



Instructor and Coach Newsletter

Dear Instructors, Coaches and Dual Pilots

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: office@bhpa.co.uk

1 Welcome.

Welcome to Edition 27 of the Instructor and Coach newsletter. For the first time, dual pilots are included in its distribution - it has been sent to the email addresses we hold on file for our dual licence holders. There are a number of updates to dual flying and to the training of dual pilots, and we thought it appropriate to circulate this information through this Instructor and Coach newsletter, as well as in an upcoming Safety Matters page of Skywings.

Here we are again - in lockdown. For some BHPA members, this lockdown aligns with their annual layoff from flying until the weather warms up. For others, this is an enforced break from enjoying winter wave conditions, getting students soaring in laminar air, and maintaining currency in preparation for another year's flying, teaching and coaching.

In place of being able to meet face-to-face, some clubs and schools have been conducting Pilot lectures online through the lockdown. Some have used online meeting platforms such as "Zoom" to invigilate Pilot rating exams. The BHPA has been looking at ways of delivering some of its courses online, however this method is not ideal. With all courses cancelled last year, we have already allocated the '21-'22 season's Club Coach courses and have expanded September's Instructor and Senior Coach course intake for additional TIs and Coaches. If the demand is there, we will look at putting on extra courses.

Last year, the office fielded many enquiries from people interested in powered hang gliding with wheels, from current and ex members, from flexwing microlight pilots wanting to save on hangarage and permit fees, and from prospective pilots who had always fancied hang gliding but didn't want to footlaunch. Powered HG (Sub 70) training is currently carried out by CAA instructors on their dual flexwing microlights, but this is a fantastic opportunity for suitably licensed HG Power instructors at a BHPA school to deliver training on these aircraft.

There are some exciting training developments being run as Flying and Safety Committee (FSC) trials at the moment. Greendragons is operating a vehicle tow trial that works in similar fashion to a method practised at a school in Germany (see [link](#)). There has been interest in the method for both hang gliding and paragliding (non-powered and powered) as a way of conducting initial flight exercises.

A BHPA Instructor has been granted an individual exemption from the CAA to conduct training flights for passengers on a powered dual paraglider with wheels and is undertaking the activity as an FSC trial. Although many things need to happen (including changes at national policy level) before this method of dual flight is available to other instructors, the trial may bring us a step closer to paramotor and powered hang-glider students being able to make their first flights on a dual aircraft with an instructor at the controls.

The BHPA membership stands at nearly 7,000 members which reflects the great work done by schools at bringing in new members, and by clubs in supporting their flyers which encourages them to retain their membership. Some schools (particularly on England's south coast) reported a good year for student numbers last year despite the lockdown. Given the volume of enquiries about learning to fly, we look forward to domestic and foreign training returning to full strength once Covid related issues improve.

We anticipate that school inspections and licence exams will resume when restrictions are lifted to permit flying and training. Please remember to submit all exam applications in the normal way via the BHPA Head Office.

May I wish you all a safe and healthy return to flying, teaching and coaching in 2021.

Mark Shaw
BHPA Technical Officer.
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2 Currency and preparation for return to flight activities.

Membership Renewals – Relaxation of Currency Requirements for Licence Holders.

Notwithstanding the dispensation for Instructors described below, most licence holding members will have been unable to achieve the required flying minima, training minima or first aid qualifications during the Covid restrictions. If this applies to you at your membership renewal date, you will automatically retain your licence for another year. Everyone will be expected to make every effort to regain currency before their next renewal, and to revalidate expired first aid certificates when courses become available after easing of restrictions. Any request for further relaxation after this will be subject to the normal process through making an individual application to the FSC.

Licensed Instructors (including Air Experience Instructors).

Here is the notification reproduced from the BHPA website:

“The CAA has issued the statement below to provide clarity on the Government's position on General Aviation flying for the purposes of Instructor Currency.

“The current GA [guidance](#) in relation to Covid restrictions permits GA flying for the purposes of work, and the CAA has confirmed with the DfT that this includes any activity that is "reasonably necessary" for an individual's work, where there are no alternative options available. This would include pilots who need to keep up with required training or currency flights for their work; for example, a professional pilot or any pilot in possession of a current instructional qualification. Therefore, instructors are permitted to fly to maintain required training or currency. Instructors are not permitted to fly with students, with the exception of professional training as detailed above.”

All BHPA Instructor licences (including Development Instructors and Air Experience Instructors) require annual renewal. This renewal is dependent on evidence of personal flight currency and instructional / operational currency in accordance with Section 4.1.5 of the BHPA Technical Manual.

Current members who hold any type of BHPA Instructor licence may resume solo personal flying in accordance with the CAA's guidance, strictly for the purposes of maintaining personal flight currency to support renewal of their licence. Flights are limited to the local flying area. Cross country flights are not permitted.

