



Instructor and Coach **NEWSLETTER**

Welcome to the winter 05/06 edition of the Instructor and Coach News Letter.

Another mixed start to the season – followed by a mixed middle and a mixed end. Not sure how it's been nationally but I've had more hours abroad this year than at home (and not for the first time!).

2004 turned out to be a bit of a strange one, records falling all over the place, greater total cross country distance than any previous year – yet the weather overall was pants! Apparently there were a few epic weekends and for once everybody was available and at the right sites. Personally I'd rather have had a repeat of 2003 with lots of flyable days. Here's to 2006 – it's going to be a good year.

Bit late/early now to be reminding people of spring thermals and the like so I won't bother. Things have been a bit hectic with various systems coming into place and other ones in urgent development. Then there was Single Payment Subsidies courtesy of our lovely government to attend to. None Stop!

Thanks to those (two) who provided feedback to the last edition.
Please keep your letters and feedback coming in; you can make a difference.

All responses/contributions/suggestions/articles/letters to:
(in order of preference) NB please note new fax no. and new address.

Email: david-thompson@bhpa.co.uk (please send attached files as 'MS Word' or 'text')

Fax: 01792 469244

Snail mail: Typed, no hand written please. Dave Thompson, 18 Trafalgar Place, Brynmill, Swansea, SA2 0BU

FROM THE PILOT TRAINING PANEL

Schools' Insurance Cover Abroad Extended from 60 to 120 Days

At the end of November, the Insurance Panel negotiated an extension to the 60 day restriction on cover for training abroad. Schools and instructors whilst working for them now have 120 days aggregate operational cover outside the UK in any year of registration/membership. The change takes effect immediately, regardless of the date of School re-registration so an additional 60 days are available immediately.

However, please note that the cover cap of £25,000 still remains, and the USA and Canada are totally excluded from any cover at all. The cover relates only to instruction and is not in addition to instructors' personal flying abroad. Any period of time spent abroad either equipped to instruct or with an intention to instruct, by an instructor will count as time abroad by his/her school and the onus of showing that the 120 days has not been exceeded rests with the school and instructor. The policy operates as an excess to any other policy that the school or instructor may have. This is a summary of the change, and is subject as always to policy terms which can be obtained via the BHPA's insurance officer or via the main Leicester office.

EP Training

Schools are reminded that Phase 2 of the PG hill training syllabus is about 'Ground Handling' skills and should not be seen as the first time that students can get airborne. Emphasis should be on correctly inflating the glider, controlling the glider, turning the glider and collapsing the glider. All of which can be done on flat ground and does not require actual flight. The instructor notes are carefully worded as it is impossible to rule flight out at this stage and also it is accepted that towards the end of exercise 7 it may be helpful for the student to be one or two feet above the ground. However, this does not mean flights should be the norm and certainly not the goal for the initial attempts at inflating the glider.

REMINDER: Student training abroad.

This is just a reminder that the system for

training abroad was simplified to make the paperwork easier for all concerned. Any school wishing to train students abroad must fill out the 'student training abroad' form which is then filed at head office. A form must be filled out for each trip and be lodged with Head Office before the trip commences. Check the TM for details. The form is available from BHPA Head Office in both hard and electronic format and is available as a PDF on the BHPA web site

One new thing at a time.

When training beginners it is important to remember that they can easily be overloaded with information. The skilled instructor will keep things simple and work at a pace that is suitable for the individual student concerned. The results of student overload are usually very painful and often life changing.

Instructors should remember the golden rule of 'one new thing at a time'. It may be tempting when a student is on a soaring flight to allow the student to top land but there are other things to consider. Eg. Has the student actually been briefed for the top landing? Has the student flown that site before? Is the student on familiar equipment? Etc.

It is not sufficient to talk the student in over the radio as this is no more than radio control and the student learns little if anything.

The point is that in order to keep things simple for the student (and to prevent unnecessary accidents) the instructor should only focus on one new element at a time. It is all too easy to forget that to a student the whole process of learning to paraglide or hang glide is quite a challenge and any over acceleration of the training process can have disastrous consequences.

Student training record books.

This is a reminder that the student training record books are the property of the BHPA and should stay at the school where the training took place. They should NOT be given to the student to take home nor should they be passed on to another school if the student moves school. In the event that a student does move school then

the record book should be photocopied and the copy passed on to the new school. The books are your only cover in the event of an incident (which may manifest itself in up to 3 years time) so look after them!

