



Instructor and Coach Newsletter

Dear Instructors and Coaches,

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

In this issue:

Table of Contents (clickable)

1	COVID 19.	2
2	Technical Manual update.....	2
3	Online membership.....	2
4	Dual flying.....	3
5	Record-keeping.....	4
6	Power STRB use	4
7	Online resources & Mock exams.	4
8	BHPA Course Diary	5
9	Report on the 2020 BHPA Trainers Conference by Andy Berzins, Chief Coach Sir George Cayley Club.	5

Articles & suggestions for I & C news can be mailed to: office@bhpa.co.uk

1 COVID 19.

No one can have failed to realise the significant impact this has had on all aspects of life. From a flying perspective, it has virtually stopped our sport. At the time of writing, some European countries are cautiously lifting some restrictions and allowing flying activities to resume.

In the UK, we have no idea how long it will last. For most BHPA members, it will simply mean a break from flying for a while. This will almost certainly require additional coaching support for pilots who return, after what may be a long break.

For Schools, Instructors and the Association itself the impact is significant. The Chancellors' announcement about furloughs for employees and especially the support for self-employed and small businesses should be a huge benefit to schools and their staff. However, the loss of a season's students will have a significant impact, and the BHPA has announced several measures to try and support schools and instructors. These can be found by following the link below.

<https://www.bhpa.co.uk/sport/news/index.php?category=2020#news2020313>

The Association itself is also under significant pressure, with very few new members expected to join in the coming months. The office staff who were not furloughed are now working from home. All enquiries will be dealt with, but some tasks such as posting out documents may take longer than usual. Physical school inspections and examinations have of course been suspended. Two out of the three technical staff were furloughed at the beginning of this month.

I have been in contact with many BHPA schools and clubs both in the UK and abroad over the last month. I am constantly impressed with the resourcefulness being demonstrated – planning new ways of teaching on-line, looking at how operations can be expanded once we return to flying, planning trips for 2021.

If anybody would like to discuss the situation their school or club is in, or bounce some ideas around I can offer a limited support service via online webmeeting. To do this, you would need to contact me (Mark Shaw) to arrange an appropriate time (Mark-shaw@bhpa.co.uk).

2 Technical Manual update.

Amendment 19 of the BHPA Technical Manual has just been published and can be found here:

https://www.bhpa.co.uk/pdf/BHPA_Tech_Manual_19.pdf

Please access it, turn to the Amendments (page iv) and check whether these affect your operation.

3 Online membership.

The BHPA Exec members and office staff have been working hard on getting the new online membership application up and running, and I am pleased to say the system is being tested and will shortly go live. This will enable people to go online, join the Association and pay using an SSL encrypted secure payment system.

The online membership system will enable people to join as Training Members (3 months), annual members, two-year members, and as a family member (living at the same address as an existing full annual member). Day memberships will not be available through the system.

4 Dual flying.

The FSC has made some changes to the requirements for new dual pilots. Anybody who holds a dual licence (a dual pilot or AEI) will have been sent an email to the email address the BHPA holds on its database. If you haven't received this email, please send an email to office@bhpa.co.uk with your updated email address.

In a nutshell, before someone can begin to be trained to fly dual, they now need to have completed and logged in the **discipline** and **environment** for which the dual licence will be sought: 200 flying hours (acquired over at least 50 separate flights), or 250 launches, or 100 flights (PA Squares); and have completed 20 launches in the preceding 6 months, in the discipline and environment for which the Dual Licence is being sought. See the Technical Manual 4.2.7 for a full list of pre-requisites.

The FSC had intended to introduce two new requirements on 1st January 2021. These will now be pushed back until 1st July 2021, because of the COVID 19 situation.

- Hold a valid first aid certificate (minimum one day course).
- For paragliding, have completed and logged a solo Advanced Glider Control course (SIV), including as a minimum the following manoeuvres: Asymmetric collapses and management, Symmetric collapses and management, High pitch angle manoeuvres, Rapid descent - fast 360s / spiral dives, including control in spiral and proper exit techniques.

These will **NOT** be applied retrospectively for current dual licence holders (unless required by your licence (e.g. valid first aid ticket for an AEI licence). However, you are strongly advised to consider undertaking both activities.

Why the changes?

- Under the old system it was possible to meet the training pre-requisites by accumulating solo hours on a paramotor, and to never have flown from a UK hill (having done some solo flights in e.g. the Alps).
- Dual flying represents one of the BHPA's biggest insurance payout risks, and we continually keep the standards required under review.
- The BHPA wishes to continually improve the skills, experience and safety of pilots wishing to fly with a passenger.
- The new pre-requisites align us with what other major European associations / federations require for dual licences. It is hoped that a European Pilot Identification card for tandem flying will be put in place (working in similar fashion to an IPPI card), and this will enable your dual licence to be accepted in other European countries, so that non-commercial flights on your tandem abroad can be made on holiday in other European countries. The BHPA is working with representatives from other associations through the EHPU in order to facilitate this.

