

British Gliding Association Annual Report 2018



Chairmans Report

What a year!

Gliding has had a remarkable year with more cross-country kms, competition days, aerobatic contests and vintage glider flying occurring than in any other for many years. Glorious weather really lifted the sport and it is fantastic to see days where multiple 1000kms were flown as well as the opportunity for contests where rest days were considered or enforced.

It would be remiss of me not to mention that all of this was only possible due to the dedicated number of volunteers across our sport that give up their time to manage the club establishment, the rosters, the kitchens, the log sheets...I could go on. All I would ask is that if you have time, please remember to pass on thanks to each other. Volunteers are a special part of our organisation and working together is essential if we want to keep our sport alive and thriving for the future.

Challenges...Well, there are definitely a few. That said, with the help of dedicated teams of people we continue to show how robust and professional we are across the wide scope of themes that relate to gliding. It is important that we continue to ensure that the policy makers understand our needs and we will continue to influence and develop relationships alongside our GA colleagues. GA is the lifeblood of commercial aviation.

Airspace is huge topic and we continue to work with teams across the country to ensure a safe, proportional and appropriate framework develops. For UK PLC to be internationally successful, there is a need to ensure that an airspace network is facilitated that allows aviation in all its forms to flourish. Technology can assist, and we need to continue to push the regulators hard to ensure that all options are considered. It is vital that electronic conspicuity develops in a format that supports safety and freedom of movement rather than focussing on ANSP and air traffic control needs. That work is underway and will continue. There is more detail about our airspace work from Neil below. Airspace is a long-term national challenge. We need to stand together to support our teams that are working across the country to ensure safe, reasonable and proportional airspace change. Lasham Gliding Society is challenging the decision by the Civil Aviation Authority to impose unnecessary controlled airspace around Farnborough Airfield. This case is highly relevant to all GA. Any pilots who have not yet done so are encouraged to make a personal contribution towards Lasham's extensive legal costs. Contributions can be made through their website.

The All-Party Parliamentary Group on GA is a force for good and whilst it continues its great work on behalf of recreational GA, we will remain fully supportive. We have a good professional relationship with the CAA, including a CAA CEO who is keen to do more gliding! Of-course this talk of regulators and parliament may seem very distant from the gliding world many know. However, by influencing and informing, we believe that we can go some way towards fulfilling our duty to protect the sport and facilitate success.

It's been another year of sporting success on an individual and Team basis, including in the world of competitive gliding aerobatics where our team's growing interest, experience and skill shows great promise. Looking to the near future, it's a great privilege for The Gliding Centre and the BGA to be hosting this event in 2021 and a great opportunity to showcase gliding to the next generation of female aviators. Gliding is open to all and encouraging involvement in our sport to those that want an aviation career and support aviation careers is helpful. Our marketing officer is doing a great job working with clubs and in developing national initiatives. We are seeing interest and clubs report that plenty of people are trying gliding.

Understanding and meeting members needs at our clubs is ultimately one of the most important and in some cases challenging aspects of growing membership and participation. With club membership and a whole bunch of other important issues in mind, and following another successful Club Management Conference in the autumn, the Executive Committee began a series of regional club chairs meetings with the main aim of facilitating shared good practice and collaboration. And, of course we are listening very carefully to ensure that we continue to provide the right support.

The role of the Executive Committee is described in the BGA Articles of Association. Its responsibilities include ensuring good governance of the association and the sport. My experience as Chairman and formerly as an Executive Committee member is that the system works well. The Articles limit the period of service on the Executive Committee and as a result we experience a healthy turnover of Executive Committee members. I'd like to express particular thanks for their valued contributions over a number of years to Dave Latimer and Tony Smith, who will be standing down at the AGM on the 2nd March 2019. Dave is continuing as Development Committee chairman, and Tony has kindly agreed to continue in the appointed roles of Treasurer and Company Secretary. I look forward to welcoming two new members of the Executive Committee following the AGM.

In closing, I would like to thank all the volunteers at club, regional and national levels who make our sport what it is. Whilst this report does focus on some of the challenges ahead, it also highlights how we have fantastic people working hard to protect, support and deliver great gliding, and that the vast majority can enjoy our wonderful sport. There are some great opportunities out there!

Have fun and safe flying during 2019.

Andy Perkins
Chairman

CEOs Report

The BGA is the governing body of sport gliding in the UK and a member organisation that exists to support the clubs and their members and glider owners. The elected Executive Committee has a very important role in ensuring good governance and that the entire supporting organisation including the sub-committees is meeting our members needs. This 2018 annual report provides a snapshot of another very busy year for everyone and provides some insight into the excellent work carried out by a small number of the sub-committees and groups on behalf of us all.