Pre-Flight Checks

All schools should now be using a proper system of pre-flight checks that involves the use of a mnemonic. If you do not currently have an established mnemonic that covers all check areas then you should be using **Will Geordie Have His Cat Aboard (Today)** – wind and weather, glider, helmet, harness, controls, all clear and (turn direction).

Failure to carry out a pre-flight check is still a very common cause of paragliding accident. It is essential that schools drum this checking philosophy home at an early stage. This area will be focussed on in future school inspections – both pg and hg.

Collision Avoidance

There seems to be an increasing trend where pilots are considering that the collision avoidance rules are in place to facilitate flying in crowded conditions. Nothing could be further from the truth. If a pilot is flying safely, using good lookout and in sensible conditions then the use of avoidance rules should be almost non-existent. Being able to anticipate potential conflict will mean that flight adjustments can be made long before avoidance rules need to be employed.

If you do have to use avoidance rules then you should consider that a potentially fatal mistake in your airmanship has occurred. If you regularly resort to avoidance rules then you should seriously reconsider your philosophy. Bear in mind that two paragliders on a head on course and 100m apart have only 4.5 seconds before they collide.

ADMINISTRATION ISSUES

CFIs are reminded that it is their responsibility to check that their students are current members. There have been a number of instances recently where membership slips have either gone missing in the post or not sent in at all. Schools should check that students who have signed up

for annual or training membership have received their membership cards. If they have not then the problem can be sorted out. Better to find out as part of a systematic check than when a student gets injured!

COURSES 2006

Instructor Course. NB. Due to falling demand this is the only Instructor course programmed for 2006.

Please book (and pay) early to avoid disappointment.

1st – 3rd April. Lilleshall national sports centre.

Senior Instructor Course

1st – 2nd November. Lilleshall.

Coach Courses

11th-12th February

4th-5th March

14th-15th October

11th-12th November See Skywings for details.

Clubs wishing to host a coach course should contact Tony Mitchell at BHPA Office.

IT'S YOUR LETTER IT'S YOUR LETTER

Shame on you all! No letters to report. Sometimes I wonder if it's all worth the bother.

But while I'm here – Mike and Stu from Verbier Summits have asked if I could spread the news about their change of web site and email

address.

The site is now at:www.verbier-summits.com and email: stu@verbier-summits.com .

Great team, great flying and great food!

FLYING ISSUES

In the last couple of years I have become increasingly aware of low airtime pilots who fly around whilst looking up at their wing.

Presumably this is down to worrying if it's still there or not!? Or perhaps wondering what's going on – has it collapsed etc.

The problem is that if they're looking at the wing then they're not looking where they're

going with the obvious consequences.

As instructors and coaches we need to be looking out for this and helping the low air-timers to focus on the 'flying' and 'feeling' the glider rather than constantly looking up at it for some sort of false reassurance. If you're flying then the wing's got to be up there somewhere.

FROM THE AIRWORTHINESS PANEL

A paraglider that had been involved in a deep stall incident earlier this year was checked and found to have brake lines had been shortened by nearly 30cm. Investigation showed that the original owner had been advised by the school who sold him the glider to shorten the brakes slightly to make ground handling easier. The subsequent owner had no idea that the brakes had been shortened at all as the excess had been cut off, the net result being a painful (but lucky) stall on winch take off.

Pilots/schools and all are reminded that gliders are certified with the brakes set at a particular length and that this should not be altered (effectively nullifying certification – and possibly insurance!).

Annual Canopy Inspection Form

The FSC is keen to encourage pilots to have their gliders serviced regularly. There is however, some confusion amongst pilots as to what a service normally entails and what basis

the service provider operates on. The Annual Canopy Inspection form has been created in an effort to remove this uncertainty. The form details the level of checking that an extremely thorough service would include. The intention is that by clearly indicating what has and has not been included in a particular service there will total clarity. Hopefully service centres will adapt the pro-forma into their own paperwork - alternatively members could print one off from the BHPA web site and ask the person conducting the service to complete it.

