



# Newsletter

## June 2011

### Safety

**Temporary Restricted Airspace.** With the air display season now starting, a large number of areas of temporary restricted airspace – RA(T)s – have been recently announced. These include RA(T)s established for Red Arrows displays. All pilots have an obligation to avoid these areas – there are no excuses for penetrating a RA(T). For the convenience of pilots and task-setters, the BGA maintains a month-at-a-view calendar of RA(T)s that might affect gliding at <https://www.gliding.co.uk/bgainfo/airspace/rats.php>. The definitive list of RA(T)s is on the NATS website at [http://www.nats-uk.ead-it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=162&Itemid=59.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=162&Itemid=59.html)

**Queen's Birthday Flypast.** Another RA(T) reserves airspace over a corridor in East Anglia on 7-9 June (rehearsals) and 11 June (for the actual flypast formation). See [http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG\\_Circ\\_2011\\_M\\_040\\_en](http://www.ead.eurocontrol.int/pamslight/pdf/4e415453/EG/C/EN/AIC/EG_Circ_2011_M_040_en)

#### **Airworthiness Directives.**

**Rotax 914F Engines.** EASA has published AD 2011-0082 for the identification and replacement of the fuel pressure regulator within 100 flight hours or 6 months. Details at [http://ad.easa.europa.eu/blob/easa\\_ad\\_2011\\_0082.pdf/AD\\_2011-0082\\_2](http://ad.easa.europa.eu/blob/easa_ad_2011_0082.pdf/AD_2011-0082_2)

**SZD 51-1 Junior.** BGA Mandatory Inspection 051/05/2011 issue 1 is for the inspection of elevator hinges for corrosion within 20 flight hours and repeat at annual inspection. Please report findings to CTO. Details at <http://www.gliding.co.uk/bgainfo/technical/inspections/051-05-2011-issue-1.pdf>

**DG500 Rudder Stops.** Following two reports of loose rudder stop bolts, allowing them to fall out, the BGA has issued a mandatory before next flight inspection of the stop bolts. The stops are quite difficult to see on the rudder control horn. Check with 10mm spanner but do not over tighten. If any stop is found loose, check that the lock nut (thin shear nut) thread has not stripped and check rudder deflections are in accordance with the maintenance manual. Warning: over tightening the lock nut may strip the thread. A low strength Thread Lock Locktite is recommended. Use low strength to allow future adjustment. Please report any loose stops to the BGA CTO – [cto@gliding.co.uk](mailto:cto@gliding.co.uk)

**DG500 Rudder Restriction.** The BGA has also received a report of a fixed trim ballast weight on a DG500/22, located on the fin rear spar in the space forward of the rudder, coming loose and partially restricting the rudder travel. While the investigation is progressing it is strongly recommended that all operators restrict use of DG500 series to normal flight with no aerobatic manoeuvres, including spins and negative "G" loads. Please monitor the BGA web site for further updates.

SZD-30 Pirat - Operational Limitations and Inspections. EASA has published AD-2011-0089 for structural inspections and revised operational limitations to be complied with by end of June 2011. See AD for serial number applicability. Further information at:

[http://ad.easa.europa.eu/blob/easa\\_ad\\_2011\\_0089.pdf/AD\\_2011-0089\\_1](http://ad.easa.europa.eu/blob/easa_ad_2011_0089.pdf/AD_2011-0089_1) and [http://www.szdzew.com.pl/Biuletyny/BE\\_035302010eng.pdf](http://www.szdzew.com.pl/Biuletyny/BE_035302010eng.pdf)

SZD-24C Foka, SZD-24-4A Foka 4, SZD-32A Foka 5 and SZD-36A Cobra 15 sailplanes and all sailplanes with a wing attachment rigging mechanism that has no direct means of determining that the bevel bolts are fully engaged in the lug stack during rigging. Following the AAIB recommendation made in its report into the fatal Foka 4 accident in 2010, EASA has issued Safety Information Bulletin SB2011-11 "A reliable approach to rigging a sailplane". This document, available at <http://ad.easa.europa.eu/ad/2011-11> should be read by all operators and pilots of these aircraft types.

**GASIL.** The latest edition of GASIL (the CAA General Aviation Safety Information Leaflet) is available at <http://www.caa.co.uk/docs/33/20110516GASIL201104.pdf> The CAA and GASCo have recently announced that a compendium of the monthly GASILs will appear in print in the GASCo quarterly publication 'Flight Safety' which is distributed free of charge to gliding club and to the owners of all general aviation aircraft, including gliders, on the CAA UK register.

