

In the Air Lasham

Fast Communication for Lasham Members

Foot & Mouth Up-Date

BGA Modifies Ban

May 8

The British Gliding Association have reviewed their decision on the cross-country ban. They have now issued the following instructions:

1. Cross-country flights must not be made from airfields within MAFF-designated infected areas. These areas can change daily and are identified on its website. Clubs must check this website daily before cross-countries are flown and in addition their local MAFF Animal Health Office as detailed in 4 below. No gliders/trailers may be taken from an infected area to another place for the purposes of flying cross-country.
2. Cross-country pilots must remain within gliding distance of a gliding site which is open, or an airfield which has given permission for gliders to land, or a field where the landowner has given permission for gliders to land. Such sites must not be in an infected area. Except in the interests of pilot safety, outlandings should be made only on such agreed sites/airfields, not on agricultural land. Pilots should fly conservatively, but if you do find yourself in an outlanding situation, safety and good airmanship are paramount. Do not attempt to stretch the glide.
3. All cross-country tasks should be set, given the flying conditions on the day, with the above strictly in mind. In addition, only pilots and aircraft which, in the considered opinion of the CFI/Duty Instructor, have suitable experience and performance should be given permission to carry out such tasks.
4. The BGA website gives details of all the MAFF Animal Health Offices and their areas of responsibility; pilots in any doubt about the suitability of their route or the status of their gliding site should consult the appropriate office. A map of infected areas is issued and updated regularly by MAFF on their website at <http://www.maff.gov.uk/animalh/diseases/fmd/cases/map.asp>. The BGA will endeavour to find out daily if there are any new outbreaks and make direct contact with affected clubs.
5. It is recognised that the modifications to the ban are best monitored at club rather than national level. Therefore, the following procedures must be followed. All cross-country flights must be authorised by the CFI/Duty Instructor at the club from which the take-off is made. The CFI/Duty Instructor is responsible for monitoring and enforcing control measures and the BGA will support him entirely in this.
6. The pilot is responsible for ensuring that all reasonable measures are taken, prior to launching, to minimise the risk of infection.
7. In the event that the retrieval of a glider is required, the crew should take all reasonable precautions to disinfect the car and trailer if requested to do so by any landowner. It should be noted that disinfectant chemicals used for the control of foot-and-mouth are toxic and pilots should avoid contact by spillage on clothes or skin, inhalation or ingestion. Any such contacts may result in the pilot becoming ill.
8. All clubs are to place disinfectant mats/baths at club entrances.
9. Notwithstanding local procedures and agreements with landlords, clubs are to impose the strictest control measures on visitors and visiting aircraft to their sites. These conditions apply to gliders, turbos and SLMGs.
10. Pilots are reminded that landings in infected areas or upon infected farms may result in the glider being impounded. As soon as is practicable, any outlanding in an infected area must be reported to the CFI of the site the glider launched from and, by him/her, to the BGA office. The pilot may be detained upon the farm for whatever period the farm may remain on the infected list. Comprehensive disaffection of the glider may be carried out which may result in serious structural damage.

We would like to thank pilots and clubs for your understanding of the plight faced by farmers and the responsible action you have been taking over the past weeks. We are glad to have good news for some of you, but we ask you to keep farmers' needs and concerns at the forefront of your minds in the weeks to come.

Lasham is not and never has been within an infected area. The map of the infected areas contained on the Southern area, large format ¼ million chart is displayed on the wall in the restaurant and is up-dated daily.

I am in the process of contacting the known farm strips, airfields etc. to establish their willingness to accept gliders from Lasham if a land-out is required. As far as airfields are concerned, if they are open, they are not likely to refuse you permission to land if you contact them on the radio, in fact they are obliged to allow you to land if a landing is required. For the time being I would avoid farm-strips until we can ascertain their acceptance.

We do know that the strips at Brimpton, Theale and Chilbolton are closed until further notice.

With reference to para. 3 & 5, it is my considered opinion that any pilot who has flown at least one 100 km triangle has my permission to fly cross-country. If you wish to discuss the suitability of tasks, I or my Deputy will be happy to advise.

Please note that the disinfectants used produce noxious fumes. Do not use on boots or shoes etc. prior to flying as they could cause dizziness, nausea and vomiting. They are also highly corrosive and will severely degrade fibreglass and aluminium.

In the event of an inadvertent land-out please follow the advice below.

Precautionary or emergency landings

You would be extremely un-wise to put yourself in position where you had to land in a field. Notwithstanding the Foot & Mouth problem they are still extremely wet and soggy.

If you do land in a field in the interests of flight safety, you should remain with the glider. If you can contact the farmer from where you are then do so. Follow his instructions, if he requires you to leave the aircraft in the field then you should comply with this request.

In the event that you are unable to make contact with the farmer and you have a mobile phone, contact Lasham with your exact location and the office will attempt to locate the farmer.

If you do not have a mobile you should walk to the nearest public road, then to the first available public telephone and phone Lasham.

Do not wander around the farm or it's buildings trying to find someone to tell, keep your movements to an absolute minimum.

Avoid, if at all possible the need to land in a field.

I think Lasham pilots have re-acted to the problem in a responsible, considerate and timely manner and hope that you will continue to do so. With weekly cases now being reported in single figures it cannot be much longer before the ban is lifted entirely and we all get back to flying cross-country as normal.

For those of you that are interested in Compass flying, the list is now open and is displayed on the notice board in the restaurant. We will begin weekend Compass briefings from Saturday 12th May at 1000 in the Compass room - See you there.

Graham McAndrew
CFI
May 8th 2001