

## Safety

**Airspace Safety.** The chairmen of a number of BGA committees have written an open safety letter to all pilots reminding them of a number of important airspace safety considerations. If you have not received a copy directly, please read the letter at <https://members.gliding.co.uk/library/safety/airspace-safety-letter/>

**Airworthiness Directive.** Schempp-Hirth Discus 2 and Ventus 2. EASA has published AD 2016-0027R1 in response to experience that, under certain conditions, the overlap between the two airbrake panels can be insufficient and the panels can interlock. The AD requires a one-time inspection, by 3<sup>rd</sup> April, of the overlap of the affected airbrake panels and, depending on findings, accomplishment of applicable corrective action(s). Full details are in the AD at <http://ad.easa.europa.eu/ad/2016-0027R1> and in the Technical Notes (TN) 349-39, 360-29, 825-55 and 863-22 (published as a single document) at <https://www.schempp-hirth.com/en/support/tns-ads.html> (login required).

**BGA SMS Manual Updated.** An update to the BGA Safety Management System Manual has been published. The update improves clarity in a couple of areas, for example incident and accident reporting, and addresses recent minor organisational developments. You can download the manual from <https://members.gliding.co.uk/library/general-safety-publications/bga-safety-management-system-manual/>

**CHIRP.** The UK Confidential Human Factors Incident Reporting Programme (CHIRP) contributes to UK aviation safety by providing a totally independent confidential, (but not anonymous) reporting system for all individuals associated with aviation. Recently, the programme managers have become concerned that, due to a perceived lack of visibility, the number of reports received from GA pilots has declined. We feel that CHIRP makes a useful contribution to safety and would encourage pilots to review the published reports and, where appropriate, make their own submissions. The CHIRP web site is at <https://www.chirp.co.uk/> (follow the link to General Aviation to see the latest GA Feedback Newsletter).

## Airspace

**Scottish Low Level VHF Frequency Trial.** The RAF is currently trialling a frequency, 135.475MHz, to allow civil and military pilots operating at low level in Scotland to share location information. More details are at <http://www.raf.mod.uk/organisation/vhflowlevelfrequencytrialinscotland.cfm>

**Cambridge LOA.** A new Letter of Agreement has been signed by Cambridge GC and Cambridge Airport ATC describing actions to be taken by both parties to help ensure that airspace surrounding the area is shared safely. The LOA can be downloaded from <https://members.gliding.co.uk/library/airspace/cambridge-loa>

# BGA

**BGA Annual Report.** The BGA Annual Report for 2015 was formally accepted at the recent BGA AGM. The report, which provides a review of BGA operations during 2015, can be downloaded from <https://members.gliding.co.uk/library/governance-documents/bga-annual-report-2015/>

**BGA Awards.** A number of BGA awards were presented during the BGA Conference at the end of February. A BGA Gold Medal was awarded to Hugh Browning whose work has been the major contributor to the reduction in the fatal accident rate in gliding over the past eight years. BGA Diplomas were awarded to Robin May (London GC); Pate Masson (Lasham GS); Simon Waters (Channel GC); Jim Thomson (Scottish GC); Colin Cownden (Cambridge GC); Ian Harris (Bannerdown GC); Ben Bennett (Portsmouth Naval GC); Michael Muir and Peter Valentine (Nene Valley GC); the BGA Exhibition Team of Neil Swinton, Steve McCurdy, Liisi Laks (all Oxford GC) and Chris Pollard (Rattlesden GC); Martin Parsons (Vectis GC); and David Hill (Yorkshire GC). The Bill Scull Safety Award for 2016 went to Trent Valley GC which has only experienced one serious injury since 1979 and whose substantial damage rate is one of the lowest in the UK. After the BGA awards had been presented, the Caroline Trust lead trustee, Yvonne Elliott, presented the Trust's Special Award to Zoe Mallam (Portsmouth Naval GC). In the evening, the BGA sporting trophies were presented. A full list of the sporting trophy winners can be seen at <https://members.gliding.co.uk/competitions/bga-trophy-winners/>

## Regulatory

**Funding Proposal 8.33 kHz Radio Equipage.** A proposal for co-funding of 8.33 kHz radio equipage for the UK GA fleet was submitted by the CAA GA Unit to the Innovation and Networks Executive Agency (INEA) on February 15<sup>th</sup>. As part of the preparatory work behind the application, the BGA supplied the CAA with details of existing glider and tug radio equipage. Thanks to everybody who responded to our survey asking for details. We will publish details of progress as and when we hear more about the funding proposal.

