

## General

**Marketing.** Rachel Edwards is the BGA Marketing Officer. She has a background in marketing, communications and media having worked in both the private and public sectors. She also volunteers with the Royal Air Force Charitable Trust. Rachel, who is already supporting a number of club marketing and PR initiatives, notes, “it’s about working with clubs within a supportive network; we recognise clubs are independent entities but we as a sport need to evolve to attract new members and the BGA is here to assist with that”. [rachel@gliding.co.uk](mailto:rachel@gliding.co.uk)

**Glide Britain!** In continuing to showcase gliding activities across the UK, Dave Latimer and Dorian Bury from the Glide Britain team visited Cairngorm GC at the end of April. Dorian was able to gather some great new footage during a full-on weekend of interclub league cross-country flying and other activity. You can view the existing Glide Britain club movies on Youtube. Please ‘share’ with your gliding and non-gliding friends to show support for your sport and to encourage others to go gliding!

<https://www.youtube.com/channel/UCAsyazUSKdSI3yHjvzH5nag/videos>

**GDPR.** As previously noted, the EU’s General Data Protection Regulation (GDPR) comes into force on 25<sup>th</sup> May 2018. We are advised that the GDPR aims to give people more control over how their personal data is used, and to give businesses a simpler, clearer legal environment in which to operate by making data protection law identical throughout the single market. BGA Development Officer Alison Randle is developing guidance for clubs. [alison@gliding.co.uk](mailto:alison@gliding.co.uk) Meanwhile, more information is available at

<https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/>

## Safety

**Tug aircraft and transponders.** Tug aircraft are occasionally involved in airprox. Many clubs equip their tug aircraft with FLARM and/or a transponder because they have considered that helps to mitigate risks associated with their own and other, non-gliding, traffic operating nearby. The BGA position on collision avoidance technology is ‘The BGA encourages the widespread use of traffic and collision warning systems in gliders, motor gliders and tugs. FLARM is an increasingly popular system. Pilots should make their own decision on equipment based on compatibility with other systems and as to whether such a system is appropriate for their particular operation. Pilots are reminded that whilst electronic collision warning equipment can enhance pilots’ awareness by providing most useful warnings, such equipment cannot and must not replace a good systematic visual lookout scan, and that it is necessary to avoid any in-cockpit equipment from distracting from the visual lookout scan.’

**Collision Avoidance.** Read more about collision avoidance at <https://members.gliding.co.uk/bga-safety-management/lookout/>

**Is your glider fit for flight?** Pilots continue to attempt to fly without carefully checking that their glider has been correctly rigged. Any pilot who is in doubt about the assembly of their glider should seek expert advice. All pilots are encouraged to read the updated BGA guidance at <https://members.gliding.co.uk/library/safety-briefings/is-your-glider-fit-for-flight/>

**L'Hotellier Connection Training Aid.** Yorkshire GC uses a training aid to help its pilots recognise a correctly assembled control connection and to practice assembly. See image below.



**AAIB Report.** An AAIB report into a fatal accident involving an SZD55 has been published on the BGA website

<https://members.gliding.co.uk/library/investigation-reports/szd-55-aaib-accident-report-2018/>

**Infringements.** Each year, the UK experiences infringements of its widespread and complex areas of controlled and restricted airspace. All are unacceptable. Please make sure you are aware of your responsibilities as a pilot and how to avoid infringements. There is some useful advice at <https://members.gliding.co.uk/airspace/avoiding-infringements/>

**½ Million Charts.** Pilots are reminded of the need to fly with a current ½ million chart. The NATS published chart dates are;

1:500,000 Southern England & Wales	02/03/2017 (Edition: 43)	29/03/2018 (Edition: 44)
1:500,000 Northern England & Northern Ireland	30/03/2017 (Edition: 40)	26/04/2018 (Edition: 41)
1:500,000 Scotland	09/11/2017 (Edition: 32)	20/06/2019 (Edition: 33)

Please note that an up to date hard copy chart doesn't necessarily reflect the real situation. You can subscribe to VFR chart email updates through the NATS AIS website via 'Home' – 'VFR chart update service'. <http://www.nats-uk.ead-it.com/>

**Trial Lessons / Introductory Flights.** A trial lesson is a paid-for first or early instructional flight. An introductory flight is a paid-for gliding experience flight. Clubs and pilots must minimise risk during introductory flights and trial lessons as well as during any passenger flying. Clear guidance on how to minimise the risk during trial lessons and introductory flights is provided in the BGA's Managing Flying Risk publication on the BGA member website.

