



## **British Gliding Association**

# **Basic Instructor Course Record**

### **How do I become a BGA Basic Instructor?**

1. Talk to your CFI and check that you have the experience to become a Basic gliding instructor
2. Ask your CFI to prepare you before you are submitted for the BI course with an examiner
3. Complete Part 1, 2 & 3 below
4. Ensure that this document, with Part 1, 2 and 3 completed, is handed to the course coach on the first day of your course. *BGA coaches are not authorised to carry out training without the necessary information*
- 5. On successful completion of the course, a copy of completed Parts 1, 2, 3, 4 & 5 (pages 1 – 7) must be attached to the Basic Rating Application form - BGA Instructor Form 1**

Please complete Parts 1, 2 and 3 below as soon as practical prior to attending the course. And good luck!

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### **Part 1 – Certificate of Medical Fitness**

One of the following declarations must be signed. Delete where not applicable.

A. My Declaration of Fitness is held by the \_\_\_\_\_ Club  
and countersigned by Dr. \_\_\_\_\_ on \_\_\_\_ / \_\_\_\_ / \_\_\_\_

B. My CAA Medical Reference No is \_\_\_\_\_  
and I was last medically examined and declared fit on, or about \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Name \_\_\_\_\_ Email \_\_\_\_\_

Tel \_\_\_\_\_ Mobile \_\_\_\_\_

**Part 2 – Experience**

**Gliding Badges, Dates / Numbers**

A		B	
Bronze		Cross Country Endorsement	
Silver Height		Silver Distance	
Silver Duration		Silver Badge No.	
BGA 100 km Diploma:	Part 1	Part 2	
Gold Height		Gold Distance	
Gold Badge No.			
Diamond Height		Diamond Goal	
Diamond Distance		Diamond Badge No.	

**Total Gliding Experience to Date**

Solo	Hrs.	Launches
Instructing	Hrs.	Launches
P2	Hrs.	Launches
Cross Country	Kms	

**Gliding experience in the Last 12 Months** (ideally 10 hours P1 in the previous 12 months)

Solo	Hrs.	Launches
Instructing	Hrs.	Launches
P2	Hrs.	Launches
Cross Country	Kms	

Please give details and dates of any accidents in gliders that you were flying:

## Part 3 - Preparation for the Approved Basic Instructors Course

### A – Flying Standards

Preparation for attending the Basic Instructor Course should focus on safe flying / handling ability and good airmanship. Thorough general handling preparation for a 2 day course / test is essential. The candidate should attain the following minimum standards during pre-course preparation with their CFI or delegate.

#### A1- Lookout and Airmanship

The candidates head should be constantly on the move; scanning the horizon, checking instrument readings and monitoring the position of the aircraft in relation to the home landing area. Where exercises are flown, they should be with consideration to height loss and position with respect to entering a normal circuit.

#### A2 - Speed Control

The candidate should demonstrate the ability to maintain a safe and appropriate control over airspeed and attitude (with regard to conditions) in any phase of flight. This can be tested while turning steeply (50-60 deg) and maintaining the speed +/-5 Knots. The airspeed on any approach should never be below a pre – declared minimum, and not more than reasonable and appropriate for the conditions. The candidate must be able to maintain a safe speed (no matter the circumstances) on the winch launch.

#### A3 - Lack of Slip and Skid

All turns should be well co-ordinated. If mistakes in coordination are made, the candidate must be able to recognise when the glider is beginning to yaw, and take action to smoothly remedy the situation. There must be no tendency to over rudder turns - especially final turns.

#### A4 - Circuit Planning

Circuits should be planned such that the final turn is completed at a safe height (normally above 300') and at a distance back from the landing area appropriate to allow a stable 2/3rds airbrake approach. If a normal circuit cannot be flown, the glider should be positioned such as to achieve a safe landing with as high a final turn as safely possible in the circumstances.

#### A5 - Winch Launch Failures

The candidate should be able to fly the *correct minimum height loss recovery* procedure. Recovery speed should never be below the minimum discussed in eventualities, and not more than reasonable. Turns should never be over ruddered. The emphasis should be on getting safely back on the ground, disregarding convenience – even when practicing.

