

## *Introduction*

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

## *Taking Over Control in Time*

I make no apologies for repeating the BGA safety advice to instructors regarding timely takeover. The advice is:

- Brief the exercise to be flown and practiced; ensure the conduct of the exercise and the flight are understood by all involved.
- If the student does not follow the brief, take over early enough to demonstrate or teach again.
- Take over immediately if the student makes a potentially dangerous mistake, no matter the circumstances.
- In any case, take over before the situation gets beyond the student's comfort level.
- Do not give back control to P2 if you have taken over near the ground.

## *Launch Failure Messages*

The following message is contained in a recent safety briefing, which can be found here: <https://members.gliding.co.uk/wp-content/uploads/sites/3/2017/02/Land-Ahead-Winch.pdf>

Please help the safety committee by communicating the points contained in it, repeated below:

The instructors' manual and the safe winch launch leaflet/booklet teach:

After power loss in mid-launch, adopt the recovery attitude, wait until the glider regains a safe approach speed, and land ahead if it is safe to do so. Why not turn? The BGA has been teaching 'do not turn' because:

- After a push-over the airspeed can be less than the attitude would suggest.
- Turning before the glider has accelerated to a safe speed after a launch failure can cause the glider to spin. After commencing a turn, although the glider may have sufficient airspeed to avoid a stall and spin, no landing area may be immediately available, and this can expose the glider to other hazards, which can prevent a safe landing. Sink is one such hazard, often associated with strong winds and wave. A glider making a 360° turn in still air at a bank angle of 35° and 50kt typically descends by only 70ft. But with 15ft/second sink the height loss in a 360° turn is over 400ft. If the launch failure was at 300ft the glider would crash before completing a 360° turn.

The existence of additional hazards from a turn adds force to the advice: LAND AHEAD IF IT IS SAFE TO DO SO.

If you are very experienced, you may sometimes be winch launching in challenging conditions. If you have a launch failure we would urge you to land ahead if it is safe to do so.

### **Wheel Brakes on Gliders**

There have been a couple of incidents lately which involve near misses with gliders and motor-gliders almost running into obstacles. While pilots should of course plan their flights so they are not reliant on the wheel brake, it is nice if it works when a pilot makes a mistake. Wheel brakes may not be seen as particularly important when operating from a muddy grass field, but they *are* if you suddenly find yourself heading for an obstacle. Quite apart from all that, if the wheel brake is part of the design, then it must be maintained to work efficiently.

### **Website / Instructing / Examining Documents**

Although the BGA has a small paid staff, most of its work is carried out by volunteers. While the senior volunteers and paid staff do their best to provide as good a service as possible, we do not have teams of people constantly reviewing documents. Please – if you find a mistake on a webpage, online form, theoretical exam or communication, please tell us about it. You can e-mail the office – [office@gliding.co.uk](mailto:office@gliding.co.uk) or contact me – [mike@gliding.co.uk](mailto:mike@gliding.co.uk)

### **K7 / K13 Hooks**

An interesting incident occurred lately concerning a passenger in the rear seat of a K13. The passenger had been asked to keep his feet off the rudder pedals in the back seat. He found the best way to do this was to put his feet down by the hook on one side of the glider. This meant that the pilot in the front could not operate the hook mechanism with the yellow 'knob'. Beware!

### **Other Unintended Consequences**

Alan Smith sent us this picture of him sat in a glider to illustrate how easy it might be for the stick - in this case in a K13 - to unlatch the straps. He states that this has already happened to him, fortunately while on the ground. Could be interesting during, perhaps. a slow loop.... If you find this is a problem for you, it might be possible to reposition the straps by lengthening or shortening lap or shoulder straps. Of course, keeping the lap straps in your lap is the ideal.



