



Instructor and Coach **NEWSLETTER**

Welcome to the autumn edition of the Instructor and Coach News Letter. As you will have already noticed, this edition is a little thinner than usual. This is due to earlier than usual publication in order to publicise the Trainers Conference to be held in October. All items missing this issue will be carried forward to the spring 2000 edition. I bet you can hardly wait!

Thanks to those who provided feedback to the last edition.

Please keep your letters and feedback coming in; it does 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: *Dave Thompson, 13a Sketty Avenue, Swansea, SA2 0TE.*
(Typed, not hand written please)

INSURANCE MATTERS

During my rounds of school inspections and club visits etc. it has become obvious that there is some confusion regarding the Membership Certificate books that are used by schools to sign up new trainees. These are MEMBERSHIP CERTIFICATE books and not INSURANCE CERTIFICATE books as they are all too often referred to by instructors. Calling them insurance certificates, as well as being inaccurate, may also lead the student down the path of litigation should anything untoward

occur. When a student takes out a training membership it is true to say they have third party cover but the real bulk of the premium goes to paying your (the instructors) premium!

Do not over emphasise the insurance aspect of the membership. Students should instead be offered the personal accident cover offered by the BHPA through the Airsports Insurance Bureau. For details on this cover please contact Yvonne Jukes on 01983 298480. Why you should go:

The BHPA is a living thing, it is constantly adapting to meet new demands and decisions are being taken which will affect you and your business. This is your chance as a professional** to have some input into that process, let the FSC know your point of view and to be able to question or make suggestions to the panel members.

This year we will be discussing some very important issues, the training programme, airworthiness issues, school inspections and instructor exams etc. A very hot issue is the future of the insurance policy and membership options. (Scrapping the 24hour option is one suggestion that has been tabled at Exec) If you have an opinion you need to be there to put it forward.

What will it cost? This year the conference is for 1 day and lunch is provided so the only cost is for transport. The school renewal cost in '99 is £300. But you can save £100* by attending the conference, so you might even make a profit by

attending!

Finally, it is a great opportunity not only to keep your finger on the pulse of the association, but also to meet up with old friends and colleagues away from the bustle of running a trade stand or in a competitive situation. Just chatting about what kind of year everyone is having, what is selling, who is doing what, and how much we are all charging is invaluable information.

The meeting will start at 10 am and is at Holme Pierpoint in Nottingham (The national watersports centre) See directions on Page 10/11. If anyone wants to stay overnight you can get rooms there as well, call 0115 9821212

* To qualify for this credit a registered senior trainer (i.e instructor or above) must attend from your school / club. An instructor can only represent one club of course!

** This year certain other non- school professionals such as repair facilities and manufacturers are also invited

AIRWORTHINESS PANEL

Coaches and instructors are reminded that they have a duty to check out second hand hang gliders bought by inexperienced pilots. Older gliders and many of the more modern gliders can easily go 'out of spec.' and re-tuning may well be beyond the ability of the new pilot.

INSTRUCTOR AND COACH TRAINING PANEL

It's time to reflect. How did your season go? I don't just mean on a commercial basis, but personally?

If you are a Coach; do you approach people on the hill or in the club? How much coaching have you done? If you can answer those questions then the next ones should require more thought. Were you any good? What went right and what went wrong? Did everything you explained come across clearly and simply? How many times did someone end up saying "but, but, but?" Did you find yourself on the hill trying to scratch a drawing in the dirt to explain something?

As a Coach (or an Instructor) now is the time to prepare better, or different, explanations. It is time to add a polish to the explanations and lessons that need it. Perhaps a few more, or different, drawings in a folder would mean you don't have to scratch in the dirt next time.

An active Coach is a valuable person and an asset to have around. But it can be especially difficult if you've just finished your course and you're all fired up and full of enthusiasm and have nothing to do with all that energy.

This is some of what you should be doing. Look at the members in your club. How well do you know them? Are you aware that John is a CP with over 100 hours of ridge soaring? Did you know that Chris has been reading "Touching Cloudbase" and "Paragliding from Beginner to Cross-country" for months now but the information doesn't seem to stick for long and she is becoming convinced that she will never understand it. You must have noticed that Ted allows the glider to take him off rather than him taking the glider off. Who exactly is that Sid guy? He belongs to that other club as well as yours doesn't he?