In order to assist Dual Pilots training others:

You can undertake paraglider ground handling and ground-based routines as a training exercise with your dual pilot in-training, and use a non-dual qualified passenger. Previously, you had to have a dual licensed pilot on board at all times. The FSC has authorised this activity to take place only in these circumstances:

- a) Both pilot and passenger need to be BHPA members who are undertaking dual training.
- b) The activity can only be carried out under close supervision of an appropriately licensed trainer (Dual Pilot / AEI), who can physically intervene / assist where required.

- c) The instructor / trainer must assess the site and conditions and satisfy themselves that there is no risk of getting airborne. The foot of a slope cannot be used. Potentially suitable areas may be a beach or large flat field.
- d) There must be no solid obstructions (powerlines, walls, trees, etc) or water in the operating area or immediate vicinity that the pair could get dragged into.
- e) The dual pilot under training must demonstrate solo the correct way to regain control as quickly as possible if pulled off feet / dragged, to the acceptance of the trainer, before the exercise is undertaken with a passenger.

The FSC shall shortly publish updated Dual Pilot Factsheets, condensed to contain a summary of the requirements for dual pilots. We also intend to publish dual flying guides containing hints and tips, and useful techniques to assist both dual pilots under training, and current dual licence holders.

5 Record-keeping

Schools are told to keep paperwork records for a minimum of six years. When training minors, school records should be kept for a longer period. This is because the legal liability period (normally three years for personal injury) begins when a person reaches 18 (the age of legal majority). Before that point, the minor needs a "litigation friend" (e.g. a parent) to bring a claim on their behalf.

A scenario could be this: a 14-year-old is being trained to fly at a school. The child is injured but the parents do not see any necessity to claim against the school. However, when the injured minor achieves legal majority at 18 years old, this person could potentially bring a claim against the school up until the age of 21. If the school destroyed the records after six years, essential evidence of training would be lost.

We appreciate that the likelihood of this scenario might be very slim. However, any school that is involved in training minors (including Air Experience Schools) is advised to keep paperwork records until the minor has reached the age of 22.

6 Power STRB use

At the Power Instructor break-out session of the Trainers' Conference in March this year, the use of the Power STRB was discussed. I am pleased to say that the Instructors using it are generally happy with the syllabus, however a point was made about completing several exercises in one flight.

Multiple "Phase 7 Improving Skills" exercises cannot be undertaken on one flight, so please do not brief students to attempt several exercises in one flight. Introducing several new things at once is a recipe for overload and has been known to lead to serious accidents.

Whilst the STRB refers to seven flights (five circuit flights on Ex. 18 and two out of circuit flights on Ex. 19) these numbers are minimums. It is very unlikely that a student could demonstrate consistent satisfactory performance of the exercises in order for them to obtain their CP in only seven flights.

7 Online resources & Mock exams.

All Chief Coaches have been emailed a link to the BHPA online mock exams page.

https://www.bhpa.co.uk/sport/bhpa/mock_exams.php

We would encourage all pilots to do some revision of their theory while they cannot fly, and try these exams out. Hopefully many will be inspired to take their Pilot and Pilot Power exams.

The BHPA YouTube channel will be live later in the year. We had hoped to have a number of skills videos ready to post, but the virus has stopped filming, so these will have to wait for a few weeks or months.

There are new exam resources (theory lectures) that are in progress, and we hope that coaches, instructors & pilots will find these useful.

8 BHPA Course Diary

We had a full diary of courses planned for 2020, including an Instructor course in April, a residential paramotor instructor course in May, and two Senior Instructor courses to be held at the BHPA Head Office.

These have all been postponed until further notice. However, we intend to make them all available assuming that restrictions are lifted this year.

- We are planning to reschedule the postponed Senior Instructor course in July this year at the BHPA office – subject to travel / social distancing requirements.
- We are planning to reschedule the postponed Instructor course in September / October this year at Lilleshall National Sports Centre. Priority will be given to those who booked on the cancelled April 2020 Instructor course.

We anticipate that the Club Coach courses towards the end of the year can be held as normal.

If you have an interest in booking on a course when it becomes available, please email office@bhpa.co.uk

9 Report on the 2020 BHPA Trainers' Conference by Andy Berzins, Chief Coach Sir George Cayley Club.

I recently attended the above conference. For the Trainers' Conference, there was a good turnout with 18 schools represented. Quite a few stayed for Saturday's coaching morning; however, it was disappointing that only one additional coach turned up. (Making a total of 8 coaches who attended). Even fewer remained for the AGM (which unfortunately clashed with the six nations Rugby on TV).

