautical Information Publications and Met Office data, in one convenient site. Although not everything is relevant to gliding, it nevertheless provides much useful information.

### Regulatory

**Eurocontrol Proposals - Standardised European Rules of the Air.** Eurocontrol is currently consulting on its proposed Standardised European Rules of the Air. Given the nature of the proposals, we are asking glider pilots to respond in order to highlight our major concerns. The proposals seek to unify rules of the air across

Europe by cancelling all agreed national differences from current ICAO standards. This will result in the removal of many appropriate and sensible national modifications and differences to the ICAO Rules of the Air. The safety, operational and economic impact associated with inappropriate Standardised European Rules of the Air would be significantly damaging to gliding. The BGA has responded directly and in detail to Eurocontrol, but is asking individuals to respond so that the regulators are left in no doubt about why these proposals are totally unacceptable. More information, analysis and links together with details about how to respond to the consultation are on the BGA Consultations web page at <http://www.gliding.co.uk/bgainfo/consultation.htm> . Please respond to the consultation which closes on April 12th.

**Annual Inspections and ARCs.** We occasionally hear questions and comments from both inspectors and owners which suggest that there is still some confusion about the validity of the annual inspection and ARC and when the aircraft can be flown. Quite simply, both the annual inspection (equivalent to the old-style CofA inspection) and the ARC must be in date for the aircraft to fly. To help understand this, your car provides a useful analogy: consider the annual as the MOT and the ARC as the tax disc. Both must be valid to drive and if either is expired, you may not drive the vehicle. The same is true for your aircraft.

## Juniors

**Competition Rulebook and Eligibility for Junior WGC Team.** The 2010 BGA Competition handbook has just been released and your attention is drawn to the new requirement that, in order for Junior pilots to be eligible for a place in the team for the 2011 Junior World Championships, they must have fully participated in a UK senior national championship in any class in either of the last two years prior to the vote as well as placing in the top 20 of either of the last two Junior Championships. To help with costs, a much reduced entry fee for Juniors to enter senior national championships has been put in place with the help of organising clubs. Pilots who wish to enter should apply online at <http://www.gliding.co.uk/nationalsentry>.

**Junior Championships.** The Junior Championships will be from 21-29 August at Bicester. If your 26th birthday falls after 2010, you are eligible to enter. Although you must have a silver badge and FAI sporting licence to fly in the competition, you don't need to have them at the time of entry, as long as you complete them before the competition. Entries by 30th April – late entries will be added to the end of the list. For details of how to enter, see <http://www.gliding.co.uk/juniors>

## General

**Use and Abuse of GPS.** The Royal Institute of Navigation is running a seminar on this subject targeted at General Aviation pilots on Thursday 22<sup>nd</sup> April, starting 1930, at the Canberra Club, Samlesbury Aerodrome, Preston, BB2 7LF. There is no charge and all are welcome. Bookings to Russ Howarth ([nwsec@rin.org.uk](mailto:nwsec@rin.org.uk)) or 07831 787697