Step One: Assess the club members. It doesn't have to be a formal assessment. It doesn't even have to be all of them. Look at where they are and look at where they could be. Talk to them. Find out what they want. Keep it informal.

Step Two: Gather together some information

that you need. For instance, find out what Chris is finding it difficult to get to grips with. Read the books. Make sure you understand it yourself. Then make sure you can explain it. As a general rule leave the formal lecture to the Instructors. There is a time and place for a lecture and it requires more planning.

Step Three: Find out what Chris does know and understand and use this to lead to the part he/she has difficulty with. Remember - it is always better to link from the known to the unknown. It's a smaller step. It helps them sort it out for themselves with the minimum of help from you. This is the best way if they are to retain the knowledge over a longer period of time.

You can use the same technique for all the others in the club. Use the talent that you have available. Perhaps you have a meteorologist as a CP. Chat to him. His knowledge may need to be simplified to make it more accessible to others.

Make sure that people know that they can approach you and ask questions without being ridiculed. Above all remember to assess the person you are trying to help.

Don't assume – Ask, Listen, Observe and Think. If you can be of more help by directing them to someone else –then do it.

Colin Morley, Instructor & Coach Training

Senior Coach Courses

At present there is no formal senior coach course. Those wishing to obtain the senior coach rating must first attend a Trainee Instructor course. Though useful the TI course is not geared towards senior coaches and is therefore not completely suitable. There have been senior coach courses in the distant past though feedback at the time led to the demise of the course. The FSC is keen to reintroduce the course but would like to ensure that the course content meets the requirements of the coaches who would attend. What would you, the coaches, want from a senior coach course? Responsibilities of the senior coach involve

AIRSPACE PANEL

supporting the chief coach in organising coaching within the club, providing info and help (coaching) to club members, supervise potential coaches to name but a few.

WHAT WOULD YOU LIKE A SENIOR COACH COURSE TO COVER? Please send your responses to the editor, details on front cover.

We are all aware of the need to use the Civil Aviation Notification Procedure (CANP) when hang gliding or paragliding. The phone number is free phone 0800 515544 or there is a free fax facility on 0500 300120.

There is however another important number giving details of Royal flights, temporary restricted areas and Red Arrow displays. Again it is a free phone number which is 0500 354802. It is extremely important to use this number as gliders are expressly forbidden to fly in Purple Airspace. For more information see page 5/16 of Cap 85, A Guide to Aviation Law.

Filing an Airprox

Over the last five years or so the BHPA has seen a significant increase in its flying membership. This has led to an understandable proportional increase in the number of Airprox reports that are being filed by our members. With this in mind it is important that our members (particularly our Instructors and Coaches whom this publication is aimed at, and from whom advice is sought by other members) are aware of the correct procedure for filing such reports. If the correct procedure is not followed then significant delays can occur in the commencement of appropriate tracing and other actions that may be required to attain a satisfactory conclusion.

First let me remind you of the Definition of an AIRPROX - " A situation in which, in the opinion of the pilot or controller, the distance between aircraft as well as their relative positions and speed have been such that the

safety of the aircraft involved was or may have been compromised." Any BHPA member who wishes to file an Airprox should ideally use the following procedure:

1. Inform either Les Smallwood or Tom Hardie (both are members of the FSC Airspace Panel and their phone/ fax numbers are always in Skywings) Should this not be possible do not delay the next step, that is the initial telephone report.
2. Initial Report - this will normally be made by telephone to the London or Scottish Air Traffic Control centres, as appropriate. You can use the free phone number that you use for site notification if you wish.
3. Confirmation Report - the initial report must be confirmed within seven days in writing on the Airprox Pilots Form (report form CA 1094), direct to the Joint Airmiss Section at the address shown on the form. Forms are available from the BHPA office on request. It is stressed that the written form is for confirmation only and must not be used as the initial report - it is not quick enough.
4. Also file a BHPA Incident Report Form.

