



Instructor and Coach **NEWSLETTER**

Welcome to the spring 2000 edition of the Instructor and Coach News Letter. It has been a good start to the season weather wise with some sizeable flights from both the HG and PG mobs. Sadly we have also had our first fatality. With this in mind I would like to give the usual reminder about spring conditions. Be careful and get back into the swing of things with caution.

Thanks to those 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)

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

Fax: 01792 280941

Snail mail: Typed, no hand written please. Dave Thompson, 26 Beechwood Rd., Uplands, Swansea, SA2 0JD.

(Please note that my address has changed)

PILOT TRAINING PANEL

All Instructors.

As all of you will be aware the associations insurance has been taking a beating over the last couple of seasons. Much discussion about how to pay the bill has been evident but there has also been considerable work going on to minimise accidents and claims, and help instructors defend themselves should a claim be made. To this end the training panel of the FSC has been undertaking a complete review of the whole training system and the first element of this –(foot-launch paragliding training) has now been finalised. – The other disciplines will be reviewed in turn and any changes notified in

good time. The foot launch paragliding syllabus will be introduced THIS season;- (details are being sent to all schools immediately.)

Ian Currer

AIMS OF THE NEW SYSTEM

- 1/ Help promote "best practice" at all schools.
- 2/ Help schools remain "mainstream" & up to date. Tell all instructors how.
- 3/ Ensure "paper trail" to help defend allegations of negligence etc
- 4/ Introduce new required elements

to help train safer pilots (reserves, look out etc)

- 5/ Achieve parity with international IPPI para-pro & safe-pro system
- 6/ Help promote progress through the system up to Pilot (IPPI 4)
- 7/ Help make students aware of what and how they should be taught

1/ Best Practice.

Accidents are still happening when a school has been training poorly, for example by progressing students too quickly & launching inadequately prepared students from big hills, or doing first flights with no bats and no radio's. Others are not giving a proper introductory talk or adequate demonstrations or lectures. The use of poor sites, poor techniques, or inadequately trained TIs is still going on. On the other hand some instruction is excellent, safe and professional. This review is looking to help all instructors aspire to the highest standard. (All the exercises listed in the new syllabus are already being taught now at many schools)

2/ Help schools.

At FSC disciplinary hearings, or when inspected, Instructors too often say "I did not know," or "But we have always done that at this school" By making every exercise crystal clear and giving back-up information on how to do them, we can give direct advice to every instructor. This is more effective than relying on each CFI to train his team alone. He himself is not likely to have received any training (perhaps for years) and is unlikely to have spent much time visiting other schools and clubs to remain current.

3/ Paper trail. The present insurers have had huge success with the British parachute association in both preventing accidents and reducing claims. In the event of a claim, where for example a Student has landed crosswind and broken an ankle, having not attempted a PLF. We can backtrack and Prove that they have done PLF training, Prove that they have learnt about turns, and Prove that they knew about landing into wind. Thus we can defend the instructor as having done his job correctly and not being at fault. (Every exercise is in sequence, dated and countersigned by the student.) This prevents accidents by making sure that that is what the

instructor actually does of course... It is a pain in one way as it means more admin out on the hill. But every signature is a powerful weapon against a successful claim, and with a little good PR, signing off a couple of tasks each day can be seen as a positive thing, giving the students a sense of real progress through the syllabus. 4/ Upgrading.

The Sport is changing and the syllabus must keep up, we need to improve some tasks that are now "too easy" and add to new knowledge, on airfoam padding in harnesses for example, or how and when to use a reserve. We must focus on elements that are targeted by the accident panel, such as poor lookout, and beef the syllabus or exam questions appropriately.

5/ International acceptance.

At present our pilots need to apply for a separate licence for some countries, and this is becoming a more regular problem. On a political level The BHPA are endeavouring to arrange the international IPPI rating to be included on our licence cards. (This not a promise as it is not only in our hands, but we are trying!)

6/ Promote progress.

Far too many pilots are getting as far as Club pilot and then are stopping. They have no incentive to learn more, or progress and even if they do in fact "grow" as pilots they do not register the fact by taking the next level of exams. A few clubs and fewer schools promote the higher levels. We do need to address this, not least because the standard of knowledge of things like air law has in fact lowered in recent years in many clubs.

7/ Make Students aware.

All the rules in the world will not change some schools' systems unless they are monitored. The best way of doing this is to ensure all students know for themselves what they should be being taught, and in what order. We must provide this information directly to them, and the new system will do exactly that.

ADMIN & Practical application.

We all know that writing down a bunch of amendments to the tech manual is not enough. In fact if we introduce changes and they are not rigorously followed up we are in a worse position (re insurance) than before.

