



# Newsletter

*British Gliding Association*

## **BGA Newsletter June 2008**

**Avian Influenza Outbreak.** An outbreak of Avian Influenza in central England has been confirmed. Full details including those relating to control zones are at <http://www.defra.gov.uk>. This is a worrying time for the farming industry so in the event of any field landing please remain sensitive to farmers' concerns and make sure you follow the BGA Code of Practice for field landings as published within BGA Laws and Rules.

**Mode S.** The CAA consultation concerning its plans to extend the use of Mode S transponders closed on 31<sup>st</sup> May. Once again, glider pilots were to the fore in responding, helping to ensure that our views and concerns are heard and understood. The BGA thanks all the pilots and clubs who took time to respond to this critically important consultation. Although the consultation is closed, the BGA will continue to strive for a fair and proportionate resolution to this issue.

**EASA Transition Update.** The BGA process for transition of EASA gliders to EASA C of A in time for the 28 September 2008 deadline is working well. Many thanks to the inspectors and owners involved. The CAA part of the process however is currently stalled pending receipt of the expected written formal approval from the European political system. To ensure that owners are unaffected by the CAA delay, the BGA has negotiated a contingency plan with the DfT and the CAA, which is now in place. All the transitions which have been received will have their BGA C of A extended to full validity. Owners receive a replacement BGA C of A in due course. Due to the high number this may take a month or two (if you have not received the replacement C of A by August, please contact the BGA office). All transitions received from now will have a full validity BGA C of A issued. A BGA C of A that expires after 28 September 2008 will be renewed in the normal way. Inspectors will receive guidance on what will be required to ensure that the already submitted transition package remains valid. Another transition will not be required. Please note that this is a contingency process that in fact may not be required. As usual, the BGA is taking a proactive approach on behalf of pilots and owners.

**EASA Transition Applications.** A number of owners are submitting additional, unnecessary information along with their transition packs. Examples include photographs of the glider, instrument panel, scans of registration documents, etc. Please only send the information requested. On the other hand, please make sure that all the requested information is supplied – preferably single sided to aid scanning. Missing information may cause the entire pack to be rejected. The header page lists everything that should be submitted.

**129.90.** We occasionally receive complaints about misuse of the 129.90 frequency – usually relating to excess chatter and/or use for club ground operations. 129.90 is not a gliding specific frequency – it is shared with other GA users, notably parachute clubs to aid with DZ safety. BGA Laws & Rules states (RP34) that 129.90 should only be used for ground retrieval purposes. Most clubs that have a

ground ops management communications need now use Motorola type radios which are much cheaper to buy (and replace!) than VHF handhelds.

**UK Grand Prix.** The UK Qualifying Grand Prix will be held at Lasham from 1<sup>st</sup> to 7<sup>th</sup> September. The winner and runner-up will qualify for the World Sailplane Grand Prix Final to be held in late 2009. More details are at <http://gp.lasham.org.uk>. The event is likely to receive a considerable amount of media attention culminating in a public day on Saturday, 6<sup>th</sup> September. The public day is expected to attract in excess of 5000 spectators to see the Grand Prix, a series of air displays, and ground based activities and exhibits. More information about the public day will follow shortly. During the week of competition, each competitor will be tracked in real time so that the races can be followed by an even larger world audience live over the web. Prospective entrants are invited to register their interest in participating no later than June 15<sup>th</sup>.

**Juniors Competition Training.** Once again, the BGA is running a competition training course for Juniors around the Junior Nationals. The course, run by the BGA National Coach assisted by experienced volunteers, will involve flying from the rear of the grid at the competition and will aim to prepare participants to fly a rated competition in 2009. The flying on the course is free. Applicants must be available for the duration of the contest, 2-10 August, and must be able to get to Nympsfield. Ideally applicants should have at least completed their Bronze badge and be under 26 at the time of the comp. If you broadly meet the above criteria, and fancy a week of training for a comp next year, please complete the application form at <http://www.glidering.co.uk/bgainfo/juniors/application2008.doc> and Email it to the BGA National Coach, Mike Fox ([mike@gliding.co.uk](mailto:mike@gliding.co.uk)). The closing date for applications is 9am 12th June, and selections will be made by the end of June. There will be limited spaces, so get applying!