BHPA representatives have input into the Joint Airmiss Section (JAS) and the Joint Airmiss Working Group (JAWG), the two bodies tasked with investigating, and if necessary making recommendations on, close encounters between aircraft. These bodies retain their existing titles despite Airprox now being the correct term. The results from airprox reports filed by BHPA members should soon be published in Skywings so that all our members can see how these reports are processed and investigated together with any recommendations that may be

ACCIDENT PREVENTION AND MEDICAL PANEL

99/003 Date: 09/01/99

Rating: EP

Glider: Mac Eden

Wind: 10/15 Smooth

Injuries: None

Site: Foel Lus

Student on soaring flight over-extended his ridge beats and had to make for alternate landing site; after landing close to boundary collapsed the canopy on to telephone lines.

99/009

Rating: EP

Glider: Mac Eden

Wind: 0/5 Smooth

Injuries: Small cut/stiff wrist

Date: 31/01/99

Site: Great Orme

A student making a hesitant take-off run stumbled and fell on to nearby rocks.

99/019

Rating: EP

Glider: Harley Mistral 27

Wind: 5/10 Thermic

Injuries: Back and rib pain

Date: 25/03/99

Site: Hill

Student on own glider; canopy had a 30% collapse and student repeatedly pumped the controls, causing the glider to recover then stall at about 25ft. Heavy impact followed.

99/024

Rating: Novice

Glider: Up Boogie 24

Wind: 0/5 Smooth

Injuries: Sprained ankle

Date: 14/03/99

Site: Steyning Bowl

Student twisted ankle on landing on uneven ground.

99/026

Rating: Novice

Glider: Firebird Apache

Wind: 5/10 Thermic

Injuries: Bruised

Date: 02/04/99

Site: Haresfield

Student on low level flight flared poorly and rolled on landing, trapping leg.

99/045

Rating: Novice

Glider: Hi Way Stubby (S)

Wind: 0/5 Steady

Injuries: Fractured Humerus

Date: 30/04/99

Site: Baildon

Student on approach slowed the glider but dropped the nose and crashed.

99/046

Rating: EP

Glider: Icaro Mars (170)

Wind: 0/5 Steady

Injuries: Fractured Humerus

Date: 01/05/99

Site: Darley Moor

Low level tow launch; student had good initial control but slowly veered off course. Radio corrections given to no avail. Winch power off to allow glider to land - 90f off line. Glider bounced and pilot swung through A frame.

99/050

Rating: EP

Glider: ITV Agena 30

Wind: 10/15 Thermic

Injuries: Fractured Ankle

Date: 01/05/99

Site: Shining Tor

Student practising canopy inflation was taken unawares by a gust; he tripped, and caught and

DATES TO REMEMBER

5TH OCTOBER

30-31ST OCTOBER

6-7TH NOVEMBER

17-18TH NOVEMBER

20-21ST NOVEMBER

1-3RD DECEMBER

15-16TH JANUARY

12-13TH FEBRUARY

4-5TH MARCH

4-6TH APRIL

TRAINERS CONFERENCE

COACH COURSE (THAMES VALLEY)

COACH COURSE (SE WALES)

SENIOR INSTRUCTOR COURSE

COACH COURSE (SOUTH COAST)

TRAINEE INSTRUCTOR COURSE

COACH COURSE

COACH COURSE

COACH COURSE

TRAINEE INSTRUCTOR COURSE

For details on all the above please contact Tony Mitchell at the BHPA Office on 0116 2611322.

Training Ideas: A start.

(Eddie Royal Snr H.G. Instructor (H) Snr Coach, Icarus School of Hang Gliding)

Back ground

I started teaching hang gliding in August 1987 at The Pennine Hang Gliding Centre located on Baildon Moor just north of Bradford in Yorkshire.

We used large Stubbies and a small Harrier as a "first-day" glider. Much if not all of our time was taken up running down steep little hills, sometimes these hills were overgrown with Bracken which made running quite difficult at best, but we persevered and for most of the time our students had a decent days training. On some occasions I (and other instructors) found it almost impossible to get the glider off the ground, mainly in very light conditions and especially when we were on a shallow slope thanks to the wind direction! All our students would spend at least 2/3 days on tethers, whatever the wind was doing, making our lives even more difficult in light conditions. I personally found the Stubby a flying Barge i.e. it took an eternity for it to respond to roll inputs, of course we were always lead to believe that this characteristic was most beneficial for the students smooth steady progress...A flying Barge with a very poor sink rate and a glide ratio equally as poor! This will keep the student steadily progressing and quite safe!!