2018 produced some of the best and consistent soaring conditions the UK has experienced for some years. Naturally, clubs and pilots were able to take advantage of the opportunities with fantastic flights and personal bests achieved by many. The four 1000 km declared tasks flown on an epic day mid-summer highlight that when good preparation and opportunity come together, we do great things in our sport. A USP of gliding is that everyone can participate on an equal basis. I deliberately use the term 'can' as we all need to work at ensuring a level playing field. It's been very heartening to again see so many pilots of all ages making great progress. If we continue to encourage, support and motivate pilots to qualify as soaring and cross-country pilots, and in due course as many as possible as instructors, everyone benefits in the longer term. There are some great funding opportunities, as well as fantastic coaching support from initiatives such as Aim Higher, Women Glide and UK Junior Gliding.

The remarkable flights as well as everyday activities by our pilots and clubs have seen greater exposure this year through our social media channels. We have engaged the services of a part time Marketing Officer, who in addition to raising the profile of gliding is working with clubs to support their local marketing efforts. Bucking the overall GA trends, some clubs are experiencing growth and new initiatives are being developed. Congratulations to Yorkshire GC on their 2018 'BGA Best Practice Award' of a free instructor course place! Their all-new ground training initiative aims to improve new members experience of gliding and improve safety and awareness. We absolutely recognise that gliding only happens because of very significant commitment by club committees. The Development Committee is actively providing support and advice to all clubs who ask for it.

As many will be aware, the BGA is at the forefront of challenging inappropriate and disproportionate regulation and encouraging delegated responsibility in line with our published strategy. During 2018 we have continued and further developed our successful work with partners including the GA Alliance and the European Gliding Union. As the UK's airspace modernisation strategy ramps up over the coming months and years, we will need additional resources to ensure that we can collectively manage what we anticipate will be an increasing flow of airspace change consultations. The GA Alliance is trialling the use of a joint-funded contractor to assist with the development of consultation responses. Working with the European Gliding Union and with regulators, 2018 saw BGA representatives making significant progress with 'Part Gliding', ie the simplification and improvement of EASA's operations and pilot licensing rules for glider pilots. The revised sailplane operations rules were published at the end of 2018 (applicable from mid-2019) and we anticipate the sailplane licensing rules will be agreed later in 2019, with an applicable date towards 2021. The BGA is an active contributor to the All-Party Parliamentary Group on General Aviation (APPG GA), which aims to stimulate interest and to encourage growth in GA. A significant part of that is to ensure that airfields and airspace remain accessible and that regulation does not stifle opportunity. Brexit could present some interesting challenges for gliding. Suffice to say that the BGA has provided advice to owners and licence holders and will continue to monitor the situation and update our advice as required.

Anticipating John Williams planned retirement as chair of the airspace committee in late 2018, Neil Goudie very kindly agreed to step into the role. With the 2018 launch of the airspace modernisation strategy, our increased engagement with partners and other airspace stakeholders, and an

increasing number of airspace change consultations heading our way, Neil and his team expect a very busy 2019. Please read more later in this report. The very welcome and successful Regional/Club engagement in airspace matters, such as that seen in response to Brize/Oxford, Exeter, Farnborough, Inverness and Leeds Bradford will continue to be encouraged. Throughout 2018, the Lasham airspace team has continued with their herculean task of challenging the CAA's decision to approve an airspace change around Farnborough. One member of that team and a very experienced pilot, Peter Reading, was tragically killed in a gliding accident in South Africa. Our thoughts are with his family and friends.

Following great work by a bid team led by Liz Sparrow, the UK has been allocated the FAI Women's World Gliding Championship in 2021. Hosted by The Gliding Centre, who have previous experience of running international gliding competitions, this is a fantastic opportunity to showcase our sport to the media and the public, and to promote women in gliding.

Unfortunately, things can go wrong in any type of flying and the sky can be unforgiving. We can all learn from other's misfortunes. The BGA '2018 Accident Review' was published in December. This annual summary has taken on a revised format to include details of most of the accidents that were reported to the BGA. You can read more in the BGA Safety Committee report. Sadly, far too many gliders are being damaged on the ground through carelessness. At the end of the day, we all pay through increased insurance costs.

At the BGA Conference in early 2019, we again get to recognise some of the enormous contributions made by glider pilots and supporters across the Association. The AGM will see us welcoming two new members of the BGA Executive Committee and saying thanks to others whose time on the Executive Committee has ended by the Articles of Association. In closing my report, I would like to express my thanks for the outstanding support from all our volunteers and staff. We are very fortunate to have such high calibre and motivated people representing our interests and ensuring the continued good governance and success of gliding in the UK.

Pete Stratten
CEO

Treasurers Report

The financial year to 30 September 2018 has been another satisfactory year for the BGA during which we have achieved a pre-tax surplus of £10k. There is a small tax credit in the accounts of £2k which brings the total surplus for the year to £12k. As a result of this, the BGA reserves (excluding the International competitions reserve) have increased to £904k (total reserves of £957k). It is important to note the reserves figure does not relate to unencumbered cash; it reflects the surplus of total assets over total liabilities.

As with previous years, income and expenditure relating to competitions is 'ring fenced' after the contribution from membership fees is taken into account, and this year there is a small surplus in relation to competition activity of £1k. This is reflected in the increase in the International competition reserve on the balance sheet. As discussed in previous years, the cycle of competitions does not take place on an annual basis; it is therefore to be expected that there will be fluctuations.

