



# Newsletter

British Gliding Association

## BGA Newsletter June 2004

**Low Height Spins.** The BGA Instructors Committee has recently agreed that all pilots and instructors should be reminded of the need to take note of a number of factors when considering the height at which spinning should be initiated. Some gliders have particular characteristics that can sometimes cause a delayed recovery and/or a significant height loss in the recovery phase. The potential, significant height loss should be carefully taken into consideration when deciding when it is safe to initiate a spin. The glider type flight manual is a vital source of information. The recommendation in the BGA Instructors Manual, page 19-3, to initiate a 'brief' spin at 800 feet during pilot training will be removed by appropriate amendment action in due course. You are urged to bring this note the attention of your club pilot and instructor colleagues. Where required, CFI's can seek advice from Simon Adlard, the BGA National Coach on 07773 017270.

**Tost Release Hooks.** We have been informed that Tost have revised the service life limitations on their releases. Previously these limitations were based on a nominal calendar life. The new limitations are based on the number of actuations (a pull and release of the tow release control) made – 10,000. Tost estimate that this limitation equates to 2000 launches for private gliders (5 actuations per launch) and 1250 launches for training gliders (8 actuations per launch). However, the number of launches figure is an estimate and may vary depending on the actual pattern of use – the 10,000 actuations is the real limitation. Owners should also note that Tost do not approve the in field replacement of springs as the entire units are bench tested.

**World Club Class Championships.** The British team have departed for the World Club Class Gliding Championships, which are being held at Elverum in Norway from 13<sup>th</sup> to 25<sup>th</sup> June. The UK team are looking to do well – Pete Masson won the event before last and is hoping to regain his title; Richard Hood was runner up on the last two occasions and is looking to go one better; and Jay Rebbeck was World Junior Champion and is now seeking to repeat his success in the senior classes. You can follow see results as they happen at the championship web site <http://www.wgc2004.no> and read daily reports from the team at <http://www.glidingteam.co.uk>

**SsangYong Sponsorship for UK Team.** The UK team at the Club Class World Championships have been given sponsorship by SYUK Cars, the UK distributors of the SsangYong vehicle range. As part of the deal, the UK Club Class team will be provided with three Rexton 4x4 SUVs for use getting to and during the championships in Norway. At a recent test drive at Lasham, the team expressed their delight at the deal and at the towing capabilities of the vehicles. We are looking forward to a fruitful association with this major sponsor of the British Gliding team. Details of the vehicles can be found at <http://www.syukcars.co.uk>

**Change in Alcohol Regulations.** Even the most moderate drinker should be aware that the new Railways & Transport Safety Act makes it an offence for pilots, including glider pilots, to fly while over the prescribed limit for alcohol. The new regulations could also be interpreted as being applicable, in the event of an accident, to anybody involved in flying operations – winch driver, wing tip holder, etc. The limit is (breath) 9 micro g/100ml or (blood) 20mg/100ml. Note that this is a quarter of the equivalent drink/drive limits and is, effectively, a zero tolerance limit. A law has existed for many years that pilots may not fly whilst impaired through drink or drugs. This change to the law quantifies alcohol limits and provides a statutory testing regime. The full text of the act is available at <http://www.legislation.hmso.gov.uk/si/si2000/20001562.htm>. A CAA Flight Operations Department Communication, which explains things in a less legal form, can be read at <http://www.caa.co.uk/docs/33/FOD200328.pdf>. The BGA recommends that pilots and those involved in gliding acquaint themselves with this documentation.

**BGA CofA Anticipation.** Following requests and to allow for maintenance planning without loss of CofA validity, it is now possible to anticipate a CofA by up to two months. For example, if a new CofA is issued while there is still one month remaining on the current CofA, the new CofA will have a validity of 13 months. The maximum validity of a CofA is 14 months, i.e. any time in excess of two months remaining on the current CofA will be lost. If the current CofA has more than 30 days to run, a 30 day ticket is not required. Full details are in the May edition of Engineering News, available on the BGA web site at <http://www.gliding.co.uk/bgainfo/technical/newsletters/technewsmay04.pdf>

**BGA Instructors Courses.** Places are still available on the following Assistant Instructors Courses: IC5 – 19/27 June; IC6 – 4/12 September; IC9 – 16-24 October. For more information or to book, please contact Colin Childs at the BGA office – [colin@gliding.co.uk](mailto:colin@gliding.co.uk)

**BGA National Ladder.** We would like to ask all cross country pilots to record their flights on the BGA National Ladder. By doing so, you will be participating in an informal year round soaring competition with your club mates and with pilots all over the country. The BGA also uses the ladder data to create the short lists from which the winners of the various BGA trophies are selected so, if you want to win a pot, make sure your flights are logged. The National Ladder web site at <http://aircross.co.uk/bgalladder/index.htm> has full details and lots of interesting facilities. You can enter details of your flights, including GPS traces, on line or alternatively, see you club ladder steward.

