

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

Prop strikes

We seem to have received a disproportionate number of prop – strikes in the accident reports in recent months. They include both TMGs and Tugs. Most of the strikes involved either soft ground, wind from anywhere but straight ahead or both. Please – if you are operating with either of those two challenges, be VERY careful and taxi VERY slowly. There is no shame in asking ground handlers to help by taking wingtips or applying weight to tails when taxiing cross or downwind. Walk the field after rain and make a judgement on various wet patches etc. There is more detail in the BGA Managing flying risks webpage on towing here: <https://members.gliding.co.uk/bga-safety-management/managing-flying-risk-index/managing-flying-risk-index-managing-flying-risk-towing/>

Teaching and learning online courses – existing instructors' welcome

The teaching and learning part of the modern instructor course is held online. If any existing instructors wish to take part for their own interest and to give new instructors the benefit of their experience during any discussion, they would be most welcome. Contact Liz Pike in the BGA office to register as an existing instructor. lizzie@gliding.co.uk

Approach control – trying again is fine!

Management of the energy on the approach can be tricky. We aim for a reasonably steep approach for at least the last -say- 100' where we are most vulnerable to wind gradients, shears and sink that may rob us of energy. Getting the judgement correct in order that we perform a good, steep approach after the final turn is tricky. We roll wings level on final and open half to two thirds airbrake at what we think is the correct time. Quite often we and our students get this timing wrong. I think it's important to tell the student that it's ok to get that judgement wrong in the first instance. It's ok to shut the airbrakes and have another go further down the approach.

The aim is a steep last part of the approach. See this video: <https://www.youtube.com/watch?v=36Z2ERanhg8>

Safe winch launching

The BGA 'Safe Winch Launching' initiative first kicked off in 2006 and, with your help, was very successful. We should all congratulate ourselves for taking part in something that means that some of our gliding friends are alive today that wouldn't otherwise have been.

However, the big publicity push for that initiative is now around 15 years old. It's essential that we continue to use and teach the correct techniques. Please use the

BGA > PILOT & CLUB INFO > SAFETY > SAFE WINCH LAUNCHING

SAFE WINCH LAUNCHING



The resources on this page have been put together as part of the ongoing BGA Safe Winch Launching Initiative. We hope that all glider pilots regardless of experience will make use of this information to increase their knowledge of winch launching – and of what can go wrong. By doing this, everybody can contribute to our efforts to maintain the improvement in safety achieved by this BGA initiative.

GUIDANCE FOR ALL PILOTS

If you are the PILOT,

- Start the launch with your hand on the release

SAFE WINCH LAUNCHING

SAFE AEROTOWING

KEY DOCUMENTS

How to Winch Launch Safely

(Video) - Part 1

Safe Winch Launching Leaflet

Safe Winch Launching

Summary Leaflet

Stop the Drop

Safe Winch Launching Poster

POPULAR SAFETY
RESOURCES

2016 Accident Review



resources set out on the BGA safe winch launching web page during flying training events.

<https://members.gliding.co.uk/bga-safety-management/safe-winch/>.

Training New Instructors.

Instructing can be highly rewarding, great fun, and at the same time is an enjoyable way of putting something back into the gliding club. Training to become an instructor improves flying skills and knowledge.

The BGA Assistant Instructor course programme can be delivered flexibly and comprises of:

A Teaching and Learning online BGA seminar, Instructor Course Part 1, Instructor Course Part 2.

Part 1 and Part 2 instructor training can be delivered either by a club Flight Instructor Coach (FIC) or on a BGA facilitated course run by a BGA supplied FIC. The outcome is the same, i.e. a trained instructor who after assessment by a Regional Examiner is issued with a BGA assistant instructor rating.

Club FIC's can get advice on how to deliver the course from their senior regional examiner who should also be contacted to help with the allocation of an examiner for the course assessment.

Post – course reviews

Please remember that once you have carried out your Assistant Rating training and testing, there is a 'post course review' that must be carried out no later than 18 months from the date that your instructor rating became valid. Contact your SRE through your CFI to arrange.

5 year refresher

Just a quick reminder that the 5 year instructor refresher is a BGA requirement. A refresher must have been carried out within 5 years of the date of revalidation (signed entry in the instructor's logbook).

Proving grounds

An interesting product for those clubs who wish to provide a stepping stone to the club or National ladder. The proving grounds website at <https://soaringtasks.com/> says:

The Proving Grounds platform provides a unique, low maintenance approach to member development.

Pilots fly fixed tasks and email their traces to a customized 'bot' for their club which returns time & average speed for successfully flown tasks automatically.

Pilots record their specifics on magnetic slips, then order the slips from fastest to slowest on beautiful, stainless steel task boards.

All you have to do is define the right tasks for your club. We ship you task sheets (laminated and loose), ranking boards, magnetic slips, a holder for the task sheets, even some felt tipped markers. All that's left for members of your club is to fly a task and record a result – for years to come.

Instructing younger pilots

Any instructing that we carry out needs to use large margins of safety, but flight with under 18s carries extra responsibilities. Why? Because operating with U18s carry extra legal duties (duty of care, reasonable steps to ensure that people will be safe... etc). Focussing on the instructing part of our responsibilities, we need to be clear that whatever we are doing could be judged as 'reasonable'. That might mean that operating the glider with very tight safety margins, for instance allowing a student to turn final very low or flying in very turbulent weather might not be a very good idea.



FI(S) Rolling Recency

If you wish to keep your FI(S) certificate valid, please note the rolling recency requirements of Hours, Launches, a Seminar and a 'Demonstration of Competence' with an instructor coach. Use this link for the easy access SFCL rules - <https://www.easa.europa.eu/document-library/easy-access-rules/sailplane-rule-book-easy-access-rules> and search for SFCL.360 for more detail.

Conclusion

We would like to wish all our fantastic instructors a great summer season.

Mike Fox, BGA Training Standards Manager

Colin Sword, Chairman, BGA Instructor Sub Committee

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