Our financial objectives as a non-profit making organisation are to maintain a strong balance sheets whilst minimising any increase in membership fees and exercising strong financial discipline. It is important to note that our finance function does not exist solely to respond to events; we are actively working developing and delivering a long-term strategic plan covering a range of important issues in conjunction with gliding clubs.

We have prepared a budget for 2019/2020 which includes a very modest increase in membership fees of ©1.5%,and seeks to break even. As with the last couple of years, we will only include budgeted items where we can predict the expenditure with a reasonable degree of foreseeability and accuracy. Where it is not possible to achieve this and there is a call on expenditure, the Executive Committee will subject the call to robust discussion and debate and respond as necessary. If it is appropriate, we will liaise directly with clubs in relation to these matters.

There are a number of challenges facing gliding in the coming months and years; probably the most high-profile of these relates to airspace. The BGA supports and will continue to support clubs with this challenge in a number of different ways, including using professional services.

We are continuing to invest in marketing and have engaged a contractor to help us promote and increase the exposure to the general public, as well as work directly with gliding clubs to provide assistance. Additionally, we are still enjoying healthy levels of sales of introductory and mini-course vouchers following the launch of the BGA's marketing web site a number of years ago.

I am pleased that our new auditors – Haines Watts – identified some previously unidentified unrelieved tax losses of £2k, which is very welcome.

I would like to thank Peter Bishop and Liz Pike for their hard work throughout the year and look forward to continuing to work with you in the coming year.

Tony Smith
Treasurer

Airspace Committee Report

When writing this report, I reflected that I was only at the 'joystick' for the last month of the operational year that it is looking back on; having taken over from John Williams on the 1st September 2018. I make no apologies for focussing on looking ahead whilst providing a summary of the progress we made as an organisation under John Williams tenure as Chair.

We have forever been looking for positive 'chinks of light' on airspace and perhaps under John's last 6 months in charge we were starting to see something.

2018 saw the start of a new process for airspace change proposals (ACP) which means that CAP725, the old process, is no longer available for new proposals. It's too early to say whether CAP1616, the new process, is much better but we are pleased by some early work that our gliding needs are being taken much more seriously and that the Civil Aviation Authority are recognising the need for gliding interoperability that doesn't require more controlled airspace.

Frustratingly, ACPs that entered the old process before the 31 December 2017 are allowed to remain in that deeply flawed, and opaque, assessment system. We were, and remain, deeply concerned that Brize/Oxford was allowed into CAP725 at 'close to the chiming of the bells' and initial information suggested a catastrophic impact on safety in uncontrolled airspace, and a crisis for local gliding clubs and the overall health of all gliding in the UK.

Given the limitations of CAP725 we are taking some solace that the military, at the very least, are being much more open to idea of inclusivity to gliding and I am grateful to the work that our local subject matter experts, led by Steve Noujaim, are putting into engaging and educating the proposers on Brize/Oxford. Clearly having a co-ordinated approach will help British gliding and more regional airspace groupings are being established to help in that.

Another positive, we hope, in 2018 was the CAA's consultation on an Airspace Modernisation Strategy (AMS). We, along with our partners in the General Aviation Alliance, see this work as a critical piece of the jigsaw on ensuring general aviation, including gliding, remains viable over the next 50 years.

We know with the growth of drone technology, a requirement for more efficient commercial airline routes, and the expansion of regional and international airport hubs that the current UK airspace environment, and its management, is no longer fit for today let alone the future. The line between controlled and uncontrolled is becoming more 'fuzzy' and the old adage of 'see and avoid' is moving to 'see, and BE SEEN, and avoid'. We remain committed to being part of the solution but what that may look like may become clearer in the next few years. Why?

Firstly, the Government have been, and will continue to, release proposals that fall out of the AMS and in governance terms we think the 'drum beat' will get louder and clearer. We know that the Gatwick drone situation in December 2018 provides a flavour of public opinion on this and we should never underestimate the power of perception on decision making. Secondly, the Farnborough Judicial Review will no doubt expose inadequacies on evidence-based decision making under CAP725. Thirdly, the feasibility of e-conspicuity devices to talk to each other is becoming more interoperable

and cost effective. Finally, the All-Party Parliamentary Group on General Aviation (APPG GA) enquiry is likely to reveal how the current statute is outdated and that technology is progressing faster than Regulators' can base decisions.

Putting these altogether we have a once in a generation opportunity to 'rip up' the current rule book and design a UK airspace that is integrated, proportionately controlled, and safe and accessible for all in the 21st century. We need more airspace for all not less.

Through the General Aviation Alliance (GAA) we have been working closely with Airspace4All (A4A formally FASVIG) to highlight the issues that we have become so frustrated over. Doncaster, Norwich, Hawarden are decisions that we have been promised one thing by the CAA and then handed another thing without any statutory review.

