

Meeting Notes – BGA Instructors Committee 30th October 2016 held at Husbands Bosworth

Present: Mike Fox, Hugh Browning, Don Irving, Derek Smith, Paul Whitehead, Graham Morris, Simon Minson, Pete Stratten, Patrick Nageli, Andy Miller, Andrew Roch, Colin Watt, Colin Sword, Dave Bullock, Ged Terry, Tony Parker, Dave Munro, Simon Adlard.

1. **Apologies:** John Garrett
2. **Notes from previous meeting:** accepted.
- 3 **Coaching corner.**

Mike discussed:

Don and Mike's trip to the French National gliding centre at Saint Auban - This was a trip to essentially find out how the French organise their instructor training. A report was circulated by Mike.

Training News – Mike reminded all present of this communication resource and sought feedback on previous publications and items for the future.

Exec review – Mike explained the general piece of work in which the Exec are engaged:

- Volunteers and BGA structure for the future
- Volunteer group – training standards support.
- Simulators
- Apps/Electronic media
- Instructor's manual made available on-line

Using FICs as BI coaches was previously discussed and agreed. Where an FIC was seen a suitable by his SRE, the privileges could be extended to include BI coaching. How do we record this administratively?

New FICs should attend either an FIC seminar or an A module before they start coaching.

Feedback from D module to SREs/CFIs please.

Instructor's manual is becoming a little out of date in some areas: 1st stall & latest thinking on wing drop prevention. (Post-meeting note – plans for update in-hand)

Could the Instructor's Manual be made available on-line as a PDF? (Post-meeting note – Agreed)

4. **Safety**

Hugh Browning's presentation.

- No change to accident rate or distribution of causes.
- Ground handling accidents continue to make up a large percentage of the total.
- No change to the rate of instructional accidents or trial lesson accidents.

Spinning accidents continue. Hugh has identified pilot distraction as being a significant factor. He notes that blandishments to "fly the glider" have not worked and asked how can we persuade experienced pilots that THEY must act to avoid inadvertent stall/spin when the workload is high.

Winch launch wing drop accidents continue and there is some evidence that the guidance has not been either taken on board or understood widely.

Trial lesson (including Friends & Family) accident data continues to suggest that the published guidance setting out acceptable weather conditions etc. is being ignored. Suggestion: 1st step a regular test (Bronze C standard) for all BIs/Introductory Flight Pilots?

Hugh then reviewed Airspace Infringements. Hugh and Patrick Naegeli noted that although the infringements by gliders were few, the consequences could easily be draconian. The need to use moving maps and the need for pilots fly "diplomatically" was raised.

Pilot must be made aware of the need to be "Sensible as well as Legal" e.g. talk to the relevant ATS when near an airfield.

5. Motorgliding

Paul Whitehead discussed a request to allow an ATC B1 motor glider instructor to be allowed to become a BGA FI (SLMG) without fulfilling the need to have a Full Cat. As the rating would be for power teaching only, i.e. absolutely no gliding exercises, it was agreed that Paul would work with the instructor and his club to try to develop a way forwards.

6. Regional Reports

Ged Terry has taken over as SRE for the BGA' North West England and North Wales following the untimely death of Mick Davis.

Could Instructor course dates be promulgated earlier? (Post-meeting note – in-hand)

Concern was raised regarding the small numbers of possible instructor course candidates.

Site tenure issues and the lack of volunteers to step up to CFI continue.

Otherwise, business as usual.

7. Update on UK/ EASA transition

Pete Stratten updated the meeting on current regulatory developments

Still April 18 for the implementation of EASA Part FCL.

Opt out from EASA Part Ops rules for sailplanes until 2019. EASA Op rules affects EASA TMGs and aeroplanes now.

The BGA has a limited ATO to facilitate instructor and examiner revalidation. Meanwhile, we are challenging the existing ATO requirement that currently are expected to apply in 2018. It is expected that the ATO rules will be replaced by an DTO (Declared Training Organisation) sometime in the future. The DTO rules require declaration rather than approval by CAA.

Work between EGU and EASA is likely to result in EASA FCL opt out being extended to 2020/2021 and EASA Ops rules opt out being extended to 2020."

Part M (Light) rolls on.

The change in medical standards by the CAA is very welcome, however please be aware the BGA requirements for passenger carrying/trial lessons/ instructing remain in place as before.

Patrick Neageli gave a presentation on Part GLIDING. Progress is encouraging but there remains much work to do and the risk of bureaucratic interference remains.

The timeline for completion of this work remains highly uncertain.

8. AOB

The sub-committee chairman had earlier in the year asked to retire. Colin Sword has agreed to take over the chairmanship from 1st Dec.

9. Date of Next Meeting

Saturday **11th March 2017** at Husbands Bosworth starting at 10:00.

Don Irving & Mike Fox

Topics for Regional CFI Meetings

1. Trial Lessons – BGA recommended weather minima are being ignored.
2. Airspace Awareness – Strongly encourage the use of Moving maps and emphasise the need to be not only legal but also to be “diplomatic”.
3. Wing drop prevention – Review the published advice to ground handlers.
Is it being forgotten or was it never taken on board?