### **Use of Simulators**

Every glider pilot just wants to be flying, but there are rare times when flying can become frustrating and expensive for little gain. When training instructors, it is very easy to spend an entire 4000' aerotow discovering that the trainee instructor really didn't understand the brief, or lacks timing or patter skills to get the most out of the flight. This is where a simulator can help a great deal. You don't need to be very good at flying the sim, or even flying the aerotow (!). You can set it up to start the simulation at 5000' and then have a go at some of the exercises. Even approach control and circuits can find some value – especially for getting the patter out. I have found that once this initial 'knocking off or the rough edges' is done, the real flight represents much better value!



### ***Instructor Coach Authorisation***

To clarify the system that allows senior instructors to sign Assistant Rating course B module exercises as complete:

- Coaches must hold a valid Full Instructor Rating
- They must be willing to attend an FIC seminar (this is not a requirement for initial qualification, but Coaches should attend a seminar at their earliest convenience)
- Demonstrate competence to their club CFI

CFIs should maintain a list of authorised Instructor coaches for their club.

### ***Instructor Course Trial***

As part of the on-going 'tweaking' to the new instructor course, we are looking for a number of candidates who would be willing to subscribe to a modified instructor course. The trial would involve reducing the commitment to travel by attempting to remove (and rearrange the elements of) the C module.

If you know any candidates who would be interested in taking part in such a trial, whether current BIs or not, I would be interested to hear from CFIs or instructor coaches.

### ***New Season, New Knowledge, Refreshed Messages***

As usual in spring, it's time to knock the rust off those flying skills and get back in the air to overcome some of the lack of currency, which is bound to affect us all. While conducting seasonal refresher training, it's always nice to have some topical reading to refer to, especially if the weather doesn't play ball.

You may have noticed by now that Laws and Rules does not contain Recommended Practices any more. These pieces of advice have been moved to a new location – Managing Flying Risk – which is given a more prominent presence in Laws and Rules. The RPs are joined by all sorts of other bits of advice related to managing risk when flying. It's well worth a read, as some sage advice that was perhaps less easy to find is now given a new platform.

You can find it here: <https://members.gliding.co.uk/wp-content/uploads/sites/3/2015/04/Managing-Flying-Risk-.pdf>

There is now quite a collection of safety briefs on the BGA safety page that can provide some interesting reading and viewing – there are some safety videos on there as well.

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

### ***Instructor Manual***

The instructor manual is undergoing a refresh at the moment and all the comments I have received are being considered and incorporated. There is still time to have your say. If you think something needs altering or changing in the manual, drop me a line –

[mike@gliding.co.uk](mailto:mike@gliding.co.uk)

We will then be putting the manual on-line!

### **Available Assistant Rating Modules (at the time of publishing):**

Course	Dates	Location	Places
BGA FI			
A Module	13th - 14th May 2017	Devon & Somerset - North Hill	8
A Module	27th - 28th January 2018	London GC (Dunstable)	8
C Module	1st - 2nd April 2017	Border GC - Millfield	Full
C Module	29th - 30th April 2017	The Gliding Centre (Hus Bos)	2
C Module	6th - 7th May 2017	London GC (Dunstable)	1
C Module	8th - 9th July 2017	Cambridge GC - Gransden	4
C Module	15th - 16th July 2017	London GC - Dunstable	4
C Module	21st - 22nd April 2018	London GC (Dunstable)	4
D Module	26th Mar 2017 - 1st Apr 2017	London GC (Dunstable)	2
D Module	30th Apr 2017 - 5th May 2017	Norfolk GC (Tibenham)	2
D Module	14th - 19th May 2017	SGU - (Portmoak)	2
D Module	25th Jun 2017 - 1st Jul 2017	York GC (Rufforth)	3
D Module	9th - 15th July 2017	Buckminster - Saltby	4
D Module	24th - 30th July 2017	London GC (Dunstable)	1
D Module	24th - 30th September 2017	The Gliding Centre (Hus Bos)	3
D Module	15th - 21st October 2017	Bicester	4
D Module	23rd - 29th July 2018	London GC (Dunstable)	4

### **Finally**

We wish all instructors a great flying season instructing, soaring, motorgliding, or indeed whatever your flying passion. Stay safe – here's to good weather in 2017.

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

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March 2017  
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