A quick glance at the A4A strategic programme reveals a whole series of projects that could ultimately help gliding, and the wider General Aviation community, if the evidence they collect is put into the context of an airspace re-design.

When I took over in September, I wanted to build on two areas that John had highlighted: Engagement and Education. I'm pleased to say how much this is paying off with the work we have done so far and its useful to note that the National Air Traffic Service (NATS) are very open to technological possibilities and the need for interoperability between military, commercial and general aviation sectors without safety compromise. Where there is a will there is a way.

At more local level I am encouraged with the work that the North East Regional Soaring Airspace Group (RSAG) led by Mac McDermott and Chris Thirkell and the other emerging Regional groups across the UK. This won't be a smooth ride but engaging and educating is a 'slow burn' which pays off over longer periods when the AMS, and allowable technologies become clearer.

In 2019 you will see a structure emerging to deal with CAP1616 proposals that keeps this simple but engages local subject matter experts in allowing sensible, pragmatic, and safe solutions to the modernised airspace challenge to emerge from ACP proposers.

I've mentioned a few names in this piece but in closing I want to express, on the record, the Airspace Committee's posthumous thanks to Peter Reading who was tragically killed in a gliding accident just before Christmas. His depth of knowledge as well as his vast experience and analytical mind was an immense help to me in the short time I knew him.

My thanks again to the many who help our efforts on airspace and even if you think you aren't an expert you don't realise how much is gained by getting involved in whatever way you can. Speak to your local Airspace Officer to get involved more in 2019!

Neil Goudie
Chair

Competitions and Awards Committee Report

I signed off my 2017 report reminding you that the Comps Committee's vision is to increase competitive cross-country flying by providing a fun, safe and challenging environment which encourages people to compete, and by wishing you great racing in 2018. Well, what an amazing season we've had! Here are a few of the highlights:

The UK international competition scene started on a high when the FAI awarded the 2021 Women's World Championships to The Gliding Centre; we maintained the momentum with Denbigh Gliding winning their bid to host the 2020 Sailplane Grand Prix. This marks international recognition that there's great gliding in the UK after the huge success of the 2017 Europeans directed by Andy Davis. The British Team were busy at Ostrow Wielkopolski, Poland – Club, Standard and 15m - and Hosin, Czechia – Open, 18m and 20m where Steve Jones and Gary Coppin took Silver.

Back in the UK, the run of excellent weather covered most - but not quite all - competitions and I'd like to congratulate our National Champions: Jake Brattle, Juniors; G Dale, Club; Andy Davis, Open; Leigh Wells, Standard; Tim Scott, 15m; Gary Coppin and Andy Aveling, 20m; Pete Harvey, 18m. The National Ladder in 2018, topped by Trevor Stuart on 28,156 pts, recorded a stupendous 1,463,862km flown at heights of up to 29,705'. Great flying was had in the 13 Regional and unrated competitions around the country plus several club task weeks, and we were delighted to see Inter Club League gaining new and former participant clubs competing in 2018 - the ICL Final at Booker had Bicester narrowly triumphing over recent holders Hus Bos. For a full list of results, see S&G! As the thermals subsided, the Comps Committee reconvened for our meetings which continue into the spring to review and learn from what happened, get the new rulebook out and carry out all our other tasks. We held a well-attended Competition Organisers' Seminar where comp directors and organisers shared ideas and worked on improving the competition experience for everyone – pilots, organisers, crew and spectators. This was so successful that we've been asked to reprise the event in the spring. Meanwhile banter and useful communications happen on Facebook on the Competition Organisers and Inter Club League groups, so if your club runs or is considering running Nationals, Regionals or InterClub League, email compscommittee@gliding.co.uk to get involved.

In 2017 we ran a trial with a media manager for each International competition with the aim of providing consistent, high quality competition updates to the sport and wider community. We continued that in 2018 - I hope you've seen and enjoyed their posts - and have seen social media reach and interest increase; we are reviewing how this can contribute to the wider sponsorship search; led by Exec Member Richard Brickwood, 3 CC members have been working to establish a Strategic Sponsorship Group to increase our chances of getting sponsorship money into the sport.

I'd like to end by mentioning two people whose work has been a foundation of XC flying and racing – firstly Ian Strachan who came up with the idea of, and compiled, the first BGA TP list 25 years ago and has managed the list ever since; and secondly John Bridge who set up and ran the on-line National Ladder. Both have taken a well-earned retirement this year and I'd like to thank them for their efforts – I simply can't imagine gliding without the Ladder or a TP list. They, and people like them including your Comps Committee, are part of what make gliding the best sport in the world.

