



Newsletter

July 2011

Safety

Temporary Restricted Airspace. Despite regular reminders in this newsletter and other channels, we do again need to remind glider pilots of the need to check for and respect Temporary Restricted Airspace. With the air display season now in full swing, a number of areas have been established. These include RA(T)s protecting Red Arrows displays and, this month, for the Royal International Air Tattoo at Fairford (13-18 July). Penetration of such a RA(T) is extremely dangerous and can cause displays to be cancelled causing disappointment for thousands of spectators and severely damaging our sport's reputation. The BGA maintains a month-at-a-view calendar of RA(T)s that might affect gliding at <https://www.glidering.co.uk/bgainfo/airspace/rats.php>. The NATS website at <http://www.nats-uk.ead-it.com/> contains the definitive list of AICs establishing RA(T)s. Specific details about the Fairford RA(T) are contained in AIC M45/2011 at http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG_Circ_2011_M_045_en and details of Red Arrows displays this month are in AIC M42/2011 at http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG_Circ_2011_M_042_en

Transition Altitude Changes. All pilots are reminded that recent changes to the Transition Altitude in UK airspace have resulted in wholesale changes to controlled airspace. These are depicted on the latest 1:500,000 VFR charts (Scotland will be updated in the next issue). The key issue for pilots is to ensure that they correctly identify whether the base of controlled airspace is referenced to altitude or flight level. Clearly any mistake on this important airspace awareness and altimetry issue could result in an infringement. Users of GPS equipment are reminded that they should ensure that they are using software that reflects these latest permanent changes to UK airspace.

Incorrect Preparation of Aircraft. Since October 2010 there have been 11 cases of gliders being flown in an unsafe condition due to incorrect or incomplete rigging, the presence of loose articles, unlocked airbrakes that sucked open during the launch, or unlocked canopies that detached in flight. It is fortunate that no-one has been killed or seriously injured. Accidents of this kind can be avoided. Rigging should be directed by a person experienced on the type, in accordance with the flight manual, and without interruption or distraction; general advice on rigging can be found in the BGA instructors' manual. The DI should be conducted by a person experienced on the type, without interruption or distraction. Pilots should carry out proper pre-flight checks, again without interruption or distraction. Please do whatever you can individually and in your club to stop the current spate of these potentially lethal, but completely avoidable, incidents and accidents.

GASIL. The latest edition of the CAA safety publication GASIL is available at <http://www.caa.co.uk/docs/33/20110610GASIL201105.pdf>

DG500 Rudder Restriction – Update. Our investigations have now been completed and the earlier BGA-recommended restrictions on aerobatic flight no longer apply. However, the BGA advises that DG-500 owners should arrange to have any installed tail trim ballast weights inspected for security at the next maintenance opportunity and, if lead weights are installed in tubes mounted on the fin rear spar, consider replacement with an improved brass weight in accordance with DG drawing 5L38.

Airworthiness Directives. Hoffmann H36 Dimona Air Brake Control Inspection. EASA has published AD 2011-0110 for the inspection and protection of the air brake control torque tube on Hoffmann H36 Dimona aircraft, in accordance with MSB 36-105/1. Inspection required by end of December 2011 and repeat at 5 year intervals. See http://ad.easa.europa.eu/blob/easa_ad_2011_0110.pdf/AD_2011-0110_1 for details

GPS Jamming. GPS jamming trials will take place from 10 to 21 July (Monday to Friday) using aircraft-mounted jamming pods. The aircraft will operate off the west coast of Orkney with jammer signals directed in a westerly direction. The affected area covers a large area of NW Scotland and may affect a small number of glider flights. For details, see AIC Pink 047/2011, at http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG_Circ_2011_P_047_en

New Danger Areas. From 28 July 2011), additional segregated airspace to the east of, and surrounding, West Wales Airport (EGFA) will be introduced. This development establishes additional Danger Areas and an adjustment to the sub-division of one existing Danger Area. These have been introduced to support the routine testing, research and development of Unmanned Aircraft Systems. Full details are in AIC (Yellow) 052/2011 available at http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG_Circ_2011_Y_052_en

Regulatory

EASA Pilot Licensing. The CAA has published some news relating to the conversion from JAR, national and unregulated pilot qualifications to EASA Flight Crew Licensing requirements. Specifically, these will apply to general and sporting aviation from April 2015. The details, including FAQs, are at <http://www.caa.co.uk/default.aspx?gid=2061>. The FAQs include a statement that the CAA and BGA are working together to develop licence conversion criteria for gliding based on BGA qualifications. This is part of a long-term BGA project that aims to minimise any negative impact that EASA licensing rules will have on our sport.