**AIS Web Site.** The AIS website, now at <http://www.nats-uk.ead-it.com/public/index.php.html>, has been redesigned and is now live. The site has been re-hosted to the European AIS Database and features several improvements, including: i) the UK Aeronautical Information Package can be accessed without the need to register, although registration is still needed to download NOTAMs; ii) NOTAM output can be ordered geographically; iii) easier format for entering a date/time group; iv) a new 'point brief' is available. However, the site is not perfect and, in particular, is still deficient re graphical display. Users who first registered after 16 Feb 2008 will need to re-register. There is no need to register if you solely wish to view static data such as UK AIP, AICs and Supplements.

**Motor Glider Examiners' Seminars.** This year will be a little different, with seminars in two locations: Bicester Saturday 15th November and Millfield Sunday 16th November. (a fast car will take the SRE(MG) from one to the other). Seminar content, however, will be similar to previous years: an excellent opportunity to get up to date with current developments, reflect on the year's experiences and share knowledge. An extra welcome will be offered to non-power CFIs and other instructors who have responsibilities for supervising motor gliding. Details are available from Andy Miller on 01249 821 031 [andy@asmiller.freerve.co.uk](mailto:andy@asmiller.freerve.co.uk)

**Motor Glider Instructors Wanted.** The Hertfordshire Scouts have a Super Falke motor glider based at Gransden Lodge in Cambridgeshire. Learning to glide in this aircraft is proving increasingly popular among increasing numbers of young people. So much so that the club at Gransden Lodge would very much welcome visiting BGA MGIR or CAA SLMG flying instructors who could give up an occasional weekend half or full day to help with the flying. Please contact the club directly rather than the Scouts – [office@glide.co.uk](mailto:office@glide.co.uk)

**Spring Issues.** The grass has started to grow again and it is time to remind ourselves of the problems that grass cuttings can cause in the wheel box or air intakes. A fire can easily start with a brake that is rubbing slightly and it is very difficult to extinguish such a fire once it has got hold. Squirting a hose into the wheel box is not usually sufficient to clear a build up of grass – all that happens is that the grease is washed out of the retracting gear pivots or wheel bearings. Carefully using a small stick to dig out accumulations of grass is usually the most effective method. Avoid using screwdrivers and the like as these can cause damage. Another spring problem is nesting birds. The nice access hole in your glider wing might be the most desirable residence around – be vigilant and use wing covers wherever practicable.

**Glider Batteries.** Several new types of battery (NiMH, Li-Po, Li-ion etc) are now on the market, as suggested alternatives to Lead Acid (gel). There are a number of safety risks associated with batteries and with replacing lead acid batteries with non-lead acid alternatives. More information is available at <http://atsipowermanagement.co.uk>, <http://dg-flugzeugbau.de/forum-dg0.html> (click on English language forum and follow link to non-lead acid batteries) and <http://www.caa.co.uk/docs/33/CAP562.pdf> (note this is a 15Mb document). The BGA advises owners to understand fully the need to use the correct charging system, whether installed in the glider or not, with whatever battery type is used; different technology batteries should not be mixed. In terms of certification, glider parts should be approved by the type certificate holder or by modification and should either be released or a standard part. Glider batteries are normally considered to be standard parts. Owners should ensure that, where batteries are replaced by alternatives, the installation, aircraft charging system (if appropriate), weight, balance and use meets type design approval.

**Sportsmatch.** Sport England has relaunched the Sportsmatch scheme. As before, Sportsmatch will offer pound for pound matched funding to clubs, etc for projects that encourage participation at grass roots level. The criteria for awards have been amended to provide greater flexibility and, from May 2008, funding from trusts and private individuals are eligible for match funding. In addition, applicants can now apply online. More details at <http://sportsmatch.co.uk>

**ATSOCAS.** The Airspace & Safety Initiative has announced that the introduction of new UK Air Traffic Control Services Outside Controlled Airspace (ATSOCAS) will take place on 12 March 2009. The four new services that make up the changed ATSOCAS, which has been the subject of full industry consultation, will completely replace the existing services. The official CAA publication (CAP 774) will be available on the CAA website in June and a fully interactive guide to the services will be posted at <http://www.airspacesafety.com>.