



# Newsletter

British Gliding Association

## BGA Newsletter June 2005

**CAA Safety Awards.** Neil Goudie of Cambridge GC has been awarded the CAA General Aviation Safety Award for 2004. Neil was taking part in a gliding competition in August 2004 when he saw a competitor's wreckage in a field. The pilot was seriously injured. Neil was nominated for his actions in arranging for an emergency call to be made and then landing in the field himself to give first aid, using his telephone to obtain guidance from a doctor friend, until an air ambulance arrived. The CAA's Tiger Moth Trophy was presented to Neil by Martin Robinson, AOPA Chief Executive, at an award ceremony held at the RAF Club in London on May 10th.

**Overstrength Parachute Tell Tales.** We have been informed of a problem that has been discovered with parachutes repacked at Filton. It is possible that some parachutes may have an over-strength tell-tale thread securing the ripcord end-pin. The result is that the chute ripcord may require a much stronger pull (>30lbs force) to deploy instead of the normal 3-5lbs-force. To determine if your parachute is affected, open the ripcord cover flap to expose the tell-tale thread. The over-strength thread is WHITE rather than the usual RED. As a short-term measure, the tell-tale thread may be removed, but please be aware of the need to be especially careful to avoid accidental pulling of the rip-cord. Also, all chutes should be checked before use to ensure that the ripcord end-pin is properly seated. If required, the tell-tale thread will be replaced on request.

**EASA CofAs.** The BGA has now agreed a process with the CAA for the issue and renewal of EASA Certificates of Airworthiness for gliders first imported after 28 September 2003. In brief, the BGA will recommend issue of a CofA to the CAA based on reports from BGA inspectors. The process is expected to become operational on 28 September 2005. For more details see the latest edition of Engineering News, available on the BGA web site at <http://www.gliding.co.uk/bgainfo/technical/newsletters/technewsmay05.pdf>

**Insurance Compliance Checking.** The BGA has been working with the CAA, which is responsible for monitoring compliance with the new EU aircraft insurance regulations, to minimise the impact of compliance checking. We have been successful in removing the proposed requirement that glider owners and operators would have to submit evidence of cover on an annual basis and carry this with them at all times in the glider. In its place, there will be a system of random compliance checks. We believe that it is very likely that the CAA will target a number of competitions over the summer and that they will want to check the insurance documentation of all competitors at these events. Competitors at all national and regional events are strongly recommended to have a legally compliant insurance document with them on site. CAA staff have powers of prosecution for non compliance.

**Moving Map Displays Please.** Following recent experience, the BGA urges soaring pilots who regularly operate from sites close to controlled airspace to fly with an appropriately mounted GPS with airspace mapping to back up conventional navigation using the latest half million chart. Ideally this should provide an audio warning of airspace incursion. It is vital that GPS airspace databases are kept accurate - the well known commercially available map and airspace databases are regularly updated by the manufacturers and many are available free of charge via the internet.

**Pilot Prosecuted for Airspace Infringement.** (from BBC News) Private pilots are being told to take care during the airshow season after one was prosecuted for endangering the Red Arrows. Martin Buuron, 59, from Essen in Belgium unwittingly entered a six-mile exclusion zone over Eastbourne, Sussex. The leader of the Red Arrows was forced to order the formation to break off after safety concerns last August. A CAA spokesman said several similar incidents occur each year. The CAA blames pilot ignorance. Buuron was fined £3,000 after admitting negligently acting in a manner likely to endanger an aircraft and its passengers and breaching a temporary restricted airspace. His Cirrus plane was en route from Biggin Hill airfield to Lydd in Kent, and was later traced from several photographs taken by shocked spectators at the event.

**Temporary Restricted Airspace.** All pilots are reminded of the need to check NOTAMS before every cross country flight. Notices of TRA (Temporary Restricted Airspace) are published in advance on the ATS web site <http://www.ais.org.uk> (registration and log in required). Follow the links to UK AIP/ AIC/ Mauve Index for a full listing of current and future restrictions. Amongst those that may affect pilots in the coming weeks (note – this list is by no means exhaustive) are:  
1- 3 July – PFA Rally Flying for Fun, Kemble – AIC 20/2005 (Mauve 141)  
4-8 July – G8 Summit, Auchterarder & Glamis – AIC 32/2005 (Mauve 148)  
8-10 July - British Grand Prix, Silverstone - AIC 38/2005 (Mauve 154)  
13-17 July – RIAT, Fairford – AIC 37/2005 (Mauve 153)

**New VFR Charts.** Recent and upcoming publication dates for new VFR charts are as follows: ½ Million: S England & Wales, edition 31, 14 April; N England & N Ireland, edition 28, 12 May; Scotland, edition 22, 9 June. ¼ Million: Central England & Wales, edition 6, 14 April; E England, edition 6, 9 June. You can see all current and future publications dates on the CAA web site at <http://www.caa.co.uk/default.aspx?categoryid=64&pagetype=90&pageid=571>

**Legibility of Placards.** With stronger summer sunlight there is a tendency for cockpit placards to fade. This can happen even to the best fixed inks. There have been a number of incidents where it has been suspected that a glider may have been flown overweight or at the incorrect speeds where a faded placard could have contributed to the error. Check regularly and replace as necessary. Several inspectors have sent us back faded BGA C of A stickers. Again these should be replaced if unreadable. Please ask Colin at the BGA office for another one. We recommend that the C of A sticker be placed in a shaded area such as the bulkhead at the rear of the cockpit if possible.

