



**FÉDÉRATION AÉRONAUTIQUE
INTERNATIONALE
INTERNATIONAL GLIDING
COMMISSION**

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19th April 2007

To:
Presidents and Chairmen
Gliding Federations and Associations

Dear Colleagues

A tragic accident occurred at Husband Bosworth, in the UK, during the 4th FAI Junior World Gliding Championships 2005.

A glider, on final glide to land during a competition flight, hit a photographer 900m short of the beginning of the runway at Husband Bosworth.

The photographer, who was standing on a car, was fatally injured. The glider was seriously damaged, but the pilot managed a semi-controlled landing and was uninjured.

The United Kingdom Air Accident Investigation Board (AAIB) conducted an investigation into the accident. The final report noted a number of contributing factors to this accident, including:

- The incident glider was flying at a very low level well short of the finish line
- This included a “pull-up” manoeuvre to clear power lines before the accident site
- A number of vehicles and the public standing on the vehicles, including the photographer, were partially obscured by a low hedge
- Many other gliders were being flown in “ground effect” well short of the finish line
- The photographer and others were off-site, out of the immediate control of the organisers

A full copy of the AAIB Report is available electronically on request (Note: it is 1.2MB in size).

The AAIB made a number of recommendations in the Report. Recommendation 2006-121 applies to the IGC and states:

**THE IGC SHOULD, THROUGH NATIONAL GLIDING ASSOCIATIONS, REQUIRE
COMPETITION TEAM COACHES TO INCLUDE TECHNIQUES FOR THE SAFE
CONDUCT OF RACE FINISHES WITHIN THEIR COACHING SESSIONS**

This letter is to formally advise you of this requirement and ask that you adopt appropriate training measures for your team pilots.

The bottom line is that the Report identified that we, as a community, have allowed low final glides to become an “acceptable” form of flight because we have done little to discourage this activity.

This culture of low final glides outside the safe area of the destination airfield must be addressed.

The message that must go out to all our pilots and those involved in controlling flying activities is that this practice is not acceptable.

In addition to requiring pilots to receive training in how to conduct safe final glides, the IGC is reviewing the Annex A Rules to provide better control of final glides. Guidance material will also be provided to Contest Directors and Stewards to assist them with the management of final glides.

The BGA has already responded to this accident and made revisions to their competition procedures. These are provided here for your consideration and guidance in creating appropriate procedures for training your pilots.

- i) Regardless of the position of any finish line, glider approaches towards the airfield should prescribe a descending flight profile (other than to go-around where necessary), **and**;*
- ii) during the approach the landing area should be in the pilots sight, **and**;*
- iii) the approach should cross the airfield boundary at a height which cannot endanger persons (seen or unseen), vessels, vehicles or structures.*

Finally, I request that you acknowledge receipt of this letter.

Your response will enable me to discharge my responsibilities to the IGC and FAI by being able to show the AAIB that I have communicated the Recommendation 2006-121 to all gliding federations and associations.

Thank you.

Yours sincerely



Bob Henderson
President, IGC