

Introduction

The finale to the BGA Instructor training season proved a busy affair with a number of successful instructor courses completed with very well prepared candidates; unfortunately, it won't come as news that the subsequent winter weather has been particularly unkind and has seen one of the continually wettest winter periods in recent history. This will have an impact not just on our newest (and freshest) instructors, but all of us in terms of currency. As the conditions improve and many instructors (let alone pilots) have not had a flight of significance since October, please think about the safety and supervision of the entire operation. Many will be rusty in every aspect, from unpacking the hangar, daily inspection, glider and launch point administration, operation of ground equipment, towing out, and launch procedures. This is before we actually get back in the glider for check flights and training. Key here is: please take your time and plan on achieving less, but safely for the first few weeks. Perhaps consider organising a safety/training day at the club prior to the season led by the CFI and Club Safety Officer?

Basic Instructors

It is well understood that we have a declining population of rated instructors, as they naturally retire from gliding. It is important to recognise they have served their clubs and the wider gliding movement so well, having given their time to inspire many to go onto further things in gliding and aviation. This reduction in numbers will pose a challenge for some of our clubs to continue to offer volunteer-based training to their members. About one third of the entire gliding instructor cadre are BI's. Many are young and enthusiastic and have access to funding opportunities/bursaries via organisations such as Launchpoint, Air League, Royal Air Squadron etc. If you are a BI (of any age) please consider having a conversation with your CFI about stepping up to help your club by trading your BI rating for an Assistant rating. Especially if you are already a BI, the part 1 work is relatively straightforward. It can be completed at your club with an FIC. Part 2 can potentially be carried out with an FIC locally or on a BGA course. The provisional BGA course schedule is at the end of this newsletter.

Whilst the current SFCL plan in Sept 2025 may see the BI rating become redundant, the BGA is campaigning with a receptive CAA and it is hoped to allow it to continue. As it stands, the minimum requirements to become an instructor under SPL rules will be 100 hrs and 200 launches PIC, which is a significant increase from the current BGA requirements. There is a huge overlap between the syllabus for the BI course and the part 1 course, CFI's may wish to encourage suitable candidates to do the BI course, simultaneously with their part 1. Experience in doing introductory flights may help towards successfully completing part 2.



Thank you to all who trained as instructors in 2023!

Instructor Manual – Edition 5

A surge in demand means that Edition 4 of the instructor manual is no longer available in print format via the BGA Office. It remains available online and has been partially updated. Work to deliver edition 5 continues during 2024: a huge thank you to those who are contributing. Once this is finalised it is planned to be available in print.

<https://members.gliding.co.uk/instructors/instructor-resources/instructor-manual/>

E is for Environment – ABCDE

Last year the importance and requirement to conduct a pre-flight walk round of the glider was stressed prior to boarding the glider to confirm its integrity. Prior to getting into the cockpit, the best practice of conducting an ABCD check was emphasized to become the adopted norm. Further to this the I&E committee see significant benefit in **the addition** of E to this, to consider the Environment prior to the flight, so how is the weather, wind, field conditions for take-off and landing going to affect the flight? These two elements combined are a final chance for pilots to be sure of the integrity of their aircraft, catch a missed check and appreciate the conditions of the day.

Effects of Controls – Initial Stall Demonstration Removed

A question that arose several times last year and is worthy of further clarification is that of whether instructors should conduct a first gentle stall during the initial effects of controls exercise? We can confirm this has been removed from this exercise and that there should be no stall whilst teaching the effect of the elevator to early students, please do discuss at your club and work to delete, 'That was in fact a stall!' from your patter. This will be corrected the relevant section of the instructor manual imminently.

Long Theory Briefings

Before flying a new lesson with a student, the instructor will have given the 'long' theory brief in a classroom environment to provide the underpinning knowledge required. This brief will take about 30-45 minutes depending on the subject with reference to the instructor manual and involve a discussion to confirm understanding. If you are unsure of the depth or what is required please speak to your CFI, an FIC or RE to sharpen these skills. This is an important pre-requisite to the 5-10 minute short brief on the e-airfield, preferably using a small whiteboard, where this knowledge is re-enforced.

Post Course Reviews

It is great to see almost 30 new Assistant Instructors trained in 2023. Please remember that once you have carried out your Assistant Rating training and been issued with your rating, the 'Post Course Review' must be carried out between 6 and 18 months from the date that your instructor rating became valid. Contact your SRE through your CFI to arrange.

Weights and Measures

Christmas (over) indulgence can have an impact on all of us, so some food for thought. I've checked and changed my scales a couple of times since Christmas and decided on a lifestyle change, with the exception of a few new gliders to the market, virtually all gliders have a seat limit of 110Kg, including club training gliders. The average parachute borders on 7Kg, so this leaves 103Kg, allow 4 Kg for your clothes and boots and we're at 99Kg available when we step on the scales in the bathroom. So to put that in imperial, if you weigh more than 220lbs or 15St 10lbs unclothed, you will struggle to be inside the design limits of the glider seat. Of course some gliders that have perhaps been repaired (or just got heavier as they absorb moisture) may have even lower limits, if you have a type in mind that has a higher limit than 110Kg please e-mail me.

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BGA Led Instructor Training Course Schedule 2024

The provisional BGA led course schedule is as below, courses can be booked online or via Liz at the office. Please check the website for further updates, as further **Teaching Training** and Learning Seminars will be offered in the spring. These courses allow the student instructor to complete each phase of training at a ratio of usually one coach to two students over a period of six days.

Date	Course	Location
30/01/24 – 01/02/24	Teaching & Learning	Teaching & Learning
20-22/02/24	Teaching & Learning	Teaching & Learning
8-13/04/24	Part 1 Course	Usk (Full)
13-18/05/24	Part 2 Course	Husbands Bosworth
19-25/05/24	Part 2 Course	Scottish Gliding Centre (Full)
03-08/06/24	Part 1 Course	TBA Southern England
14-20/07/24	Part 2 Course	Scottish Gliding Centre
09-14/09/24	Part 2 Course	Husbands Bosworth
15-20/09/24	Part 2 Course	Saltby
07-12/10/24	Part 2 Course	TBA Southern England
13-18/10/24	Part 1 Course	TBA Southern England

Conclusion

Thank you for your continued support as instructors, without your commitment this sport would not be the accessible route to flying it is for all, we wish you a safe and enjoyable year ahead gliding, please contact us with anything you feel will be of interest and we look forward to meeting many of you during the coming months.

Stu Naylor, BGA Training Standards Manager

Grinner Smith, DTO Head of Training

Rose Johnson Chair, BGA Instructors and Examiners Committee

January 2024

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