Therefore I propose to help schools by actually

printing the student record cards with all the tasks in order and with spaces for the student and instructor to sign. This will mean a near identical system in every school. I also propose we supply every instructor with a resource pack explaining the aim of, and how to teach every task, and what is a satisfactory level. Up to and including OHP transparencies for their lectures. This will cost money, and considerable effort (from all instructors as well as the officers and volunteers), but higher standards, better-trained members, a reduction in accidents, (and incidentally remaining an insurable sport!) are the prime goals of this review and are of crucial importance to our association.

THE MISSION!

When fully introduced, I want to be able to say to any critic. "Yes, I am confident that any school in the country registered with us will teach to this standard". At present I cannot, and that is not a tenable position for me as head of the training panel, nor (in my opinion) the BHPA as an association.

Ian Currer

STUDENT TRAINING ABROAD

The FSC have recently reviewed the system for training students abroad on organised holiday trips. It was decided to amend the current system slightly to make the process simpler for all concerned. The amended system follows though I will outline the main changes.

1. ALL students must have medical repatriation insurance cover. Previously this was only necessary for the EP+ pilots and was an oversight. It is the responsibility of the school (not the pilot) to ensure this is the case.

2. When permission has been granted for a trip, then further permission is not required for return trips to the same place. Trips to new areas require permission in the usual way.

This is effective immediately, return trips qualifying from September 1999 – contact Dave Thompson for details.

Introduction

At its meeting on March 25th 2000 the Flying and Safety Committee of the BHPA, reviewed its restrictions on BHPA registered schools training

students on foreign sites and amended its policy with immediate effect. This document supersedes all previously published information and is to be taken as the official reference source.

A. General

1. There is no restriction on schools or clubs that wish to take BHPA qualified Club Pilots abroad for flying purposes.
2. No BHPA registered school or instructor may train ab initio students abroad under the auspices of the BHPA - ie no BHPA insurance cover exists for such activity – unless permission is granted as in B, C or D below (British Forces Alpine PC excepted).

B. For 'nearly qualified' CP pilots

This allows BHPA registered schools to train abroad 'nearly qualified' Club Pilots. This is subject to a declaration by the CFI that a properly qualified Instructor has previous experience of the site(s) in question (or close contact has been established with a local foreign school for advisory purposes), and that the students on the named list are very close to achieving their CP, then written permission should be granted. The application, including names, dates and destination of the visit, must be received at least 2 weeks before departure.

C. For EP + pilots

Schools will be allowed to train abroad any student who has achieved EP rating; but with the following conditions:

1. The instructor in charge must provide log-book proofs of previous flying and training experience of the intended sites.
2. Formal arrangements must be made with the relevant local foreign school or club, showing agreement to use the intended sites.
3. In all training/liasion situations a person must be present who is fluent in both English and the local language.
4. All BHPA training requirements must be complied with.

The written application must be received not less than 2 weeks before departure, complete with intended sites and course dates, names of students and accompanying instructor staff, and

copies of 1 and 2 above. The CFI must include assurances to satisfy 3 and 4 above.

NOTE - The permissions are discretionary and conditional upon the usual BHPA training requirements (instructor: student ratio in particular).

IN ALL INSTANCES STUDENTS MUST HAVE MEDICAL REPATRIATION INSURANCE.

D. Return trips

Once permission has been granted, further permission for return trips to the same place is not required.

Trips to new areas require permission as per B and C in the usual way.

In all cases the applications are to be sent for the attention of:

Dave Thompson (Technical Officer) -
Write direct or fax direct (01792 280941) or to the BHPA office (fax 01162 611323).
Email dave-thompson@bhpa.co.uk

Red Streamers

The Technical Manual states that all students on achieving EP must fly with a red streamer until they have achieved CP + 10 hours. The obvious way of ensuring that this happens is to have a streamer permanently attached to every school pg harness / hg kingpost – wearing the streamer at the pre EP stage is no problem, and if a school uses sites which non-school pilots fly then this should be the norm. Please make sure your training harnesses and gliders have their red streamers in place. This will be checked during school inspections.

INSURANCE MATTERS

ACCIDENTS, INCIDENTS and INSURANCE (How to avoid turning a crisis into a disaster)

Despite the best efforts of all those involved in our sports, accidents do happen. When an accident occurs it is important that the correct steps are taken. The priority is always ensuring the well-being of any casualty, but beyond that it is important that the correct authorities are notified so that the appropriate level of investigation can be carried out to help prevent future occurrences, that the media are not mishandled (which could result in some very adverse effect on our sport or some other activities), and that the interests of our insurers are not prejudiced (which could result in us all contributing to a payout when none was warranted, or someone – perhaps a site owner, or an innocent member of the public - not receiving a payout when they should have.)