Trainers' Conference

1. Schools have reported reasonably static numbers of students. Annually, approximately 4000 pilots are trying the sport, with about 1,000 of those joining as annual members. 680 qualified for their CP in 2019.

Around 1,000 members drop out of paragliding annually. So the total numbers are pretty static. The reasons for this are many, including weather, incidents, lack of time, age and medical reasons, as many are in their first or second year it is likely that some need more assistance in their early flying career.

3. There was a lengthy session on emergency parachute deployment. Following studies using zip wires and centrifugal simulators, it was found that:-

- a. Unless under seat-mounted reserves are pulled out sideways rather than upwards, it was found that in many cases the bag either would not come out or did not come out cleanly. The importance of having the correct length strap attached to the bag was clear, in some cases pilots had to use both hands to get the reserve out.
- b. The best results were achieved when the handle was pulled, and the reserve was thrown in a single movement. Where pilots made a second 'swing', their arms legs heads etc occasionally were caught in the reserve bridles and lines.
- c. It was clear that where pilots looked for the handle first, deployment time was quicker.
- d. It was thought that everyone should have a go at deploying their reserves occasionally to check their technique is good for their particular reserve. The results of the tests are being sent to harness manufacturers in an attempt to persuade them to change harness design to improve ease of deployment. Further tests are being carried out.

Familiarisation with deploying an Emergency parachute is going to be added to the exercises that all students will need to do in the CP syllabus.

4. The airspace panel report looked at possible changes to airspace following a CAA survey where airspace users could comment on ways they felt airspace restrictions could be removed or improved. (I have recently studied the airspace which may affect flights from our own Club sites, looking at the number of flights in the restricted airspace at various times of the day at different altitudes).

We will soon be able to use a simplified civil aircraft notification procedure (CANP) when flying club sites. As well as telephoning, there will also be a means to do this electronically. The size of the area covered by notification is to double to two nautical miles diameter and up to 2,000ft above take-off.

24 clubs have now signed up and had their sites listed so the process is now very much simpler to use.

Nb. It is important to use this service as the information is not only used by the military. It is better that several people use CANP than none. Ideally, do it before 20.00hrs the night before. (Remember to state there are expected to be more than 5 gliders or they will take no notice.) The new system tells you if someone has already posted a site, so it removes the "I thought you had done it" issue.

5. The training syllabus for hill pilots will be changed to allow one of two routes to the CP rating; ridge soaring or mountain. This change has been made to ensure that pilots learning abroad are better prepared for UK flying. There would still be no requirement for top landings to be covered if this is not possible during the course.

6. From 2021 the dual flying qualification will be much more demanding. Pilots will need to have flown a minimum of 200 hours. They will need a current 1 day, first-aid certificate. They will have to have logged a solo SIV course. Ground handling sessions will also have to be logged.

Coaching Day

1. Accident and incident report

In 2019 reported incidents were down slightly.

39% of incidents involved attempting to land of which fifty percent were downwind.
 20 % involved attempting to take off.
 20% occurred while ridge soaring.
 30% were caused by incorrect control input.

10% were due to strong winds.

10% due to strong thermals.

Sadly in 2019, there were seven fatal accidents. *[a mix BHPA and non-BHPA pilots – Ed.]*

2. Written Exams

Pilot & Pilot Power exams will shortly be available online. Coaches will be given a login code and the candidate will get the results immediately. Any questions answered wrongly will be shown with the correct answers. This will enable the invigilating coach to identify training needs. It is planned to make all exams available online as well as on paper in the future. There will be the opportunity to change the way the exam is taken to help candidates who may be dyslexic, use English as a second language etc.

3. Insurance

In 2017 the premium was approaching £200,000. In 2020 the figure has virtually doubled. There is still at least one large claim pending, and it is thought that subscriptions may have to rise again next year to cover an expected increase in the cost of insurance.

4. PDS

Work is continuing on the PDS material available to all pilots. There are new video resources being developed to help with skills and training, and further study material for exams etc. There is also a coaching area on the site. This resource will continue to improve. (If you haven't looked at it already, see it on BHPA website, it's a great resource.)

5. Coach revalidation

I asked if the process could be simplified to enable Senior Club Coaches to make an annual declaration for all coaches. I am pleased to report that the BHPA will be looking to implement this shortly, saving everyone admin' time.

BY ANDY BERZINS

Chief Coach of the Sir George Cayley Club.

Best wishes to all BHPA Instructors and Coaches – I hope to see you on hills and airfields as soon as we are all able.

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BHPA Technical Officer.