This permission is limited to those who are licensed to undertake instruction, other members who are required to provide a means for these flights to take place (launch marshalls, winch operators and tug pilots) may undertake these duties.

Lockdown rules applicable to the country in which you live and work must be adhered to, and can be found by following the link in the quoted statement above. It is intended that instructors who need to travel to sites to fly should remain as local to their home as possible. The reference in the CAA Guidance to “professional training as detailed above” does not apply to our sports but is intended to allow courses for the training of prospective airline pilots and the like to continue.

Our advice to all BHPA members who fly for leisure has not changed. Even though flying locally may be legally permitted, pressures on the National Health Service remain high and with the potential impact of an accident on Mountain Rescue Teams in some areas, you must refrain from flying for the duration of this lockdown.”

This is not a BHPA initiative, it is a dispensation from the CAA applying to General Aviation instructors, which includes BHPA Instructors. It does not give Instructors the right to use a club

site without checking first - several clubs have closed their sites voluntarily or at the request of landowners. If you can fly, do bear in mind that it will appear to some non-flying pilots that you are enjoying your freedom rather than getting current or practising the exercises that you will be demonstrating to students when schools restart.

Several people have asked about the position of Trainee Instructors. Whilst TIs do not have a licence, they still need to attain currency with exercises they are likely to be demonstrating to students. The BHPA considers those training to be an Instructor as being within the same category as its licensed Instructors, and are permitted to fly under this guidance.

If you have any queries regarding your instructional or operational currency, particularly if it has been affected by the situation in 2020, please email mark-shaw@bhpa.co.uk to discuss.

Club flying - qualified CPs and Pilots.

Sites.

When flying can restart, clubs will first have to reopen sites and no doubt there will be pressure from pilots for this to happen as soon as possible. Clubs are advised to let their members know that they should await formal notification that sites are open before travelling to fly, and to specify in what form that notification will take place. It is difficult to imagine that all Covid restrictions will be simultaneously removed, so there may well initially continue to be limits on travel. Social distancing may still be required, meaning car sharing back up the hill or around the airfield may not be able to take place. Because of the time of year, some sites may be subject to closure for lambing - which could be “forgotten” by some pilots in the rush to get out flying.

Low airtime pilots / new CPs, and rusty pilots.

When flying resumed in England on 14th May 2020 after the first lockdown, we had a large number of rusty pilots all desperate to get out and fly. At the time, we were experiencing strong thermic conditions over land that had had no rain since March. The BHPA put out advice to its members about a “proceed with caution” return to flying. Although we saw a spike in incidents and accidents, this was no doubt moderated by some great work by Coaches and Instructors around the UK running refresher flights and ground handling sessions to ease pilots back into the air.

With some relaxation of lockdown restrictions anticipated this Spring we can expect to once again be confronted by a greater than normal number of rusty pilots, all wanting to get airborne as soon as possible after the lockdown. The potential for mishaps and serious incidents increases as conditions get more lively.

Experienced pilots will no doubt be aware of the factors driving the urge to fly and will exercise caution during their first flights this year. However, there will be low airtime pilots motivated by the same desire to enjoy freedom who are maybe less accustomed to paying heed to their internal warning lights - overlooking less-than-ideal flying conditions in a desperation to get airborne.

Club Coaches can make the difference between a pilot going home happy having acquired some airtime, and going home with a broken glider or an injury. A coaching session on rigging gliders or on ground handling can be a great way for low airtime pilots to re-familiarise themselves with their flying equipment or to reacquaint themselves with the movements and variety of forces generated by their canopy. The ground based exercises in the “Glider control skills” section of the Pilot Development Structure foundation level ([0-10hrs post CP paraglider hill pilots](#)) is a good place to start. Some pilots may be more receptive to such an activity if they know they can get something signed off!

For coaching new CPs in flight exercises, our advice is to encourage them to make their first flights in benign conditions rather than spring thermals, however this can be a difficult sell when the more experienced are on their way to cloudbase. The exercises in the Pilot Development Structure foundation level ([0-10hrs post CP paraglider hill pilots](#)) should assist them with realistic goals. Working on Exercise 17 (accurate and controlled landings in light wind conditions) is a good start. Again, some pilots might be motivated to practise this activity with top-to-bottom flights rather than sitting on the hill waiting for soaring conditions, if they see it as a goal to get signed off!

For CPs considering Pilot rating, the online mock exams posted in the last lockdown are still available ([link](#)).