Accident site management

When an accident occurs, usually there will be a coach or an instructor on the site, and they should take charge of the situation. If no such person is present, then someone, preferably an experienced pilot, must take charge. Having a

single person in charge prevents confusion and enables the occurrence to be tackled quickly. It also prevents multiple calls to the emergency services.

You can expect the person in charge to check for any danger to would-be rescuers, and then to request volunteers to help with a variety of tasks.

1. Assess the injuries and administer minimum First Aid as necessary.

2. Call the Emergency Service.

Once the injuries have been assessed call the emergency services with precise information, and be very clear about access. If you are two miles from the nearest road with a seriously injured casualty make very clear that you need mountain rescue or a helicopter. Unfortunately the major benefits that mobile phones represent are offset by the number of pilots rushing to raise the alarm before the extent of any injury is known – the emergency services seem to respond to confusion by sending out the cheapest option (an ambulance) to establish just what has happened.

If a rescue helicopter is likely to be sent then the "All land" signal (a large 'H') needs to be set out to get other pilots out of the sky.

3. Record, but do not disturb the equipment. If the accident is of a serious nature (i.e. a serious or fatal injury has occurred) then somebody should be deputised to help any later investigation by recording the scene, using a camera, note pad and pencil, video, or whatever means available. (This can be extremely unpleasant but is essential to the investigation process.) The aircraft must not be moved except to free persons or animals or to avoid danger to the public.

4. Identify witnesses. Take the names and addresses of all witnesses including bystanders if possible. Ask each one to separately write down exactly what they actually saw or heard straight away, or a.s.a.p. (It is essential to avoid the group consensus that usually emerges once people start comparing notes.)

5. Notify relatives. If there has been a fatality or serious incident the Police will notify next of kin - as they have been trained for such a situation, let them do it. In lesser cases ensure that someone is notifying family or friends.

6. Complete an Incident Report Form (See below).

Reporting the accident or incident

It is a legal requirement that any accident involving an aircraft ('boarded with the intention of flight') must be reported to the police and the Department of Transport Air Accident Investigation Branch (AAIB) by the quickest available means. The AAIB has delegated the responsibility for investigating hang-gliding and paragliding accidents to the BHPA, so informing the police and the BHPA by the quickest available means fulfills your legal duty. By reporting it to the BHPA you also satisfy the association's requirements and those of the insurers.

In serious cases the BHPA technical staff must be informed immediately. (Serious cases include unusual equipment failures as well as

accidents resulting in serious injury.) Contact telephone numbers are published in Skywings and are given on the BHPA office answerphone.

The BHPA accident reporting system is a vital link in the accident prevention chain. Without reliable accident/incident reporting it would be impossible to discover accident causes and trends, and to initiate remedial action. It is up to every pilot to report any accident that he or she is involved in – or has witnessed – and every incident that might have led to an accident. This is especially true of airworthiness problems. Even if you did not see the actual crash, your report can provide invaluable information on weather conditions, numbers airborne, and other general background details. Never assume that someone else will send a report in: it is much better that the same accident is reported several times than not at all. (A mid-air collision happened just in front of take off, at a site with something like thirty people present – some on the ground, some flying. Three reports were received, and despite further efforts to obtain more, there was never enough information to get close to being able to identify positively the chain of events.)

Incident Report Form

The BHPA has a single Incident Report Form (IRF) that covers all types of accident or incident. If you fill in a form, or help another pilot to do so, please complete it as thoroughly as possible, as a great deal can be learnt from what may at the time appear to be an unimportant detail. (That said, don't let the lack of an official form keep you from reporting something you witness. Notes on plain paper are much better than nothing. The BHPA Office will follow up by sending you an IRF as appropriate.)

In all cases an IRF should be sent in a.s.a.p., ideally within 48 hours.

The contents of all BHPA Incident Reports are treated in confidence.

If you wish to inform the Technical Staff of potential shortcomings in the performance of Dual Pilots, Operators, Instructors etc. please do not wait until after an accident has occurred. Pick up the phone. This sort of allegation is not

appropriate material to include on an IRF. (Confidentiality is assured.)

Dealing with the media

Very often the Press is on the scene very soon after the incident. Their presence is not always obvious – be wary of the apparently innocent questions from a person you don't recognise. Even if it is obvious that you are talking to a reporter you should be very careful: at such a time your defences are down and, if you were involved in the incident, you may have some degree of shock. In the heat of the moment comments may be made which could be mis-quoted, or could subsequently damage the image of the sport, or could create difficulties for any subsequent investigation.

