

Safety

FLARM Updates and Other Issues. Please check when you last updated your FLARM software. Many owners do not realise that FLARMS now need to be updated with the latest firmware at least once a year on a rolling 365 day basis or the unit will stop functioning. Depending on the type, it may not be obvious that the unit is no longer functional - a recent check at a club found several FLARMS in privately owned gliders that were no longer functional, with the owners did being unaware. See <https://flarm.com/support/firmware-updates/> for more information. In addition, be aware that the overall effectiveness of FLARM is reduced when operated with a poor aerial installation resulting in limited range. Guidance on this and other FLARM issues is on the FLARM website at <http://flarm.com/support/tools-software/>. Finally, always remember that lookout remains the primary method of collision avoidance in class G airspace. All pilots have a responsibility to ensure that they can maintain effective lookout. In-cockpit equipment must not be allowed to distract from the visual lookout scan.

Learning from Accidents. Feedback from the recent Club Safety Officer seminars indicated that there was real enthusiasm for 'I learned about flying' stories that gave specific examples illustrating the safety advice we already offer. We've therefore decided to share the lessons highlighted by some of the accident reports that we receive, where the pilot involved is happy for us to do so. These will be published as a series of 'Learning from Accidents' publications. The first of these, titled 'Fitness to Fly and Intervention' is now available on the BGA website at <https://members.gliding.co.uk/library/accident-and-incident-summaries/fitness-fly-intervention/>. We are grateful to the pilots who have given their permission to use their stories and hope that they will help others to avoid these types of accident.

Airprox Avoidance. While incidents involving commercial aviation have been steadily declining over the last decade, those involving GA have increased by over 50 per cent in the same period. In response to this, the Airprox Board (UKAB) has launched a campaign to cut the number of incidents involving GA pilots. This is timely as UKAB data indicates that the frequency of GA Airprox incidents generally increases in spring and early summer, when many pilots start flying again after the winter. UKAB has developed comprehensive guidance for GA pilots, based on a thorough analysis of hundreds of incidents which focuses on six core actions pilots should adopt to avoid an airspace conflict. Full details are on the UKAB website at <http://www.airproxboard.org.uk/Topical-issues-and-themes/Collision-Avoidance/>

Regulatory

NCO SPEC Regulations for Towing. A subpart of Part-NCO, NCO SPEC (Specialised Operations), came into effect on 21st April. This results in a new requirement for sailplane towing with an EASA aeroplane or TMG whereby pilots have to carry out a risk assessment and use a sailplane towing checklist. The has CAA agreed that our existing towing information provides a sound basis for managing sailplane operations and that a generic BGA-developed sailplane towing risk assessment and checklist will cover the requirement. We have, therefore, prepared and published a generic BGA sailplane towing risk assessment and checklist that complies with NCO SPEC; this is available at <https://members.gliding.co.uk/?p=28617>.

8.33 kHz Radio Funding. The CAA received over 2000 applications for funding to help cover the costs of equipping aircraft with 8.33 kHz radios during the first application round. These applications will now be assessed and payments made to successful applicants during the summer. A second application round has now opened for aircraft owners yet to submit a claim. This round closes on 30th September 2017. The same eligibility criteria will be used as previously and claims will be formally assessed after the closing date. The total funding available is limited to €4.3 million and this will be awarded on a first come, first served basis so you are urged to apply as soon as possible if you have not already done so. Note that claims may be rejected if proof of payment is not submitted - an invoice on its own may not be sufficient and a credit card receipt, receipted invoice or similar may be needed. Full details, 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/>

EASA Announcements. EASA hosted a press conference at the Aero exhibition at Friedrichshafen on April 6th during which they described the progress and a number of tangible results of its GA strategy based on minimum necessary rules and a flexible, risk-based approach. These cover alleviations for training schools and better access to Instrument Flying for GA pilots, the stand-alone OPS rules for balloons and sailplanes, the single set of rules for specialised operations, and simplified maintenance rules and specifications for changes and repairs. The BGA was represented at the conference and a full report on the Aero exhibition, including the press conference, will appear in the next edition of Sailplane & Gliding to be published on 25th May.

