

Meeting Notes – BGA Instructors Committee & Examiner's Panel Meetings 15th March 2015 held at Husbands Bosworth airfield.

Present: Hugh Browning (SSC), Andy Miller, Graham Morris, Tony Parker (a.m.) Patrick Naegeli,, Paul Whitehead, Colin Watt, Andy Roche (P.M), Colin Sword, Mick Davis, John Garrett, Mike Fox, Don Irving, Gordon MacDonald, Pete Stratten, Alan Wrigley (p.m.)

Apologies: Dave Munro, Derek Smith

- **Safety:**

Hugh Browning presented his recent analysis of safety related events over the past 41 years. As before, the key safety issues identified were Winch, Collision & Stall/Spin. Hugh noted that there had been noticeably fewer injuries recently with none arising from instructing since 2004, in TMGs since 2003 and in Tugs since 1990. Mis-rigging continues to be a significant issue along with field landings and approach/landing accidents.

Hugh also noted that we had been very lucky recently as several accidents could easily have been fatal.

A discussion followed on the process for following up accidents:

- SREs amongst other interested individuals should receive e-mail notification from the BGA's office each Friday of the previous week's accidents.
 - CFIs should, along with their club safety officer, analyse the accident and try to understand the underlying cause(s).
 - Instructors involved in accidents either directly or when supervising early solo pilot should not continue to instruct until the cause(s) of the accident has been established and any re-training taken place.
 - For accidents involving an instructor, the club's SRE should be contacted and his agreement sought over the extent of any required re-training.
 - CFIs are responsible for ensuring that the initial accident report is updated, as appropriate, to reflect his analysis and follow-action(s).
 - In everyone's interest, the process should be completed in a timely manner.
- **EASA Transition:**
Pete Stratten discussed Key issues arising from the postponement of the introduction of EASA Part FCL:
 - IFP's - developing slowly
 - Licence conversion - slowed down with a blockage at the CAA end.
 - Training Organisation – further work in progress, unlikely to be too onerous
 - Exemption to mix (carefully) the existing with the new continues.
 - UK Medical Standards- greatly simplified for now, work in progress to persuade EASA to follow suit.
 - **Note:** a number of European countries have adopted EASA Part FCL (Spain & Germany)
 - **Coaching & Training – Mike Fox:**
Instructor courses:
The uptake of places on courses for 2015 is a little slow. As requested, a course which consolidates the "B" module into one week for candidates who are time poor has been scheduled. Unfortunately to date no one has signed up for this course.

FIC seminars:

Mike gave an update on the recently rolled out FIC seminars. The initial seminar was held on 29th November at Sutton Bank. As a result of feedback the course content has been modified and a further training day was run at Husbands Bosworth on 14th March. Further days are now being planned with a near term objective to have the regions run it themselves on an "as required" basis. The training day will most likely become part of the FIC appointment and revalidation process when we eventually move under Part FCL. For the present, FICs are to be strongly encouraged to attend.

Revised completion course:

The completion course content for the modular instructor course has been revised and as requested will have a small flying element.

FLARM training:

There are many resources for pilots wishing to train themselves on the OPERATION of FLARM and the various displays available. However, there is no training available for pilots when an alert or warning is received. A very short briefing was presented. Mike will circulate for comment.

Airspace awareness:

Mike discussed recent presentations and communications regarding knowledge of ATZ's and ILS feathers, which is a priority for training.

- **Bannerdown Trial**

Andy Miller updated the meeting on progress with the trial of the use of the draft BGA TO Training Manual. Andy noted that remembering to fill in the training record after each session remained a challenge. He also noted that the volume of paperwork generated could be an issue.

EASA Part FCL requires that all solo flying pre-licence issue is "supervised". Andy posed the question: can this authorisation to fly be verbal or is a written record required?

When Andy has tidied up the process including the paperwork he intends to ask a small number of other clubs to start using the system.

- **Motor Gliding**

Paul Whitehead updated the meeting on motor gliding under EASA. As the need for the BGA to become an ATO is on hold, the primary route for adding a TMG is via the established NPPL route. The option of adding an SLS as a launch method is available for LAPL(S)/SPL holders. (see CAP 804 or FCL.130.S LAPL(S)).

The requirements to add a TMG extension are set out in FCL.130.S LAPL(S).

The significant differences from current NPPL SLMG are:

- No Navigation Skill Test.

Instead, a 'Qualifying Cross Country': solo/ 150km total/ full stop away landing.

It will be up to the instructor to decide when student is fit to do this & to supervise the flight itself.

- No written TK exams.

Instead, verbal questions. Paul's intention is that the standards for TK & Navigation & General skills should be the same as for NPPL SLMG (+ LAPL(A) TMG + PPL(A) TMG)

- Legally required hours are lower - 6 v 10.

As almost everyone needs more than 10hrs to get an NPPL SLMG, we don't anticipate much change.

From the previous meeting, "Why are we having so many prop strikes?"

- Incorrect touchdown technique - fast, tail high.
- Failure to go-around from a bounce or PIO
- Failure of instructor to take control
- Poor elevator control after touchdown

Paul also discussed the need to be very diligent when checking the max allowable payload on motor gliders.

- **Examining:**

Opening remarks

Wearing his BGA ISC chairman's hat, Don Irving reminded the meeting that supporting our clubs must remain our priority. When scoping the size of the regional teams and the required number of examiners please take into account, FIC training days, completion courses, post-accident follow-up and on-going support through club visits.

The meeting attendees agreed that the current format of meeting twice/year with combined Instructing & examining sessions should continue for now.

Regional Reports

Most regions have now run their CFI meetings. Examiner training is well in hand (see below). A number of concerns were raised:

- Incomplete or poorly filled in accident reports (CFI's manual text revised).
- FLARM training (see Coaching & Training above).
- Field Landing accidents (Field Landing training initiative under development with CS and CC).

Examiner Standardisation

Patrick Naegeli mapped out progress so far in rolling out the examining project.

- BGA team now have approval to run SE/FIE/FE Standardisation Seminars on behalf of the CAA.
- The CAA are considering allowing the use of suitable simulators for the current batch of FIE/FE AoCs.
- A review of the CAA's examining forms is outstanding.
- Development of the FIE AoC is in hand.
- Andy Miller has almost finished the current round of training days and seminars. The one covering Scotland and the Borders will be arranged shortly. A further round will be

- planed as required during Winter 15/16.
- The BGA's Flight Examiner's Handbook (FEH) is available via the BGA's web-site and is now at version 5. Suggestions for change to John Garrett please
- The BGA office will keep records of all EASA Examiners and will co-ordinate the allocation of Examiners and AoCs.
- **(Provisional) Date of Next Meeting: 18th October 2015 at Husbands Bosworth.**

Don Irving, 25th March 2015