Lastly, many pilots have made use of the CAA's EC device rebate scheme and now have a new FLARM equipped vario or ADS-B device. But how many will know how to set Standard Pressure Setting or a locally obtained QNH - and why they need to do this in the first place? It could be the difference between a record breaking xc flight and being convicted (thanks to their new instrument) for making a vertical airspace bust! Coaches and Instructors familiar with these aspects of electronic instrument use in relation to airspace may be able to provide invaluable advice to pilots preparing for distance flying.

Dual currency.

As we came out of the lockdown last year, the BHPA made a kit check and currency requirement for tandem pilots. This has been adapted for when we can return to flying again this year:

In preparation for the resumption of dual activity after Covid lockdown release, the FSC requires that the following preparatory actions are taken.

1) Dual equipment: thorough check to make sure it is airworthy.

2) Currency: after a layoff from tandem flying, it is inevitable that your dual skills will be rusty, and you will not be current. If you have not logged three dual flights in the ninety days preceding the date you resume flying after the current Covid lockdown, you must re-attain solo currency before undertaking dual flight. This is done by:

- Hang Gliding: at least three solo flights in the environment for which you hold a dual licence, at least two of these solo flights should be made in the four weeks before flying dual.

- Paragliding: at least five solo flights in the environment for which you hold dual licence, made in the four weeks before flying dual. On your dual wing with a passenger, ten reverse inflations and ground control exercises, and two forward inflations, made on a suitable flat field or training slope free of obstacles, where the risk of becoming inadvertently airborne is minimised.

- All: In the event that your tandem flights, either HG or PG, will involve top landing, your solo flights required under this guidance should include at least two top landings. Your first dual flight should be made with a BHPA pilot before taking an inexperienced passenger.

You are strongly advised to carry out the first five dual flights in light winds or benign soaring conditions before flying in thermic or gusty conditions.

Last year, we advised on sanitising helmets, hand sanitisation, face coverings for pilot and passenger and of course social distancing in line with Government guidelines. We have no updated advice yet for the '21 season, but it would be wise to prepare by assuming that Covid protection measures will still be required. The advice from the Government specific to General Aviation is available [here](#).

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3 Technical Manual amendment 20.

The 20th Amendment of the BHPA Technical Manual is now on the Schools > Documents page ([link](#)), together with the superseded Amendment 19.

Amongst the amendments in the current edition are those applying to pilots holding dual licences. Further details are in the section below on dual flying.

4 Dual flying.

Dual flying represents one of the BHPA's biggest insurance risks. As the BHPA FSC wishes to continually improve the skills, experience and safety of pilots wishing to fly with a passenger it introduced some additional pre-requisites for new licence applicants and for existing licence holders. Their implementation has been delayed because of Covid.

First aid requirement for dual licence holders.

The Flying and Safety Committee has decided that all dual pilots must have a valid first aid certificate. This requirement has already been circulated at last year's Trainers' Conference, where it received good support from attendees. Because of the pandemic situation and the unavailability of courses during lockdown, **the FSC has decided to delay the requirement until 1st January 2022**. This means that:

- All existing dual licence holders (Dual Pilots and Air Experience Instructors) will be required to hold a valid first aid certificate upon membership renewal in 2022, for their licence to remain in place.
- For Dual Pilot exam applications submitted from 1st Jan '22, candidates will be required to send a copy of their first aid certificate to the Head Office, together with their exam application paperwork.
- Air Experience Instructor exam applications: A valid first aid ticket has been a requirement for Air Experience Instructor renewals for many years. The course requirements have been increased to match that required by Instructors - and this will apply for AEI exam applications received from 1st Jan '22.

The details on acceptable First Aid courses can be found in the Technical Manual under S4, Ch 1, Item 6. For all tandem pilots the course duration must be at least 16 hours.

Advanced Glider Control (SIV) for new PG Hill and Tow dual / AEI licence applicants.

As with the first aid course requirement, the requirement to have undertaken AGC training on a solo paraglider before applying for a Dual Pilot exam or AEI exam **will be implemented from 1st January 2022**. Refer to the Dual Pilot section of the Technical Manual for more information (S4, Ch.2 Item 7, on page 12; "Pre-requisites before application for Dual Pilot licence examination.").

There is no intention to apply this retrospectively to existing licence holders.

Flying a “solo” PG with a passenger.

The FSC reviewed this activity, having been made aware of dual pilots using a solo paraglider to fly dual by clipping the passenger harness directly into the carabiners of the pilot’s harness (sometimes with the assistance of climbing slings, as mocked-up in the photo below).

This occurs when a pilot selects a smaller wing to increase wing loading - to enable easier take-off in stronger winds, or to make a tandem speed fly-style descent of a hill. Instead of a (e.g.) 40sq.m tandem wing, the pilot may select a (e.g.) 30 sq.m wing designed for solo use.



