



8 Merus Court  
Meridian Business Park  
Leicester  
LE19 1RJ

Caroline Saunders  
Coroners Court  
Civic Centre  
Godfrey Road  
Newport  
South Wales  
NP20 4UR

  
[www.gliding.co.uk](http://www.gliding.co.uk)

3<sup>rd</sup> December 2021

## RE STEPHEN PHILLIP EVANS

Thank you for your letter dated 3rd November 2021 and the accompanying Regulation 28 report that follows a tragic accident at South Wales gliding club near Usk.

The British Gliding Association is the UK governing body of sport gliding. The BGA provides self-regulated support and guidance to gliding clubs and their individual members, all of whom are required to comply with BGA operational regulations and associated requirements. Regulated activity, for example airworthiness, is overseen by the BGA under a CAA-issued approval. The BGA safety management system supports self-regulated and regulated activity and the BGA works closely with the CAA on matters of aviation safety. The BGA discussed this written response with the CAA.

The AAIB report published on 28 May 2020 details the accident investigation and recommendations. The coroners Regulation 28 report dated 3 November 2021 asks for details and a timetable of actions taken and to be taken.

Actions taken/to be taken:

1. During June 2020, in response to the AAIB's report and recommendation, the BGA carefully reviewed launch signalling, raised in detail and discussed the issues with subject matter experts and all gliding clubs, and clarified through draft revised rules and associated guidance what type of signalling is required, including guidance on back up signalling.
2. During early February 2021, the BGA wrote to club chairmen describing the AAIB report, the associated outcomes, BGA the revised operational regulations and associated requirements and the intention to formally adopt those at the AGM.
3. In early March 2021, an amended BGA operational regulation for all launch signalling (there are several launch methods in addition to aerotowing) stating "A reliable and unambiguous signalling system shall be used for all launches" and the associated requirement "Signalling – aerotow. Radio communication should be established between the launching operation and the towing aircraft. Where radio communication is not possible, another of the recognised methods of signalling to stop the launch

should be available” were proposed to and adopted by the membership and subsequently published and promulgated by the BGA.

4. All gliding club officers responsible for launching and launch signalling have been directed towards this online published information.
5. During May 2021, gliding restarted after several long pauses associated with Covid restrictions. As part of the restart process, all clubs required their pilots and instructors to review safety information including that relating to signalling.
6. Club site safety reviews support checking of the required signalling requirements and standards.
7. During early June 2021, the AAIB confirmed to the BGA that the AAIB recommendation had been adequately addressed.
8. During early November 2021, all BGA club Chairmen and club Chief Flying Instructors (who oversee club flying operations) were again reminded of the AAIB report and outcomes, and the BGA operational regulation and associated requirements for aerotow signalling.
9. Aerotow signalling operational regulation and associated requirements will be the subject of future reminders to club officials and pilots. The next reminder will be provided to clubs just ahead of spring 2022 to coincide with the start of the main gliding season and will be co-ordinated with any CAA safety promotion opportunity.
10. Occurrence data relating to launch signalling will continue to be monitored to assess where further action may be required.

Yours sincerely

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

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Chief Executive Officer  
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