Well at the time we didn't know any better BUT.. Today we do!! Or at least I do.

Today our student just isn't going to tolerate flying Barges and carry-ups on even small steep hills with nothing more for his trouble than a slightly shallow plummet on tethers for days on end!

Today our student demands progress, safety, convenience, FUN, and he's more than willing to pay for it, as long as he gets what he expects.

Enter the Aeros Target: basically an updated version of an Atlas, I say basically but in fact at more than a glance one can see that this Hang Glider is a far cry from it's (dare I say?) ancestor.

With it's easy flat and control frame rigging,

floating cross-tube, King Post hang point, easy quick tensioner, super small breakdown length, multi-sectional airframe, tool-less dismantling, multi point padding, excellent static balance, high spec' sail cut, superb in flight characteristics, student confidence building qualities etc.....No, it only resembles a glider from the past... at a glance!

I have been using the Aeros Target in training at Icarus School of Hang Gliding since October last year, but before then I was teaching in the U.S.A. where this type of glider has been used for at least 9 years that I know of and in all types of conditions, but mainly light thermic weather.

Using this glider for training does require slightly different techniques than the usual, but no matter what the conditions training is much less demanding on the instructor the student pilot and the other students whose assistance you may need at times, as in very windy conditions.

The new student on his first day in the School is immediately impressed with the condition, the shape and the suitability of the glider as a training tool especially when it may be mentioned that this type of glider is one that can be flown from day one to year... whatever! without having to sell up and move on. It can also be pointed out that, without any prompting, they will probably keep this type of glider forever and, if they so wish, buy a much heavier faster and more expensive machine, as and when they feel fit, which will be later rather than sooner!

Back to the School: Because of the glider's aerodynamic qualities it can be used on quite flat slopes, and I mean REALLY flat! Familiarising the student with the way we step into control-frame; hold the glider and how to bring it to the straps tight point is all done on completely level ground and without the pilot being attached to the glider, in fact up to this point the harnesses are still in the harness bag. This goes on until you and the student are happy with everything then we introduce the harness and hang-check etc. I also introduce simple flight planning at this stage.

We are still on level ground but now we teach the flare, once we've thoroughly briefed the student it's all systems go!

At this point we need to run along-side the student holding the side-wire and if need be a nose tether. Sometimes it is necessary to have some assistance from one of the other students on the other side-wire but as these gliders are so easy to turn it is quite simple to control the glider's direction from just one side and stay in complete command, this area is a discretionary one; wind, weather, terrain, pilot etc. lots to consider, but then again you are a professional!

On a day with say 8-13mph. of wind blowing, the above technique works extremely well and can be used for the whole day with the pilot getting off the ground very easily but without the use of side tethers and on very level ground making the exercise enjoyable for everyone.

I must just say at this point, if you are not fit enough to run all day on level or virtually level ground then you shouldn't even consider this type of



career.... Enough said!

There's lots more info available from me and for those progressive instructors who wish to take Hang Gliding forward instead of burying it I'll be there for you if you need help and advice.

For those who think they've heard it all before and know different I'm all ears...and working proof!

Watch this space.....