<https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/Managing-Flying-Risk-v8.pdf>

**More Advice.** The BGA members website includes a large collection of helpful detail. You can use the layered menu, the site search function or find what you need through an online search

<https://members.gliding.co.uk/>

**GASCo.** The General Aviation Safety Council is developing its 2018 programme of safety evenings. Details are at <https://www.gasco.org.uk/events/safety-evenings>

# Competitions, Cross-Country & Aerobatics

**BGA Turning Points.** Tim Newport-Peace has published an update to the BGA Waypoint Database. <http://www.newportpeace.co.uk/waypoints/97a121a.htm>

**2018 Competition Dates.** Dates are at <https://members.gliding.co.uk/competitions/>

## Instructing and Training

**BGA Assistant Instructor Courses.** BGA Assistant Instructor course modules are being held throughout 2018. Full details including dates and venues are available on the BGA member website. Bookings can be made by contacting Debbie Carr at the BGA office.

[debbie@gliding.co.uk](mailto:debbie@gliding.co.uk) or call 0116 289 2956.

<https://members.gliding.co.uk/courses/bga-assistant-instructor-courses/>

## Airspace

**Exeter Airspace Change Proposal.** The CAA has rejected the Exeter airport ACP.

[http://publicapps.caa.co.uk/docs/33/20180418Exeter%20AirspaceChangeDecision\(CAP1654\).pdf](http://publicapps.caa.co.uk/docs/33/20180418Exeter%20AirspaceChangeDecision(CAP1654).pdf)

As ever, pilots should plan to avoid Exeter's ATZ and active instrument traffic. Details are in the UK AIP. [http://www.nats-uk.ead-](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=65&Itemid=114.html)

[it.com/public/index.php%3Foption=com\\_content&task=blogcategory&id=65&Itemid=114.html](http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=65&Itemid=114.html)

**Non-transponder areas above FL100.** The exemption to permit gliders and SLMGs from a requirement to use secondary surveillance radar transponders at and above FL 100 up to FL 195 in designated areas has been reissued as ORS4 No.1258. Pilots intending to use the exemption must ensure that they fully understand the published details.

<http://publicapps.caa.co.uk/docs/33/1258.pdf>

**Parachute Drop Zone Frequencies.** The British Parachute Association has updated its drop zone frequency information.

<https://members.gliding.co.uk/library/pilot-briefing-airspace/parachute-dz-frequencies/>

**8.33 Data.** The CAA intends to provide updates of airfield frequencies as they convert to 8.33 kHz frequencies during 2018. The first version of a supplement will be published during mid-February along with a NOTAM and will be updated on a weekly basis. An initial version is available under 'Updates' on the CAA's 8.33 webpage.

<http://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/8-33-kHz-radios/>

**Oxford airport frequencies.** In the April BGA News, we reported on Oxford airport 8.33 frequencies. Oxford Airport has since discovered that a new 8.33 frequency they are using interferes with another frequency. As such, Oxford airport advises that "127.110 will be withdrawn at 2130z on 1st May 2018 and replaced temporarily with a new frequency, 125.090 kHz, as of May 2nd 0530z. This will be the Approach and Radar frequency until an additional frequency can be identified and allocated to Oxford." If in doubt, check before flight.

## Airworthiness

**Courses and Seminars.** The latest available BGA airworthiness courses and seminars are detailed on the BGA member website at <https://members.gliding.co.uk/courses/>

**Inspector Initial Issue and Refresher Course.** An inspector refresher course that includes human factors training will be held at the Scottish Gliding Centre at Portmoak on 12th May 2018. Please book via Debbie on 0116 2892986 or email [debbie@gliding.co.uk](mailto:debbie@gliding.co.uk)

**L'Hotellier Connection Inspection and Maintenance.** L'Hotellier technical inspection and maintenance detail is available in AD1993-001/3 at <https://members.gliding.co.uk/library/archive/ad1993-001-3/>

## Staying in Touch!

**Email News.** If you are reading this on a club noticeboard or by using a link from social media or a club email, why not sign up (free of charge) for BGA news to be sent direct to your email account via the BGA's online account management system, E-services?

If you haven't received login details, you can access E-services by going to <https://members.gliding.co.uk/eservices/forgot-password> and entering the email address that you believe the BGA holds for you. If there is a match, you'll receive an email with temporary password with which you can access the system. If not, please contact the BGA office.

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