The BHPA does not train, licence or endorse any glider service personnel, and there is no intention to move in that direction. There are several operations in existence that appear to be performing a valuable service for the membership perfectly well without any BHPA formal involvement. These forms should hopefully enhance this happy situation by ensuring that everyone know exactly what is what. A copy of the form is shown opposite.

Revision: 01/2006
Pages: 1 (White)

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Customer: Last name First name Date Received:
Address
Phone (H) Phone (W) Phone (M)
E mail

Inspector: Last name First name
Company
Address
Phone (H) Phone (W) Phone (M)
E mail

Glider Identification: Model Serial No.
Date of manufacture
DHV No. Colour

Accessories with Glider
 Stuff Bag Rucksack Closing Belt Carabiners Harness

Owner's Remarks
.....
.....
.....

Date Required..... Customer Signature.....

Inspection Programme:

(Clearly strike through the service items not required / not completed.)

1. Approval:

A: Does the Inspector have written authorisation from the manufacturer to service their products? Yes / No

B: Has the Inspector received specific inspection training from the glider manufacturer? Yes / No

2. Documents:

Indicate which of the following documents were to hand for this inspection.

A: Original build sheet Yes / No

B: Nominal line plan Yes / No

C: Previous Inspection report Yes / No

3. Canopy:

A: Porosity:

Porosimeter type:

Top surface - Minimum acceptable HighestLowest No. of tests.....

Bottom surface - Minimum acceptable HighestLowest No. of tests.....

B: Tear Resistance: (Minimum 2 tests each surface) using Betsometer. (Usually only advised on gliders that are low on porosity, high airtime or obviously worn. After successful testing cover pin hole with repair tape and write on the back date and tear test results.)

Top surface - 600g achieved Yes / No

Bottom surface - 600g achieved Yes / No

	Good	Medium	Needs Repair/ Replacement
C: Condition of Cloth (visual)			
Top surface	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bottom surface	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ribs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trailing edge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:.....

	Good	Medium	Needs Repair/ Replacement
D: Stitching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E: Beackets/ line tabs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Risers: visual

	Good	Medium	Needs Repair/ Replacement
Trimmer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Speed - System	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stitching	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Webbings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maillons	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shrink Tubes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Good	Medium	Needs Repair/ Replacement
O – Rings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brake Handles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Velcro/Magnet Attachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Lines:

The lowest acceptable value for the A and B lines is: $(TWF \text{ Max} \times 8) / (\text{number of lines A + B, without stabi})$
 =kg.

The lowest acceptable value for the C and D lines is: $(TWF \text{ Max} \times 6) / (\text{number of lines C + D})$
 =kg.

For the upper lines the lowest accepted value is 30kg.

TWF is the Total Weight in Flight. Eg. For a glider with a TWF Max of 135 kg with 6 A lines and 6 B lines the lowest accepted value for an A line would be $(135 \times 8) / 12 = 90$.

	Good	Medium	Needs Repair/ Replacement
A: Break Strength:			
1 Bottom A Line kg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 Bottom B Line kg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 Bottom C Line kg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1 Bottom D Line kg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Mid / upper lines kg	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

B: Condition of Lines: (Visual)

A Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Brake Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:.....

C: Symmetry of Lines:

A Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D Lines	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

D: Line measurement:

Complete a line plan table with actual lengths measured under 5kg tension so that these can be compared to nominal lengths.

Permitted tolerances. The manufacturers line length permitted tolerances when measured at tension are +/- mm.

All lines within permitted tolerances?:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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6. Controls:

Check that the brake handles are at the certified position.

Measured length = mm
Certified length = mm

7. Additional Services:

Cell clean out
Canopy drying / airing

8. Repairs and Replacements:

Indicate the source of any materials used during repairs and replacements.

- A: Glider manufacturers genuine replacement parts Yes / No
B: Inspection company produced parts Yes / No
C: Other Yes / No

9. Flight Test:

Has the glider been flight tested after all repairs, replacements and inspections were completed? Yes / No

Work Completed:

Annual Check: £

Extra Work hours: £

Replaced Materials: £

..... £

..... £

..... £

Total excluding VAT: £

Next Annual Check or 100 flights or 100 hours (whichever comes first).

