

Safety

Is It REALLY All Clear? Ed Downham and Chris Fox, who are the UK Airprox Board gliding members, note that some recent AirProx events have re-emphasised the critical importance of the 'all clear above and behind' check that we carry out before a winch launch. Aircraft flying overhead have found themselves very close to cables. Of course they shouldn't have been there – but being in the right is not much comfort after a collision. So please make sure your 'all clear above and behind' check is thorough – and please LISTEN for any unexpected aircraft noise too. You may well hear that low flying helicopter before you see it.

Accidents from Moving Cables. There is a new BGA Safety Briefing highlighting the main causes behind ground accidents associated with moving winch cables. Please read the advice at <https://members.gliding.co.uk/library/safety-briefings/moving-cables/>

RAF Alconbury. We have received a request from the owners of the former USAF base at RAF Alconbury requesting that gliders do not land there. The site is currently being developed and the old runway is used for driver training and other events. If you have other safe options, please consider using them.

Airspace

Solent Airspace Trial. The CAA is running a 10 week trial project, starting 1st August, to try to reduce the risk of infringements in the Southampton Control Zone and the Solent Control Areas. GA pilots are being asked to collaborate in the new initiative (which does not involve any airspace changes). Full details are at <http://www.caa.co.uk/General-aviation/Safety-information/Solent-airspace-trial/>

Infringements. Infringements of controlled airspace can be hazardous and result in significant and expensive inconvenience for airline passengers and other third parties. Although less than 1% of infringements involve gliders, it is vitally important that all glider pilots continue to take great care to avoid infringing. Please read the guidance that we have published at <https://members.gliding.co.uk/airspace/avoiding-infringements/>. The BGA has offered to help the CAA establish an appropriate set of actions to actively promote an ethos that infringements are unacceptable and thus achieve improved pilot behaviour.

BGA

Instructor Courses. Due to high demand we will be running an additional Assistant Instructor course C module on 13/14th August at Dunstable and an additional D module from 4th to 10th September at Lasham. For a full list of scheduled modules and their availability, please see <https://members.gliding.co.uk/courses/bga-assistant-instructor-courses/>. For more details and to book, please contact Debbie Carr in the BGA office - debbie@gliding.co.uk.

Club Management Conference. The date of the 2016 Club Management Conference has been confirmed as Saturday, 12th November. The venue is new this year - Highgate House in

Northamptonshire (just west of Pitsford Reservoir), which is run by the same people who have previously looked after us so well at Woodside. Bookings will open in August. The agenda will remain fairly fluid until much nearer the date so that we can be sure that we are covering the most relevant topics. We will send updates to clubs by Email and on the website, so please keep checking back for information from the end of August onwards. If you have suggestions for agenda items, we're keen to hear them! Please email alison@gliding.co.uk

Wind Turbine Policy. The BGA has published its wind turbine policy at <https://members.gliding.co.uk/library/aerodrome-safeguarding/bga-wind-turbine-policy/>

Regulatory

ANO 2016. The Air Navigation Order (ANO) 2016 has been published and becomes effective on 25th August 2016. This has been developed following an extended period of consultation, which included input from the BGA. Changes include the alignment, where desirable, of ANO and EASA regulatory terminology, including the replacement of 'private' and 'aerial work' with 'commercial' and 'non-commercial' and detailed minor changes and alleviations including those relating to introductory flights, cost sharing, aerotowing, airworthiness, etc. From the 25th August, EASA aeroplanes and TMGs will be required to operate under EASA Non-Commercial Operations rules (see below) and will no longer be under the operational requirements of the ANO. EASA sailplanes, including powered sailplanes (ie self-sustaining and self-launching sailplanes) remain under the ANO operational requirements until April 2019.

EASA Operations Rules. EASA's Non-Commercial Operations (NCO) rules come into effect on 25th August 2016. These cover EASA aeroplanes and TMGs. A totally separate set of operations rules is being developed for sailplanes (including powered sailplanes). For details, please see <https://members.gliding.co.uk/operations/>.

8.33kHz Radio Equipage Grants. Subject to final contract, EU funds will be made available to the CAA to help GA pilots and owners move to 8.33 kHz radios (all aircraft registered in the EU that use radios need to be equipped with 8.33 kHz equipment by December 2017). Following discussion with the BGA and others, the CAA applied for €4.3m funding, representing 20% of the estimated total cost of equipage, to encourage the timely transition of the UK GA fleet from existing 25 kHz radios. The CAA will now work closely with the BGA and other UK GA associations to distribute the funds to aircraft owners. More details on how this will work in practice will be available shortly.

