



SAFETY

And... he's up and running

Welcome to John Teesdale, the BMAA's new Flight Training Liaison & Safety Officer



I WAS appointed to this newly created and rather posh-sounding role in September.

Pete Watson, the previous Safety Officer,

had left in February, so as you can imagine there's plenty to do and I've hit the ground running.

For those of you who don't know me, I started flying microlights at Wombleton, an ex-RAF base in the Vale of Pickering, in 1987 on a Pegasus XL.

I became an instructor in 1990 and left my "proper job" as a structural engineer in 1991 to instruct full time.

I moved to Rufforth in the Vale of York, another ex-RAF base, on New Year's Day 1998, and have been CFI and airfield operator there ever since. I subsequently became an examiner (FE), then FIC instructor, and finally joined the Panel of Examiners as an FIE.

I've dabbled a bit in aerobatics, firstly with a Skybolt two-seater and then a Pitts S1-S, the best value bang-for-your-bucks aeroplane in the world.

I learned basic aeros from the legendary Gerry Breen in Portugal, then trained with twice UK champion Tom Cassells. Unfortunately, I will never be half the pilot that either of those two are.

Anyway, down to business with the new job.

The training liaison part is new, and will involve developing and providing guidance for microlight instructors and examiners, together with reviewing and maintaining the NPPL(M) examinations and the training syllabus.

The new syllabus and examinations are almost complete and will be issued early next year.

This work has all been done by volunteers on the training committee, and I would like to thank them for their hard work.

The safety officer part of the job has been expanded to provide a practical link between flight safety promotion activities and the world of flight training.

In the past, information that could help improve flight safety has, once gathered, tended to become isolated and the opportunity to pass it on lost. I've always thought that the way safety information was distributed was rather like throwing

boxfuls of leaflets out of an aircraft and hoping someone would pick them up.

I intend to be more proactive with the role by visiting microlight flying clubs to give advice and guidance directly, in conjunction with your own club safety officers.

There is a lot of statistical analysis involved with the job, and I am grateful to Stuart Buchanan for his assistance with number-crunching and compiling reports.

You can help, too, by telling me about all your little whoopsies. I get to know about the big ones from the AAIB reports, but the smaller incidents are also full of information which I can pass on to reduce the chance of other pilots making the same mistake.

Any information will be treated in confidence and will be kept anonymous. You can write to me directly at John@bmaa.org.

What goes around comes around

It was interesting to look back at the work that Pete Watson, and before him Kim Taylor, had done over the previous years.

Kim said in his 2011 annual report: "Most accidents could have been avoided if the pilot had gone around from an unstable approach or touchdown." (Out of 56 accidents in the previous year, 29 had been as a result of loss of control in the landing phase).

The following year, Pete Watson said in his report: "By far the largest grouping of accidents (as per last year, 2011) involved a loss of control at some point during the landing phase of the flight; 36 in this period" (This time out of a total of 65).

And so it goes on: in 2013, 22 out of 37; in 2014, 19 out of 32; in 2015, 25 out of 56; and in 2016, 38 out of 58.

And this year? Well guess what – I could write the same again! It seems that the message – *if in doubt, go around early* – is not getting through, so I will be targeting this area in a campaign designed to reduce the number of these accidents, and in next month's *MF*, Rob Grimwood will be giving some excellent advice on going around.

With a bit of thought, application and most importantly practice, we can significantly improve our safety record.

How about covering go-arounds with your instructor at your next biennial review? You could combine it with some revision of short/soft field landing techniques. Which brings me conveniently to the...

▷ changed to an 8.33kHz channel, you must also be using an 8.33kHz-capable radio. Some sporting 25kHz frequencies will be retained by an annual exemption. This includes 129.825, as used by some microlight airfields.

Many ground stations at airfields will have their frequencies changed. Make sure that before you set off you have the correct frequency. Remember

that even if the frequency finishes 00, 25, 50 or 75, if it's not on the list of retained 25kHz frequencies you may only transmit to it using an 8.33 radio.

