

Safety

Airworthiness Directives.

- Grob Astir G102 and Twin Astir G103. EASA has published AD 2014-0067 for the replacement of nylon (white) or bakelite (brown) control cable pulleys with aluminium pulleys. This AD affects a range of G102 and G103 types. The AD, which contains details of types and serial numbers affected, is at http://ad.easa.europa.eu/blob/easa_ad_2014_0067.pdf/AD_2014-0067_1 and Lindner service bulletin SD G05 is at http://www.ltb-lindner.com/g-102-ad-sb.html?file=tl_files/ltb_lindner/pdf/G%20102%20LTA%20%26%20TM%20Englisch/SB-G05%20Control%20cable%20pulleys%2042mm.pdf
- Duo Discus T/XT/XLT. We have received a report of excessive play in the propeller shaft/housing of a Duo Discus T fitted with a Solo engine, reduction pulley system, and Oehler folding propeller. Excessive play was found in the propeller shaft but could only be found by applying a side force. The normal belt tension masks any up/down play. We strongly recommend that you check for play during the next Daily Inspection and, if in doubt, seek advice from a BGA inspector. Caution: only apply force to the propeller hub, not the blades and follow the instructions in your flight manual.

Summer Airspace Restrictions. The CAA has asked us to alert pilots to a series of temporary airspace restrictions in place around sporting events this summer. These are being established to cover the UK stages of the Tour de France (5-7 July) and the Irish stages of the Giro d'Italia (9-11 May) cycle races and for the entire duration of the Glasgow Commonwealth Games. The Tour de France airspace restrictions will roll with the riders as they progress through each stage, with mini RA(T)s being turned on and off throughout each day. Generally, the restrictions will extend from surface level to between 4,500ft - 6,000ft. The full Tour de France AIC, with charts, will be published on 15 May 2014 and will be available at www.ais.org.uk along with details of all other temporary restrictions.

Human Factors Articles. For the last three years, Dr Daniel Johnson has written a monthly Human Factors column for the Soaring Society of America's magazine, Soaring. The underlying motive for these is the idea that even bright, well-trained, experienced pilots sometimes find themselves doing awkward, stupid-looking, or fatal things due to the "proper" function of the body's perceptual and physiologic systems. An archive of these features is now available at <http://www.danlj.org/~danlj/Soaring/SoaringRx/>. The articles are well-written and highly informative and were recently awarded the SSA Paul Tunthill Award for the best scientific-writing contribution to the sport of soaring. They are well worth reading, although please note that they reflect the views of the author and not necessarily those of the BGA.

Regulatory

Farnborough ACP. Because of problems with their web site (see below), TAG Farnborough has extended the deadline for consultation submissions. The new deadline is 10am on Monday 12th May. However, it remains imperative that as many glider pilots as possible respond to make their views known. There are now just a few days left for clubs and individuals to do this. If you have already submitted your response, thank you very much, but be aware of a web site

issue that has affected submissions made from 11th-16th April. We have confirmed with TAG Farnborough that unless you received a confirmatory EMail with details of your responses, a problem with their web site means that your submission will not have been logged and you will need to resubmit. If you have still to respond, then please consider taking a few minutes to get to understand the issues and make a representation. Full details, including a summary of the main issues and arguments, and information about how to respond are on our Farnborough Consultation page at <http://www.glidering.co.uk/bgainfo/airspace/farnborough.htm>

Part-FCL Sailplane Cloud Flying Rating. You may have read that EASA has published a proposal to the European Commission introducing a sailplane cloud flying rating. Whilst EASA has published the requirements, we are currently working with the CAA to identify the conversion requirements for existing pilots. We will publish these as soon as they are agreed.

Part-FCL Licence Processing Times. The BGA office is processing SPL and LAPL(S) conversion applications and sending recommendations to the CAA within a week of receipt. Unfortunately, the CAA is experiencing a significant backlog of applications and there is currently a CAA-induced delay of 5-6 weeks. The CAA has advised us that they intend to clear the backlog by allocating additional resources. Any applicant who faces difficulties because they have not received their SPL or LAPL(S) should contact the BGA office. The licence conversion deadline is now less than a year away; we recommend that pilots do not leave applying until the last minute as CAA processing times might mean they find themselves without a valid licence in April 2015.

