

# BRITISH GLIDING ASSOCIATION

## MINUTES OF THE BRITISH GLIDING ASSOCIATION EXECUTIVE COMMITTEE MEETING HELD ON THE 13<sup>th</sup> MARCH 2023

PRESENT Richard Brickwood  
Bill Brittain  
Rebecca Bryan  
Craig Lowrie  
David McGrath  
George Metcalfe – Vice Chairman  
Matt Page  
Lucy Wootton

APOLOGIES Nick Garland  
Andy Perkins – Chairman

IN ATTENDANCE Tim Freearde – Safety Committee Chairman  
Pete Stratten - Chief Executive Officer

### INTRODUCTION

George Metcalfe opened the single subject meeting which had been convened to consider outputs from an ongoing AAIB accident investigation that have been discussed with the BGA.

### GLIDER RIGGING

Tim Freearde described how the BGA is supporting the AAIB investigation into a tragic accident involving an ASW20 that appears to have launched with the elevator disconnected. He went on to note how discussion had led to AAIB identifying that BGA published rigging guidance is effective when used and that further action will be necessary to mitigate an ongoing significant risk, how the concept of a 'toolbox' of actions that owners and clubs can take to mitigate rigging errors had evolved, and that CAA had been engaged with a view to assisting in safety promotion. It was noted that an agreed draft detailing the 'toolbox' has been circulated to clubs for comment, and that a proposed amendment to a rigging related BGA operational regulation had been drafted for Executive Committee consideration.

Those present considered the issues in detail and at length. It was agreed that there is a need to help pilots and clubs address the root cause, ie incomplete or incorrect rigging, and a need to help owners and clubs trap any error that may have occurred, and in doing so ensure that BGA requirements and guidance are credible.

**The law** (Part-SAO) requires: *The pilot-in-command shall: only commence a flight if he or she is satisfied that all operational requirements are complied with, as follows; the sailplane is airworthy; the operating limitations of the sailplane, as specified in the AFM, will not be exceeded at any time during the flight, including ensure that the pre-flight inspection has been carried out as specified in the AFM.*

**The current BGA operational regulations** state: *38. Inspection Before Flight. All gliders operated from BGA club sites shall be inspected before flying on each day. Club gliders shall be inspected by club approved persons who must sign that the glider is serviceable before it is flown on that day.*

It was agreed that:

- Those present are minded to submit a proposal to the membership to amend an Operational Regulation. Further careful consideration of the wording including re potential unintended consequence is required.
- Once in receipt of club feedback regarding the 'toolbox' draft and any subsequent amendments have taken place, the 'toolbox' approach should form part of a wider campaign including CAA supported safety promotion.
- The BGA daily inspection book will be amended to facilitate improved recording of rigging.

Action: Pete Stratten/Exec Committee Due: April 2023