



# Instructor and Coach Newsletter

Dear instructors and Coaches,

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

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*Articles & suggestions for I & C news can be mailed to: [ian-currer@bhpa.co.uk](mailto:ian-currer@bhpa.co.uk)*

## 1/ Senior Instructors: New revalidation requirements

From the 2018 Trainers conference report.

*The conference (overwhelmingly) 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 SI's 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 are to consider this initiative.*

The FSC have now looked at this and agree that periodic development sessions for our senior instructors are a useful initiative. This is particularly important now, as the introduction of the pilot development structure will be having a significant change on the way that student progression is managed within the schools.

This is also very much in line with current policies by many governing bodies to require ongoing development training of their staff/ trainers.

OFQUAL : **"Accredited qualifications**, also known as **regulated qualifications** are those that are reviewed, recognised and monitored by the regulatory bodies in order to make sure that they meet specific criteria and quality standards".

This does not (currently) include the BHPA, but any OFQUAL accredited organisations do require on-going development training of some description, and can only support the BHPA's status with bodies such as the CAA who already require revalidation of qualifications within their approved training organisations.

It would be ideal for all SI's to attend a refresher SI course focusing on TI training, the Pilot development structure, and including conducting mock examinations etc. However in practical terms this may be difficult to arrange for logistical reasons and would involve significant costs.

In addition to the two or more Instructor or Senior instructor courses each year, there are usually 5 or 6 club coaching courses at a minimal cost. Whilst not as specifically targeted as a bespoke Si course, these do cover the critical elements of communication, assessment, pilot psychology and incident management, and will include an introduction to using the PDS.

In order to retain an SI licence, Senior Instructors **must** attend a suitable refresher course every three years. The refresher course will normally be a club coaching course, though an instructor, senior instructor course or another suitable course provided by the technical staff is also acceptable.

There are at present 77 SI's, a few have already recently attended coach courses or are recently qualified, however the majority of you should now be planning to attend a coach or instructor course in the near future. The dates and venues for these are published in Skywings and are included at the end of this newsletter.

## **2/ Powered hang gliding training: A new syllabus.**

In the past pilots wishing to fly hang gliders under power have had two routes to obtaining this rating. A conversion course if they are already qualified hang glider pilots. Or a conversion if they are already qualified microlight pilots with the appropriate licence. There was no option for a beginner to learn powered hang-gliding from scratch.

With the advent of sub-70kg wheeled trikes this situation has now shifted significantly and there appears to be an appetite for new pilots (possibly those who may have only considered paramotoring in the past) to gain a qualification to fly these aircraft. - We are aware of around 30 sub 70kg trikes being sold and no doubt several more are being home built.

These two routes above are still valid, and in fact if the pilot is considering a foot launched powered hang-glider, having some hang-gliding experience first is still the method. But for wheeled aircraft there is now an opportunity to learn to fly these from scratch.

Of course we have been here before! In the early days of microlighting the same situation occurred and it was very quickly realized that dual training was the best and safest way to teach new pilots to fly weight shift trikes. The situation today is no different and, so the BHPA powered hang gliding training syllabus borrows heavily from the NPPL system, albeit with significantly less onerous requirements to reach solo stage and obtain a rating.

The initial flights must be done dual in a permit to fly microlight, and so a BHPA powered hang gliding instructor is required to hold the appropriate licence to be able to conduct this part of the training.

For more information about how to become a BHPA powered hang gliding instructor, please contact: [ian-currer@bhpa.co.uk](mailto:ian-currer@bhpa.co.uk)

The new syllabus is available from the office.

### **3/ Deployment bag operations.**

The FSC have approved an operating procedure for deployment bag launch operations for paragliders. There are however significant restrictions on who, where and how this can be done.

These include:

In the UK the dropping aircraft must hold a CAA permit to drop parachutists.

The pilot must be suitably qualified: (presently this means holding a CAA Display Authorisation).

The pilot must be equipped with a cut-away (BASE) emergency parachute system.

The operation must be conducted in accordance with the BHPA D-bag operations manual (available on request)

The purpose of this is to allow suitably qualified pilots to launch from balloons or helicopters in order to take part in approved flying displays.

For more information please contact [ian-currer@bhpa.co.uk](mailto:ian-currer@bhpa.co.uk) or [mark-shaw@bhpa.co.uk](mailto:mark-shaw@bhpa.co.uk).

#### **4/ New Powered paragliding Student Training Record Books**

At the time of writing the 2018 version of the STRB for powered paragliding is at the printer and should be available from the office by the end of July.

Please note that this version has some significant changes. Several exercises that were previously in the "Pilot" syllabus have now been included in the "CP" syllabus. The wording has been altered throughout to allow for the use of wheeled aircraft.

The new books and syllabus **must** be used if you are training pilots using wheeled machines.

The existing syllabus and books can continue to be used for courses that are in progress and arranged on the basis of the existing (shorter) syllabus, though schools are encouraged to make the change as soon as practical.

Schools requesting further copies of the STRB's will be supplied with the new version.

#### **5/ Instructor & Coaching course dates. 2018/19**

**August** 2-3 days dates TBC, Combined Instructor/Senior instructor course. BHPA Office Leicester. [mark-shaw@bhpa.co.uk](mailto:mark-shaw@bhpa.co.uk) 0116 2894948.  
Interested in joining this course please get in touch with Mark Shaw a.s.a.p.

**Oct 14-20** Hang gliding instructor course. Woldingham Surrey.  
[ian-currer@bhpa.co.uk](mailto:ian-currer@bhpa.co.uk) 0116 2894949

#### **Coaching courses**

<b>Oct 20-21</b>	Pennine Soaring Club.	<a href="mailto:gkjonas@btconnect.com">gkjonas@btconnect.com</a>	07590010177
<b>Nov 10-11</b>	Skysurfing club	<a href="mailto:kjdoick@gmail.com">kjdoick@gmail.com</a>	07880911409
<b>Dec 1-2</b>	Scottish Federation	<a href="mailto:tonyshep@clara.net">tonyshep@clara.net</a>	07799483631
<b>Jan 12-13</b>	TBC	<a href="mailto:stephanie-blankley@bhpa.co.uk">stephanie-blankley@bhpa.co.uk</a>	01162894316
<b>Feb 2-3</b>	TBC	<a href="mailto:stephanie-blankley@bhpa.co.uk">stephanie-blankley@bhpa.co.uk</a>	01162894316
<b>Mar 9-10</b>	TBC	<a href="mailto:stephanie-blankley@bhpa.co.uk">stephanie-blankley@bhpa.co.uk</a>	01162894316