The best way to deal with the press is for an appointed person (say the CFI or Senior Coach) to provide a short statement such as: "I can tell you that a pilot/bystander/passenger has suffered a fatal/serious injury and has been taken to hospital and the Police and/or the BHPA have been informed. An inquiry may be carried out by the Association but for further details you should contact our Press Officer through BHPA office." They should then be directed to the Police Information Centre where a Press Release is usually available within a very short time.

Do not give out names.

Do not apportion blame.

Do not 'bad-mouth' any person(s) or any organisation(s).

The surest way for us all to lose our present freedoms to fly is by unconsciously setting off some media hysteria. Nothing we – or our fellow airsports – do could withstand a full-blown media storm, and the CAA could be forced (by politics) to take the easily defended 'safety improving' option of closing things down. This is exactly how we (and gliders) lost access to Class 'D' airspace a few years ago. So if you are annoyed by the way that microlight flew close to you, or the way that sailplane 'buzzed' the ridge – deal with it yourself on a pilot to pilot level, or get your club to deal with it on a club to club level, or report it on an Incident Report Form and let the officers of the association deal with it at an association to association level – but do not let the media get hold of it!

Insurance

You are insured for your legal liabilities if you behave in accordance with the BHPA rules. Rules are things like being a member, having a rating or a licence to do the thing you are doing, and flying a certified or registered glider. (Believe it or not, the BHPA deliberately has very few rules – it helps no one if pilots are uninsured.)

So if you are flying tandem with no rating then you are clearly operating outside the BHPA rules, and if there were a successful claim made against you, you would be foolish to expect the insurers to shell out.

If on the other hand you are a licensed dual pilot and you make an error of judgment / skill that results in a successful claim against you, then you have insurance.

Of course, under English Law, for a claim against you to succeed it has to be proven that you are legally liable – that you have been negligent. Establishing liability is something that keeps the members of the UK legal system in a very fine life-style - and has done for centuries. Let's take our tandem flying scenario: the pilot is properly licensed etc. As he lands the passenger stumbles and falls, pulling the pilot down on top of him, breaking the passenger's arm. The pilot was obeying the rules, so insurance is in place. But the passenger only has a valid claim if he can prove that the pilot was negligent. 'Of course he wasn't' might be your first reaction – but what if it is found that the pilot had missed the landing area and so was landing on rough ground? Or he had failed to brief the passenger on the landing procedure? Has the pilot's performance fallen below the level that could reasonably be expected of someone holding that qualification? These are the type of concerns that keep the gentlemen wearing wigs out of mischief – and we cannot influence that process. But we must allow our insurers the freedom to explore these issues, which means that **you must never admit liability.**

Liability - Under no circumstances should you admit any fault or liability to any person. (Just like all car insurers, our insurers will not compensate you exposing them to a limitless claim, even if you do feel a bit guilty!) But neither

should you deny fault or liability. Steer clear of the issue altogether. You can of course apologise - it is a social thing to do and defuses the situation. 'I'm sorry about the damage to your glider' is fine; just don't go on to say, 'That was totally my fault!'

Be aware that BHPA insurance covers negligence, not 'Acts of God'. So if on your IRF you say that Fred landing on your glider and wrecking it was 'a complete accident' with 'no one at fault' then you have guaranteed that the insurers cannot pay out on this claim.

Recent increases in the cost of our insurance (due to our poor claims history) has led some members to insist that the BHPA find ways of persuading our insurers not to pay out on claims. The hypothetical case discussed earlier involving the dual pilot hopefully has already shown that it is the law that ultimately decides whether a claim is valid. Our insurers only have the freedom to decide whether to pay the claim as received, whether to try to negotiate a settlement, or whether to defend the case - which will sometimes involve going to court, with the costs and uncertainties involved. You can be assured that as the costs involved in all of these options comes out of the insurer's pockets, their priority is always to minimise the cost. You should also not lose sight of the reason that

we have insurance: the aim is not to avoid payouts - on the contrary, the aim is to ensure payouts where they are deserved. If one of our new members (perhaps your brother, or your best friend) goes to a school for tuition, and the Instructor makes a mistake which results in that member being crippled (and unable to support their family) - then you would not want to see that innocent member claiming against the instructor, and having bankrupted the instructor still having nowhere near the funds required to recover any sort of quality of life.