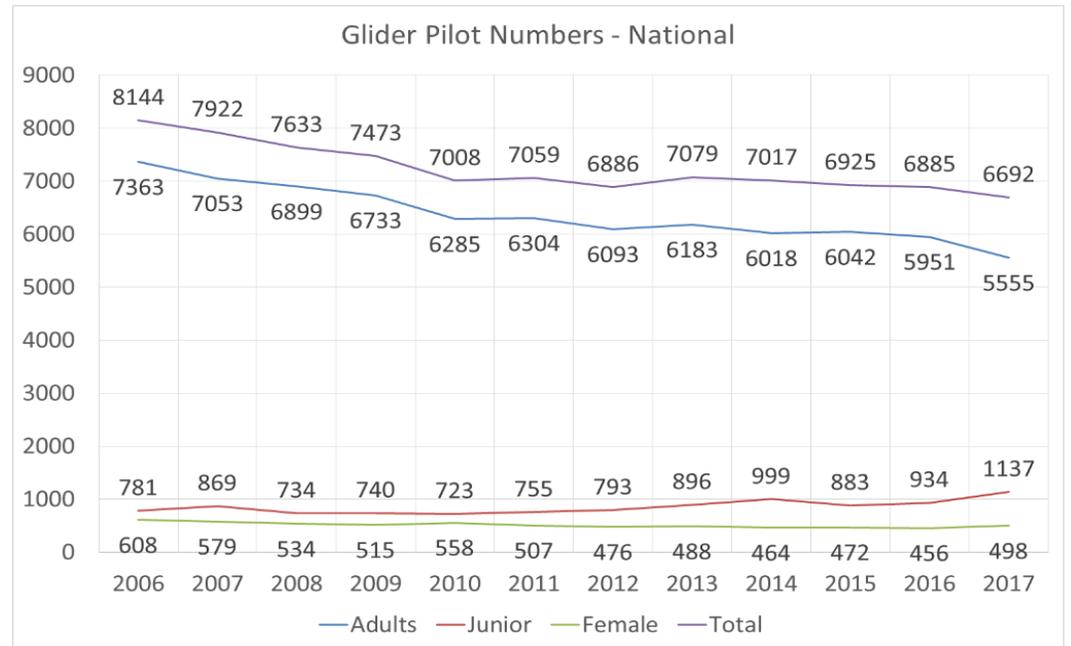
I wish you all great XC racing in 2019.

Liz Sparrow
Chair

Development Committee Report

From the 2017 returns we saw a disappointing if expected drop off in glider pilots in the UK exclusively among the adult population. Against this we saw an increase in the number of Juniors which is a credit to this group of our population who now manage themselves very successfully. Indeed, we now recognise that most of the senior club officials currently in post were Juniors in their own youth. Over 40% of our population is aged 60 or more whilst more than 60% are over 60. As reported last year we will be continuing to support the juniors and University GC, finding better ways to keep them active in our sport as they face up to the pressures of new careers and young families.

Against the overall decline in numbers we still see that more than 50% of the clubs are stable or even growing. From this we conclude that our sport remains attractive provided it is offered in the right way. This means a focus on member recruitment and perhaps more importantly retention. Inevitably this means clubs need to offer better services to members including the effective provision of training to both solo and beyond. They also need to understand the importance of their volunteers who remain key to providing affordable gliding. The Development Committee has produced a number of documents to help with volunteer management. Perhaps most important is that we see a strong correlation between clubs who actively seek to provide what members want and the overall health of the club. Many clubs are achieving this through member surveys to get objective information. We also see success from the delivery of gliding in a more focus manner or gliding in bite sized pieces.



The Club Management Conference remains a key event for helping clubs. As well as communication of important legislation relating to pilot licensing, airspace and airworthiness we use the event to help share best practice at clubs and new ideas. This year we have re-launched the Best Practice Award which was won by the Yorkshire Gliding Club for their Ground Training Scheme which has now been adopted by many other clubs. We urge other clubs to share their own Best Practices; as well as benefitting the sport you might just win a free instructor course. At the Conference we are increasingly spending a lot more time discussing marketing. In this latter domain the addition of Rachel Edwards, our Marketing Officer, to the BGA team is having a great impact.

The last year saw the roll out of the videos generated by the Glide Britain project launch via Facebook and You Tube. The quality of these videos has been very widely acknowledged by gliding clubs all around the world with social media shares across Europe, in Australia and in North and South America. The most successful video dealt with common “gliding misconceptions”. This video was shared very broadly on social media and reached over 270,000 people globally. We plan further films to help inform non-glider pilots of what our amazing sport is all about.

The rates revaluations continue to be a concern for many clubs, but it is proving slow to make progress in challenging inappropriate valuations, despite previous agreements with the Valuation Office Agency (VOA). Members of the rating group are advising individual clubs that wish to proceed with a formal challenge and appeal. One club has now started the formal process and their progress is being monitored in order to ensure that the agreed procedures are being adopted by the VOA and also to learn from this club's experience, so that subsequent gliding club appeals can be developed in the most appropriate way.

Long term site security remains a concern. Thirty clubs fly on sites that are owned by the club and so have some long-term security. However even on those sites as well as on leased sites, club operations can be threatened by proposals for inappropriate developments close to the airfield, or by difficulties with continuing planning permission for the flying operation. We have worked with several clubs during the year to help to defend against such problems. We have also been assisting two clubs with the renewal of their leases and two others which lost their sites due to conflicting developments but have fortunately found other places to continue flying.