A TALE OF DESPAIR VERSUS HOPE

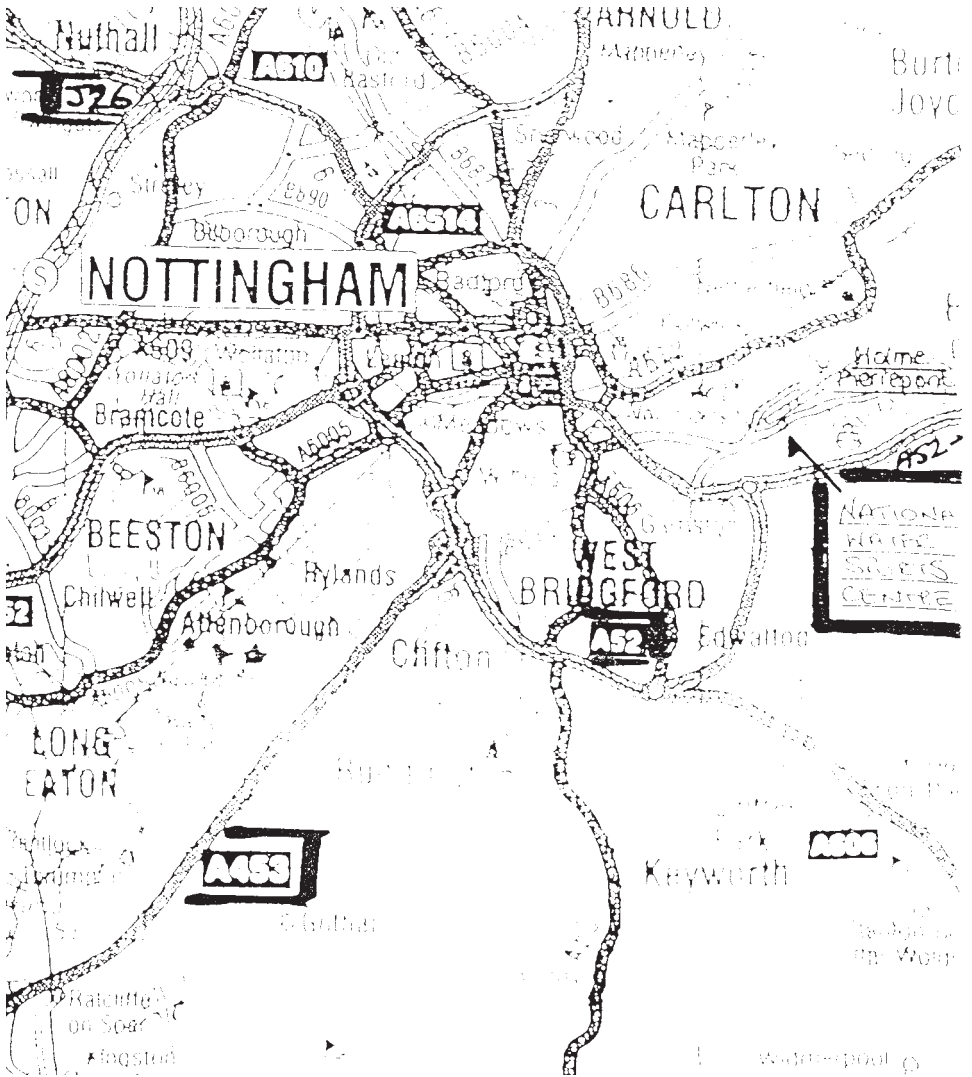
(Stewart Bond - CFI Icarus School of Hang gliding)

Following John Barratt's excellent article on 'tramline training' in the last issue of the instructor's newsletter, I have been commandeered to write an account of my schools recent venture in hang gliding training. It has long been accepted that paragliding is the easier option to learn free flying, however equally accepted amongst converts that hang gliding has more to offer the free flyer.

The initial problem with training hang gliding is that it requires a greater degree of co-ordination and skill to learn than its counterpart. This sometimes results in a slightly longer learning phase. Combine this with the weather restrictions imposed on us this can lead to a higher drop out rate than paragliding - if only potential students could get a real taste of hang gliding in the early stages then they would have a goal to aim for.