The way to keep our insurance bill down is to ensure that you are not negligent. Don't take silly risks like landing in the middle of all the parked gliders. If you are instructing don't skip sections of the training programme. Particularly vulnerable groups, such as instructors, should run every decision through a, 'How could I defend this decision in court?' routine. Throwing a student off the top of a hill after five minutes ground-handling is not defensible: throwing a student off the top of a hill when they have already mastered all the required skills, and as the logical next step in a structured training programme is defensible - if the weather is suitable, and the glider is suitable, and the site is suitable, and they are wearing a helmet etc. Excess: You are reminded that there is a £250 policy excess on property damage claims - which means that you pay the first £250 of any claim for damaged property.

ADMINISTRATION

It's become apparent from the TI courses that a lot of TIs don't have a clear understanding of the various membership requirements / options for signing up new members. When it comes to examination, familiarity with the school's and association's admin requirements will be expected so make sure you and your TIs know the ropes. The information below is simply a reminder and for your reference, but as always the best way to learn is to get hands on experience.

Membership Books - YOUR PROTECTION

If everything goes to worms it's your proof that

the student was a member. The insurance only protects you when you are training students who are members - and the only acceptable proof of this (for new members) is being able to produce their details and signature in the book. It's a condition of your insurance that these are filled in.

RISK WARNING

One of the main reasons for making the student sign the blue book is to clearly record the fact that they have read the risk warning printed at the top. **MAKE SURE THAT THEY READ IT!!!**

IICF

The Instructional Insurance Capitation Fee protects the schools and the instructors against claims made against them by students. For every introductory membership that the school sells to a student for £1, there is a £9 instructor insurance premium to be paid by the school. How the school generates the money to pay for their instructor's insurance is up to them - many have simply raised the course fees. For every 3 months or full annual membership sold the school pays an IICF of £15.

The system is designed so that the schools with the greatest turnover of students contribute more to the premium and so that students ultimately contribute more to the insurance pot at the time when they are most likely to claim. Those schools that make their own adequate insurance arrangements can opt out of BHPA sourced insurance with minimal disruption.

NOT INSURANCE

The student is signing up for membership of the BHPA, NOT JUST insurance. Don't use the word 'insurance', the student may mistakenly think that they're covered for all personal injuries, and in the event of a twisted ankle or worse, decide to claim, the result being YOUR premium goes up. Refer them to Airsports if they want personal accident insurance.

RETURNING BOOKS

When a book is returned to the office it should be accompanied by the correct IICF payment which should match the completed summary section on the bottom of the book. Full or three month training membership payment should be sent with the completed membership application form within 24 hours of issue.

With all of the above in mind, look after the books!! Make sure that the student's name is printed neatly. Make sure that the summary is completed and adds up, names on cheques and membership applications match. Ensure books are returned within one month of the first signature or when full, whichever is sooner.

Membership Subscriptions

Full annual membership - £77

Encourage students to take out full annual membership - it's cheaper for them in the long run, it's better for the school (only one IICF), and it's better for the association. As a full member students can qualify for all of the BHPA's ratings. Encourage them to pay by direct debit, refer them to the direct debit mandate form on the back of their membership certificate.

For all full annual, training and introductory memberships issued, get the student to complete the membership application form and then tear out the certificate for them. Applications should then be returned with payment to the BHPA office within 24 hours of issue.

Concessionary membership - £57

Concessionary membership has all the benefits of full annual membership but is only available to the over 60's, those in full time education and the under 18's. The student must enclose documentary evidence that they are eligible for the concessionary rate.

Family membership - £68

Family membership is available to those with the same address as a full member. So if you have a couple coming on a course, if one takes out full annual the other can take out family membership. Family membership has all the benefits of full annual membership except they only receive one copy of Skywings between them.

3 month / Training membership - £40

Students on Training Membership cannot be issued with CP ratings.

Students cannot take out consecutive Training Memberships: on expiry of their Training Membership they can only take out either Full Annual membership (giving them a further twelve months of membership) or they can purchase an upgrade which adds nine months to their initial three months. Providing that their Training Membership hasn't lapsed the IICF is not charged again.

Get the student to complete the membership application form and then tear out the certificate

for them. Applications should then be returned with payment to the BHPA office within 24 hours of issue.

Introductory membership - £1

Designed for people who want one or two day taster. Can only sign student up on introductory membership twice in sixth months, (the twice in six month rule does not apply to tandem / air experience operations) IICF payable both times. Students cannot qualify for any rating whilst on an introductory membership.

Block policy

The block policy is essentially a bulk purchase of introductory m/ship tickets. It only covers you to provide students with pre-EP standard training, but the student can have as many pre-EP standard training days as required within the

twelve months that the policy runs. Students only need to sign the m/ship books once, primarily to record the fact that they have read the risk warning, but if you're uncertain as to whether they've signed get them to sign again. If the student has reached EP standard, they must hold either 3 month or full annual membership before you sign off that award, and before you progress them to any CP exercises. When signing them up to 3 month or full annual the IICF will be payable.

