



Instructor and Coach Newsletter

Dear instructors and Coaches,

Welcome to the latest edition of the BHPA Instructor and Coach newsletter.

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9th & 10th Feb 2018 Lilleshall, Shropshire.
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Articles & suggestions for I & C news can be mailed to: ian-currer@bhpa.co.uk

BHPA Trainers' Conference 2018

The Trainers' Conference was run at Lilleshall in Shropshire on Friday and Saturday 9th & 10th of February. Following feedback from the previous conference in 2016 and from coaching courses, we selected a Friday/Saturday so that coaches could more easily attend on the second day.

There were 47 delegates (53 if you count FSC & Exec Members). 17 schools were represented. Coaches and senior coaches from 13 clubs also made the effort to attend.

It is unrealistic to expect all schools to come, especially as several are based abroad. However it was still disappointing that so many UK based schools did not attend their conference.

Every single delegate noted on his or her feedback form that they felt that it was worthwhile.

Angus Pinkerton, Chairman of the Flying and Safety Committee, was unable to attend due to illness. Marc Asquith and Dave Thompson welcomed the delegates and introduced the conference. Dave then presented a detailed breakdown of the accident and incident statistics from schools.

Dave began by pointing out that the number of incidents in BHPA schools was actually very low and that the schools were, in the main, doing a great job. The number of incidents, when produced as a percentage, was consistent over the last six years. School incidents fell into four broad categories; falling over on take-off; falling over on landing; crashing on take-off; crashing on landing. "Fall" meaning the student was already on the ground when the incident occurred, and "crash" meaning they were in the air then hit the ground. The data showed that 63% of the 'serious' injuries occurred due to crash landings. As this number equated to approximately six serious crash landing injuries each year it was not thought to be cause for concern but more something the schools should consider during student training.

Ken Raines, head of the Examination Panel, gave a resumé of the examinations conducted over the last two years and highlighted the main findings of examiners. He also reminded the conference of the correct procedure when applying for an examination for a licence.

Mark Shaw then discussed school inspections and common issues. This is particularly relevant in view of the direction of the FSC, that schools should ensure that adequate consolidation of skills (and recording of consolidation training) is done. Recent incidents have illustrated the possible consequences of progressing students who may appear very capable too quickly. The good news is that in the last two or three years (since more regular inspections by the tech staff have been made), we are seeing a significant improvement in the standards of school administration and record keeping.

Paul Mahony, head of the Power Panel, gave a presentation on the BHPA's work in the power environment. This has been extensive, including running theory and examination services to new and existing members at Parafest, registering new power schools, and of course managing the impact of the CAA exemption 4455 which has removed the "foot launched" restriction from powered aircraft weight less than 70kgs. The panel is currently working on a revision of the Student Training Record books for paragliding in the power environment and a whole new training syllabus for the hang gliding power environment. This session generated lots of feedback and a seminar session for PPG delegates was arranged for later in the evening.

Simon Payne, head of the Tow Panel, was unable to attend the meeting but Ian Curren presented his report. All due tow permits have been renewed successfully and two new ones applied for; one of these is approved and one still in progress. Simon noted that the CAA's procedures for consulting all nearby air-users before anything is approved has significantly lengthened the time taken to process a tow permit application. (Note the same process has been useful in allowing the BHPA to make submissions when anyone else has proposed expanding restricted airspace).

The next item was an analysis of the instructor numbers and discussion of the instructor progression and training process. The Association has 77 SIs 31 INs and 54 TIs. The progression from TI to IN and from IN to SI has sometimes been long and difficult, for both commercial and practical reasons. Is there anything the Association can do to help this?

A recent accident has also highlighted the problems faced when one instructor is training students of different levels, and the value of having a two or more instructor operation.

Examiners note that weaknesses in candidates are often due to a lack of preparation rather than a lack of ability.

Various ideas were discussed to address and potentially improve the situation. The conference supported the longer BHPA residential course that covers practical skills as well as the "indoor" courses.

The BHPA have made additional resources available, only a minority of the delegates are currently making any use of the Instructor Handbook. (Though this may be as most attendees were experienced SIs.)

The conference agreed that some kind of refresher training aimed at bringing on trainees would be useful to Senior Instructors and CFI's, and strongly supported the idea of all SIs attending a bespoke training course or a Club coaching course every three years. (A couple of CFIs had recently attended coach courses and noted that they had found them very useful refresher training). The FSC will consider this initiative.

Mark presented a session on dual pilot training and examination. External exams for dual pilots have been the norm for about three years now and the standard is undoubtedly improving. Mark noted the common issues in dual

exams, and reminded delegates of the enhanced duty of care in a dual situation, as well as renewal and currency requirements.

Ian led another discussion session, this time concerning the work being done on a new SIV syllabus. Loss of control is the biggest single factor in serious injuries and fatalities and in some cases suitable training or improved reactions may well have improved the outcome significantly.

The BHPA and CIVL already recommend SIV training but there is no definition of what it is or who can train it. There is a working group of most of the main providers who are liaising to try and define some of the goals and methods more effectively.

The idea of a “pilotage” entry level of enhanced glider control skills, and a second tier of more demanding skills was widely agreed.

SIV and Acro are sometimes intertwined and the syllabus should help define the different disciplines. An agreed syllabus will help pilots and trainers, and will eventually lead to an SIV instructor endorsement.

The afternoon of the first day concluded with an open discussion session of any other issues from the delegates.

After the evening meal, those with an interest in the powered paragliding training syllabus met in one of the conference rooms where a detailed discussion of the next version of the Student Training Record Books was held. This was very useful, and just the kind of discussion and input from a variety of professionals that helps the staff and FSC shape the training programme.

