



Newsletter

British Gliding Association

BGA Newsletter March 2007

Class C Airspace. A reminder that Class C airspace will be adopted above FL195 on 15th March. For more information, see <http://www.gliding.co.uk/airspace>. Full details of the changes are at <http://www.caa.co.uk/default.aspx?categoryid=1239> (click Documents). The airspace section of the BGA web site will shortly have copies of local letters of agreement available for download.

Task Finishes and Approaching to Land. Following the accident at the World Junior Championships at Husbands Bosworth in 2005, the AAIB has recommended that the BGA and the CAA agree the wording of BGA competition rules. This has been done and the 2007 rules published (see separate item in this newsletter). Additionally, the BGA believes that it is the responsibility of every pilot to ensure that he or she flies legally and to ensure through responsible flying that third parties do not perceive that gliding activity threatens their safety in any way. The BGA has therefore published additional guidance which should be considered by all pilots at BGA clubs – see <http://www.gliding.co.uk/bgainfo/safety/taskfinishes.pdf>

Competition Rules. The 2007 competition rules have now been published and can be downloaded from www.gliding.co.uk/competitions. The 2007 rules contain a number of changes from last year; if you are a competition pilot, please read them.

S England and Wales Chart. A new edition (33) of the Southern England and Wales 1:500,000 aeronautical chart will be published on 15th March. This will be the first chart to reflect the Class C airspace introduction and, accordingly, the upper limit of airspace portrayed on the chart will reduce from FL245 to FL195. A new edition (11) of the 1:250,000 England South chart was released on 15th February.

EASA C of A Update. Following a visit in January from an EASA Airworthiness Review Team, we are now developing procedures which will allow the transition of both pre- and post-September 2003 gliders from a BGA CofA to an EASA CofA. We are planning with the CAA to make the transition with CofA renewals starting 28 September 2007. We will advise details in due course. Before an EASA CofA can be issued, a glider (apart from Annex II gliders – mainly vintage) will have to be registered and display G- registration marks. Application for registration should be made approximately three months before any post September CofA renewal date. We are not requesting that you register any pre September 2003 gliders in the near future. However, if you are having your glider refinished in the next few months, you may wish to consider having the new registration marks applied during this process. Note that once CAA registration has been granted, G- marks must be displayed on the aircraft before flight.

Motor Gliding SRE. Following a number of years as the Senior Regional Examiner for BGA Motor Gliding, Bruce Tapson has handed over the role to his planned successor. Andy Miller, the newly appointed SRE for BGA Motor Gliding, is a highly experienced gliding and motor gliding instructor, former CFI and current cross country pilot.

Obtaining NOTAMs. An updated version of the document describing how to obtain the NOTAM information of interest to glider pilots is on the BGA web site airspace section at <http://www.gliding.co.uk/bgainfo/airspace/notams.htm>

Charity Flights. AIC11/2007 (White 132), issued March 1st, contains important information concerning charity flights in gliders or motor gliders (see the AIC for a definition of charity flights). The document is available on the AIS web site <http://www.ais.org.uk>

Royal Aero Club Awards. The Royal Aero Club have informed us that, due to circumstances outwith their control, the date of the RAeC Awards Ceremony has had to be changed to Tuesday 24th April. The venue remains the RAF Club and the ceremony will start at 1830.

Seasonal Advice. Watch out for mud filled wheel boxes. This can restrict the free movement of the wheel and the retracting mechanism. Also be aware that washing wheel boxes out with a hose can also wash the lubricant out of the wheel bearings and pivot points. Wheel bearings can also suffer as water can be sucked into the bearings on account of in-flight pressure changes, causing rapid corrosion of the bearing surface. In wet weather and after washing with a hose or pressure washer, consider relubrication of landing gear components.

TherMap. Pilots planning to fly in the Alps, Pyrenees or Appenines might be interested in TherMap - a set of maps that plot the most likely thermal hot spots in these areas. See <http://www.aerodrome-gruyere.ch/thermap>. S&G would be interested in hearing from anyone who has actually used TherMap or other thermal mapping software - email editor@sailplaneandgliding.co.uk

Gaming in pubs and clubs. Does your club have a fruit machine, hold bingo nights, or other gambling activities? If so, you need to know about a consultation that is taking place concerning the new Gambling Act 2005. More details from: http://www.culture.gov.uk/what_we_do/Gambling_racing/QuickLinks/Consultations/ The deadline for responses is 20 April 2007.

Smoke-free buildings. As of July 2007 smoking will be banned at all fully or substantially enclosed venues in England. A similar ban is already in place in Scotland and bans come into effect in Wales and N Ireland this month. According to the English regulations, premises are substantially enclosed if 'they have a ceiling or a roof but there are permanent openings in the walls which are less than half of the total area of walls including other structures which serve the purpose of walls and constitute the perimeter of premises.' This is known as the 50% rule. Tents, marquees or similar will also be classified as enclosed premises if they fall within the definition.