Training Packs

These should be issued to all students taking out 3 month or full annual membership. Schools on the block policy should issue training packs to students who have booked on an EP course, but not to students who are attending a taster day.

ACCIDENT PREVENTION AND MEDICAL PANEL

Test-flying new gliders.

There have been a number of serious accidents recently involving pilots 'test flying' new gliders. It is essential when trying out a new or different glider that extreme care is taken. This is especially important when moving to a glider with a less safe certification where handling characteristics are likely to be significantly different. Speak to the dealer, read the manual then tread carefully.

Perhaps 'test flying' is bad terminology as it suggests to the pilot that the canopy must be put through its paces. This is definitely not the case as we are NOT test pilots. The aim of a test flight is to become familiar with the normal flying characteristics of the glider, ie. launch characteristics, control travel, feel in turns, etc. It is about getting a 'feel' for the glider in a cautious and gradual way. It is not about radical wingovers, stalls and other manoeuvres that would not normally be attempted. Don't be fooled into thinking 'I'll be OK cos I'm experienced'. The French have stats that show that testing flying a new glider is one of the main factors in crashes involving experienced pilots!

School Incidents

No: 99/054, Date: 28/4/99

HG/PG: HG

Rating: Novice

Glider: Dicktator Mark D

Wind: 15/20, gusty

Injury: FR Vertebrae L1/L2

Site: Cleeve

Student on tethers; glider caught by gust, student pushed instead of pulling the bar - the nose lifted and the glider fell backwards. The student landed awkwardly, falling back and down.

No: 99/055, Date: 30/4/99

HG/PG: PG

Rating: Novice

Glider: Edel Space 24

Wind: 5/10, thermic

Injury: Br Knees

Site: Mt Caburn

Student on forward launch, inflated and ran but did not get under the glider - which pulled him sideways and he stumbled and fell.

No: 99/056, Date: 2/5/99

HG/PG: PG

Rating: Novice

Glider: Sportlite 324

Wind: 0/5, steady

Injury: Fr (L) Tibia/fibula

Site: Middle Wallop

Student on first flight in light wind conditions did not cope with the faster landing - no plf attempted and heavy impact resulted.

No: 99/076, Date: 1/6/99

HG/PG: PG

Rating: Novice

Glider: Airwave Reggae 30

Wind: 5/10, thermic

Injury: DL R knee

Site: High and Over

As the student landed and turned to face the canopy he twisted and dislocated his knee - as he fell it relocated.

No: 99/081, Date: 13/6/99

HG/PG: PG

Rating: Novice

Glider: Sportlite 324

Wind: 0/5, smooth

Injury: FR (L) ankle

Site: North Weald

Student on 2nd two launched flight; on landing his feet were apart and as he landed he attempted a plf but slid awkwardly on the wet grass.

No: 99/096, Date: 5/7/99

HG/PG: PG

Rating: Novice

Glider: APCO Prima

Wind: 0-5, steady

Injury: BD posterior

Site: Ruddlers West

The student experienced problems on launch which he corrected but clipped shrubbery on take-off and landed heavily.

No: 99/100, Date: 12/6/99

HG/PG: HG

Rating: EP

Glider: Edel Atlas XL

Wind: 5-10, steady

Injury:

Site: Mount Caburn

The student's emergency parachute deployed shortly after TO - low altitude and good plf gave a gentle landing.

No: 99/102, Date: 2/7/99

HG/PG: HG

Rating: Novice

Glider: Hiway Stubby

Wind: 0-5, steady

Injury: BD back

Site: Windy gates

Whilst on TO run the hang glider collapsed on top of student. Inspection revealed that a side wire-to-control frame retaining bolt had lost its nut. Instructor had carried out pre-flight check and had not noticed any problems.

No: 99/110, Date: 18/7/99

HG/PG: PG

Rating: EP

Glider: Ozone Electron

Wind: 5-10, thermic

Injury:

Site: Mount Caburn

The wingtips of two students' gliders touched as they manoeuvred at the end of a beat; one canopy tucked, but both students acted correctly and landed safely.

AIRWORTHINESS PANEL

Beware when using wheels on your hang glider base bar (especially school gliders). It is important to have the wheels running on a sleeve to prevent wear on the base bar itself. It is possible for the wheels to cut through the base bar due to

the grinding action of the dirt that accumulates. If your wheels do not run on a sleeve then regular detailed dismantling and inspection is required, and you should consider fitting an internal 'safety wire'.

