



# Newsletter

British Gliding Association

## BGA Newsletter August 2009

### Safety

**Supporting Effective Lookout.** Following an operational FLARM trial at the Scottish Gliding Centre in 2007, the trial report included a recommendation that 'the British Gliding Association consider whether it should encourage the voluntary uptake of FLARM compatible technology in the UK gliding fleet over the next two to three years'. The BGA position at that time was that it supported efforts that will develop potential users' understanding of all the operational implications of FLARM use. The SGC report is at [www.gliding.co.uk/bgainfo/safety/sguflarmreport.pdf](http://www.gliding.co.uk/bgainfo/safety/sguflarmreport.pdf)

During 2009 and following a period of careful consideration and reflection, the BGA Operations Group, comprising the chairmen of the safety, flying operations, instructing, airspace, technical and licensing sub-committees and working groups agreed the following revised BGA position:

"Effective lookout is vitally important at all times. The BGA considers that the widespread adoption of mutually compatible and low cost proximity/collision awareness technology in support of effective lookout can be beneficial to the gliding community. Owners who choose to equip with such technology should consider, among other installation and operational issues, compatibility with existing systems. These currently include FLARM, used primarily within air sport, and devices capable of detecting transponders employed elsewhere in aviation."

Note - BGA accident statistics demonstrate that there is a higher risk of a midair collision in the circuit, in thermals and when hill/mountain soaring than in any other phases of flight. Effective lookout is vital at all times.

**RA(T)s.** The latest notifications of areas of temporary restricted airspace have been posted on the NATS web site at [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=162&Itemid=59.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=162&Itemid=59.html). The latest notifications include those protecting Red Arrows displays in August and early September and a two week long restriction (17-29 August) around Silverstone for the World Aerobatic Championships. All pilots must observe these restrictions. A summary of all RA(T)s is available in calendar form on the BGA website at <http://www.gliding.co.uk/bgainfo/airspace/rats.php>

**Advice for All Pilots (Yes – that includes you!)** The Northeast SRE, Dick Cole, has circulated a short and very clear flying safety bulletin to the clubs in that region. His advice, endorsed by the Chairman of the BGA Instructors Committee, is applicable to anyone in gliding and is recommended reading. Please take 5 minutes to read it at <http://www.gliding.co.uk/bgainfo/safety/bulletins/BGASRENEREGIONNOTES4-09.pdf>

**Correct Use of PLBs.** Following a helicopter accident in the North Sea which resulted in Emergency Locator Transmitters/Personal Locator Beacons being used, the Air Accidents Investigation Branch (AAIB) made a recommendation regarding the training by operators in the use of such equipment. Given the increased voluntary carriage of these devices by glider pilots, the BGA recommends that users take note of the resulting advice in CAA FODCOM 22/2009 at <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=3627>

**AirProx Board Report.** The latest Analysis of Airprox in UK Airspace report (number 21) has been published at <http://www.airproxboard.org.uk/docs/423/Bk21.pdf>

**Airworthiness Directives – Notification.** Aircraft owners (including glider owners) are responsible for ensuring that their aircraft remain airworthy. This includes staying up to date with Airworthiness Directives. The BGA recommends that owners subscribe to the CAA airworthiness newsletter Email service to receive Emergency Airworthiness Directives (EADs) at <http://www.caa.co.uk/subscriptions>. We recommend ticking the Notify box and including the Emergency Airworthiness Directives, Aviation Maintenance and Aviation Safety categories in your preferences.

The CAA maintains a list of EADs at <http://www.caa.co.uk/eads> and EASA also publishes Airworthiness Directives at <http://ad.easa.europa.eu/>. This very comprehensive EASA web site contains all EASA ADs. There is a filtering system and a free subscription notification service.

The BGA Airworthiness organisation provides important guidance and advice for all BGA owners of EASA and Annex 2 gliders, motor gliders and tugs. This support will continue to grow and we recommend that all owners subscribe to receive free BGA airworthiness Email alerts at <https://www.gliding.co.uk/subscriptions>. Owners without internet access should discuss how they can access relevant airworthiness information with their club Technical Officer or with a BGA inspector.

**Stansted TMZ.** Following consultation, the CAA has approved the establishment of a Transponder Mandatory Zone (TMZ) in the vicinity of Stansted Airport. The zone will extend from surface level to the base of controlled airspace (1,500 feet) beneath the Stansted Control Areas (CTAs) to the northeast and southwest of the airport. The existing class G airspace classification will remain unchanged. Note that the 1:250000 (England South) and 1:500000 Aeronautical Charts (Southern England) will not reflect these changes until the next updates planned for 8 April 2010 and 11 March 2010 respectively. NATS has placed a chart showing the new airspace at [http://www.nats.co.uk/text/252/stansted\\_tmz.html](http://www.nats.co.uk/text/252/stansted_tmz.html)

## Regulatory

**Part 21 and EASA Gliders.** Owners, operators and inspectors are reminded that once a glider has been transitioned into Part 21 and therefore holds an EASA C of A, neither the manufacturer's design nor the glider's declared transitioned modification state can be materially changed or added to, including through maintenance and repair activity, without formal EASA modification action by way of a manufacturer's maintenance instruction, TN (technical note), SB (service bulletin), or an EASA approved modification. The BGA is developing guidance material to assist owners,

operators and inspectors with the maintenance of instrument panel installations etc. which will also include guidance regarding modification action where required. As soon as this information is available, it will be published and made accessible to all.