Impact of Part M on General Aviation. EASA has recently contacted stakeholder organisations seeking comments relating to experience of implementing Part M in general aviation. The BGA is one of the organisations that has been approached and we will be submitting feedback in anticipation of an EASA workshop on the subject later this year. The BGA will also be working with our European Gliding Union and Europe Air Sports colleagues in support of their comments.

BGA

2011 Instructor Course Availability. Due to late cancellations, we currently have two places available on the remaining 2011 Assistant Instructor Courses. One place is available on each of IC11/11: 16-24 July at Nympsfield and IC15/11: 1-9 October at Saltby. For more details or to book, please contact Debbie in the BGA office – debbie@gliding.co.uk

Airspace Safety. The BGA is taking the lead on a number of activities as part of our commitment to airspace safety. Hugh Woodsend of the BGA Flight Operations Committee has produced a DVD that briefs other class G airspace users about gliding activity. The DVD is being distributed to military and civilian organisations. Our thanks to the CAA and to Marsh Aviation Insurance for their support. Again, to help inform other class G users about where and how gliders operate, the BGA is developing a web-based task notification tool with the help of John Bridge, Cambridge GC (software development) and Andrew Roch, London GC and Colin Watt Lasham GC (testing). We envisage that this will be used by some clubs on a voluntary basis before launching large numbers of gliders on a cross-country task. The task information will be available to any pilot who chooses to view it online. Other current airspace safety projects include working with the CAA on developing an Aeronautical Information Circular that describes UK gliding activity, and supporting the CAA development of a white small cross-section aircraft conspicuity trial.

Competitions and Cross-Country

British Silver at Women's World Gliding. Ayala Liran has won the silver medal in the Club Class at the Women's World Gliding Championships. In an extremely challenging and hard fought competition, all our pilots achieved good individual results, including Elizabeth Sparrow who finished 5th in the Club Class and Francesca Aitken who finished 8th in the Standard Class in her first International competition. Our congratulations go to Ayala and all the other members of Team GB.

Competition Advice. The BGA National Coach, Mike Fox, has produced a useful document giving advice to those flying their first rated competition (although anybody can read it!). You can find the document at http://www.gliding.co.uk/bgainfo/competitions/other/comp_advice.pdf

National Champions. Jez Hood is the 2011 Standard Class national champion. Luke Rebbeck and Sarah Kelman finished second and third in the competition which was held at Bicester.

New Records. New UK 15m class 300km out and return speed record. Colin Hamilton flew a 301km out and return from Portmoak at an average speed of 134.45kmph on 7th April.

General

Wally Kahn. The BGA sends its heartiest congratulations to Wally Kahn who has been awarded the MBE for services to gliding in the Queen's Birthday Honours list. Wally gained his 'A' badge in 1946, Gold badge no 10 in 1952, and Diamond badge no 50 in 1975. He held a number of UK records during the 1940s and 50s and was active in a multitude of roles at both club and national levels. He was awarded an FAI Paul Tissandier Diploma in 1969 and the Royal Aero Club Silver Medal in 1995.

Air League Awards. At the Air League Annual Reception on 21st June, HRH Prince Philip presented the League's main awards. Recipients included a number of glider pilots. The Jeffrey Quill Medal was presented to Terry Holloway, formerly a leading light in the RAFGSA, for his ongoing outstanding contribution to the development of air-mindedness in Britain's youth. Illuminated scrolls were presented to Andy Perkins (Windrushers) for his work with Leading Edge, to Mike Miller-Smith (Lasham) for his work with flying for the disabled, and to Steve Noujaim (Bristol & Glos) for his record-breaking flight to South Africa and back in his homebuilt

aircraft. The BGA sends its congratulations to all the award winners and scholarship recipients, and thanks the Air League and its generous sponsors for their ongoing support of young glider pilots.

Visit ATC Day. UK pilots will once again have the opportunity to view proceedings at Air Traffic Control units at a host of participating civil and military aerodromes. Pilots curious to see life from an air traffic controller's perspective are being encouraged to sign up for a tour of any of the dozen or so ATC units that are opening their doors for a day or a weekend during October. The scheme, now in its third year, intends to increase the mutual understanding of pilots and controllers. All the visits will require prior registration and are open only to holders of pilot licences (NPPL, PPL, BGA certificate etc and student pilots). Those attending will be required to show their licence or evidence that they are learning to fly. A full list, with dates when each unit is open for a visit, and contact details for pre-registration are available on the ASI website at: <http://airspace-safety.com/content/news.asp>

Countrywise. The ITV1 Countrywise episode featuring Black Mountains GC (Talgarth) is available for viewing online until 27th July at <http://www.itv.com/itvplayer/video/?Filter=250816> The piece on Talgarth starts about 6.5 minutes into the programme and lasts around 3.5 minutes.