#### A6 - Stalling and Spinning

Candidates should be able to recognise a stall and the individual symptoms. They should be able to recover using least-height-loss techniques. They must be able to recognise the difference between a spin and a spiral dive, and use the correct recovery for each. Full opposite rudder must be used on the recovery from a spin.

#### A7 - Landings / Field Landings

Landings made by the candidate must be fully held off. Candidates should be able to land and stop within a few metres of a pre-arranged area if it is safe to do so. The approach should be planned to ensure spare energy is available should sink be encountered in the latter part. This means planning for a half to two thirds airbrake approach to the reference point. The candidate should be able to demonstrate more than one approach to suitable fields away from the home site in a motorglider.

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**A8 – Aerotow Rope Breaks**

Failures should ideally be practiced in a motorglider. Speed should be maintained above minimums throughout, and turns should be co-ordinated.

**A9 – Winch launching**

Winch launches should be demonstrated as near-perfect, and always erring on the safe side (not too steep low down, with plenty of speed).

**B – Flying Exercises**

Candidates should read through the Patter Notes some weeks before their course. Having learned the patter thoroughly, the exercises should then be practised in flight with the CFI or delegate. The pre-course standards required are described in A above. Candidates should plan exercises such that the flight ends in a normal circuit.

LESSON EXERCISES (Candidate will eventually teach)	CFI / Senior Instructor	Date	Comments
B1 – Lookout			
B2 – Primary effect of Elevator			
B3 – Primary effect Of Ailerons			
B4 – Primary effect of Rudder			

FLYING EXERCISES (To the required standard)	CFI / Senior Instructor	Date	Comments
B5 – Circuit planning			
B6 – Approach Control and Landing			
B7 – Stalling and Spinning			
B8 – Launching and Launch Failures			

Candidates total instructor course preparation flying with CFI or Senior Instructor (Sections A and B)

Glider (Winch)	Hrs	Launches
Glider (Aerotow)	Hrs	Launches
Motor Glider	Hrs	Flights

**As the candidates CFI**, I am satisfied that his / her standard of flying is adequate to train as an instructor.

**CFI Signed** \_\_\_\_\_

**Date** \_\_\_\_ / \_\_\_\_ / \_\_\_\_

**CFI Name** \_\_\_\_\_

**Tel** \_\_\_\_\_

**Email** \_\_\_\_\_

**Mobile** \_\_\_\_\_

### Part 4 – The Approved Basic Instructors Course

The Coach in charge of the course will sign for the completion of each exercise and / or briefing. Flying exercises not satisfactorily completed on the course must be completed subsequently with an approved person. The pre-course required flying standards are identified in 3A above.

LESSON EXERCISES (Candidate has to teach)	ATTEMPT	SATIS
Lookout		
Elevator		
Ailerons		
Rudder		

Candidates are expected to fly (no teaching/patter by candidate required) the following;

AEROTOW	ATTEMPT	SATIS
Pre takeoff Checks		
Normal Launch		
Rope Break Failure (ideally in a Motorglider)		

WINCH LAUNCH	ATTEMPT	SATIS
Pre takeoff Checks		
Normal Launch		
Launch Failure – Straight ahead		
Launch Failure – Where a turn needs to be initiated		
Launch Failure – Below 50' (Winch initiated)		

CIRCUITS	ATTEMPT	SATIS
Dealing with circuits – normal		
Dealing with circuits – too high		
Dealing with circuits – too low		

Approach control		
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Landings		
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The following stalling and spinning exercises should be fully understood before being flown by the candidates. Minimum height loss recovery should be demonstrated in each case.

STALLING	ATTEMPT	SATIS
“Mush” stall and recovery		
Nose drop stall and recovery		
Wing drop stall and recovery		

FURTHER STALLING	ATTEMPT	SATIS
Reduced “G” not a reliable stall symptom		
Ineffective elevator at the stall		
“G” effect on the stall – straight (high speed stall)		
Stalling speed increases in the turn		

SPINNING	ATTEMPT	SATIS
Spin and recovery		
Spiral dive and recovery		

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FURTHER SPINNING	ATTEMPT	SATIS
Changing effect of the rudder at or near the stall		
Spin off a thermal turn		
Stall and spin off a failed winch launch		

Candidates must demonstrate an understanding of their responsibilities and an awareness of how to brief and supervise their student on the airfield.