The Development committee continue to provide a variety of support and guidance to clubs as required, many through Alison Randle our professional Development Officer. Much of the detail is confidential but here is a summary of what has been done.

- We have supported 27 clubs on issues including project planning and funding; CASC; planning; GDPR; governance; non-official aerodrome safeguarding; and other development issues
- Visited 10 clubs
- Attended 3 external conferences as BGA representative: Volunteering in Sport; Women in Sport; RAeC GDPR conference
- Carried out relevant research and responded to two consultations: GA Network on Aerodromes
- Publications: GDPR for gliding guidance; Volunteer management resources
- Two training days on project planning and funding

Finally, I would like to thank all those involved in the Development Committee for their support and for the time they devote to our sport. Though often not very visible, without the efforts of an amazing group of volunteers our sport would not be what it is today.

Dave Latimer
Chair

Flight Operations Committee Report

The Flight Operations Committee consists of volunteers who support the BGA in a variety of areas. Much of this will be providing specialist advisors to a myriad of meetings with the Civil Aviation Authority, National Air Traffic Services, Parliamentary working groups as well as other elements of the GA community many of which are also dealing with airspace and associated issues. These activities take up a lot of the volunteer's time - six hour meetings are not uncommon!

Airspace is a current hot topic. The numbers of airspace incursions by the gliding community is very much lower than other general aviation users, this statistic is known to the CAA. There is no doubt that the recent incidents involving drones has focussed public attention and any further incidents will make the headlines. How much of what we see in the press that is accurate is open to discussion. We must ensure that all our pilots take airspace seriously. A serious incident caused by any section of the GA community could have serious consequences for all of us. The introduction of Airspace Incursion Awareness courses has provided the CAA regulators with an additional option when dealing with some infringements. This can be far less draconian than licence suspension or mandatory flying retraining.

The CAA have continued to encourage the local airspace incursion teams (LAIT) that have been established around the known incursion hotspots. Some are more successful than others but if there is one in the vicinity of your club it is important that you are represented and are contribute.

The BGA is represented at the Airprox board and where a glider is involved, we are capable of identifying issues and where necessary taking action. It is still an issue that in some areas other airspace users find it a challenge to determine if a gliding site is active especially midweek. Clubs are encouraged to engage with local airspace users and service providers to help prevent incidents.

The introduction of 8.33 radios continues with the majority of the frequency changes already in place. Additional frequencies for use by the gliding community are likely to be available in the near future. The short notice of frequency changes has been a problem however there are a number of sources that will provide up to date information. The CAA continues to ensure the current AIP supplement (currently 069/2018) reflects all changes. The new editions of the Air charts will have a considerable number of changes on them. The BGA is involved with the CAA on the quality and content of the air charts which have to fulfil the need of all airspace users. If you use a third-party provider of airspace information you must consider how reliable and up to-date that source is.

The challenge for clubs is to ensure that all pilots from the ab initio to experienced cross country are provided with or are capable of resourcing, understanding and implementing the airmanship skills that will avoid airspace issues.

Peter Moorehead
Chair

Instructors Committee Report

The Instructors Committee continue to meet twice a year. One focus of these meetings is the analysis of BGA accident statistics for the past year compiled by the Safety Committee's Hugh Browning. This very valuable piece of work is vital to us in identifying potential areas of concern, accident trends and safety priorities that we need to address with CFIs and instructors. There is a great appetite for increased training in human factors to address flight safety issues, which will become a greater focus in 2019.

During the year the small team of senior instructor coaches led by Mike Fox have continued to deliver the modular instructor's course across a number of venues around the country. Feedback from attendees on these courses has been very positive with many appreciating the benefits of matching the progress of the course with their private lives, some achieving the end result very quickly, others going at their own pace. We are continually trying to improve these courses. This year we will be running a trial to introduce a streamlined BI and Assistant rating course, incorporation online training as well as online booking for the centrally run course modules. We will then introduce this course in 2020.

Numbers of new instructors trained is increasing incrementally. We produced 31 Assistant instructors last year. Basic instructor ratings continue to be popular with 72 trained last year, along with 7 new IFPs.

Ground based training is gaining popularity with Revalidation and Instructor Coach seminars producing great feedback from the 74 attendees.

The instructor resources that started last year are continuing to develop with more online training and flight safety videos being resourced. The instructor's manual is now online which presents an opportunity for a greater frequency of updates.

With the derogation of Part FCL to April 2020 for glider pilots, the seemingly endless work in the background by the dedicated few continues apace, I'm extremely grateful for their continued advice and support.

Lastly, I'd like to thank all the members of the Instructors committee, the SRE's and their teams of examiners, instructor coaches and CFI's for all their hard work and continuing support.