BGA

BGA Planning and Environment Fund Trustee. The Planning and Environment Fund was established and is funded by the BGA to assist clubs which are at risk in the context of planning, environmental or similar developments and may need financial help to fight legal challenges or to support a complex planning application or appeal. The Fund is governed by a Trust Deed, which allows the trustees to use their discretion in deciding whether to offer funding to any particular case. Dick Dixon, who has been a trustee since the start of the Trust in 1995, would like to retire as a trustee and we are now looking for someone to take over from him and to join the remaining trustees, Diana King and Robert Tait. The role is not onerous; normally just two or three applications are received each year. More details are at <https://members.gliding.co.uk/?p=28716>

Competitions and Cross-Country

Women's Worlds. The British Gliding Team's next event is the 9th FAI Women's World Gliding Championships in Zbraslavice, in the Czech Republic starting on May 17th and running until June 4th. The Team will be represented by Liz Sparrow, Claudia Hill and Ayala Truelove who are all flying in the Club Class. The Team Captain is Melissa Andersson and the Media Manager is Alison Randle. News will be posted on our website and across our social media accounts. To really make a difference we need your help to share the news, tag #britishglidingteam, encourage other people to follow the team, and generally build the buzz. To help you to do that, we've created an image that you can share and post on your favourite social media, and email to friends and family. You can download the image and follow the team at <http://britishglidingteam.co.uk> (the image is at <https://team.gliding.co.uk/wp-content/uploads/sites/5/2017/05/Follow-us-in-2017-hyperlinks.jpg>)

Notable Flights. The great start to April (see April newsletter) continued with some amazing exploits in Scotland on the 5th. John Williams did a triple 500k flight out of Portmoak, with Sant

Cervantes doing a double 500k, also from Portmoak, in a Standard Class Discus. A 17936 ft height gain was also recorded the same day by Pete Startup (Devon & Somerset GC), again from Portmoak. See <https://members.glidering.co.uk/?p=28577> for more details. However, it wasn't all about Scotland, with no fewer than eight 750k+ flights during the month, including 843.7k by Andy Aveling and 811.8k by both Patrick Naegeli and Roy Pentecost, all from Lasham. Great flights in wooden gliders (Ka6e) were recorded by Adrian Emck, who achieved two flights of over 400k from Lasham and Rick Foreshew who flew 398.2k from Parham. Full details are on the BGA Ladder (link below).

Overall, this was the best ever April month for flights posted on the BGA Ladder. Just under 1000 flights, nearly a quarter of a million kilometers and almost three quarters of a million feet height gains! Full details are on the BGA Ladder website - <http://www.bgaladder.co.uk>.

FCC 2017. Results just in show a superb Club Class 1,2 for British pilots Tim Milner and G Dale Flight Challenge Cup which finished today at Prievidza in Slovakia. Full results are at http://www.soaringspot.com/en_gb/fcc-glidering-2017-prievidza-2017/results

Competition Rules. An update to the 2017 competition rulebook has been published. The update has been necessitated by a recent decision by the IGC to remove the right of current champions to have an extra entry in European and World Championships. In addition, Minimoa and Rhoensperber gliders have been added to the Glider Speed Indices. The rulebook is at <https://members.glidering.co.uk/library/competition-rules/bga-competition-rules/>