DEALING WITH YOUR STUDENT	ATTEMPT	SATIS
Assessing your students needs 'on the day'		
Airfield and flight briefings for students 'on the day'		

Candidates must demonstrate a simulated 'Trial Lesson Flight'.

A Trial Lesson Flight		
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**Briefings** - The following briefings have to be covered during the course:

1. Analysis of controls in turn		
2. Launching, launch failures, circuit planning, approach control & landing		
3. Objective of trial flight, pre flight briefing, etc		
4. Flight planning		
5. Care of pupil		
6. Privileges, limitations and responsibility		

**General Assessment of the Candidates Performance During the Course**

Flying/Handling Skills	
Airmanship:	
Sortie Management:	
Fault Analysis:	
Flight Planning/pre-flight briefing:	
Recommendation:	Date:

Candidate: I agree that I have received the training outlined above		
Signed:	Name:	Date:
Coach: I agree that the above is a true record of the training given		
Signed:	Name:	Date:

<b>Course Completion Certificate</b> (to be certified by the coach/RE completing the training)							
Remarks							
I confirm that (name) _____ has satisfactorily <u>completed</u> the BGA Basic Instructor course under my supervision.							
Name:		Signature:			Date:		
Flying carried out:							
Date	Motorglider		Aerotow Launches		Wire Launches		
	Ldgs	Hrs	Flts	Hrs	Flts	Hrs	Launch Failures

## Part 5 - Acceptance Test for the Basic Instructor Rating Application

To be carried out by the CFI of the club where the candidate will commence instructing. As a minimum the test will consist of the exercises listed below. CFI's may of course wish to test in greater detail.

		SIGNATURE
1	Aerotow launch failure options BEFORE INSTRUCTING ON AEROTOW	
2	AT <b>LEAST</b> 3 CABLE BREAKS / LAUNCH FAILURES BEFORE INSTRUCTING ON WIRE LAUNCHES	
Demonstrations of:		
3	A trial flight	
4	Effect of Elevator	
5	Effect of Aileron	
6	Effect of Rudder	

I certify that I have carried out at least \_\_\_\_\_ launches and \_\_\_\_\_ hrs \_\_\_\_\_ mins flying with \_\_\_\_\_ and have carried out all the exercises listed above. He / she has passed the acceptance check and **may apply for a BGA Basic Instructor Rating (see Page 1)**

## Part 6– Other Information

### Revalidation of Instructor Ratings

For the detailed requirements see [www.glidering.co.uk/instructors](http://www.glidering.co.uk/instructors)

- The BI rating will be revalidated providing the revalidation criteria listed on the BGA website, and in 'Laws and Rules' has been met in the year ending 30<sup>th</sup> September
- Up to the end of the first year of instructing ONLY (1<sup>st</sup> Oct – 30<sup>th</sup> Sept), the new instructor must comply with the solo hours for the whole year, but they do not have to comply with the instructional hours requirement
- Individual instructors are responsible for complying with BGA revalidation requirements. If they are unsure as to their ratings validity, they must not instruct until they have confirmed validity
- CFI's must inform the BGA of all ratings that they have revalidated no later than the 31<sup>st</sup> December of that instructional year

### Rating Suspension Following Accidents

If any BGA Instructor has an accident whilst gliding or motorgliding, then all the privileges of that rating are suspended automatically. This is not a disciplinary measure, but a safeguard, since there are indications that after an accident any pilot may be at risk or a further accident, or at least suffer a serious loss of confidence or in extreme cases there can be physiological problems. Every effort will be made by the BGA Instructors Committee to investigate such an accident promptly and reinstate the rating as promptly as possible, subject to any action deemed appropriate to minimise the possibility of a reoccurrence. Reinstatement can take place only with the authority of the Chairman of the Instructors Committee through a Senior Regional Examiner.