Colin Sword
Chair

Junior Gliding Report

Winter Series

2018 saw us continue series 6 of the winter series. Following on from round 1 at Denbigh in October 2017, we next went to The Long Mynd in February for round 2. We flew on all three days with new juniors and old joining in and helping out. We had some new instructors come along for their first winter series and some new two-seater aircraft brought along too. For round 3, we revisited Shenington gliding club at Edgehill. We were made very welcome by the members of the club and we had a good turnout. This final round of the winter was aimed at getting people back into the saddle for summer flying and cross-country tasks. Moving on to series 7 saw the juniors descend on Sutton bank for the weekend in October. We had a large group of new juniors come along for the first time and many of these were from university clubs around the country. The weather did not disappoint, and we managed both wave and thermal flying with some ridge too.

Summer Series

After the success of our first trial of the summer series at Aston Down in 2017, we ran two more training weekends in 2018. The first was back at our roots at Aston Down where the club welcomed us in and helped with instructors, briefings, aircraft and of course food! 10 pilots came along and progressed through type conversions, solo flying as well as bronze theory and flying tests. The second round saw us over at Tibenham where we were hosted by the Norfolk gliding club. Again, the weather did not disappoint, and we had three days of baking sunshine. Eight pilots took part with completions of bronze endorsements, solo flying and type conversions.

Junior Nationals

The 2018 junior nationals were held at Lasham alongside the Lasham regionals. This gave a chance for new juniors to fly alongside former juniors and a good time was had by all. The weather decided not to play ball and so each day was as hard a fight for the competition director to get a task as it was for the pilots to get around. However, by the end of the week and after four days of hard flying, Jake Brattle stood up to take his trophy again. Of note, Former Junior national champions took first place of both classes of the Lasham regionals alongside Jake.

Media Team - Public Relations

2017 saw the beginnings of our own branch of the BGA PR team attend Royal International air Tattoo alongside the IET. 2018 saw us expand on that, with us being invited to more events through the summer. First off was the Shuttleworth collection, where we were invited to take part in the discovery zones exhibits. We had a stand, a glider and the BGA simulator at each air show during the summer.

We went back to Royal International air Tattoo with the IET team and had a great time telling new people both young and old about gliding. At the end of the year, we attended the Youth aviation event at Westminster palace and were able to brief Parliamentarians about our work.

Club Management Conference

We once again had our own rooms for the club management conference. This year, the overall theme for the BGA was development. We used this opportunity to start the foundations of a framework we can pass on to clubs around the country. Matt Page and Pete Hibbard chaired the discussions with juniors and junior representatives from 14 clubs. A lot of useful information came from the discussions and a framework will be released this

year. Of particular interest this year was the number of BGA members in the main conference that were former juniors (started gliding under 26 years old). This was more than 40%

Outlook for 2019

The winter series events continue with Denbigh in February and Nympsfield in April. The final round for the season, at Nympsfield, will be our prelude to the summer and will focus on training, thermal soaring and cross country flying. The summer series will be back offering Junior flying and development for pre-solo to pre-bronze flying. There will be two events this year with dates and locations to be announced.

The Junior Nationals will be hosted at Nympsfield in August 2019. Entries are now being taken for this competition.

Our media team has been invited back to Shuttleworth and we will be exhibiting at the air show events.

If you would like to find out more about the events taking place, how to take part, or if you want any information on running your own Juniors events, please contact us either via email, through the BGA office or via our Facebook page.

Peter Hibbard
Junior Gliding Development Team

Safety Committee Report

During 2018, the Safety Committee has again worked with the BGA safety management system across all our activities whilst directly supporting clubs and their members across a range of issues.

A significant element of the safety committee's work is in collecting and analysing data from occurrence reports that informs our safety education and our collective approach to training and operations. Occurrence reporting among BGA clubs is generally healthy. Although we'd prefer zero incidents and accidents, if something doesn't quite go to plan and ends up in a dangerous situation, we like to hear about it. Your report may help someone else to avoid an accident. Of course, every report involves a person and our thoughts are with anyone who has been affected by a gliding accident. During 2018 there were 167 reports submitted to the BGA, all of which provide valuable data. As indicated in the BGA's 2018 Accident Review, many reports related to relatively minor incidents. However, there were two fatalities in a TMG, two serious injuries, 13 minor injuries and 50 substantially damaged aircraft. The fatal accident rate in 2018 was aligned with the new lower rate since 2008. The serious injury and substantial damage rates were lower than in the period 2008-2017.

Learning from Others

Of course, it's easy to forget that most flights are fun and don't result in an incident or accident. So, we all need to learn somehow, and one way of doing so is through others unfortunate experiences. We recommend that all pilots read the 2018 Accident Review at <https://tinyurl.com/y8ztbqs9>. Accident investigation reports are published and available to read on the BGA website.

Introductory Flights and Trial Lessons

For many reasons **it is crucial** that introductory flights and trial lessons are conducted safely. It is a concern that not all introductory flights and trial lessons are being adequately supervised. If you are an instructor or a pilot that carries passengers, please at least re-read section 10 of the BGA publication 'Managing Flying Risk'. This contains guidance on many aspects of keeping safe on flights with visitors. It's important to note that the requirement that the safety of the passenger or student is paramount means the conditions may not be suitable for these flights even though other club flying continues. Clubs should check that the guidance is understood and followed.

