

Introduction

After an extremely busy summer getting out and about meeting as many folk at clubs as possible and coaching on BGA led instructor courses, I very much realise the need to keep good communication with the instructor community. We hope Instructors, Coaches, Examiners and Introductory Flight Pilots enjoy receiving this newsletter, it is the intention to deliver this quarterly. If you have anything that you would like to add next issue, or any comments please drop us a line – stu@gliding.co.uk

Instructor Succession Planning

At the beginning of the year, we wrote to CFI's asking for their requirements for the BGA to support their clubs with either Part 1 or Part 2 instructor training courses, a big thank you to those who responded, this has allowed us to provide the training required in a timely and efficient way. It is notable that some clubs are now successfully providing this training internally; however, many clubs are particularly seeking the BGA to provide Part 2 training, whilst this response was more prevalent at clubs that have some training limitations such as launch method or training glider capability, most felt that experience away from their own club was also beneficial. The BGA remains geared to support this training centrally and can assist should a clubs Flight Instructor Coach become unavailable, if you have an instructor training requirement, please contact the office so we can assist. As instructors naturally retire from gliding, succession planning at club level is vital for the continued health of any gliding club and the challenge of identifying suitable candidates remains a priority for every CFI/clubs succession plan; positively, the candidates that have come forward this year have been of a high standard and enthusiastic to share their passion with others, please keep this focus and encouragement of your members with instructor potential.

Safe Winch Launching

It is well understood that the positive impact of the Safe Winch Launching campaign over the last 15 years has been profound, pilots are very aware of wing drop and immediate release and continue to react positively; however, moving further into the launch there have been at least two over-rotation accidents this year where the glider has stalled and spun on the wire, both resulted in the total loss of the glider and in the second case life changing injuries to the pilot. Whilst the message seems to be reaching the majority, please re-emphasize the need to leave the ground at a very shallow climb angle, accelerate to a safe climbing speed then with continued positive acceleration take 5 seconds to achieve the climb angle, in a modern training glider the application of up elevator should not be necessary/minimal. This year at every club I have visited there has been at least one person that needed a debrief on their technique due to significantly compromised safety, thank you to the instructors who helped follow this up with tact and diplomacy. If you haven't seen them recently, the professionally produced video simulations are an invaluable refresher for instructors and resource whilst teaching:

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

Safe Aerotowing

The need for total focus whilst flying the aerotow without distraction is an area where a number of tug pilots and CFI's have advised they are growing increasingly concerned; whilst concerns in relation to remaining focused on the tow have been previously highlighted and seem to have some impact in areas such as not putting the gear up, closing DV panels, opening vents and selecting frequencies/waypoints etc, there have been continuing concerns and questions from some CFI's about even the basic competence of some visitors to aerotow only sites where a good standard of station keeping behind the tug is essential to Safe Aerotowing, if your members are taking an expedition to a wave or aerotow hill site this winter where these conditions are prevalent, please encourage them to be in practice, current and fully conversant with eventualities in the event of a launch failure. The professionally produced video simulations are an invaluable refresher for instructors and an excellent resource whilst teaching, there is also the video by Tim Bromhead of PureGlide on YouTube concerning tug upsets which makes for some sombre viewing:

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

<https://www.youtube.com/watch?v=5cpqFzhM9dY&t=15s>

Air Exercise Briefings

Prior to flying a new lesson with a student, the instructor will have given the 'long' theory brief to provide the underpinning knowledge required, immediately prior to the lesson a short brief covering the Aim, TEM and the exercise delivery using a small white board is required, from feedback, it seems not all instructors are currently delivering this. Please ensure this is part of your instructing regime, a useful guide can be found at:

<https://www.youtube.com/watch?v=TnawM5pk0co&t=316s>

For those instructors who were trained prior to the modular or Part1 & 2 course the Teaching and Learning part of the modern instructor course is held online for new instructors; however, any existing instructors wish to take part for their own interest and to give new instructors the benefit of their experience during any discussion, you are most welcome. Contact Liz Pike in the BGA office to register as an existing instructor. lizzie@gliding.co.uk

Post Course Reviews

This was mentioned in the last newsletter, but oversight of this has been an issue this summer, please remember that once you have carried out your Assistant Rating training and testing, the 'Post Course Review' needs to be carried out no later than 18 months from the date that your instructor rating becoming valid. Contact your SRE through your CFI to arrange.

Front End Sustainers

These have become increasingly popular and allow something to be extracted from days when soaring conditions are marginal or set up further away from a gliding site. The safety of personnel around these gliders, particularly whilst launching, needs special consideration given the obvious potential of serious harm to those launching the glider. We are exploring best practice guidance for the operation gliders equipped with FES, in the interim, the responsibility to ensure the FES is inhibited without the possibility of operation whilst preparing for conventional launching by winch or aerotow is imperative, whether that is a physical key confirmed as removed (I am aware of a pilot with a Velcro tab on top of the coaming so all can see the key is out and propellor is safe) or confirmation the switches are safe to ensure launch crew are not exposed to the risk of a live propellor whilst launching. If you have experience and thoughts on mitigating this risk, please contact stu@gliding.co.uk

Winter Training

As we move into the winter please use additional vigilance to deliver safe, high quality training to the next generation of glider pilots, a thorough assessment of the days conditions is essential before deciding the way forward for you and your students on any day. Many clubs now have incredible simulators and these can be used to really explore a student's depth of knowledge when the weather is unsuitable, like my predecessor, I am a fan of utilising a motor glider to ensure time is available to deliver training outside of the soaring season; additionally, group theory briefings and other winter training opportunities such as delivering a course of Bronze theory lectures or perhaps committing to gaining a FRTOL by joining the theory training are all worth highlighting to your students.



Introductory Flights

The addition of the Introductory Flight Pilot (IFP) endorsement to the Gliding Certificate has brought additional flexibility to club operations, but does mean there are limitations as to when it is appropriate to use an IFP, for example, when a person arriving at club has previous experience the temptation to use an IFP needs to be avoided, as the IFP is not permitted to hand over control or deliver instruction. If you are a former instructor that has become an IFP, it could be worth exploring your options to regain your rating with an examiner.

Conclusion

It seems it has not been a great soaring season unless a Junior or a mountain pilot, but there have been some outstanding distances on the ladder. Please stay focused this winter to deliver safe training and mindful supervision to your students.

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