Finally, if you haven't yet replaced your old radio, then you have just until the end of December this year to claim a 20% grant from the CAA towards the cost of replacement. After that you will have to pay the full cost yourself. □

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Tel: +44 (0)1332 880468
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Top John Teesdale with his Pitts at Brighton; and (below) should have gone around, Santa...

New BMAA Strip Skills Diploma course

Another significant problem area in the accident statistics centres around taking off and landing at more demanding sites, usually farm or other small private strips.

Many pilots learn at or fly from large prepared strips and do not possess the knowledge, skills or experience to tackle the smaller strips. Understandably and quite predictably, they all too often come unstuck.

This new post-licence course is designed to revise and strengthen the knowledge and skills needed to operate from small strips safely. It will be launched in the New Year as part of the BMAA courses scheme and delivered through a network of BMAA instructors.

Other courses will be developed to include flying abroad, water crossings, mountain flying etc.

New BMAA Wings Scheme

Once the excitement of training for a licence, taking your first passengers and flying to other airfields for the \$100 ham-

burger starts wearing off, we all know how easy it is to stagnate and get into a rut. All that knowledge gained during training starts to ebb away, and our flying skills get rusty. This can have an adverse effect on safety.

The new BMAA Wings Scheme is an award scheme for current members which will give all pilots new challenges and goals to achieve.

The awards recognise, and are intended to encourage, a pilot's personal achievements based on self-improvement in skills and knowledge, with the intent of becoming a more competent and safer microlight pilot. In addition, they'll gain a BMAA or CAA qualification that can be used to assist other BMAA members who are microlight pilots.

It is intended that this scheme becomes recognised by the CAA as a Pilot Recognition for Operational Up-skilling & Development (PROUD) scheme. There will be four levels of award: bronze, silver, gold and diamond, each requiring a combination of knowledge and skills-based credits. Knowledge-based credits will



Dedicated

▷ include BMAA first-aid or fire courses, GASCo or BMAA safety evenings, ATC visits etc.

The skills-based credits will require the pilot to gain more hours, plan and fly cross-country navigation tasks of increasing length and accuracy, and complete BMAA post-licence flying skills courses.

Full details will be published in the New Year.

GASCo safety evenings

We are into the long nights now, so why not ask GASCo to come to your club and deliver a safety evening, or go along to one at another club near you?

I went to one recently, and it was excellent. I will be reinforcing some of the messages when I start to deliver BMAA safety evenings.

You can find out when GASCo is at a club near you by just googling GASCo safety evenings. You will learn lots of stuff that might save your life one day – and don't forget it counts towards your BMAA bronze award!

Finally, may I wish you all the best for the festive period and a safe New Year. If Santa crashes on your roof, suggest to him he joins the BMAA and point him towards our new strip skills course. And don't forget: if in doubt, *go around!*

• Next month: Rob Grimwood, head of the Training Committee, on going around. Please read it and take heed! □

New or re-registered microlights

G-reg	Aircraft type	Owner	Town
CCGA	Eclipser	Grant Cousins	Maidstone
CKIX	EuroFox 3K	Robert George Mulford	Chatham
CKRE	Atos-VR/La Mouette Samson	John Stuart Prosser	Dorchester
CKTT	Quik GTR	Martin Keith Ashmore	Norwich
CKUR	SkyRanger Swift 912	Raymond Frederick Pearce	Uckfield
HAMW	EuroFox 3K	Mark David Hamwee	London
JHLE	Quik GTR	Ashley David Carr	Milton Keynes
KVAN	Flight Design CTSW	Kevin Brown	Kettering
MVYZ	Shadow Series BD (modified)	David Huw Lewis	Treharris
MWER	Pegasus XL-Q	The Microlight School (Lichfield)	Lichfield

