

Safety

Positive Control Checks. A recent report that identified that a control was found disconnected is a good reminder of the need for positive control checks and highlights that the presence of safety pins in l'Hotellier connections does not mean that the connections have been correctly made and are secure. Further guidance is available on page 5 at <https://members.gliding.co.uk/library/safety-briefings/is-your-glider-fit-for-flight/>

Managing Flying Risk. The BGA publication 'Managing Flying Risk' captures much of the hard won good practice guidance that has previously appeared in other BGA publications and is a must read for all pilots at BGA clubs. The BGA office can supply hard copies and of course the publication is available on the member's website at <https://members.gliding.co.uk/library/general-safety-publications/managing-flying-risk-guidance/>

Skyway Code. The CAA guide to GA rules, regulations and best practice has been updated and can be downloaded from www.caa.co.uk/skywaycode. Hard copy versions are now also available and can be purchased from AFE - <http://www.afeonline.com/shop/>

Airspace

RT Training. There are places available on the RT course being held at London Gliding Club on the 28th October. Anyone BGA club member interested in attending should contact the course trainer at chularupasinha@hotmail.com

Leeds Bradford ACP. Leeds Bradford Airport are consulting on proposed changes to airspace that will impact on gliding and other GA. Details are available at <http://www.leedsbradfordairport.co.uk/about-the-airport/airspace-change-proposal-consultation> The consultation closes on Friday 6th October 2017. The detail is being considered in detail with a regional group of BGA club representatives.

Oxford/Brize ACP. Oxford Airport and RAF Brize Norton are developing a joint airspace change proposal with an expectation of a public consultation during autumn 2017. Following a meeting between BGA and the airspace proposers to consider the draft proposal, more information is available at <https://members.gliding.co.uk/library/airspace/oxford-airport-raf-brize-norton-draft-airspace-change-design-aug-17/>

Airspace Support Consultant. The GA Alliance is seeking an Airspace Support Consultant to provide contracted remunerated airspace project support services to GA Alliance member organisations through the GAA airspace team. The role includes ongoing proactive awareness, research and analysis of strategic and local airspace issues as well as the development with others of potential solutions resulting in guidance to the GA Alliance member organisations. Details are available at <https://members.gliding.co.uk/wp-content/uploads/sites/3/2017/07/GAA-airspace-consultant-1-Aug-17.pdf>

Letters of Agreement. LOA's are periodically reviewed and often republished with changes. Pilots are advised to periodically remind themselves of the detail relating to LOA's relevant to their operations. Where supplied, the BGA publishes the latest version of LOA's in the BGA member's website library at <https://members.gliding.co.uk/library/loas/>

Airworthiness

FES Battery Fires. On 10th August, a FES-equipped sailplane experienced a severe fire in the forward FES battery after landing normally at Southdown Gliding Club. The pilot was uninjured and the fire was extinguished, although the battery compartment and surrounding structure were damaged by the fire. This event is the subject of an AAIB Field Investigation and no findings of cause have yet been established. The AAIB is aware of a second FES battery fire that occurred on a different FES-equipped sailplane in May 2017, and is working with the sailplane manufacturer and LZ Design, the manufacturer of the FES system, to determine the cause of both battery fires. Whilst the facts have yet to be determined, it is possible that there could be internal fault within battery cells that could cause an electrical short between cells and thereby a spontaneous combustion which battery temperature monitoring will not warn of. Part of the AAIB work programme involves CT-scanning battery packs to identify any foreign objects. The potential lack of fire warning is also being carefully considered.

If you have any questions about operating and maintaining a FES installation and associated battery, please contact the glider agent in the first instance.

Regulatory

CAA ADS-B Survey. The CAA has confirmed that ADS-B 'in/out' using 1090 MHz is its preferred national system to improve electronic conspicuity for general aviation - ideally used through transponders. It has opened a survey - at <https://www.surveymonkey.co.uk/r/UKGAEC> - seeking information on the types of devices private pilots already use and what they would prefer to use in future. The survey closes on 29 September 2017. CAA background information is at <https://www.caa.co.uk/News/ADS-B-can-help-reduce-airspace-infringements-and-mid-air-collisions,-says-CAA/> Glider pilots considering responding should note that question 3 is loaded (it's binary, and more honestly should read "could" rather than "would"), and question 5 inconsistently refers to current features and desired improvements. The BGA view is that any system should improve and must not jeopardize our safety. It should:

- improve mid-air collision warning by integrating with full FLARM functionality in a single device
- reduce traffic densities and pinch-points by increasing the volume of accessible airspace
- allow permanent installation with low battery drain and modest cost
- not result in distraction, target fixation or complacency in glider or GA cockpits

8.33 kHz Radio Equipage Claims. A significant number of owners have now received payment of 20% of the cost of re-equipping with an 8.33 kHz radio. Here is another reminder that the second claim round for 20% funding of the costs of equipping gliders and other aircraft with 8.33 kHz radios is open and runs until 30th September 2017. The CAA confirmed in August that funds are still available but we do urge that you claim as soon as possible, remembering to include proof of payment with your claim. As well as the cost of the radio, certain associated ancillary costs may also qualify for funding. Details of the scheme, including an online claim form are on the CAA website at <https://www.caa.co.uk/General-aviation/Aircraft-ownership-and-maintenance/8-33-kHz-funding-application/>

EGU Newsletter. The latest edition of the EGU (European Gliding Union) Newsletter is available. It provides a very useful update and summary of progress towards new, lighter regulation for pilot training and licensing, maintenance and continuing airworthiness, and operations. It's well worth a read and is available from <http://www.egu-info.org/dwnl/EGU%20newsletter%202-20171.pdf>