EASA Approach to GA. EASA gave three presentations at the recent Aero exhibition in Friedrichshafen outlining their future roadmap for General Aviation (GA) regulation. A central theme was a recognition that regulations designed for commercial air transport are disproportionate and excessive for GA. They stated that they have set three objectives to address some of the issues that we are all facing: to change the way that the EASA system operates; to change the current principles applicable to light GA; and to simplify the regulations applicable to light GA. Statements such as “consider delegation of oversight functions to user organisations” are obviously positive. However, the devil will be in the detail and nobody should expect changes overnight. The BGA, through Europe Air Sports, will continue to be deeply involved in any change process. EASA has set up a GA-specific sub-site at <http://easa.europa.eu/easa-and-you/aviation-domain/general-aviation> where information will be available. The BGA will, of course, continue to keep you up to date with developments.

Cardiological Testing for Diabetic Pilots. Since 2012 it has been possible for pilots requiring insulin or other medication which can cause hypoglycaemia (a drop in blood sugar levels causing incapacitation) to regain a medical certificate. In January, the CAA issued guidance in relation to this subject which suggested an increase in the cardiological evaluation and test requirements for all diabetic pilots applying for an EASA Class 2 or LAPL medical certificate. Following discussion with the CAA by Dr Frank Voeten, one of the BGA Medical Advisors, the CAA has amended the additional requirements. Full details of the certification requirements are at <http://www.caa.co.uk/docs/2499/20140410DiabetesCertificationGuidanceApr2014.pdf>

LAPL Medical Refusal Appeals. Applicants who think they have been unfairly refused a LAPL Medical, can lodge an appeal. We recommend that you first take advice from the BGA LAPL Medical Advisor. More details at <http://www.glidering.co.uk/bgainfo/easamedical.htm#preexist> .

BGA

Inspector Continuation Training. 2014 inspector continuation training seminar dates have been updated. The current schedule is: Bannerdown GC (Keevil), 10th May; Wolds GC,

(Pocklington), 31st May; Husbands Bosworth, 20th September (additional seminar). Please note that no further seminars will run in 2014 and, due to the phasing of expiry dates, it is unlikely that any continuation training seminars will be needed during 2015. If your continuation training is due to expire before the end of 2015, we recommend that you attend one of the scheduled events above (check on your inspector certificate for your expiry date). More details are at <http://www.glidering.co.uk/bgainfo/technical/news.htm>

Club Management

Licensing Fees Consultation. The BGA has responded to the Home Office consultation concerning fees under the Licensing Act 2003. The BGA response can be read at <http://www.glidering.co.uk/bgainfo/clubmanagement/documents/licensingfeesconsultationresponse.pdf>

Competitions and Cross-Country

FAI Sailplane GP Final. The FAI Sailplane Grand Prix final, in which Mike Young competes, will be held at Sisteron from 9-16 May. There will be live race coverage and a race summary each evening at www.sgp.aero/final2014. News and results will also be on the event Facebook page at www.facebook.com/FAIWSGP2014 and on Twitter at <http://www.twitter.com/faisgp>

Inter-Club League Final. Many thanks to Windrushers GC who have kindly agreed to host the final of the 2014 Inter-Club League at Bicester on the weekend of 30/31st August 2014. If any club has questions, please would they contact Mike Jefferyes (Mike@Jefferyes.com)

RAF Wittering. Flying operations at RAF Wittering will change during 2014. A number of University Air Squadrons (UAS) are relocating to Wittering and by the end of summer it is likely that military flying will take place seven days a week on this operational RAF airfield. The UAS fly the Grob 115 Tutor whose operating areas and levels are very similar to those used by gliders. Pilots therefore need to be aware that at times the airspace around Wittering will be busy. A good cross country gliding day will also be a good day for the Tutors. More information, is at <http://www.glidering.co.uk/bgainfo/airspace/documents/wittering.pdf>

Flying in France. The advice on our website for pilots intending to fly in France has been updated. The update is at <http://www.glidering.co.uk/bgainfo/licensing/downloads.htm#france>

General

Mars Milk Play Fund. Mars Milk has launched a new initiative, the Mars Milk Play Fund. The fund, which runs from 1st May until 30th September, will offer cash awards to individuals and clubs in need of extra funding to support their sporting activities. Awards seem to be available for just about anything (equipment, travel costs, etc) and, each month, ten applicants will be selected to receive an award of £300. There will also be a £1,000 award for the monthly People's Choice award, where the public can vote for their favourite individual, club or team. More information and on-line entry is at <http://www.marsmilk.com/>

Women Glide Event. Kent GC is holding a Women Glide weekend on 7/8th June. The event is for all women pilots (or aspiring pilots), regardless of experience. It will be very social, starting with a dinner and a talk on cross country flying, with instructional flying available. The event aims to give participants a chance to meet other female pilots and to experience the club set up. Caravans, private gliders, tents and families are all welcome. Flying will be at club rates. For more information, please contact Julie at the Kent Gliding Club on 01233 740274.