Date of Return of Glider

Customer's Signature

Explanation Given By: Signature

FROM THE ACCIDENT PREVENTION & MEDICAL PANEL

Yet More "Risk Assessment/ Management"

In last years news letter schools were informed that we were looking at liability issues regarding risk assessments and other areas relating to schools responsibilities under HSE law etc. This has resulted in the formulation of the 'Schools Operations Manual'. This is quite a substantial document as it aims to cover all current legal requirements while still remaining a useful 'working' document. The Ops manual was presented to all the schools for comment earlier this year and received almost unanimous consent. The manual was ratified at a recent FSC meeting and from 1st April 2006 all school renewals MUST be accompanied by a copy of their completed Ops manual. This will give everybody a good and reasonable amount of time to get them filled in and hopefully get to grips with them.

It is a new document and was put together quite quickly so it is expected that there will be a degree of feedback from the schools leading to revisions. Please be under no illusion that if we do not get this properly in place then something similar will be imposed by Europe in 2007. Better we develop our own than some crap imposed by a Eurocrat.

Copies of the Ops Manual template can be obtained from BHPA head office if you don't already have one.

Incident Report Forms

On the whole the reporting of incidents and filling in of report forms appears to be carried out well by those concerned. That said we are still getting reports from schools with no 'school supplement' and significant information missing from the report form. It is essential that all areas are completed as well as is possible as it not only saves a lot (of my) time but also makes the inputting of the data much simpler. Please make sure you have a current copy of the form as the fields on earlier forms do not match the database. A report was sent in recently on a form that was printed in 1993! If you're in any doubt then ask head office to send you a new one.

Ground To Air Emergency Signalling Code (Reminder)

The FSC has adopted the following 'ground to air' signal to be used in emergency situations where clearing the airspace is essential due to the possible arrival of a helicopter.



The meaning for the symbol is "Clear the Air, Helicopter Approaching".

The "H" should be at least 2.5 metres long and made as conspicuous as possible by attempting to provide the maximum colour contrast between the "H" and the background on which it is displayed. This can be done simply with two rolled up paragliders laid parallel to each other with the glider bags forming the join, or by laying a de-rigged hang glider parallel to it's outer bag with the harness forming the join. Care should be taken to secure the "H" in such a way that it will maintain its shape, eg by placing rocks on glider tips etc.

It is essential that the 'H' is NOT placed in an area the helicopter pilot may choose to land as doing so will actually prevent him from landing.

The "H" symbol is not intended to supersede the international "X" and "V" symbols meaning 'medical assistance required' and 'assistance required' respectively, nor that in hang gliding and paragliding where a spread out glider is used to indicate 'assistance required'. It is expected that the main (though not exclusive) area of use for the "H" will be at launch or landing sites or on ridge soaring sites where a laid out glider is a common site and has no meaning.

Pilots are strongly advised to be aware of all the symbols and take the appropriate action.

FROM THE EXAMINATION AND INSPECTION PANEL

New Examination Pro-forma

It has been noted recently that candidates are coming up for examination who have not had a mock or pre-exam by their CFI/SI. Apart from being extremely beneficial to the candidate it will save a lot of time and money as the examiner will refuse to carry out the exam (or fail the candidate) if the pre-exam has not taken place.

NB. A copy of the completed pre-exam pro-forma must accompany the usual records such as 1st aid cert., TI log book etc. etc. Failure to do this will delay the exam.

FROM THE INSTRUCTOR AND COACH TRAINING PANEL

Trainee Instructor Responsibilities

Trainee Instructors are reminded that is an essential part of their training to read, and become familiar with, the relevant parts of the Technical Manual (TM).

Licensed Instructors (and therefore trainees under examination) are required, among other things, to; Operate safely in accordance with the TM; Ensure safety standards are maintained (as outlined in the TM); Improve their own flying and instructional skills and knowledge in various ways, including studying the TM.

For obvious safety reasons being familiar with the relevant sections of the TM is extremely important, especially the training exercises, safety requirements and recommended practices etc.

Candidates on examination will be questioned on areas of the Technical Manual and may fail if unable to convince the Examiner that they have the required level of knowledge.

REMINDER: Revalidation for Instructors

To remind everyone, the system for the revalidation of instructors and senior instructors is as follows:

Instructor revalidation is carried out 'in-house' by the CFI using the 'Instructor Competence Report' pro-forma and 'skills levels' sheet. These can be downloaded from the Members / Schools area of the BHPA website or obtained from the BHPA Office (sample copies are in the Technical Manual). You are advised to get this assessment completed in good time during the

season – and file the completed form carefully somewhere where it won't get lost!