## BGA

**Instructor Courses.** Just 2 places remain on Assistant Instructor Courses this summer. One place is available on the course to be run at Nympsfield (Bristol & Gloucestershire GC) from 16-24 July and one on the course at Saltby (Buckminster GC) from 1-9 October. For updated availability and more details, see <http://www.gliding.co.uk/bgainfo/bgacourses.htm>

**Olympic Airspace Proposals.** The BGA has responded to proposals to establish temporary restricted airspace for the 2012 Olympic Games. We believe that these would compromise safety in Class G airspace and cause severe operational issues for affected clubs. Our response is at [http://www.gliding.co.uk/bgainfo/airspace/ACP%20responses/olympic\\_airspace\\_resp.pdf](http://www.gliding.co.uk/bgainfo/airspace/ACP%20responses/olympic_airspace_resp.pdf) Our thanks to Nick Hoare, Bruce Cooper and Gordon MacDonald for their hard work in producing this response.

## Competitions and Cross-Country

**Lyneham Airspace.** Changes in airspace arrangements in the Cotswold region have been announced ahead of the discontinuation of daily flying operations from RAF Lyneham on 30<sup>th</sup> September 2011. The CAA has approved the MoD request to remove the Lyneham Control Zone and Control Area from 1<sup>st</sup> October 2011. In addition, the air traffic control unit will cease to operate and the Air Traffic Zone will be suspended, unless re-activated by NOTAM for occasional aircraft movements until 31<sup>st</sup> December 2012, when RAF Lyneham formally ceases to be an RAF station.

**Bedford Aerodrome.** Bedford Aerodrome (Thurleigh) EGBF is now a Licensed Airfield and is active with both fixed wing and rotary movements. The airfield is Day VFR, and is strictly PPR. They have an Air Ground Radio Frequency of 123.375 which is monitored during weekday daylight hours and at weekends, if they have aircraft movements. The airfield is not licensed all

the time but as glider pilots it makes sense to treat it as if it has an ATZ and to call them on the radio before penetrating the "ATZ". The airfield manager, Wayne Fuller, seems sympathetic to gliding and Windrushers are trying to negotiate no landing fees for aerotow retrieves. Details of their operations can be found on [www.bedfordaerodrome.com](http://www.bedfordaerodrome.com)

**Waypoint Withdrawals.** Given the new status of Bedford Aerodrome (above), the BGA waypoint at the site, BGC, has been withdrawn with immediate effect. In addition, the Sywell Lake waypoint (SYW) has also been withdrawn; it is within the Northampton (Sywell) ATZ and aerobatics take place throughout the year. There are six alternative waypoints within 15km.

**2011 Competition Rulebook.** The 2011 Competition Rulebook has been revised. The only change compared with the version published on 23<sup>rd</sup> March is to §13.1 where standardised requirements for airspace titles have been specified. Pilots are advised to read carefully the text relating to the amendment. <http://www.gliding.co.uk/forms/competitionrules2011.pdf>

## Juniors

**2011 Junior Championships.** The Junior Championships entry list is now available. Places are still available - you are eligible if you will be under 26 on 31<sup>st</sup> December 2011 and have a Silver badge and FAI licence (or will have by the competition start). The low entry fee of £30 includes 3 free aerotows. Full details at <http://www.gliding.co.uk/bgainfo/competitions/news.htm>

**2011 Inter-Unis.** The 33rd Inter-University Task Week will take place at Aston Down, from 6-14 August. This competition is aimed at all student or ex-student pilots with an affiliation to a University Gliding Club, of any standard from ab-initio to cross-country ace. The emphasis of the event will be pilot development and having fun. For more information, visit the website <http://www.interunis.com/> or email [organisers@interunis.com](mailto:organisers@interunis.com). Registration is now open online.

## General

**Chris Wills.** The Vintage Glider Club is organising a special flying day open to all who knew Chris to commemorate and celebrate his life. This will be held at Lasham on 25<sup>th</sup> June. After the day's activities, which will culminate in a flypast of vintage gliders, there will be an evening buffet in the clubhouse. Bookings for this are required by 17<sup>th</sup> June. More details at <http://www.gliding.co.uk/documents/chriswillsday.pdf>

**RAeC Newsletter.** The spring edition of the Royal Aero Club newsletter is now available. You can download it from <http://www.royalaeroclub.org/news115.pdf>

**BBMF and Red Arrows Golf.** The 3rd Annual Red Arrows & Battle of Britain Memorial Flight Golf Day organised by the aviation charity fly2help is now open for bookings. This is your opportunity to play a round with the Red Arrows or Battle of Britain Memorial Flight pilots. You can enter as an individual or put a team together for the event at the Kendleshire Golf Club near Bristol on Tuesday 27th September 2011. Full details are at <http://www.fly2help.org/about-us/upcoming-events-golf-day.htm>