BGA

Glide Britain. The Glide Britain project finished its tour last month, although it did have to revisit a few clubs that had to be missed out first time around on account of the weather. You can catch up on what happened as well as the team's plans for the future at

<https://www.facebook.com/glidebritain/>

Resources for Instructors (and Others). There's a new page on the BGA website detailing online resources available for instructors, including the latest edition of the BGA Instructor Manual. Although designed primarily for instructors, all pilots, including trainees, may find much of the material useful. We'll add to the information as it becomes available so do keep checking back. <https://members.glidering.co.uk/pilot-resources-flying-training/instructors/>

Competitions and Cross-Country

EGC Lasham. The European Gliding Championships for the 15m, 18m and Open classes was held last month at Lasham. The last time the UK hosted an international gliding competition was the World Junior Gliding Championships at Husbands Bosworth in 2005. The British team at Lasham put in a great performance netting 5 of the 9 individual medals. Tim Scott and Gary Stingemore took Silver and Bronze respectively in the 15m Class, and Mike Young also won Silver in the 18m Class. Three time champion, Pete Harvey won Silver in the Open Class with World Champion, Russell Cheetham claiming Bronze. With 10 flying days, an experienced and successful event organisation and Lasham's unbeatable facilities, the championship confirmed again that the UK is capable of holding gliding championships at the highest level.

Congratulations to everybody, competitors and organisers alike. More information and full results are at <http://www.egc2017.co.uk/>

EGC, Czech Republic. The final day of flying was cancelled at the European Gliding Championships (Standard, Club and 20m classes) at Moravska Trebova, Czech Republic. As a result, Steve Jones and Garry Coppin were denied one last chance to make up the 128 point gap between them and World No 1 Sebastian Kawa in the 20m Class. The results reported in the last newsletter therefore became the final standings. However, the Silver medal was a great result for the British pair. In the Club Class, G Dale and Ayala Truelove were 14th and 21st respectively while, in the Standard Class, Howard Jones and George Metcalfe took 17th and 25th positions. You can see more detail at <http://www.egc2017.cz/>

Junior Worlds. In the Junior World Gliding Championships at Pociunai, Lithuania, the British pair of Jake Brattle and defending champion, Tom Arscott, just missed out on medals in the Club Class finishing fifth and sixth respectively after a tightly fought competition. Mike Gattfield and Finn Sleigh finished 22nd and 24th in the Standard Class, which was sufficient to give the British team bronze medal spot in the Team Cup. The official competition site is at <http://jwgc2017.lt/> (facebook <https://www.facebook.com/JWGC2017/>)

Junior Nationals. A massive field of 45 pilots took part in the UK Junior Nationals at Nympsfield last month. The winner was Jake Brattle, fresh from his fifth place at the World Juniors. The three other junior world championship pilots, Tom Arscott, Finn Sleigh and Mike Gattfield took the next three places.

Aerobatics Nationals. The British Glider Aerobatics Championships were held over two days at Saltby. The new national champions are: Benjamin Ambler (Club Class), Mateusz Borkowski (Sports), David Gethin (Intermediate), Joel Hallewell (Advanced), and Dietmar Poll (Unlimited). A full competition report is at <https://www.aerobatics.org.uk/contest/result/122>

2018 Nationals Dates. Dates and venues have been confirmed for next year's national championships. These are:

18m and 20m Multi-Seat Classes - Husbands Bosworth, 7-15th July 2018

Club Class - Dunstable, 4-12th August

Open, Standard and 15m Classes - Aston Down, 18-26th August

Junior Nationals - Lasham, 18-26th August

Notable Flights. On Sunday 13th August there were six flights of over 600 km with pride of place going to Ed Johnston's 758.7 km flight in his ASG29 out of Dunstable. John Williams (685.5 km), Patrick Naegeli (680.6 km), Bob Thirkell (614.9 km) and David Booth (609.5 km) all also broke the 600 km barrier. In addition, there were no fewer than 18 other 500 km+ flights on the same day. In total, just under a quarter of a million kilometres (242,190 to be precise) were logged on the BGA Ladder in August bringing the year's total to nearly a million (989,403 km). And great to see some excellent weather to close August and during the first couple of days of September.

General

Stay in Touch! 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? As well as news subscriptions, E-services allows you to maintain your contact information, renew other subscriptions and make a number of applications.

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 the system does not recognise your email address, please contact the BGA office office@gliding.co.uk or 01162892956 so that we can update your email address.

New Scientist Live. We're really excited to be attending the New Scientist Live exhibition at ExCel, London at the end of this month. Show of the year 2016, New Scientist Live is the world's most exciting festival of ideas, rooted in the biggest, best and most provocative science. The show will feature five immersive zones covering Humans, Engineering, Technology, Earth and Cosmos, plus a main stage. We'll be participating in the Engineering zone and hope that the show will provide access to a new and receptive audience. As well as exhibitors, the show features a wide range of fascinating talks given by well-known figures including Jim Al-Khalili, Margaret Atwood, Heston Blumenthal, Marcus du Sautoy, Steve Jones (the other one!), Tim Peake, and Helen Sharman. Full information, including advance ticket purchase is at <https://live.newscientist.com/>

Artificially Intelligent Soaring. Microsoft is developing a sailplane which is piloted using artificial intelligence (AI) techniques. The glider has been tested in the Nevada desert, and Microsoft has stated that it is attempting to develop what it has called an "infinite soaring machine." The sailplane uses AI developed by Microsoft to constantly seek out thermals, so it can continually stay aloft on the hot air. "Birds do this seamlessly, and all they're doing is harnessing nature. And they do it with a peanut-sized brain," Ashish Kapoor, a principal researcher at Microsoft, said. So, that's us told!