Microlight insurance guide

Aircraft type	Pilot / Aircraft build	Aircraft flight and ground	Aircraft ground only	Third party	Student	Passenger	Student pilot life	Licensed pilot life	Unlicensed pilot life
Fixed-wing regulated	Licensed / Approved mfr	CSP, T, H, AIB, V	CSP, T, H, AIB, V	BHPA, CSP, H, V	CSP, SC, T, H, V	BHPA, CSP, SC, T, H, V	SPI, SC, H ²	SPI, SC, AIB, H ²	n/a
	Licensed / Amateur-built	CSP, T, AIB, V	CSP, T, AIB, V	BHPA, CSP, H, V	CSP, SC, T, H, V	BHPA, CSP, SC, T, H, V	SPI, SC, H ²	SPI, SC, AIB, H ²	n/a
	Student under instruction	CSP, T, AIB, V	CSP, T, AIB, V	CSP, V	CSP, SC, T, V	n/a	SPI, SC	n/a	n/a
Flexwing regulated	Licensed / Approved mfr	CSP, AIB, V	CSP, AIB, V	BHPA, CSP, H, V	CSP, SC, T, V	BHPA, CSP, SC, T, V	SPI, SC	SPI, SC, AIB	n/a
	Licensed / Amateur-built	CSP, AIB, V	CSP, AIB, V	BHPA, CSP, H, V	CSP, SC, T, V	BHPA, CSP, SC, T, V	SPI, SC	SPI, SC, AIB	n/a
	Student under instruction	CSP, AIB, V	CSP, AIB, V	CSP, V	CSP, SC, T, V	n/a	SPI, SC	n/a	n/a
Powered parachute regulated	Licensed / Approved mfr	AIB	AIB	BHPA	-	BHPA, T	SPI, SC	SPI, SC, AIB	n/a
	Licensed / Amateur-built	AIB	AIB	BHPA	-	BHPA, T	SPI, SC	SPI, SC, AIB	n/a
	Student under instruction	AIB	AIB	-	-	n/a	SPI, SC	n/a	n/a
Fixed-wing deregulated	Licensed pilot	SC, H ¹ , AIB, V ³	SC, H ¹ , AIB, V ³	BHPA, SC, H ¹ , V ³	SC, H ¹ , V ³	n/a	SPI, SC, H ^{1&2}	SPI, SC, H ^{1&2} , AIB	n/a
	Student under instruction	SC, H ¹ , AIB, V ³	SC, H ¹ , AIB, V ³	SC, H ¹ , V ³	SC, H ¹ , V ³	n/a	SPI, SC, H ^{1&2}	n/a	n/a
Flexwing deregulated	Licensed pilot	SC, H ¹ , AIB, V ³	SC, H ¹ , AIB, V ³	BHPA, SC, H ¹ , V ³	SC, H ¹ , V ³	n/a	SPI, SC, H ^{1&2}	SPI, SC, H ^{1&2} , AIB	n/a
	Student under instruction	SC, H ¹ , AIB, V ³	SC, H ¹ , AIB, V ³	SC, H ¹ , V ³	SC, H ¹ , V ³	n/a	SPI, SC, H ^{1&2}	n/a	n/a
Powered parachute deregulated	Licensed pilot	H ¹ , AIB	H ¹ , AIB	BHPA, H ¹	H ¹	n/a	SPI, SC, H ^{1&2}	SPI, SC, H ^{1&2} , AIB	n/a
	Student under instruction	H ¹ , AIB	H ¹ , AIB	H ¹	H ¹	n/a	SPI, SC, H ^{1&2}	n/a	n/a
Footlaunched unregulated	Unlicensed pilot	AIB	AIB	BHPA	n/a	BHPA	n/a	n/a	SPI, SC, AIB

KEY

AIB	Airports Insurance Bureau: 02380 268351, aib-insurance.co.uk	SC	Sydney Charles: 01420 88664, sydneycharles.co.uk
BHPA	British Hang Gliding & Paragliding Association: 0116 289 4316, bhpa.co.uk	SPI	Stein Pilot Insurance: 01793 491888, flyingcover.co.uk
CSP	Crispin Speers & Partners (CSP): 020 7977 5699, cspinsurance.com	T	Traffords: 01525 717185, traffords-insurance.co.uk
H	Hayward Aviation: 020 7902 7809, haywards.net	V	Visicover: visicover.com

NOTES

- Limited to aircraft produced by an approved manufacturer
 - Personal accident only
 - Selected models only
- n/a not applicable

PLEASE REMEMBER

- This is a general guide only. Insurance companies will assess each risk individually before deciding whether to offer cover.
- Not all insurance policies are the same. Read the small print carefully!