

30<sup>th</sup> July 2007

Dear BGA Club CFI

BGA Laws and Rules Operational Regulation 7.5 identifies that before carrying a club member in a glider, the pilot in charge must be authorised by the CFI having achieved a defined minimum level of experience. To give trial lessons, the pilot must hold a BGA instructor rating. Operational Regulation 7.5 also identifies that the pilot in command must be in current practice and be familiar with the type of glider and method of launch.

The level of risk accepted by a qualified solo pilot participating in sport gliding is not necessarily appropriate where a second person is carried in the glider. Where a second person is carried in the glider, additional checks and balances are appropriate and hence Operational Regulation 7.5. This letter aims to provide guidance to CFI's regarding authorisation for carrying a club member in a glider by a pilot who does not hold a BGA instructor rating.

In general terms and outside any teaching requirement, the BGA basic instructor rating syllabus and standards may be used as a guide. Basic Instructors are expected to;

- Demonstrate competence at a higher than Bronze badge standard in lookout and collision avoidance techniques, general handling, stall and spin recognition and recovery, launching and launch failure recovery, circuit flying, approach control, landing and airmanship. There is no logical reason why any pilot should not be expected to demonstrate the same level of competence prior to being authorised by a CFI to carry a club member in a glider.
- Understand how to look after a second person before, after and during flight. Again, there is no logical reason why any pilot should not be expected to demonstrate a similar appreciation prior to being authorised by a CFI to carry a club member in a glider.
- Fly in meteorological conditions that are conducive to a low risk environment – a guide can be found in the BI course notes.

In terms of currency, the BGA publishes detailed advice at [www.gliding.co.uk/bgainfo/safety/bulletins/pilot-briefing-guidance.htm](http://www.gliding.co.uk/bgainfo/safety/bulletins/pilot-briefing-guidance.htm). This is guidance only - you may wish to implement more stringent requirements for passenger carrying at your club.

Familiarity with the type of glider used when carrying a club member in a glider is a subjective issue. Familiarity relates to pilot currency on type but is underpinned by experience and knowledge of the glider's handling characteristics; the manufacturer's flight manual can provide vital data. It is important that pilots and instructors have read and understood the flight manual and this is particularly important where C of G and handling are affected by varying cockpit loads in two seat gliders. Any pilot authorised to carry a club member in a glider should be totally familiar with the flying characteristics of the glider he or she will use for the purpose.

I hope that this is of assistance. Please do not hesitate to contact me if you need further information.

Mike Fox  
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