## Competitions and Cross-Country

**2016 Competition Rules.** The 2016 Competition Rulebook has been published and can be downloaded from <https://members.gliding.co.uk/library/competition-rules/bga-competition-rules/>. The new edition includes some significant changes including team flying in Regionals with different gliders, Nationals eligibility, check-weighing procedures, Club Class eligibility and handicapping, and a number of changes relating to the 20m Multi-Seat Class.

**New Record.** Congratulations to Shaun Lapworth who has broken his own British National 500km Open Class record, set in 2014. The new record speed of 175.66kmph was achieved on 4<sup>th</sup> January at New Tempe in South Africa in a JS1c (21m).

**SGP Bids.** The 8<sup>th</sup> FAI Sailplane Grand Prix series of national events will take place between 1<sup>st</sup> November 2016 and the end of September 2017. The World final will be held during winter 2017/ spring 2018. The IGC is now accepting bids from interested clubs to host one of the national events. More information is at <http://sgp.aero/about-sgp-racing/bid-for-future-events>. Bids should be received by 1<sup>st</sup> June 2016.

## Women

**BWPA Bursaries.** The British Women Pilots' Association (BWPA) has announced its 2016 Bursaries - a great opportunity to get £1000 to help with your flying. Two of the three bursary

classes are relevant to gliding - Flying Start for those who are not yet qualified, and Flying High for those who have a basic qualification and want to do something more advanced. Any woman who thinks she can make use of £1000 should apply before 16<sup>th</sup> April at:

<http://bwpa.co.uk/bwpa-2016-scholarships-applications-now-open/>

**Women in Gliding.** The Women Glide team is doing some research work to try to identify factors that help to encourage women to glide and call themselves glider pilots. Development News in the next edition of S&G will cover the topic in a little more detail but, in the meantime, the team would appreciate your views. They're currently doing a rapid-fire survey to establish a start point for other work. If you could spare a couple of minutes to take part, you can find the survey at <http://www.womenglide.co.uk/>. Thanks in anticipation.

## Juniors

**Bursaries.** A final reminder that two bursaries will shortly be closing for applications. Royal Aero Club Trust bursary applications (up to £1000 available for post-solo pilots aged 14-21) must be received by the BGA by 17<sup>th</sup> March. Honourable Company of Air Pilot bursaries, which offer those over 16 a one-week residential pre-solo gliding course, need to be applied for by 8<sup>th</sup> March. More details about these and other bursary opportunities for young pilots are on the BGA web site at <https://members.gliding.co.uk/junior-gliding/funding-opportunities/>

**Junior Nationals.** The 2016 Junior Championships will take place at Tibenham from 20-28 August. Anyone can apply as long as their 26<sup>th</sup> birthday falls after 2016. As usual, two-seater competition training will run alongside the competition. You can enter the competition even if you do not have your Silver badge yet, but you cannot be given a place until you have completed it. If you are not sure whether you will get your silver before the competition, you can apply for both the competition and the two-seater training. The two-seater training course is intended to prepare young pilots to fly a rated competition solo in a subsequent year. Places are limited. Applications for both the competition and the training should be made by 30<sup>th</sup> April 2016 via the BGA web site at <http://legacy.gliding.co.uk/juniorsentry>. Applications from previously unsuccessful applicants are welcome. Questions about the competition and two-seater training applications should be directed to Andy Cockerell ([ls4a535@gmail.com](mailto:ls4a535@gmail.com)).

## General

**CAA Skywise Subscriptions.** At the same time as moving to a new web site (BGA Newsletter, January 2016), the CAA implemented a new system of news alerting, branded as Skywise. This subscription service has superseded a number of previous CAA subscription lists and it appears that some existing subscribers have not been automatically enrolled in Skywise. If you are no longer receiving Email alerts from the CAA or would like to receive your alerts via the Skywise app, you should re-register at <https://www.caa.co.uk/Our-work/CAA-SkyWise/>.