

BGA Basic Instructor Course Programme

How do I become a BGA Basic Instructor?

1. Talk to your CFI and check that you have the experience to become a Basic Instructor
2. Ask your CFI to ensure that you are adequately prepared for the course.
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. *The course coach cannot 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 BGA Instructor Form 1 and submitted to the BGA office.

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

Part 1 – trainee BI personal details and medical fitness

First name	
Surname	

I have read and understood and comply with the BGA medical requirements for instructors as detailed in BGA Laws and Rules. I am unaware of any reason why my fitness precludes me from flying with a student pilot or a passenger.

Signature:

Date:

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

The Basic Instructor Course should focus on safe flying / handling ability and good airmanship. Proficient general handling skills are essential and should be demonstrated during a pre-course assessment.

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 (45 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 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 and appropriate. 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 TMG.

A8 – Aerotow and aerotow launch failures.

Should demonstrate correct techniques and must be able to handle out of position. Failures should ideally be practiced in a TMG. Speed should be maintained above minimums throughout, and turns should be co-ordinated.

A9 – Winch launching

Winch launches and failures should always follow the standard safe launching profiles.

I confirm that the pre-course flying standard has been met:

Assessors name		Trainee BI name	
Assessors signature		Trainee BI signature	
Date		Date	

As the candidates CFI, I am satisfied that the trainee BI is ready to train as a Basic instructor.

CFI name	
CFI signature	
Date	
CFI's club	

Part 4 – The Basic Instructors Course

Coaches conducting the training will sign for the completion of each exercise and / or briefing. The pre-course required flying standards are identified in 3A above. The candidate must be able to teach the following flight exercises using standard terminology, e.g. pitch, roll, yaw and in a way that will be readily understood by the student. Refer to the BGA instructor manual.

FLIGHT EXERCISES TAUGHT	Satisfactory (coach signature)
Lookout	
Elevator	
Ailerons	
Rudder	

Candidates are expected to demonstrate a good standard of flying and airmanship as follows:

AEROTOW, including: <ul style="list-style-type: none"> • Pre takeoff checks • Normal launch • Launch failure (ideally in a motor-glider) 	
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WINCH LAUNCH, including: <ul style="list-style-type: none"> • Pre takeoff Checks • Normal launch • Launch failures – Straight ahead 	
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CIRCUITS, including: <ul style="list-style-type: none"> • Normal • Too high • Running out of height 	
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APPROACH CONTROL	
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LANDING	
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The following stalling and spinning exercises should be flown by the candidates as a refresher. They are NOT expected to fly these complex exercises precisely but must demonstrate the correct recovery in each case. The emphasis should be on stall/spin avoidance.

STALLING, including: <ul style="list-style-type: none"> • “Mush” stall and recovery • Nose drop stall and recovery • Wing drop stall and recovery • Reduced “G” not a reliable stall symptom • Ineffective elevator at the stall • Higher speed stall • Stalling speed increases in the turn • Changing effect of rudder near the stall • Wing drop ‘departure’ from an incorrect winch launch recovery 	
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SPINNING, including: Spin and recovery Spiral dive and recovery	
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Candidates must demonstrate a reasonable understanding of Threat and Error management as applicable to the activity, including new potential threats and errors resulting from flying with a student pilot.

THREAT AND ERROR MANAGEMENT	Satisfactory (coach signature)

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

MANAGING A STUDENT, including: <ul style="list-style-type: none"> • Assessing student needs 'on the day' • Student briefing 'on the day' 	Satisfactory (coach signature)

Candidates must demonstrate a simulated 'First Flight', including flight exercises.

A 'FIRST FLIGHT'	Satisfactory (coach signature)

Candidates must be briefed on the following topics and demonstrate reasonable understanding:

Topic	Satisfactory (coach signature)
1. The BI rating – purpose, limitations, responsibility	
2. Threat & Error management	
3. Preparation for flight including DI and positive checks and pre-flight ABCD.	
4. Flight planning inc weather and NOTAMs	
5. Student care	
6. Basic theory of flight and how the aircraft is controlled in flight	
7. How to teach a skill – the flight exercise	
8. Launching, launch failures, circuit planning, approach control & landing	
9. Stalling and spinning	

General Assessment of the Candidates Performance During the Course

Candidate: I agree that I have received the training outlined in Part 4 above:		
Signed:	Name:	Date:
Coach: I agree that the above is a true record of the training given:		
Signed:	Name:	Date:

Course Completion Certificate (to be certified by the BIC/FIC 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

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	A variety of winch launch failure practices BEFORE INSTRUCTING ON WIRE LAUNCHES	
3	A 'first flight' including the flight exercises	

I certify that..... has passed the acceptance test.

CFI name:

CFI signature:

Date:

Part 6 – Other Information

For all BGA instructor revalidation/renewal requirements, see BGA Laws and Rules 'Instructor Requirements'.

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

Rating Suspension Following Accidents

If any BGA Instructor has an accident whilst gliding or motorgliding, then the instructor is to stop using instructor privileges until the CFI and the Senior Regional Examiner have assessed the situation. 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. See BGA Laws and Rules 'Instructor Requirements' for details.

THIS COMPLETED COURSE PROGRAMME MUST BE SENT TO THE BGA OFFICE WITH THE COMPLETED INSTRUCTOR FORM 1
