



Newsletter

British Gliding Association

BGA Newsletter July 2004

EASA Latest. The BGA web site contains full, up to date information about the BGA's response to the current EASA consultation on pilot licensing and proficiency. You can read the detail at <http://www.gliding.co.uk/bgainfo/EASALatest.htm>
The BGA's response reflects a united approach with our colleagues in the European Gliding Union. Because of this, the BGA believes that the best interests of UK glider pilots will be served by individuals NOT responding directly to the EASA consultation process. If this position changes, we will publish details on the web site.

K7 Grounding – Update. The investigation is still ongoing. The wood experts have inspected the aircraft but have not yet reached any conclusions. Further tests and inspections are required. At the moment the AAIB believe they are no closer to establishing the cause of the accident despite the extensive investigation so far. The BGA is aware of the difficulties this extended investigation and grounding is causing and is continuing to offer the AAIB any assistance that is required. As we have not found any reason for the catastrophic failure of the wing to date, the grounding notice remains in force.

National Gliding Week. Thanks to all 24 clubs that took part in this first National Gliding Week. We hope that you found it worthwhile. See the August issue of S&G for more details of how it went. We now need your feedback so that we can decide whether to repeat the exercise in 2005 and, if so, how we make it even better. Please send your views to me at keith@gliding.co.uk

European Championships. The 2004 European Gliding Championships will take place at Pociunai in Lithuania between 24th July and 8th August. The UK – currently the No 1 nation in the FAI rankings – will be sending a strong team:

Standard Class – Dave Allison, Leigh Wells

15m Class – Steve Jones, Tim Scott

18m Class - Phil Jones, David Masson

Open Class – Russell Cheetham, Jed Edyvean

You can read about the teams exploits at <http://www.glidingteam.co.uk>. The official competition website is at <http://www.egc2004.lit>

European Championship Plea. The team has asked us to ask all UK glider pilots if they can help David Masson. David damaged his LS6 on the last day of the 18m Nationals and is now without a glider for the European Championships. Can anybody help him out with a loan glider or, if there is no other option, one for sale. Ideally, David is looking for a LS6c-18 or a Ventus 2c. Offers to david.masson@stasys.co.uk

Success for Jay in Club Class Worlds. Jay Rebbeck took silver for the UK at the rain interrupted World Club Class Gliding Championships, which were held last month at Elverum in Norway. Richard Hood finished in equal 5th place and Pete Masson, who was plagued by radio problems, came 44th. The contest was won by Poland's Sebastian Kawa.

2005 Instructor Training. The BGA has begun the process of planning its instructor training courses for 2005 to help ensure that we make the best possible use of our (and your) resources. We would be grateful if clubs could start thinking now about what training they will need to address their 2005 instructor requirements. Please feed back to the BGA office.

PFA Rally. A reminder that the PFA rally is being held at Kemble Airfield between 9th and 11th July. Temporary Restricted Airspace is established for the duration of the event by AIC44/2004 (Mauve 116) with more information in AIC45/2004 (Yellow 133) – both available for download at <http://www.ais.org.uk>. However, glider pilots should additionally be aware that there will be thousands of aircraft congregating and passing through areas heavily used by gliders. Be aware.

1st UK Single Seater 1000km. Russel Cheetham flew the first ever 1000km diploma flight in his ASW22 from Husbands Bosworth on Friday 25th July. Only one other 1000km flight has ever been done in the UK – Chris Pullen and Chris Rollings in an ASH25 in July 1995.

And Another Big One! On the same day, Gordon MacDonald, Lasham CFI and Afandi Darlington flew a Nimbus 3DT from Aboyne to Lasham. The flight started just before 4am and took 11hours 22mins.

BGA Accident Summaries Available on Web. We have collaborated with the AAIB to make in-depth summaries of BGA accident investigations available on the web. Summaries will be provided for accidents rated as write-off/substantial airframe damage or fatal/serious injury plus some selected minor accidents and incidents considered to be of significant safety value to the gliding community. These summaries provide insights that we can all learn from. You can access this information via the Department for Transport web site http://www.dft.gov.uk/stellent/groups/dft_avsafety/documents/page/dft_avsafety_503161.hcsp

Accident & Incident Reporting. While on this subject, there are a couple of issues with reporting accidents and incidents. Many clubs are still using the old form. A revised form was issued to all clubs early last year. Additional copies are available from the BGA office or from the web site at <http://www.gliding.co.uk/bgainfo/safety/forms/accidentform.pdf>. Also, forms are not being filled in with enough detail (even the occasional P1 name missing!). The revised form isn't too complicated and the investigators/analysts need the info to help us all learn from others' misfortunes.

Volunteering Bill. The Private Members Bill on Volunteering, sponsored by Julian Brazier MP, has now moved to committee stage. The bill seeks to assist volunteering in the sport and adventure activity sector. During its passage through the Commons, the bill has, however, been reduced in scope. Details are available on the CCPR site at <http://www.ccpr.org.uk/nlstory.cfm?ID=8367&NLID=50264>. The BGA thanks those who responded to the request to lobby MP's and helped to ensure that the bill remains alive.

The Licensing Act. The Act gained Royal Assent in July 2003 and draft Guidance on Licensing Reform, including draft fees, is likely to be published shortly. The CCPR is campaigning to protect voluntary clubs from detrimental increases in licence fees. There is likely to be a 2 year implementation period.

Jacques Henri Lartigue Exhibition. The Hayward Gallery on London's South Bank is holding a major exhibition of French photographer Jacques Henri Lartigue's work. He captured the magic and excitement of the golden age of flight in his photographs taken from 1907 to 1915, witnessing early experiments in flight from the first gliders onwards. The exhibition runs from 24 June to 5 September. Tickets are £9 (£4/£7 concessions). Details are at <https://www.hayward.org.uk>.

Towing. Now that the cross country season is in full swing, it may be an idea to re-acquaint ourselves with rules and regulations concerning towing. Laws & Rules contains a full summary of applicable laws and good practice recommendations. A useful article is on the Practical Caravan website at <http://www.practicalcaravan.com/features/index.html>

Fossett Team's Latest. Former NASA test pilot Einar Enevoldson of California arrived at Omarama, in the Mackenzie Country, last month. He is mounting a campaign to fly into the stratosphere, aiming to reach an altitude of 100,000ft. The world altitude record for gliders is 49,000ft, set in California. The highest Enevoldson has flown in a sailplane is 42,500ft. The American will be partnered by Twizel pilot Malcolm Walls in his attempts, using a glider owned by fellow American Steve Fossett. It will be the Fossett team's third try for the record at Omarama.