National PPL Medical Self-Declaration. The CAA has confirmed that medical self-declarations for 'national' PPLs will begin this summer (exact date has not yet been announced). Pilots interested in making use of the new process are advised to see the updated guidance on the CAA website at <http://www.caa.co.uk/General-aviation/Learning-to-fly/Medical-requirements/>

Brexit. The Department for Transport (DfT) has previously noted that, regardless of the outcome of the post-leave vote negotiations, UK aviation will remain subject to EASA regulation. The BGA remains fully engaged with the DfT, CAA and EASA and will continue to seek opportunities while influencing the work underway to achieve more proportionate regulation.

Competitions and Cross-Country

Sailplane GP. The first sailplane Grand Prix to be held in the UK since 2008 took place last month at Bicester. 18 pilots took part with the first three places going to Jan Omsels from Germany, followed by Andy Davis and Derren Francis. Jan and Derren qualify for the World GP

Final which will be held in November at Potchefstroom, South Africa. Full news and results from Bicester are at <http://www.sgp.aero/uk2016.aspx>

World Gliding Championships. The World Championships for the Standard, Club and 20m Multi-Seat Classes has just started at Pociunai in Lithuania. The strong UK team comprises Richard and Jez Hood in the Standard Class; G Dale, Will Ellis and World Junior Champion, Tom Arcscott in the Club Class; with Steve and Howard Jones defending their title in the 20m Multi-Seat Class. The first day of the competition threw up some interesting results and, in the 20m class, more than a little controversy. The official championship web site is at <http://www.wgc2016.lt/> and you can keep up to date with the latest news from the team at <https://www.britishglidingteam.co.uk>. The 15m and Open Class Nationals are also on at the time of writing and details of the winners will be in the next newsletter.

Women

Women's Training Camp. There are still a few places available on the Women's Training Camp which is being held at Bicester on 13th-21st August. If you're looking to improve your cross-country flying and racing skills, come and join in. The training camp runs alongside the Bicester Regionals with post-flight debriefs. Top pilots will be offering competition and X-C tips should there be any non-flying moments. This will be a great way to learn and have fun. Contact the Women's Development Team ASAP at info@womenqlide.co.uk

Juniors

Get Into Aeros. The British Aerobatics Association is organising a glider aerobatics training weekend at Lasham on 17/18th September which will provide a complete introduction to competition aerobatics for BGA club members aged 26 and under. There will be a series of briefings from experienced aerobatics pilots, two training flights (4000ft aerotows) with post-flight video analysis, demonstration flights and scoring and a BBQ on Saturday night - all for £119, including camping at Lasham and membership of the BAeA. Applications close on 17th August. Pre-solo pilots can also apply and there is an article by 16 year old Guy Roth in the latest Sailplane & Gliding about his experiences of aerobatics as a pre-solo pilot. More details and online application are at <https://www.aerobatics.org.uk/getintoaeros>

General

RT Training. On Saturday 22nd October, London GC will host a training day at Dunstable to prepare people for the exam for the Flight Radio Telephony Operators Licence. The first half hour will be oriented towards glider pilots' use of radio while the remainder of the day will be given over exclusively to preparing people to sit the exam. Everyone is welcome whether or not they intend to sit the exam. Full details can be found at www.dunstableradio.co.uk. The course is free to BGA club members clubs although registration is essential. If you would like to attend please reserve a place by sending Chula Rupasinha an email at chularupasinha@hotmail.com

Project Perlan. Following a successful six-month flight test program in Minden, Nevada, the Perlan 2 pressurised glider has left the US for El Calafate, Argentina. For a brief period in August and September, conditions there sometimes generate stratospheric wave, reaching up to 90,000ft. Perlan 2 is designed to ride these without requiring the two-person crew to wear pressure suits. Although this summer's research program will likely focus on lower altitudes, project pilots may still break the world gliding altitude record of 50,671 feet, set in 2006 by Steve Fossett and Perlan Project founder Einar Enevoldson in the unpressurized Perlan 1 glider. More details are at <http://www.airbusgroup.com/Perlan>