



Newsletter

British Gliding Association

BGA Newsletter
July 2009

Safety

Parachute Drop Zones. We know of two infringements of parachute drop zones during the week-end of 13/14 June. A drop was in progress during one of the infringements. It does not take much imagination to understand the potential consequences of these actions. All parachute DZs should be treated as active at all times and avoided unless positive contact and entry agreement has been made on the designated DZ frequency. The only exception is where the glider pilot has been locally briefed and is flying under local agreement between co-located parachute and gliding club operations. You will NOT see a free-fall parachutist in time to take avoiding action. A list of all BPA clubs and their telephone and RF details is at <http://www.bpa.org.uk/forms/docs/Form%20192%20-%20DZ%20Frequencies%20and%20Contacts.doc>

Mass Microlight Invasion. We have been advised that, as part of the Bleriot celebrations, in excess of 130 French microlights (with up to 100 UK based aircraft) will fly to the London area on July 25 and then, on the 26th to Sywell, on the 27th to Old Warden and on the 28th back to the London area before returning to France. It is not clear whether this activity will be NOTAMed but all pilots should be aware.

RAF Air Experience Flights. A draft Aeronautical Information Circular has been issued describing the operating procedures of RAF AEFs and detailing locations and operating days of such flights. Contact telephone numbers and VHF frequencies are also provided should any pilot wish to obtain more information. The draft AIC is at <http://www.nats-uk.ead-it.com/aip/current/aic/AEF.pdf>

Commercial Operations into Oxford. Throughout the summer months, commercial flights will operate from Oxford/Kidlington (EGTK) to Jersey (EGJJ). The aircraft will be a DHC Dash-8 311 series twin turboprop. On each Saturday the aeroplane will arrive at Oxford at 1355 UTC and depart at 1420 UTC. Details of the inbound and outbound routings are in an Air Southwest document at <http://www.gliding.co.uk/bgainfo/airspace/oxford-airsw.doc>.

AIS Website User Guide. The ANO requires that all qualified pilots take reasonable steps to satisfy themselves that their flights can take place safely. This includes checking NOTAMs before flight. The AIS web site functionality does not appeal to everybody and the BGA continues to lobby for a graphical representation of NOTAM data. Meanwhile, the website does, however, supply the information that glider pilots need to comply with their airspace safety obligations. The AIS has recently published a printed AIS website user guide. We recommend that pilots who are not familiar with the site working review this. The guide is at <http://www.nats-uk.ead-it.com/aip/current/misc/WebUserGuide.pdf>. Alternatively, printed copies can be obtained directly from AIS: 020 8750 3777.

Regulatory

Mode S. The CAA has published what it terms its Final Decision on Mode S Expansion. This states that a) transponders must be carried by all aircraft *except gliders* in Class A-C airspace and above FL100; b) gliders will be included in this requirement from 6 April 2012; c) SLMGs will be treated in the same way as pure gliders; d) air traffic control service providers will be able to apply for specific transponder mandatory zones; e) air traffic control will have the option of allowing non-transponder equipped aircraft into airspace where transponders are otherwise mandatory. There will therefore be no requirement for gliders to carry transponders, other than in Class A-C airspace, above FL100 and in TMZs. Currently designated gliding areas above FL195 will also continue to be excluded from transponder carriage requirements, including post-2012. The CAA states that it will work with the BGA to consider additional transponder-free areas from FL100 upwards prior to 2012. The BGA will continue to work with the CAA and others with the objective of securing proportionate airspace freedoms. The full CAA decision and further background material is available on the CAA website at www.caa.co.uk/modes.

NPAs 2008-17 and -22. The BGA has now responded to NPAs 2008-17 (Pilot Licensing) and 2008-22 (Organisation), and will shortly respond to NPA 2009-02 (Operations). Following pressure from industry, including gliding, EASA has decided that their comment response documents to all three NPAs should be published together. We can expect these documents in early 2010.

BGA

Aerobatics Badges. The requirements for glider aerobatics badges have been updated. See <http://www.gliding.co.uk/bgainfo/aerobatics/badge-scheme.htm>

Competitions

European Championships. At the time of writing, the British team is doing very well in the European Championships (flapped classes) which are being held at Nitra in Slovakia. With three days remaining, British pilots lead two of the three classes. Pete Harvey is first in the Open Class with team-mate Steve Jones second and Ed Johnston 5th. Russell Cheetham leads the 18m Class with Mike Young in third place. In the 15m Class, Leigh Wells is in contention in 4th place and Tim Scott is 9th. The competition for the Standard and Club Classes begins on 27th July at Pociunai in Lithuania while Gill Spreckley begins the defence of her Women's World Championship title at the same time at Szeged in Hungary.

Standard Class Nationals Change of Venue. The Standard Class Nationals has changed venue. The dates remain the same (8th – 16th August), but the competition will now be held at Lasham. There are likely to be spare places available. If you have flown a regionals before and have a standard class glider, you may enter online by going to www.gliding.co.uk/nationalsentry. Any spare places will be allocated on a first come, first served basis. If you have already entered, you should already have been sent an email and, if payment is required, you will be contacted directly by Lasham.

General

Portmoak Visitors. The Scottish Gliding Centre has asked us to inform all visiting pilots that they must have their log book, medical certificate and proof of their gliding qualifications available for inspection before flying. Without these, pilots will not be allowed to fly – there will be no exceptions. Pilots should also note that no pilot without a bronze endorsement may fly a privately owned glider from the site.

FAI Secretary General. The search continues for a new Secretary General of the FAI to succeed Max Bishop who leaves in January 2010. The candidate brief for the post is at http://www.fai.org/sg_recruitment. The recruitment process is being handled by consultants Odgers Berndtson and applications for the job and any questions relating to the recruitment process should be addressed to them as indicated in the Candidate Brief, and should not be sent to the FAI.

Fuel Cell Glider. The first piloted aircraft using fuel cell propulsion technology took off from Hamburg airport on 7th July on its maiden flight. During the 10 minute flight, the Antares DLR-H2 aircraft was piloted by Axel Lange, head of one of the companies which adapted the motor-glider to demonstrate the new technology.

Guild of Aviation Artists. The Guild is holding its annual exhibition from 20-26th July at the Mall Galleries in London (near Admiralty Arch). Entrance is free. Full details are at <http://www.gava.org.uk/index.cfm?page=annual09>