Education

We have refreshed the Safe Winch Launching guidance and updated the poster for distribution to clubs. As ever, we recommend pilots refresh themselves on the detail. 'Managing Flying Risk' has had a significant update for 2019. Again, we strongly recommend that ALL pilots regardless of experience read this online publication. We expect to further update the document in March or April following which we'll make hard copies available at clubs.

We recognise that despite (or perhaps in part because of) electronic communications, it's a huge challenge to get the right messages to the right pilots or owners at the right time, including of course persuading people to read and absorb the message. We'll continue to use all BGA communication channels to provide consistent information without bombarding people. When we've asked, pilots have told us that their CFIs are listened to; CFIs are an extremely important part of the safety education process.

Airspace Safety

Maintaining a reasonable level of safety within UK airspace is clearly very important. The BGA is actively involved with the various airspace safety-related CAA/industry working groups and initiatives including the UK airprox board to ensure that we understand where things can go wrong, help ensure that the correct solutions emerge, and continue to reduce further the already low level of risk to other airspace users posed by gliding. Data shows that the greatest mid-air conflict risk to a glider is from another glider. There's an ever-present risk of airspace infringements due to the complexity and growth of controlled airspace. BGA clubs and pilots are at the front line of minimising the risk of mid-air conflict through constantly raising awareness, by training pilots correctly, by requiring all early cross-country flights and all cross-country flights where the airspace is complex to equip with GPS moving maps, and by making use of appropriate electronic conspicuity technology (eg FLARM) in support of effective lookout.

By the time this report has been published, the Safety Committee will have developed a programme of activities for 2019 under its new chairman, Tim Freearde. I'd like to thank Tim, the Safety Committee and our hard-working Club Safety Officers and the Regional Teams lead by the Senior Regional Examiners for their ongoing commitment and important work.

Thanks very much and safe flying!

Pete Stratten
Chairman (until Jan 19)

Technical Committee Report

The BGA Airworthiness Process in the future

In these evolving political times, it is perhaps worthwhile appraising the future functioning of the BGA airworthiness system. Almost regardless of future political developments, the BGA airworthiness process will remain substantially unchanged as perceived by the sailplane ownership, and will develop along currently projected lines for at least two years. In the short term, there is a possibility that the initial certification and acceptance of new sailplanes may suffer some complication in the short term depending on developments. BGA is maintaining close contact with CAA on this, and other matters which may develop more national autonomy in coming years. In these aspects BGA will be pursuing a policy of seeking reinstatement of our previous role in UK. As we understand it UK will adopt the provisions of the new European 'Basic Regulation', including the revised weight thresholds when considering the alternative of national regulation.

Over the past year the 'Self-Declared Maintenance Programme' (SDMP) documentation has been fully developed and will be fully implemented during the coming year. This is the first significant change in BGA airworthiness processes since 2008. It highlights the legal responsibility on owners' (individuals or clubs) to ensure the airworthiness of those airframes in their care. This will enable BGA to restore many of the privileges that we had previously available to the gliding movement. The BGA's refresher programme for inspectors, as managed by Gordon MacDonald our CTO, is already underway, and will emphasise this topic. Additionally, we expect to make available a library of proforma maintenance programmes, customised to type, much in the style of the previous BGA compendium.

Personal licensing of BGA Inspectors as Part 66 engineers.

The new rules for personal engineer licensing have recently been enacted but their implementation in UK remains unclear. For the present we might assume a two year implementation process during 2019 to 2020. If followed up, this will involve a change in the relationship between the BGA and engineering operators, but we anticipate that currently approved BGA inspectors will be automatically empowered under the new code (or retain current national privileges). We remain deeply concerned that the requirements for qualification of new engineers will lead to a shortage of new candidates, already in short supply. We are discussing potential future cooperation through EGU on this topic.

Other regulatory developments

'Part M Light' is now delayed by regulatory issues during implementation, but might be passed before April 2019. This represents a relaxation and rationalisation of the current system that the BGA would continue to welcome. BGA will continue to press, through EGU and Europe Air Sports, for greater freedom to enable renewed national certification of lightweight sailplanes and light aircraft.

Ageing wooden airframes

Our work on ageing wooden airframes finally appears to be attracting international attention, from both manufacturers and some National Airworthiness Authorities. The TC Chairman and CTO attended a meeting in Southern Germany to scope a way forward. In the meantime most UK airframes have undergone their second scheduled periodic inspections.

BGA Airworthiness activities in the field

Our regional Technical Officers (RTO's) continue to provide valued technical advice at the membership level over wide aspects of the technical side of gliding. The BGA continues to be assisted by an expanding team of Quality Auditors to meet our CAMO quality targets.

Howard A Torode
Chairman

British Gliding Association Limited
8 Merus Court
Meridian Business Park
Leicester LE19 1RJ

0116 2892956
office@gliding.co.uk
www.gliding.co.uk

Cover picture – Bruce Porteous