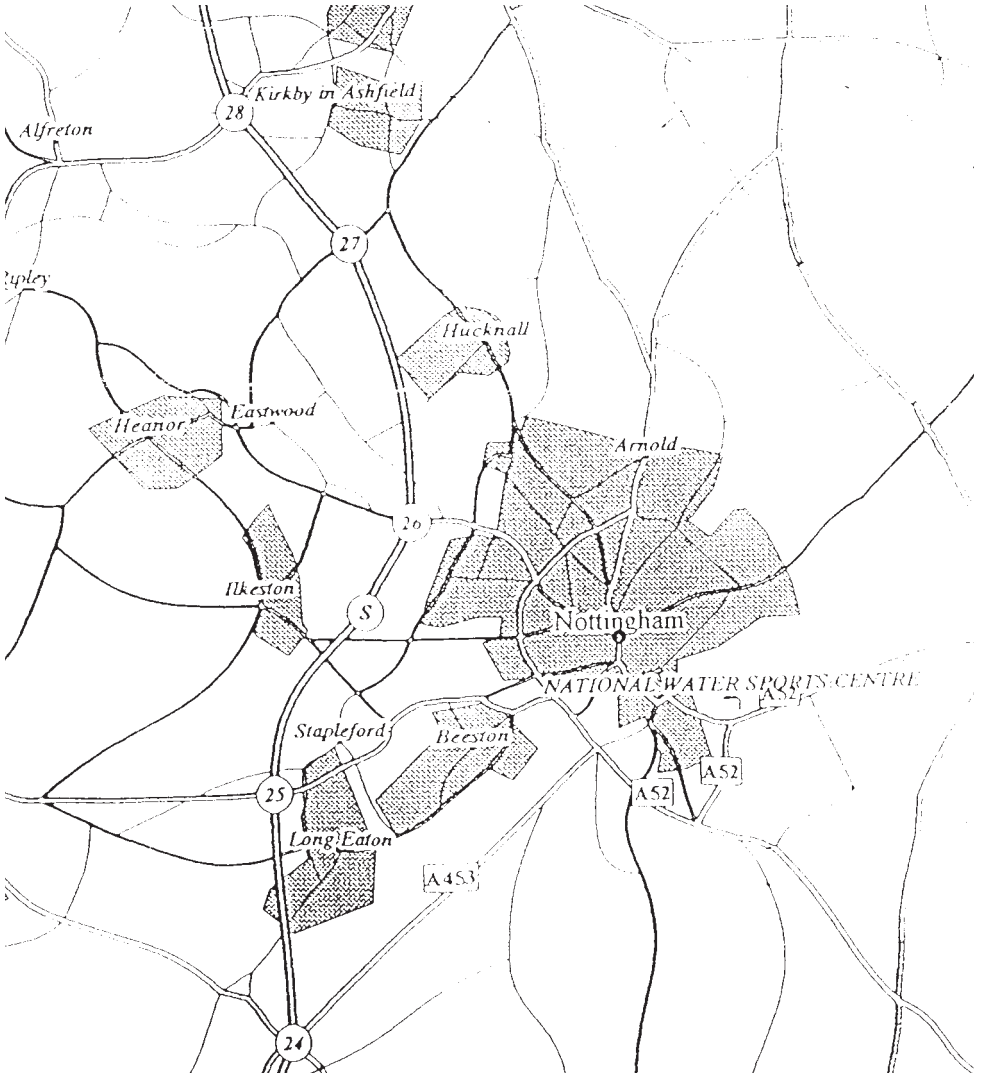
For many years, I have been a believer in offering hill based dual flights to would be students (paraglider pilots included) and have noticed the amazement on peoples faces and an increase in the take up rate for courses. The down side to this is the unpredictable nature of hill based dual training (wrong hill, too gusty, etc. etc.). So it was with gleeful anticipation when the Vale of York Aerotow Hang Gliding Club bought a dual machine and started air experience flights I started thinking of the advantages to this method of hitting the student with the BUZZ.

It has now only been about 1 month since we have been using this method but already the advantages are becoming apparent. The students are landing with a real taste of the adventure and consequently more are hooked into booking full courses. I find that mentioning towing behind a microlight aircraft and 25 to 30 minutes flight to 2500 ft tends to sell a lot of flights. This in itself is a money-spinner let



National Water Sports Centre
Adbolton Lane
Holme Pierrepont
Nottingham
NG12 2LU

Tel. 0115 982 1212



- Turn off M1 Motorway at junction 24.
- Follow signs for A453 Nottingham (South)
- After approx 8 miles look for signs for A52 Grantham
- Follow A52 Grantham signs
- Look for signs to National Water Sports Centre
- After leaving the main road and driving down Regatta Way follow signs for Reception.

Distance from M1 motorway to National Water Sports Centre is approximately 15 miles.