

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.

Visiting Pilots

It is inevitable that different clubs will have varying systems when it comes to the physical process of getting a glider airborne. Different ways to tow the aircraft out, different timings for positive control checks, differing checks as the cable is hooked on, etc. There have been a couple of accidents and incidents lately where visiting pilots have 'slipped through the gaps' in the differences between their home club and the club they are visiting. I have even heard that visiting pilots refuse to do things the way the host club wants them doing...

Instructor Course Coaches

Please remember that, during the club based B module part of the instructor training, the coaching that is carried out is very definitely part of the course; it is not preparation. This means that these club coaches need to be authorised. If you wish to be authorised to conduct instructor course coaching as part of the B module, you need to be a Full rated instructor and be authorised by your CFI. Of course, in order to be a good coach, you need not only to be a very competent instructor yourself, but also up to speed on the conduct of the course training. If you are an instructor coach, we are always more than happy to welcome you onto any of the central course modules, and we do run seminars for club instructor coaches from time to time. Contact me to arrange.

Spinning the K21

I make no apologies for repeating the information below:

If you use the K21 for spin training, there have been a few important amendments to the flight manual with reference to using the tail weights and spinning over the years. I urge **all** K21 pilots to read the flight manual supplement available from the Schleicher website:

http://www.alexander-schleicher.de/wp-content/uploads/2015/02/210_TM04B_E_HB.pdf.

A specific issue is the surprise notion that moving the stick to the front stop to recover from a spin is not recommended. If you use the K21 for spin training then please – you really **must** read the flight manual supplement linked above. Hopefully it's already in your K21 flight manual if you use the spin weights.

EASA Transition Update

You're probably aware that the due date for transition to EASA licensing has been extended to April 2018. There is work underway at a high level in Europe to simplify the existing EASA operations and pilot licensing rules for gliding. This means that there is every chance that the transition period may well be extended further. We'll hear more on that next year. Meanwhile, we are exempt from any requirement to use EASA operations rules or licensing privileges.

Under the terms of published CAA exemptions, the UK continues to use national requirements, including BGA requirements.

The BGA Executive Committee and the Instructors Committee recognise that the previously published BGA Instructor Requirements had been written in anticipation of the then expected earlier transition date. To clarify the current situation, ie continued use of the BGA gliding certificate and endorsements and ratings, the published BGA Instructor Requirements have been updated to reflect reality. <https://members.gliding.co.uk/library/bga-requirements-guidance/instructor-requirements/>

The amendments are marked in colour. Please note that no additional requirements have been added and the instructor revalidation process remains unchanged. The objective of the update is to underline the continued use of BGA systems whilst recognising EASA licences and instructor certificates.

BGA Three and Five Year Instructor Refresher Training

The BGA requirements and guidance for the revalidation of Assistant and Full instructors is as follows:

Revalidation (ratings lapse after 12 months unless revalidated):

Recommendation for revalidation to the BGA from the CFI based on **any two of:**

- At least 15 hours P1 sailplane and/or SLMG in the 12 months previous to the date of revalidation of which at least 10 hours or 20 launches in a sailplane and/or SLMG are instructing
- A refresher within 5 years of the date of revalidation
- Test by a BGA Regional Examiner or BGA FIE (signed entry in the instructors logbook)

Some may ask “where has the 3 year refresher gone?” It was felt that CFIs would fly with their instructors probably more often than 3 years in any case, and so we wanted to simplify the central system to allow CFIs to carry out their own checks as required. The 5 year refresher remains as an in-depth refresher.

Stalling as Part of the Initial Elevator Demonstration

It was decided after much discussion at a recent BGA Instructor Committee meeting that the stalling part of the initial elevator demonstration (you know, the bit that ends with ‘in fact, that was a stall’) would become optional. I’m sure instructors will make the correct decision about when to use it and when it’s not necessary based on primacy / personalities etc.

Full Cat Resources

There has been a ‘lull’ lately in the take-up of training and testing for the Full rating. This was, I presume, due to the onset of EASA instructing and examining. With the spectre of EASA licencing fading a little in the short / medium term, we have a renewed need for BGA Full Rated instructors. With this in mind, we have produced a refreshed Full Rating training and testing booklet. This booklet contains advice for instructors and hopefully clarifies the process of becoming a Full rated instructor. It can be found here: https://members.gliding.co.uk/wp-content/uploads/sites/3/2016/07/Full-Rating-Booklet-v1_1.pdf

Early Cross Countries and GPS Moving Maps

The Navigation Training and Testing document on the BGA website has been amended with the following text:

Although navigation training should ensure that pilots become skilled in basic map and compass navigation techniques, it is recommended that when inexperienced pilots are flying cross country they are equipped with a suitable GPS moving map. Where the airspace around the planned flight is complicated or not defined by ground features a moving map becomes more important.... Infringements of controlled airspace are dangerous and ultimately result in curtailment of the freedoms to fly that all pilots need and enjoy. Instructors must support early cross country flying with this in mind.

I would personally add to this that as instructors, we should encourage the use of GPS moving maps for all pilots flying cross-country – especially if you fly close to any airspace. We really cannot afford in modern times to mess this up.

Duty Instructing Days, Tiredness and Accidents

We all know that a day out on the airfield as a Duty Instructor can be tiring. I can certainly relate to the feeling! The fact is that we all have differing capacity for the amount of time we can spend actively supervising, assessing performances, being quizzed by students, briefing and, of course, flying and instructing! If you do it properly, instructing is extremely tiring. RAF aviation medical research shows that the correlation between how tired you feel (and therefore your own perceived ability to carry out a task) is 'ABYSMALLY RELATED' to your actual performance! Of course, we all feel 'in the moment' that we are invulnerable, and a couple of extra launches will be fine. If you have been flying / instructing / working hard all day, doing another five winch launches on an evening trial lesson visit may not work out well. Make sure you have a proper break in the middle of the day if you are the only duty instructor and you have been on the airfield since 8am. Remember - you really can't tell when your performance is ebbing away - you need to pace yourself sensibly.

Refreshing Lapsed Instructors

As you may be aware, if you allow your instructor rating to lapse, it must be renewed. This process is fairly painless as long as it is done within a 5 year period. Beyond that, it gets more complicated, perhaps requiring the ex-instructor to redo an instructor course. However, if we get a few people with similar requirements in terms of the refresher required, it may be that we can put on a more bespoke course for a group of these candidates. If you know of anyone who might like to take advantage of this opportunity, please get in touch. As we are still not bound by EASA we can arrange training tailored to the individual in some cases.

Instructor Course Help

If candidates are struggling with any part of the course, BGA volunteer coaches can probably help. Drop me a line, and I will attempt to line up candidates with volunteers.

Epilogue

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

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