**BGA Cs of A and Transitioned Gliders.** As the transition to EASA C of A nears conclusion, it is possible that some owners will have a glider with both an EASA C of A and a BGA C of A document with an expiry date towards late 2009. Owners of gliders that have transitioned are reminded that a BGA C of A is not valid on a glider that holds an EASA C of A. A glider with an EASA C of A must have a valid ARC to be airworthy. A copy of the ARC should be held with the glider. BGA Cs of A are only currently valid for BGA gliders that have not transitioned, including Annex 2 types. After September 2009, the BGA C of A will only apply to Annex 2 types. If an owner or operator is unsure whether or not a particular glider has been transitioned to an EASA C of A, they can use the CAA G-INFO website at <http://www.caa.co.uk/ginfo>. For advice regarding transition, ARCs and more, see <http://www.gliding.co.uk/bgainfo/technical/news> and the associated links.

## BGA

**Archive Project.** The BGA has a historically valuable collection of gliding related books and other publications. We plan to work with an appropriate library or similar to ensure that, going into the future, this collection is maintained to a good standard and available rather than hidden away in storage. We are looking for someone who is interested in taking on a temporary volunteer role of arranging and managing the re-homing of this collection of gliding books and publications. If you believe you are the right person to take the lead in preserving a piece of gliding history, please contact Pete Stratten at [pete@gliding.co.uk](mailto:pete@gliding.co.uk) or 0116 2531051.

## Competitions

**European Championships.** Congratulations to the British team for a fantastic performance at the European Gliding Championships (flapped classes) which ended last month at Nitra in Slovakia. Pete Harvey won the Open Class title for the third time in a row, with Steve Jones third and Ed Johnston fifth. Russell Cheetham is the new 18m Class champion with Mike Young taking silver. Leigh Wells was 4th and Tim Scott 9th in the 15m Class. This strength in depth meant that the team also won the team trophy. The competition for the un-flapped classes is currently under way at Pociunai in Lithuania. With four flying days left, Ian MacArthur and Ken Barker are 5<sup>th</sup> and 11<sup>th</sup> respectively in the Club Class. Howard Jones is 9<sup>th</sup> in the Standard Class, with George Metcalfe 11<sup>th</sup>.

**Women's World Championships.** With just three days remaining, the British Women's team is in very strong contention at Szeged in Hungary. Ayala Liran leads the Club Class, with Liz Sparrow second. Rose Johnson is 7<sup>th</sup>. In the Standard Class, Gill Spreckley is in touch with the leaders in 5<sup>th</sup> place, while Kay Draper and Hannah Hay are 8<sup>th</sup> and 16<sup>th</sup> respectively.

## Club Management

**Safeguarding Vulnerable People.** As previously reported (see the item dated 2nd June at <http://www.gliding.co.uk/bgainfo/clubmanagement/index.htm>), the new Safeguarding Vulnerable Groups Act (2006) and Independent Safeguarding Authority (ISA) requirements state that from November 2010 any new volunteers or employees who come into contact with children or vulnerable adults once a month (or for three days or more in a single month) must be ISA registered. Existing employees and volunteers will be phased into the ISA system by 2015. Further guidance will be provided by the BGA as specific advice for sport is made available. In the meantime the BGA strongly advises members to follow all BGA guidance on best practice in safeguarding children.

## General

**Play a Round With the Red Arrows.** fly2help.org, a charity which aims to lift the horizons of people of all ages and from all backgrounds through the medium of flight, has arranged a golf day with the Red Arrows on 29<sup>th</sup> September at the Kendleshire Golf Club near Bristol. The entry fee for a team of three, which will play with a Red Arrow, is £400 and individual entries are £150. More information is at <http://www.fly2help.org/>

**GASCo Weather Seminar.** A seminar on interpreting the weather will be held at Cambridge Airport on Saturday 26 September, organised jointly by GASCo and the Royal Meteorological Society. The programme includes talks by Simon King and Penny Tranter of the BBC, as well as the Met Office and Marshall Aerospace. The cost is £23 and there are reductions on the normal landing and parking fees. To book, contact GASCo at Rochester Airport, Chatham, Kent ME5 9SD. Tel 01634 200203, or email [info@gen-avsafety.demon.co.uk](mailto:info@gen-avsafety.demon.co.uk)

**EAS Newsletter.** The July 2009 Europe Air Sports newsletter is now available at <http://www.europe-airports.fai.org/system/files/S9047Final+Newsletter+nr33+Jul+2009+%282%29%5B1%5D.doc>