INSTRUCTOR AND COACH TRAINING PANEL

Cock Up!

It was published recently that all Instructors had to do at least 25 days to remain current. This is not the case and was published in error. Sorry chaps.

TI Training

A major part of the SI's task is to train TIs. Many TIs have little or no previous experience of giving formal training so here is a comparison of using lectures and/or discussions.

The Lecture Method

A formal or semi-formal discourse in which the instructor presents a series of events, facts, principles, explores a problem or explains relationships

| Uses | Advantages | Disadvantages |
|---|---|--|
| 1 To orient trainees. 2 To introduce a subject. 3 To give direction on procedures. 4 To present basic material. 5 To introduce a demonstration, discussion or performance. 6 To review, clarify, emphasise or summarise. | 1 Saves time. 2 Permits flexibility of class size. 3 Requires less rigid space requirements. 4 Permits adaptability. 5 Permits versatility. 6 Permits better control over content and sequence | 1 Involves one-way communication. 2 Poses problem in skill teaching. 3 Encourages trainee passiveness. 4 Poses difficulty in gauging trainee reaction. 5 Requires highly skilled instructor. |

The Discussion Method

A method in which group discussion techniques are used to reach objectives.

| Uses | Advantages | Disadvantages |
|---|--|---|
| 1 To develop imaginative solutions to problems. 2 To stimulate thinking and interest and to secure trainee participation. 3 To emphasise main teaching points. 4 To determine how well the trainee understands principles and concepts | 1 Increases trainee interest. 2 Increases trainee acceptance and commitments. 3 Utilises trainee knowledge and experience. 4 Results in more permanent learning because of the high degree of trainee participation | 1 Requires highly skilled instructor. 2 Requires preparation by trainees. 3 Limits content. 4 Consumes time. |

TI Training Cont...

The system for training TIs has been the same for some time now and is as follows:

Under training the TI must:-

- Become familiar with the Tech Manual
- Maintain a flying and instructional log
- Gain an appropriate First Aid certificate
- Be thoroughly trained in all the training exercises
- Achieve Pilot rating
- Complete a minimum of 10 days experience
- Be signed off in all the training exercises
- Record 3 days as duty instructor

During the course of the above they must also attend a Coach Course and then a TI course, in that order. It is important that the courses are completed in the correct order as they are geared to slightly different levels, the TI course actively following and building on the coach course.

Currently Coach Courses are held over the winter, usually 3 either side of New Year. TI Courses are held around April and November/December. (both timed to avoid the busy season)

It is the responsibility of the CFI to organise their TIs to fit in with the programme and to ensure the appropriate course application forms are completed and sent in.

Hopefully this clarifies the situation thus preventing future abuse of the office staff by disgruntled TIs who have missed the coach course season.

DATES FOR YOUR DIARY

| | |
|----------------------|--------------|
| 14th – 15th October | Coach Course |
| 11th – 12th November | Coach Course |
| 9th – 10th December | Coach Course |

Coach Course dates for 2001 are yet to be finalised. Those listed above are yet to be hosted so get in quick! Contact Tony at BHPA office if you wish to host a coach course.

Dates for the Autumn TI course/s have yet to be finalised.

As usual SI courses are arranged when demand dictates. If you need to attend an SI course contact Tony at BHPA head office.

IT'S YOUR LETTERS.....IT'S YOUR LETTERS.....

WARNING: THE DANGERS OF AN ACCURACY FINAL APPROACH.

Some accuracy canopies have a tendency to enter a parachutal stall.

There is almost no perceptible indication at what point in a deep brakes descent whilst on an accuracy approach that the canopy has become parachutal and it is only when close to the ground that one is able to truly perceive the closing speed.

If a newly qualified CP is about to practice accuracy then the pilot is exposed to this risk by virtue of the fact that some accuracy canopies have such a poor forward speed and consequently the "pilot" has to set up very close (Hot) to the target in comparison with the other types of canopy employed for accuracy.

The scenario which could produce a dangerous situation especially in the case of a newly qualified CP is one where the CP misreads the prevailing wind speed over the target, turns in too

close and too high, then using deep brakes to hold his/her position and ultimately finding themselves in a parachuted condition as soon as the ground effect reduces the windspeed the canopy is flying in.

It is imperative that all Instructors and Coaches ensure that novice participants in the accuracy discipline are being briefed accordingly regarding this risk area.

It is recommended that the novice be fully briefed as to the dangers of a parachuted stall and that the correct response is to smoothly and quickly let up on both brakes to a point of half brakes and adopt a parachute landing position. Under no circumstances should any pilot attempt to let up fully in this scenario, to do so would allow the canopy to fully inflate and surge towards the ground at great speed.

