

Safety

Airworthiness Directives.

Schleicher Ka6, K7, K8, ASK13, ASK18 Elevator Engagement Inspection. EASA has published AD-2013-0091 superseding AD 2012-0246 revising and updating the “Automatic Elevator Connection” inspection. Compliance is required at the next annual inspection and at each subsequent annual inspection. The new AD introduces a mandatory requirement for embodiment of the applicable Technical Note into the flight manual at next annual inspection and, for K7 and K8 aircraft, the embodiment of an additional pushrod support modification 25 July 2013. For a full list of aircraft types please see the relevant Technical Note at http://www.alexander-schleicher.de/tm/13/130_TM19_DE.pdf. AD-2013-0091 is at http://ad.easa.europa.eu/blob/easa_ad_2013_0091.pdf

All Self-Sustainers and Motor Gliders. Castrol 2-Stroke Oil Recall. Castrol has recalled some 1ltr bottles of 2-stroke oil due to water contamination. The contamination in some bottles may be sufficient to cause engine seizure. The advice from Castrol is that if you have an effected batch, do not use it and return it to your supplier for credit. More details, including affected batch numbers, are at <https://www.castrolmoto.com/en/recall.php>. Alternatively, contact Castrol Customer Services on 0800 046 9260 for advice or further information.

Red Arrows. Details of Red Arrows displays through to the end of July and the Temporary Restricted Airspace to protect them have been published in AIC Mauve 030/2013. This, and other RA(T)s for the coming months are available on the NATS web site – <http://www.nats-uk.ead-it.com>. A calendar view of all RA(T)s that might affect gliding operations is at <https://www.gliding.co.uk/bgainfo/airspace/rats.php>. Please be aware of and observe all RA(T)s.

Drop Zones. We have received notification from the BPA that an updated list of parachute drop zones nationwide has been published. The list, which contains contact telephone numbers and radio frequencies, can be accessed at <http://www.bpa.org.uk/forms/download/37/pdf>

Regulatory

Red Tape Challenge. Following representations from the General Aviation (GA) community, the Government has launched a Red Tape Challenge to help inform them about how they can cut red tape relating to the GA sector. The Red Tape Challenge is a Government-wide programme to tackle unnecessary, over-complicated regulation with the default that regulation should go unless it can be well defended. The first phase of the Aviation Red Tape Challenge, launched last year, looked at regulations across the wider aviation sector, of which 58% will now be scrapped or improved. Based on your feedback, we hope that the Government will work with the DfT and the CAA to bring in reforms that will have a real impact on the GA community. The challenge will be open for comments on the Red Tape Challenge website until 15 May 2013, at <http://www.redtapechallenge.cabinetoffice.gov.uk/home/index/>. The BGA has already responded as part of the GA Alliance/RAeC effort that has brought this challenge about.

Future Airspace Policy. The National Air Traffic Management Advisory Committee (NATMAC) has set up a new sub-group to identify the needs and priorities of general and sporting aviation with the objective of deriving commonly agreed and achievable initiatives that will form the foundation of a Future Airspace Strategy Class G Deployment Plan. The BGA is fully engaged in this initiative along with other GA organisations including, in particular, the LAA.

FTROL Language Proficiency Endorsements. The item in the April newsletter stating that power pilots and any sailplane pilot who wished have an existing flight radiotelephony licence added to a new EASA licence must have an English language level 6 proficiency was inaccurate. Application can, additionally, be made with a level 4 or 5 proficiency. However, flight examiners are only able to assess candidates as being Expert Level 6 in English. Level 4 or 5 assessments must be made at a language school or at an ATO approved by the CAA for the purpose. Additionally, proficiency levels other than 6 (which is non-expiring) need to be revalidated on a regular basis.

BGA

Inspector Continuation Training Seminar. An additional inspector continuation training seminar will be held at Lasham on 6th July. This seminar is to refresh the continuation training requirements for BGA inspectors and contains engineering human factors foundation training that will be essential in the future. To certify aircraft using your BGA inspector authorisation, your continuation training must be in date. Inspectors can check their training expiry date by looking at their inspector authorisation certificate. Places at this seminar must be booked in advance; please contact Debbie Carr (debbie@gliding.co.uk). Due to the later start time of 10am, the seminar is expected to finish about 16.30. A full list of all currently scheduled continuation training seminars is at <http://www.gliding.co.uk/bgainfo/technical/news.htm#ICT1>

Club Management

CP Blue Card for Phones. A version of the previously published Child Protection Code of Good Practice blue card, reformatted for storing and reading on smartphones, is now available at http://www.gliding.co.uk/bgainfo/clubmanagement/documents/CP-bluecard_phone.pdf. The card contains basic information on the subject for all adults involved in gliding.

Competitions and Cross-Country

Anti-Doping FAQs. To complete the anti-doping information already available on the FAI website, the FAI has created two FAQs for competitors and event organisers to facilitate a better knowledge and understanding of all matters relating to anti-doping. The FAQs are at <http://www.fai.org/anti-doping-programme/faqs>.

Bristol Airspace Guide. Bristol has issued an updated version of the guide to their airspace. Although of interest to glider and SLMG pilots, please note that this is intended as a general guide and in no way over-rides or supersedes the existing Letter of Agreement regarding glider flying within the Bristol CTA. The guide is on the Fly on Track web (part of the Airspace Safety Initiative) at http://flyontrack.co.uk/scripts/MIAB/MIAB_ShowAsset.asp?a=-2147483437

Competition Organisers' Handbook. The first edition of the BGA Competition Organisers' handbook has been published. Although primarily designed for organisation teams, competitors may find some of the content of more general interest. The handbook can be downloaded from <http://www.gliding.co.uk/bgainfo/competitions/forms.htm>

General

VGC Rally. The 41st VGC International Rally will be held at Lasham from 3rd to 10th August, celebrating the 40th anniversary of the foundation of the Vintage Glider Club. Over 100 historic gliders from all over the world are expected. At the opening ceremony (5pm on the 3rd), there will be a short flying display and, each day, gliders dating from the 1930s to the 1960s will be flying and competing and will be on show on the ground along with other interesting exhibits. On Sunday 4th August at 7.30pm there will be a ceremony to mark the completion of the first phase of the UK National Gliding Heritage Centre and Museum. More information is at <http://www.vgc2013lashamgliding.com>.

FAI Annual Report. The FAI has published its latest annual report. You can read it at www.fai.org/downloads/fai/2012_FAI_Annual_Report