**Windrushers GC.** We are delighted to report that Windrushers GC has reached agreement with Defence Estates for a 3 year lease of Bicester Airfield. The club has been re-formed as a civilian club and will be open at Bicester Airfield from 1<sup>st</sup> July 2004. The BGA Executive approved their application for membership on 2<sup>nd</sup> June. The club's aim is to continue a gliding operation at Bicester and to promote the sport of gliding within the Cherwell District community. More information is available from [enquiries@windrushers.org.uk](mailto:enquiries@windrushers.org.uk). Alternatively, just call in at Bicester airfield any time after 1<sup>st</sup> July.

**Competition Enterprise.** There are still a few places available for Competition Enterprise at Aston Down from 26 June to 4 July. If you want to enter for a week of flying over the Cotswolds, please contact Pat Gilmore on 01285 760415 (10.00 - 15.00) or email [pat@cotswoldgliding.co.uk](mailto:pat@cotswoldgliding.co.uk).

**Portmoak Invitation.** The Scottish Gliding Union would like to invite all past members to a double celebration, being held on 10/11<sup>th</sup> July, to mark the club's 70<sup>th</sup> anniversary and the opening of their new hangar. As well as the inauguration ceremony, guests will have priority in the club's 2 seaters, a chance to try the BGA simulator and, on Saturday evening, a ceilidh in the clubhouse. If you would like to know more, please contact Brian Cole-Hamilton on 0141 583 7360 (home), 0141 554 3801 (work), or email [BrianCH@aol.co.uk](mailto:BrianCH@aol.co.uk)

**Royal Aero Club Trust Appeal.** The Royal Aero Club Trust has launched an appeal to raise £65,000 to help save and conserve the RAeC Collection. This is kept at the Royal Air Force Museum, Hendon and includes unique and priceless items of national interest. The Collection includes minute books, albums, photographs, records, trophies, paintings and artefacts, including press-cuttings dated 1784, pre-dating the founding of the Aero Club in 1901. More details, including how to contribute are at <http://www.royalaeroclub.org/trust/trust.htm>

**New International Club Class Competition.** The Italian Gliding Association (FIVV) have sent details of a new international competition for Club Class pilots, to be held in the Appenines from 18 to 25 July. The Coppa Internazionale del Mediterraneo Club Class will be held at Rieti and will offer a rare opportunity to fly in a highly competitive international contest, using strong thermals, convergences, occasional wave and reliable ridge lift, with a Club Class glider. The traditional event for Standard, 15m, 18m and Open Classes will be held, as usual, in early August, the 2<sup>nd</sup> to 12<sup>th</sup>. More details are on the BGA web site at <http://www.gliding.co.uk/bgainfo/competitions/news.htm> and entries can be made on line at <http://www.fivv.it/en>

**BGA Secretary.** Keith Mansell, the long serving BGA Treasurer has been appointed as the BGA Company Secretary for the purposes of compliance with the Companies Act.

**Hot Socks.** Probably not what you need to know just as the summer starts to hot up, but a New Zealand company, Canesis, has developed a "smart wool" that can be heated. It works by using a conductive fibre which is blended with ordinary wool. When the "smart" woollen yarn is knitted together, it creates a bed of interconnected fibres with enough resistance to be heated, while retaining all the properties of wool. The first product to use the new fibre, heated socks, should be on the market early next year. The socks will be warmed by a small battery, similar to those used in mobile phones and should last 3-4 hours. Just the thing for these wave flights!

**Europe Airsports Programme Manager.** Europe Airsports, the representative organisation for air sports in Europe, is seeking a full time Programme Manager. EAS have prepared a summary document outlining the role and the qualities sought. This is available on the BGA web site at [http://www.gliding.co.uk/bgainfo/documents/S4035\\_1recruitmentad.doc](http://www.gliding.co.uk/bgainfo/documents/S4035_1recruitmentad.doc). Applications must be received by EAS no later than 30<sup>th</sup> June.

**The Last Word from Barry.** The following is Barry Rolfe's response to the Chairman after the Executive Committee bid him farewell at their May meeting:

And so, while the great ones repair for their dinner  
The Secretary stays, growing thinner and thinner.  
Racking his brains to record and report  
What he thinks they will think that they ought to have thought