The results of just such an impact would be to cause grave traumatic injury to the person concerned.

Andy Houston.

Student selection.

Accidents. A lot of it is down to poor students. Some poor sod of an instructor gets sued just because the bloody student is stupid or has weak bones. I mean they have presumably read a brochure or at least spoken to someone about the sport. Many will have actually watched flyers. Why then do we still get such crap students? My God, when I was learning I just made it up as I went along and crashed all the time but I did not moan, I just got up and carried on! None of this namby pamby "ouch I've shattered my femur" whinging that is becoming all too bloody common these days! So how do we weed out those students who are just not up to it? Here are a few pointers.

Girls: They are out for a start. They are no bloody good, lets' face it, one good gust and they just give up. The total lack of aggression when taking off is just pathetic, and if you do try and encourage them by say shouting helpfully at them to stop being so pitiful and girly, they are quite likely to burst into tears! What a

waste of time.

Speccy Twats. Bloody useless the lot of them. Try saying "fly towards the windsock" and they just piss off anywhere! "What windsock", "my glasses are steamed up". Give me strength, they are probably just trying to look like Bill Gates anyway, they are just a sad uncoordinated bunch and you are better off without them I say. Let them play on the internet instead.

Oldies. Bones like twigs, reactions faster than a melting iceberg!... I don't think so.

Foreigners. I am not biased, not at all, but I can't stand ethnics. I mean they hardly ever talk properly and they are always moaning about the cold. They are out. Just sift out all the Wops, Wogs, Dagoes, Eyties, Chinks, Krauts, Nips, Spics and Frogs and you will save yourself a lot of bother. Don't think I am racist, not at all, in fact I knew someone whose sister married a welsh bloke!. Little hairy geezer with long arms, just like a monkey he was, probably evolved like that for coal mining or something. Anyway they are the worst, apart from the Paddy's and Jocks of course. God preserve us from them Jocks! "99p for postage? You never mentioned postage on the quote" Says it all doesn't it! While you are at it I'd advise you steer clear of provincials generally, Gerdies, Brummies, and Those yokels you get in Wiltshire and Zummerzett. But my main point is not about where someone is from it's about what sort of person they are.

Just lately I've noticed the sport going down market a bit, there are people showing up with bloody ear-rings and hair gel for God's sake. I mean this isn't snowboarding is it? No doubt half of them have got belly rings and tattoos. Hells' bells it makes you shudder to think of it. Toffs are even worse!! "One could get up this hill if one had brought the Range Rover" "Oh I say Lucinda has sat in a cowpat thingy, those Rohan trousers cost her mummy £1,000 she will be frightfully cross". They are all on cocaine anyway.

A few well-chosen questions can help you weed out all the commies, veggies and lawyers and if the address is some thing like "corporation ter-

race" you might as well save the stamp.

To sum up, concentrate on people like us, and you can't go far wrong. Hey, you are not left-handed are you? My God.....

Yours sincerely

Uri Rencar CFI (address withheld – but available on request!)

SITUATIONS VACANT

The British Forces Hang-gliding & Paragliding Centre, (BFAHPC),

require two QUALIFIED Paragliding instructors (Hill) with Alpine experience who also Hold a full driving licence. The period is for six months; however the way it is broken down throughout this period is as follows:

Arrive 20th May 00 to start pre-season instructor training (Flying), starting Mon 22nd.

They are also entitled to three weeks holiday within the six months, which will be taken 1st to 20th Nov. Finnish contract 21st Nov so they could actually leave Germany on the 1st of Nov.

The centre will pay for the out and return flights, or if travelling by other means then finance may be settled by BFAHPC.

The successful applicants will be paid on the German net, which is a salaried position.

The grading is C5 (equivalent to between £800 & £900 in the hand per month dependant on exchange rates). Bonus of being on the G-net

means that they are also medically covered.

The way the centre operates it's paragliding courses are in 10 day cycles with 4 days off, and they have not got the problems of 'no fly no pay' because it is a constant salary.

If interested please send your CV As soon as possible to:

BFAHPC

Drei Muhlen

Multi Activity Lodge

Alpenstrasse 1

D-87497 Wertach

South Germany

Or contact the centre direct for any questions on: (0049)8365706736. or Fax 706739.

Or E-mail addico2@compuserve.com.

CV's can also be sent via the above fax number or E-mail, however a hard copy should also be

WANTED

Full time CFI/SI required for busy Pennine paragliding school. Excellent sites and equipment and a good, friendly team.

All enquiries call 01706 848044