The Saturday sessions saw a number of other delegates arrive, predominantly more club coaches, and the day began with an insurance report from Marc Asquith; BHPA Chairman. This was very enlightening, and the delegates had a glimpse into the delicate negotiations and challenges that the Association faces to keep our enviable level of cover.

A good example is that many were unaware that our policy not only covers coaches and instructors, but crucially, also covers landowners in the event of any claim. Marc gave an excellent explanation of the workings of the industry and why a recent significant claim being lodged meant that the additional cost of our premium would be reflected in a slight increase in the membership subscriptions in 2018.

The undoubted highlight for most delegates was the launching of the Pilot development structure website.

David Thomson, head of the Pilot Development Panel and Judith Mole, who has been heading the admin side of the project, gave a very interesting presentation on the work of the panel, and the reasons for the PDP initiative. We have had a gradual development of the post CP coaching and support system over several years, but the pulling together of lots of useful resources and coaching notes in one centralised and easy to access system is a great step forward. The PD structure is very much a work in progress, but the basic tools are there, and with help from coaches and instructors to add useful

material, we hope that it will continue to develop and grow to become a powerful training tool.

After lunch, the delegates were able to log-on to the prototype site and see how it will work. The aim is for it to be rolled out to all coaches and instructors in mid April; though there is still a great deal of work left to do.

The delegates applauded the work of the Pilot Development Panel and many have offered to help fill in the gaps, by doing work to help the Pilot Development system grow.

Mark gave a report of the speed flying trial. A few schools are now involved and although numbers are low, we hope that the BHPA's training programme will continue to grow. The trial will continue for at least another year, when the FSC will be able to evaluate progress.

Ian asked the conference for feedback on theory exam papers. With particular reference to the fact that well over 50% of flying members never progress to obtain their Pilot or Advanced pilot ratings. Some clubs have much better uptake of the Pilot rating than others and improved resources and club training sessions are important tools.

There was not much enthusiasm for making the CP exams more comprehensive as this might be off-putting to many students.

The conference did suggest that the Pilot exam should be reviewed to be better targeted on information that the aspiring XC pilot would find useful, and less on identifying air-chart symbols or acronyms for example. GPS use was also long overdue as a subject.

The tech staff will review the pilot exam in the light of this feedback.

Dave Thompson presented a comprehensive session on the accidents and incidents over the last few years. (As opposed to the school specific statistics discussed on Friday). This was a useful session and also covered the important areas of potential liability for coaches and instructors.

2017 was a bad year for accidents and there is still plenty of education and work at club level required to keep our sport as safe as possible.

It is very good to know that so many instructors and coaches are keen to help their association continue to develop and help it react to new challenges.

Michelle had the somewhat tricky task of taking notes on the conference, but the feedback and ideas proposed are already being considered to help shape policies and to plan the next conference.

The great majority favoured returning to the National Sports Centre at Lilleshall in 2020.

The FSC and technical staff would like to thank all the delegates who made the effort to come along and contribute.

2/ Coach and Instructor Course Diary

The club coach courses have all been very successful with positive feedback during the autumn and winter. We were particularly pleased to be invited to run a course in Ulster in January, where we have not been for several years, and to welcome pilots from the Irish republic. Unfortunately the coach course in April had to be cancelled as the date clashed with other Tech Staff commitments and the venue could not be re-booked for any of the possible alternatives.

The March course in Derbyshire had to be shortened to allow delegates to get away before the blizzard conditions trapped us all at the gliding club on top of Bradwell Edge.

If your club has not hosted a club coach course for a few years, get your booking in early!

The 2018 Diary

April 23rd- 25th: Instructor and Senior Coach Course. Lilleshall Shropshire

October 8th – 14th Hang-gliding Instructor Course. Woldingham Surrey

We are also considering a specific Paragliding (Power) Instructor course. Please get in touch if you would like to be considered for this. This is for candidates who would like to progress towards obtaining the BHPA PG “power” instructor endorsement.

Available dates for Club Coach Courses:

- October 20th & 21st 2018
- November 10th & 11th 2018
- December 1st & 2nd 2018

The 2019 Diary

Available dates for Club Coach Courses:

- January 12th & 13th 2019
- February 2nd & 3rd 2019
- March 9th & 10th 2019

3/ Airspace Expansion Threat - Response Request.

RAF Brize Norton and Oxford Airport are consulting on a number of proposed airspace changes, which will introduce massive areas of class D airspace. If taken forward and approved by the CAA, these unnecessary airspace restrictions will;

- Significantly increase risk to the majority who operate outside the proposed controlled airspace due to new and exacerbated choke points.
- Significantly influence the availability of free airspace across south central England.
- Negatively impact the operations at a number of nearby clubs and airfields to the point where it's possible that some will be fatally damaged. In other words, it's a potential disaster for all, and in particular gliding, paragliding and hang gliding.

As part of the General Aviation Alliance, the BHPA are working to produce a robust response to the consultation.

The response team is led by Steve Noujaim of Bristol and Gloucestershire Gliding Club.

Even though a GA Alliance response will represent the views of thousands of pilots, the airspace change proposers will count that as a single response and then advise the CAA that there was a low level of opposition to their proposals.

WE NOW NEED AS MANY PILOTS AS POSSIBLE TO RESPOND!

The closing date for consultation responses is 5th April 2018.

The British Gliding Association has published some very helpful advice on its website, there is more on the GAA and BMAA websites. Please take the time to read these articles carefully. It will help you in making email responses to both consultations:

BGA: [Information link](#)

GAA: [Information link](#)

BMAA: [News link](#)

You CAN help make a difference, but only if you respond by the 5th April!