**Trial Lesson Briefings.** The BGA will be writing to all Club Chairmen and CFIs reminding them of the need to perform adequate pre trial lesson briefings. The mailing will include recommendations about the form and content of the briefing. Clubs are reminded that appropriate briefings are an important part of supervising anyone participating in gliding activities.

**Licensing Act – Clubs Must Act Now.** On 7 February 2005, the Licensing Act 2003 came into force. Applications for conversions and variations must now be submitted now. It is vitally important that clubs already holding a Club Registration Certificate or a Justices' On-Licence convert to the new licences before 6 August 2005. Clubs must act now to avoid any future unnecessary complications. The CCPR in association with Davenport Lyons has produced Guidance on the Licensing Act and an Executive Summary which aims to explain what effect the new Licensing Act will have on clubs and how to apply to convert to the new licence. The Guidance and Executive Summary can be viewed on the CCPR website at <http://www.ccpr.org.uk/nlstory.cfm?ID=13625&NLID=50264>

**A Reminder about Field Landings.** A BGA club has reported having problems with a previously friendly farmer after gliders from other clubs landed in his fields, caused damage, and left without making contact. The club has had the embarrassment of having to placate the farmer despite no involvement by a pilot from their club. All pilots are reminded of the need to follow correct protocol when landing out and to ensure that they make every effort to talk to the farmer or his representative before removing gliders. If in doubt about what to do, read the code of practice in Laws & Rules (Part 4, CP1).

**Top Nav 2005.** The Royal Institute of Navigation is holding its annual Top Nav competition at White Waltham on Saturday 16 July. This is a 'blind' navigation event with pilots only knowing the next of about 10 waypoints by way of VOR-VOR or Lat/Long coordinates given in sealed envelopes which are opened at specific points en route. Map reading, dead-reckoning and radio navigation are all involved. The competition is open to GA aircraft, including motor gliders. Trophies and cash prizes are available and more details are available from the RIN on 020 7591 3130.

**Italian Competitions.** The FIVV have provided us with details of the main Italian championships for 2005. These include a number of events which are taking place at Rieti, which has been selected to host the 2007 World Junior Gliding Championships and the 2008 World Championships in Standard and Club Classes. The 2005 Coppa del Mediterraneo for the Club Class will score for the FAI International Ranking List. Ten Club Class gliders (DG-300s and LS-4s) are available for rent during the competition period, on a "per day" basis. In view of this, the FIVV are inviting non Italian pilots to take part in this year's competitions. Interested pilots should contact the FIVV secretary through the website [www.fivv.it/contattaci.htm](http://www.fivv.it/contattaci.htm).

**Laws & Rules.** A reminder that the latest revision of Laws & Rules, edition 15, is now available priced £2.25, plus 50p P&P from the BGA office or from the BGA Web Shop (<https://www.gliding.co.uk/bgashop/shop.cgi>)

**A Brush with the Law.** A microlight recently landed in a field, called for a trailer and began to derig. 3 fire appliances, 5 police cars and an ambulance suddenly arrived! After everyone other than two police officers had departed, the police breathalysed the pilot, cautioned him, took details and declared the site as a crime scene. Once the police eventually contacted the AAIB, they calmed down and the pilot continued with his retrieve. The BMAA have advised their members that it is worth knowing your local police HQ phone number - where you suspect people are getting carried away, a quick call explaining the situation following a field landing might keep the cavalry at bay. The BMAA also advise that as a last resort it would be acceptable to phone 999 stating that it is not an emergency situation.

**Car & Trailer Recovery.** A reminder that the Camping and Caravanning Club offer a breakdown service with no restriction on trailer length or weight. Membership rates are reasonable and include access to advice which may be of interest to glider pilots who tow trailers. See [www.campingandcaravanningclub.co.uk](http://www.campingandcaravanningclub.co.uk) for more details.

**FAI Centenary Book Now Available.** High Flyers, a book specially commissioned by the FAI to celebrate their centenary, is now available. The 244 page book, written by Pierre Morath, a historian specializing in the history of sport, traces the history of air sports and the Fédération Aéronautique Internationale. You can order the book from the FAI, priced 55 Swiss Francs. More details are on the FAI web site at <http://www.fai.org/centenary/highflyers>

**European Sailplane Exhibition.** The organisers have announced that a European Sailplane Show will be held in conjunction with the 1<sup>st</sup> World Sailplane Grand Prix being held at St Auban (see <http://www.cnvv.net/wsgp> and the May Newsletter). This event will include exhibits by the principal glider manufacturers, stands offering used bargains and an air show with the constructors presenting their latest products, vintage gliders in flight, the Big Wings of the Open Class flying to music, exhibition aerobatics by both sailplanes and powered craft and demonstrations by impressive scale models. In conjunction with the Grand Prix, this veritable feast of gliding should attract large numbers of European gliding enthusiasts to Saint-Auban.