Juniors

Junior Nationals and Two-Seater Training. Entries are now open for the 2017 Nationals and Two-Seater Training. These will be held at Nympsfield from 19-27 August. Anyone can apply as long as their 26th birthday falls after 2017. As usual, two-seater competition training will run alongside the competition. You can enter the competition even if you do not have your Silver badge yet, but you cannot be given a place until you have completed it. If you are not sure whether you will get your silver before the competition, you can apply for both the competition and the two-seater training. The two-seater training course is intended to prepare young pilots to fly a rated competition solo in a subsequent year. Places are limited. Although any worthy applicant will be considered, the majority of successful applicants have Bronze & XC Endorsement completed and some solo soaring time. Applications for both the competition and the training should be made by 22nd May at <https://legacy.glidering.co.uk/juniorsentry>. Applications from previously unsuccessful applicants are welcome. Questions about the competition and the entry process should be addressed to ukjuniorglidering@gmail.com and two-seater training queries should be addressed to Ed Foxon (edfoxon@hotmail.com) or Andy Holmes (andyh418@yahoo.co.uk).

Women.

WomenGlide Spring Mini-Comp 2017. A reminder that WomenGlide is organising another mini-comp, consisting of a training weekend (for those wanting to gain XC experience) and a mini competition, with prizes and more, at Sutton Bank on 10/11th June. Two-seaters will be made available for XC training. Entry is free but you do need to book in advance. Men are also encouraged to join in, but prizes will be for ladies only. More information is at <https://www.ygc.co.uk/women-glide-2017/> or please email kelly@ygc.co.uk to book.

General

RT Training. London GC (Dunstable) will be hosting a day's training course designed to prepare people for the RT exam on Saturday 28th October from 9am to 6pm. The first half hour will be oriented towards glider pilots using the radio and the remainder of the day will be given over exclusively to preparing people to sit the Flight Radio Telephony Examinations. Everyone is welcome whether you intend to sit the exams or not. Further details can be found at <http://www.dunstableradio.co.uk/>

RAeS Ann Welch Lecture. The Royal Aeronautical Society General Aviation Group will be holding the annual Ann Welch Lecture in London on 25th May. This year, the lecture is entitled 'UK Junior Gliding - The Beginning of the Future'. The presentation, given by Steve Pozerskis will focus on how the BGA has turned a small group of enthusiastic junior pilots into a thriving brand that has flying associations from around the world seeking to copy the model. It will include an introduction to sport gliding, the UK Junior Gliding brand and how it is encouraging participation in aviation (both sport and commercial) and will conclude with what the future holds. The lecture aims to provide guidance for other air sports about how to attract young pilots and retain them thus creating a legacy to ensure that General Aviation thrives in the future. Full details are at <https://www.aerosociety.com/events-calendar/ann-welch-lecture/>

RAeC Newsletter. The Spring 2017 edition of the Royal Aeroclub Newsletter has been published. The newsletter contains appreciations of Dr Peter Saundby, who will be invested as a Companion of the Club at its awards ceremony on 18th May, and Diana King who is stepping down after many years as editor of the newsletter. A full list of the award winners is also in the newsletter; these include BGA nominations Howard Torode and Tom Hardie (Silver Medals), Larry Bleaken (Bronze Medal), John Bridge, Peter Gray and the Gliding Heritage Centre (Certificates of Merit), and Roy Cross (Old & Bold Trophy). The newsletter isn't available yet on the RAeC website but can be accessed in the interim at <https://members.gliding.co.uk/wp-content/uploads/sites/3/2016/07/RAeC-Newsletter-Spring-2017.pdf>

Project Perlan. The Airbus Perlan Mission II sailplane broke its own record last month, soaring to 30,615 feet out of Minden in the Sierra Nevada in western Nevada. In the coming weeks, the Perlan 2 team will continue to fly from Minden in hopes of catching stratospheric mountain waves to break the world glider altitude record of 50,727 feet, set by the first version of the Perlan with the ultimate goal of reaching its design limit of 90,000 feet. The Perlan 2 is designed to fly at the edge of space to explore the science of giant mountain waves that help create the ozone hole and change global climate models. This will require the engineering of a spacecraft with glider wings that can fly in less than 3% of normal air density and at temperatures of minus 70 degrees C, conditions approximating the surface of Mars. More details of the project are at <http://www.perlanproject.org/>