At the instructor's membership / licence renewal time, the completed pro-forma has to be sent in with the renewal (and signed declaration of support) for the instructor concerned.

Senior Instructors will be re-examined at least once every 3 years by an independent examiner. The exam will include all aspects of BHPA paperwork, practical training of trainees and instructors, and personal instructional ability.

Instructor training.

By Ian Curren (Senior Instructor & BHPA Examiner)

We all know that hang-gliding and paragliding are potentially hazardous sports and that because of some large claims against schools in the past, commercial operations have become almost uninsurable by the BHPA's insurance providers.

This in turn has been a significant factor in the demise of some schools, and I note from the recent club bulletin that the lower number of CP graduates is a cause for concern.

These problems have been tackled to some extent. Since the introduction of the PRS student task books the quality of instruction has been significantly improved and the number of claims has been dramatically slashed.

Equipment has also improved. Virtually all schools now use modern DHV1 wings for training and fit all their harnesses with back-protection. All helmets are CEN certified.

And the advent of cheap legal PMR radios means that every student can now be equipped with a good comms system.

Our own school and many others have produced safety policies including risk assessments of each task and each site, but despite all this there is still a serious weakness (in my view) in the general standard of training.

Last year I attended a BHPA Senior instructor course. The standard of theory presentations varied wildly, with the very best being barely acceptable and the worst being embarrassing. Whilst examining I have also seen some practical training practices that are either weak, or more often are simply missing the point of the exercises in the PRS books.

The weakness in the system (*in my opinion*) is in the area of instructor training, and it is easy to see why.

Schools (including Sunsoar, - where I teach) put the pupils first and so the most qualified instructor tends to do the briefings or admin or give the lectures. The poor Trainee instructor has to gather what they can from watching and listening and then being chucked in to do it themselves. As schools tend to have only one or two TIs at a time they cannot justify special training sessions (We are a large school and yet we managed only 3 staff training days last year).

The BHPA coaching and instructor courses are very good, but they are attended only once in a career and they are not geared to train practical skills. This is left entirely to the schools with the problems mentioned above.

I believe that there are three steps that could make instructor training and currency far better and have the knock on effect of bring more instructors and ultimately more pilots into the sport.

1/ There should be proper instructor courses that last at least a week, with time for each candidate to be shown how to teach an exercise, practice teaching it, be de-briefed on their performance and then try it again...with input from the senior instructor on the common hazards or problems they might come across.

2/ Theory presentations is often a weak point. A good quality resource that ensures every instructor is giving a lecture to the required

standard. (*We use several powerpoint presentations complete with video clips etc*)

Of course they still need the question and answer skills and to confirm the students have absorbed the knowledge, but a basic national template would be invaluable. (*The BHPA are investigating supplying this resource at the moment*)

3/ All instructors should be re-trained periodically. The minimum should be to attend (& pass!) a BHPA instructor course every 3 years or so. All three of our senior instructors have attended BHPA SI courses in the last couple of years and all of us feel we have benefited from the exposure to new ideas and being constructively criticised. This should be mandatory for all SI's and preferably all instructors too. (Though I would hope most instructors would graduate to senior instructors in three years in any case). Apart from the direct advantages of improving skills; I suspect that any court may be somewhat suspicious of a senior instructor who has self-certified his own fitness for the last 20 years without any external monitoring. (*Though on the other hand I suppose that does describe most judges!*)

In conclusion, we have made huge strides in improving training and giving a safer and more professional service over the last few years. But we should not be complacent, there is plenty of room for improvement and I think that instructor training is the major area that could benefit from a review.

Trainee Instructor registration. (reminder)

From 1st January 2005 those people wishing to register as a trainee instructor must have first achieved their PILOT rating. This does not affect those currently registered as TIs.

The aim is to raise the level of TI by ensuring a basic level of knowledge before they can even register.

Visiting other schools

Trainee instructors have to visit at least 2 other schools as part of their training prior to examination. This is seen as a very useful and worthwhile thing to do to the extent that FSC is recommending that ALL instructors try to visit another school every couple of years to get another perspective on how things can be done.