The issues come from the loads applied to the pilot harness and carabiners. The carabiner manufacturers consulted stated that their carabiners cannot be used for multidirectional loads in this way. Additionally, the webbing loop to the carabiner can foul the gate and cause wear. Whether climbing slings are used or not, the problem still exists.

If an emergency parachute deployment is made, the combined load will be via the emergency parachute bridle connected to the pilot’s harness. The harness’ maximum declared load may be exceeded if a harness is used in this way.

After careful consideration, the FSC has agreed that anybody undertaking this activity will be operating outside the BHPA Rules and Regs. Permitted paragliders for use with passengers are equipped with the risers with which the wing has achieved its EN 926-2 certification and intended for use with spreaders that combine pilot and passenger’s loads in the proper way.

The sentence in the current Dual Pilot Factsheet referring to climbing slings is therefore withdrawn, and will be removed from the updated Dual Pilot Factsheet due to be issued later this year.

Dual Pilot Factsheets.

Look out for the Association’s updated Dual Pilot Factsheets coming in this year - dual flying guides containing hints and tips, and useful techniques to assist both dual pilots under training, and current dual licence holders. At the request of dual training providers, we intend to incorporate a training log into the backs of the factsheets.

European Pilot Identification for tandem pilots.

Progress is being made within the European Hang Gliding and Paragliding Union (EHPU) on a European Pilot Identification card for tandem flying (working in similar fashion to an IPPI card), and it is hoped that this will enable your BHPA dual licence to be accepted in other European countries for non-commercial tandem flying. The BHPA is working with representatives from other associations through the EHPU in order to facilitate this.

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5 Pilot and Pilot (Power) exams.

This year we intend to publish revised Pilot and Pilot (Power) exams. They will be available in online format and the traditional paper format. After a year of their use, the FSC will review whether paper exams are still needed.

The exams will be split into five topics: Meteorology; Principles of Flight; Airlaw; Navigation; Airmanship and Human Factors.

6 Emergency Parachute deployment study.

FSC's Dr Matt Wilkes has now concluded his study into Emergency Parachute deployment. You can view the YouTube summary here ([link](#)).

7 Possible changes in the training syllabuses.

Emergency Parachutes.

All Club Pilot training currently includes a theory section on the use of emergency parachutes. The FSC is considering reinforcing this theory element with a requirement that all trainees complete an exercise to practise the actions required to extract the emergency parachute inner bag from the harness, from a suspended harness or a simulator frame.

Dr Wilkes' study adds significant weight to the idea that we should all be more familiar with our emergency parachute systems. In addition to the proposed exercise above, the FSC may look at recommending routine "familiarisation actions" for all pilots - periodically locating the deployment handle in flight to build familiarisation with the looking and reaching action.

"Pre-manoeuvre" check.

In August last year there was a mid-air collision between two paragliders in the Peak District. A pilot made a spiral dive, and exited the spiral on a collision course with another paraglider. Both pilots landed under their emergency parachutes. The FSC reviewed the incident and concluded that in order to minimise the risk of future incidents of this nature, a "pre-manoeuvre" check should be carried out before performing any manoeuvre that can involve rapid change in height and possible disorientation. This is nothing new to those who fly powered aircraft - the "HASELL Check" is taught and used when flying practically every other General Aviation aircraft. It is a mnemonic that pilots run through to cover airmanship and aircraft factors before initiating aerobatic manoeuvres - stalls, etc. H = Height; A = Airframe; S = Security; E = Engine; L = Location; L = Lookout (see CAA's [Skyway Code](#) page 25).

The FSC is intending to incorporate a similar but simplified pre-manoeuvre airmanship check into the CP training syllabus for HG and PG in all environments, for any manoeuvre that can involve a rapid height change. It is intended that this will be also adopted by schools providing post-CP training. All pilots will be encouraged to use it to make sure their aircraft is set up correctly and they have adequate space to perform the manoeuvre. Further details will follow.

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8 BHPA Course Diary.

Instructor course

27 - 29th September 2021 at Lilleshall National Sports Centre, Shropshire.

Some places are already allocated to those who paid for the course last year, cancelled because of Covid. If there is enough demand, we will look at putting on a second course.

Club Coach courses

The following courses are on our calendar:

- 16 - 17 October 2021 - Long Mynd Club.
- 13 - 14 November 2021 - Derbyshire Soaring Club.
- 4 - 5 December 2021 - Southern Club.

- 15 - 16 January 2022 - Thames Valley Club.
- 12 - 13 February 2022 - Dales Club.
- 12 - 13 March 2022 - Rutland Club

Senior Instructor courses

These will continue to run to small groups (usually three participants) at the BHPA office, in line with demand. As soon as the rules around travel and social distancing permits, these courses shall resume.

Please contact [Mark Shaw](#) to discuss booking on an SI course.

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