



# Newsletter

British Gliding Association

**BGA Newsletter**  
**October 2009**

## Safety

**Interactive RT Guide.** The Airspace and Safety Initiative has published an excellent interactive guide to UK radio phraseology, aimed at general aviation pilots. The guide contains many audio clips and explains the most common phraseology and the rationale behind words and phrases used. The aim is to help improve safety by raising RTF standards. The document is well worth looking at, especially if you sometimes feel uncomfortable using the radio. Download from [http://www.caa.co.uk/docs/33/AviationGuideFinal20090917\\_LOCKED.pdf](http://www.caa.co.uk/docs/33/AviationGuideFinal20090917_LOCKED.pdf)

**RA(T)s for Rally GB2009.** The Wales stage of the Rally GB will take place across various sites in S Wales from 23 - 25 October. Because of the numerous aircraft involved in filming, temporary restricted airspace has been established over these areas. The relevant AIC is at [http://www.nats-uk.ead-it.com/aip/current/aic/mauve/EG\\_Circ\\_2009\\_M\\_085\\_en.pdf](http://www.nats-uk.ead-it.com/aip/current/aic/mauve/EG_Circ_2009_M_085_en.pdf)

**NATS Website.** NATS have made a number of changes to their website (which is used, among other things, for NOTAM information and accessing the latest Aeronautical Information Circulars concerning temporary restricted airspace). The changes are described at <http://www.nats-uk.ead-it.com/aip/current/misc/sigch.pdf>

## Regulatory

**Foreign Registered Gliders with Permit to Fly.** The CAA has advised us that gliders with temporary EU registrations (usually German or French) flying on an EASA Permit to Fly in the UK may not be legal unless they are fully registered in the country that issued the permit. This usually applies to new design gliders where the manufacturer has issued a temporary registration and an EASA Permit to Fly whilst the glider is in the final stages of type certification. Please see CAA advice on this and how to apply for an exemption if needed at <http://www.caa.co.uk/default.aspx?catid=56&pagetype=87>

**Motor Glider Seminars.** The 2009 seminars will be held at Lasham (7th November) and Cambridge (8th November). As in previous years, the content will offer an excellent opportunity to get up to date with current developments, reflect on the experiences of the last year and share knowledge. Much of the focus will be on examining and instructing issues and a particular welcome will be offered to non-power instructors and others who have responsibilities for supervising motor gliding. More details from Andy Miller, the BGA SRE(MG) on 01249 821031 or [andy@asmiller.freeserve.co.uk](mailto:andy@asmiller.freeserve.co.uk)

**Chairmen's Conference.** The next BGA Chairmen's Conference and Treasurers Forum will take place on Saturday 14th November at Woodside near Kenilworth. The programmes for this must-attend event are filling with items of topical interest for those running gliding clubs. Further details and a booking form are available from the BGA website at <http://www.gliding.co.uk/bgainfo/documents/cclet09.pdf> and <http://www.gliding.co.uk/bgainfo/documents/cconf09book.doc> respectively. Please book your places by Friday 30th October.

**Instructor Revalidation.** A slightly changed instructor revalidation process is in place this year, allowing CFIs the option of revalidating their instructors on-line. Instructors can help the process by having their details ready and, perhaps, proactively providing their CFI with proof that they have met the unchanged revalidation requirements.

**BGA Fees.** An updated list of BGA fees has been published at <http://www.gliding.co.uk/forms/bgafees.pdf>. To help ensure that there is no delay in processing your applications for badges, ARCs, etc., please check the current fees before submitting your application.

**Chief Engineer/ARC Signatory Training Seminar.** A small seminar has been arranged for 21 November at Bowland Forest Gliding Club for inspectors who wish to become ARC signatories and where there is a genuine geographical need. The minimum requirements: you must have held a BGA Inspector authorisation for at least three years and have another four years experience in aircraft continuing airworthiness (7 years total). Please apply to the BGA Chief Technical Officer, Jim Hammerton - [cto@gliding.co.uk](mailto:cto@gliding.co.uk) - indicating where the requirement is located.

**Navigation Training and Testing.** The BGA has published information about the navigation training and testing to be carried out as part of the BGA Bronze Cross Country Endorsement syllabus. The document is available at <http://www.gliding.co.uk/bgainfo/documents/BGANavigationTrainingandTestingAug09.pdf>

**Kidlington Airspace Threat.** The BGA is concerned at proposals for a significant expansion in commercial air transport activities from Oxford Kidlington. To help combat this potential airspace threat, the BGA wants to establish the number of glider flights that have been made in the area over the last 3 – 5 years. Could all pilots please spend a little time over the next few weeks looking through their log books and/or traces to work out a) how many flights transited within a 20km radius of Kidlington airfield over the last 3 or 5 years; and b) how many flights turned within 20km of Kidlington airfield over the same period. It would help if the totals could be sent in an Excel spreadsheet to [bgafilights@hotmail.co.uk](mailto:bgafilights@hotmail.co.uk). Please be as accurate as possible with the totals as they may need to stand up to being scrutinised, i.e the flights should be in your logbook or have traces available. There is no need to include flights included on the BGA ladder as details of these will be included in our totals automatically.

## General

**Sporting Code.** A number of points in the 2009 FAI Sporting Code have been clarified post-publication. These changes relate to declarations, particularly in identifying the glider being flown; use of GPS as horizontal position recorders for silver and gold badge flights; and a newly compiled version of Annex C giving new guidance for OOs, taking into account the deletion of photographic evidence for turn points. The new Sporting Code comes into effect on 1<sup>st</sup> October 2009 and is available at [http://www.fai.org/gliding/sporting\\_code](http://www.fai.org/gliding/sporting_code)

**RAeS Conference.** The Royal Aeronautical Society is holding a one day conference, entitled Design Methods and Tools for Light Aircraft, on Tuesday 24 November. The event is designed to be of interest to amateur and professional aircraft designers, university students and lecturers, as well as those with an interest in the technical development of light aircraft. More details and a booking form are on the RAeS web site at <http://www.raes.org.uk/conference/indexconf.html>

**IGC Newsletters.** The International Gliding Commission of the FAI has recently published two newsletters – a general one at <http://www.fai.org/gliding/node/453> and one concerning the pilot selection process for world and continental gliding championships at <http://www.fai.org/gliding/node/454>. The general newsletter makes mention of the two IGC Email channels, igc-discuss and igcnews. Anybody interested can sign up to receive IGC bulletins and news at <http://www.fai.org/lists/igc-discuss> and <http://www.fai.org/lists/igc-news> respectively.

**German Gliding Conference.** The German Aero Club is holding its annual gliding conference in Bremen on October 31<sup>st</sup>. Although the talks will be in German, UK pilots may be interested in the large display of the latest gliders that will be held alongside the conference. Bremen is reachable directly by low cost airline from a number of UK airports and the German Aero Club extends a welcome to visitors from other countries. More details are at <http://www.gliding.co.uk/documents/germanconvention.docx>

**Scams.** A number of scams have recently resurfaced in which owners who have placed For Sale adverts are contacted by Email. One scam, which involves Emails purporting to be from a Barry Smith invites the recipient to make contact via a telephone number which is, in fact, a premium rate number. Another, in very broken English, involves the selling owner paying out freight charges to the sender.