

Issue 7/Autumn 2017

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

Winch hook-ups and Guillotines

Since the last training news, there has been some focus on advice following an inability to release the cable at the top of the winch launch. There have been two incidents fairly recently. One involved a K13 which was winch launched on the nose hook. This resulted in the pilots being unable to release the cable at the top of the low launch due to angles and tensions and the K13 began to dive uncontrollably. The winch driver guillotined the cable, which resulted in a safe outcome. Another incident resulted from a possibly incorrectly adjusted hook and an additional problem with the back-release. This time it was lucky that the weak link broke.

I know this is an instructor newsletter, not a winching one, but I wonder if we need to ensure that our club winches have regular guillotine safety checks. We also need to ensure that the winch drivers know that this does happen occasionally, and if they are in doubt about the situation that they must Guillotine the cable. In the two examples above, the winch driver was reluctant to use the Guillotine. The Guillotine may be the only option if we can't release for some reason at the top of a winch launch.

Old Skool

As time filters through our collective fingers and circumstances and equipment changes, it is sometimes easy to forget some of the advice that our wily old instructors taught us back in the stone age gliding era. Bits of advice like which wing to hold when retrieving gliders, to not leave canopies open unattended etc are, in some cases no less relevant today. I was standing next to a Discus with the canopy shut and not locked recently, when the wind blew the canopy open and slammed it shut again. Fortunately nothing was damaged. I have seen a video of a Puchacz, with the wingtip walker on the downwind wing being blown away in the strong wind.

There is one thing that we do need to change as the years go on. We still see instructors bellowing across the airfield 'CANOPY' or 'CHANGE WINGS'. Unless that canopy is imminently going to slam shut, please don't shout! Shut it yourself and have a quiet word. If you promote this sort of environment, when someone DOES shout, everyone jumps. If instructors shout all the time, it's normal....

Sideslipping – slipping?

One of the old skills which really mattered when spoilers were not as effective as modern airbrakes was side-slipping. It is a skill that seems to be slipping away. It may not be as relevant as it once was,

but side-slipping can be very useful, especially when you are an instructor. Pupil decides to land ahead after a launch failure, and you are sat in the back not sure if you will stop before the end of the airfield? A sideslip will make it certain that you can. Perhaps you are landing in a small field on a cross country and misjudge the wind. You are overshooting. A sideslip, even just a few seconds, at height, can make things look much more comfortable. There is no mention of side-slipping in the instructor manual. Perhaps there should be.

Three year revalidation seminars

If you have an EASA licence, and are exercising the privileges of an instructor certificate, you will be aware, I hope of the revalidation requirements. One of the options is a revalidation seminar. I just wanted to remind instructors that that seminar can be attended anytime in the three-year revalidation period of the certificate. You don't even have to leave it until the last year. Please attend one of the seminars held fairly regularly around the country. We can accommodate a large attendance at all these, but it's no good getting to the last 6 months and finding that there is no convenient seminar for you.

Instructor course rumours

No – there is no juicy gossip here – sorry! However, almost all of the candidates we have on instructor courses get half way through their training and start to enjoy themselves, much to their surprise! There seems to still be this misnomer that on instructor courses we 'run you down until you crack, before building you back up as a standard, superhuman, BGA instructor'. Ok – that might be a slight exaggeration! However, please – when you chat to prospective instructor trainees, could you keep it positive? Candidates are nervous enough without rumours reinforcing their angst! Almost without question, the candidates that complete their course seem to have a positive experience. If we could communicate that to potential candidates, we will have more instructors training, which will take the pressure off YOU!

In addition, the vast majority of instructor candidates now successfully complete the course. In the past, we had quite a high drop – out rate during or after the end of the 9 day course when a candidate did not successfully complete the course. This is no longer the case. If a candidate starts a D module, they will, almost without exception, complete it satisfactorily.

Instructor Coach authorisation

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

- Coaches must hold a valid Full Instructor Rating
- They must attend an FIC seminar (this is now essential)
- Demonstrate competence to their club CFI

BGA Instructor coaches must now register with Liz in the BGA office. Contact Lizzie@gliding.co.uk

Online resources

We now have a page on the BGA website dedicated to resources designed to make your life as an instructor easier and 'slicker'. (<https://members.gliding.co.uk/pilot-resources-flying-training/instructors/instructor-resources/>) The Instructor manual is now online (it is also available as a printed version from the BGA shop, and given to trainee instructors). There are some example videos for your use, video patter, which you may be able to use before flying with early students and

an MP3 of the patter for new instructors. There is a little aide memoir (Instructor reference cards) in .PDF form so you can stick this on your smart phone and use for pre-flight briefings out on the airfield. It has lots of new diagrams designed and drawn by Steve Longland, and links to the odd video. We hope to develop this resource in time.

Early takeover

We are still seeing instructors having accidents due to taking over control of the glider too late. No matter how experienced we may be, we all need to follow the BGA guidelines on Taking over Control found in the following link:

<https://members.gliding.co.uk/library/safety-briefings/takeover-control-guidance/>

Deaf pilots

We recently received an inspirational chat from John Donovan regarding the training of deaf pilots. It seems that gliding is an excellent option for a deaf pilot due to our low reliance on radio, and our inclusion of any and all to become a glider pilot. If there is any interest about learning to fly from anyone from the deaf community, please contact John directly. There is also a web site:

<http://www.deafpilots.co.uk/>

Epilogue

We wish all instructors a pleasant winter with a bit of flying to keep the cobwebs away!

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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