

Issue 9/Winter 2019

## Introduction

We hope instructors enjoy receiving this newsletter. If you have anything that you would like to add next issue, or any comments please drop us a line – [mike@gliding.co.uk](mailto:mike@gliding.co.uk)

## Supervision of young pilots

It's fantastic to see 14-year-old pilots flying solo. The positive effects that the journey and achievement have for the young pilot as well as for the club and instructors concerned are huge.

There are a couple of things that are different when dealing with the supervision of these very young pilots that do occasionally lead to incidents. If they are 14-16, they will still be at school. School is obviously an extremely structured place of learning. There are timetables, rules about walking and running, work that is marked, and 'feedback' given.

At the gliding club, things are less structured, especially after solo. Training is more self – motivated (rightly or wrongly). Even with individual supervision much of the content of each flight will be down to the young pilot. Of course, this is great for the young person to develop their own limits and boundaries – but... In a few cases, we have seen that lack of structure has resulted in the young pilot (without any malice) stretching the boundaries a little, and perhaps ending up in situations for which they are ill – prepared.



Please ensure your young pilots are individually supervised. You may wish to do more. After one incident which ended in a young solo pilot landing out, downwind and 'getting away' with little damage, a club has instigated a range of supervisory measures specifically for young pilots.

## Instructor revalidation

There seems to still be some confusion about revalidating instructors who hold EASA Vs BGA Instructor ratings. For a clarification of this issue, please see laws and rules, section 8 and especially 11 'Instruction Requirements' at <https://members.gliding.co.uk/library/laws-rules/instructor-requirements/> Or google 'bga instructor requirements'.

## Pre – Circuit Checks

In the distant past during instructor training, it was taught that the checks conducted prior to circuit and landing should be tailored to the situation. In some cases, it could be interpreted that there were no checks required. This seems to have evolved into the rumour that the BGA does not 'do' pre-circuit checks. This is not the case! We have a standard set of checks – WULF - which are explained in the Instructor Manual. We recommend that these pre-circuit checks are taught to new students as a standard. In any case, whatever checks used, the BGA instructor committee thinks that pre-circuit checks are essential!

## Three year revalidation seminars for EASA instructor certificate holders

EASA FI(S) refresher seminars are run regularly around the country. We try to run the majority of them in winter when the weather is more conducive to spending a weekend in a classroom. You can do this seminar ANYTIME IN THE 3 YEAR VALIDITY of your EASA instructor certificate. You could do a seminar, revalidate, and then do another seminar in the next month which would be valid for your next 3-year revalidation.

## Instructor Courses – help with club based training (B module)

We are aware that for many reasons, there are some clubs who have problems delivering the Club based part of the Assistant Instructor training. There are a few clubs around the country that have indicated that they are available to help trainee instructors with this part of the training. The Gliding Centre at Hus Bos, Bristol and Gloucester GC and Bicester Gliding Centre have all indicated that they are willing to take on extra instructor coaching. If you know someone who is struggling to complete this part of the training or would like to get a chunk of it completed, contact these clubs to arrange.

If there are any other clubs out there who wish to offer this opportunity to trainee instructors, please let me know, and we can advertise in this newsletter and on the BGA website.

## Succession planning and instructor training opportunities

Over the years the BGA coaching and examining team has trained instructors in many circumstances. The rules that govern the experience requirements must be complied with, but the structure of training towards becoming an instructor is very flexible and in some cases can even be tailored to an individual's personal circumstance.

If you know of a pilot that would like to become an instructor (and your CFI agrees), but cannot complete the training because there are no courses or training that suits that individual, please

encourage them to get in touch with us ([mike@gliding.co.uk](mailto:mike@gliding.co.uk)). In the past, we have run courses that suit an individual or club situation. We have run bespoke courses for lapsed instructors or Air Cadet instructors. We have split courses up or joined them together. We sometimes advertise these opportunities on the BGA website to attract others in similar situations. If the problem is club instructor coaching resources, we can help by contacting another local club who may be able to help with that training (see the item above).

Of course, we do have a somewhat limited resource, so we cannot be too individualistic in our endeavours, but we are here to pull out the stops to train instructors when clubs are in need.

Clubs sometimes comment that the instructor training is too onerous. Unfortunately, we do need to take time out of prospective instructors' busy lives to conduct this training; that is an unfortunate fact of life.

The key is this: If you know someone in your club that wants to become an instructor, but they are having a problem getting training (club or BGA), try to put them in touch with people that can help. If you're at a loss, contact [mike@gliding.co.uk](mailto:mike@gliding.co.uk)



## Spin Training

We have for years focussed very much on pupils being able to recover from a spin, and this is still an important part of the safety training that we conduct. However, it is arguably more important that the pupil recognises the signs that the glider is about to depart into a spin before it actually bites. From a personal perspective, that probably saved my (Mikes) skin when turning too low and slow in a Discus many years ago. Of course, the human factors involved in the lead up to this situation are worth considering to avoid the situation in the first place. The fact remains that my spin training kicked in and, once I recognised that the wing and nose were going down despite application of elevator and aileron to the contrary, I moved the stick forward (I was very low).

I have heard instructors briefing their pupils that the instructor will spin the glider, hand over control to the pupil, and then the pupil will recover. The problem with that situation is that the pupil does not get to handle the glider at that critical point of departure. Please attempt to ensure that your pupil feels what it's like as the glider departs. I know it can be a challenge when coaching students to spin a glider, but even if they feel what it's like as the wing and nose drops, this is valuable experience.

## CBSIFT BEC

In the last Training News, we asked instructors to ensure that the pre-flight checks were conducted in the correct order to avoid missing out vital elements of the checks.

The BGA Executive Committee has recently accepted a recommendation from the Instructors Committee to modify the BGA pre-flight check list to move 'canopy – closed, locked and doesn't open with applied pressure' to the end of the checklist. As a result, CBSIFTBCE has changed to CBSIFTBEC.



The change follows an analysis of incidents and accidents related to inadequate pre-flight preparation and recognises the widespread practice (normalised deviance) of closing and locking the canopy just before launching, eg in warm weather and during the winter where there is a risk of canopy misting ahead of launching.

The BGA pre-flight checklist taught by BGA instructors from 3 Jan 2019 is CB SIFT BEC.

Could we please make a plea to instructors? We know this is crushingly boring stuff, but we do get lots of accidents and incidents related to unlocked canopies and brakes, as well as serious incidents related to disconnected controls. Could we kindly ask all instructors to use this change of check order to re-visit the importance of performing the pre-flight checks diligently, without distractions. Thanks.

## Instructor refresher seminars

EASA Instructor refresher seminars are very popular (especially in winter!). Instructors enjoy getting together to discuss instructing issues and ideas. To allow all instructors to benefit, we are modifying

these seminars to include all BGA instructors. We have moved all the EASA subjects to the Sunday, which leaves Saturday to focus on more interesting pure instructing subjects. We warmly invite all BGA instructors to take part in the Saturday of the seminars, which will also count as the 'ground school' part of your BGA 5 year refresher (subject to your CFIs agreement). We hope you enjoy these seminars – the dates are available here: <https://members.gliding.co.uk/courses/easa-fi-and-examiner-refresher-seminar/>

## Epilogue

Here's hoping for a good spring and summer 2019.

Please do let us know if there is anything you would like to add to these newsletters, or anything you wish to comment on.

Mike Fox, BGA Training Standards Manager

Colin Sword, Chairman, BGA Instructor Sub Committee

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mike@gliding.co.uk

