



# Instructor and Coach Newsletter

Issue No.19    October 2016

Dear Instructors and Coaches,

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

## **In this issue:**

- 1     2016 Residential Instructor Training Course.
- 2     Licence revalidation.
- 3     Travel insurance.
- 4     Resources for clubs: Coaching session and welcome letter templates.
- 5     Coming soon! The Pilot Development Structure Part 1.

Articles and suggestions for I & C Newsletter can be e-mailed to:

Ian Curren  
Technical Officer  
[ian-curren@bhpa.co.uk](mailto:ian-curren@bhpa.co.uk)

## **1 BHPA Residential Instructor Training Course, Nazare, Portugal Sept 2016.**

As regular readers will know, this course was conceived more than a year ago, and after a lot of work and planning, and the support of the FSC, we ran the first residential instructor course from 13<sup>th</sup> - 24<sup>th</sup> September in Portugal.

We kicked off in the classroom at 10.30am with everyone introducing themselves, explaining their history and reasons for attending the course.

The course included all the elements of the existing BHPA coach course, all the instructor course material, plus a chance to put it all into practice on the hill.

This included everything from Pilot psychology to school paperwork, and from dealing with a serious accident to constructing a lesson plan.

We also had the opportunity to spend time going through the PRS syllabus deconstructing every element. Why is it there? What is the aim? How do we deliver it? What are the common problems and strategies for dealing with them, this proved a very valuable exercise.

Each day began in the classroom, either with sessions led by Ian Curren or Mark Shaw, or on some days, theory presentations given by the candidates. By lunchtime the wind had usually decided what it was going to do that day and we set off for the local flying sites. Our base was only 1.5km from the coast and the sunshine and sea breezes meant that we usually flew on one of the many coastal sites within 30mins of the base. Although we did get some nice soaring, there was one day when it was too strong to get the gliders out, and several of the days featured light winds. As it turned out this suited us quite well as we were focusing on student exercises.

The course also made good use of a simulator. This is a powerful training tool, particularly for delivering sessions on speeds to fly, using a speed system, big ears and more. Some candidates were unfamiliar with simulators and found these very useful.

Everyone had plenty of practice at delivering briefings, practical exercise training and debriefings. Then an opportunity to discuss how it had gone, and suggest improvements. The BHPA has always encouraged instructors to work with more than one school, and this process showed the value of this approach as we could honestly interject or de-brief each other and offer suggestions without having to be concerned about what a paying student might think of this - a serious obstacle when training instructors in a commercial school environment.

The same "cruel to be kind" dismantling and reconstruction process was applied to the theory sessions, and by the time the candidates were delivering the second (or third) session the standard had improved markedly.

Who was being trained? We had a wide range of candidates, ranging from newly registered trainees, who were just getting started on the road to becoming a BHPA instructor, to an

experienced coach and guide, who wanted to add a performance instructor licence to his résumé, and make his company a registered school.

We also spent some sessions at the site's outdoor café, whilst re-taking and going through all the EP, CP and environment exam papers, discussing the questions and answers and how we would prepare and de-brief students. Everyone felt that this was a very useful process.

Although there are mountain sites in the region, the wind strength and direction dictated that on this course we spent all our flying time on the coast. Our forward launch, reverse launch, low hops and PLF sessions were done on the low dunes or beach, which gave us the luxury of time to do many repetitions. Our soaring and higher flights took place on 200-400ft sites nearby.



*Exercise briefings at Salgado; a 400ft coastal site about 5km from our base.*

Vale Paraiso, our venue, is only 1km from the town of Nazare, it has a pool and lots of activities on site, *(though we were generally too busy to play tennis or boules...)*- there are a range of restaurants and shops in the town. This area is famous for its big waves and surfing, and the temperature was ideal for shorts and T-shirts. Everyone enjoyed the location.

Many schools do not have the facilities to spend much time on instructor development, and so this course was designed to provide a focused approach to every aspect of being an instructor, from introductory talks to top landing approaches.

Both Mark and Ian have run commercial schools themselves and the intention was to prepare the candidates for the real challenges they will face, as well as the theory of instructing. Our candidates all noted that they had learned a lot of useful stuff and have given us helpful feedback, which we hope will help us make the next course just as successful.

Dave Thompson and Angus Pinkerton came over for the last part of the course. Dave conducted examinations for two candidates (*who both passed; congratulations to Paolo and Brett*), and Angus was pressed into service as a “student” for the exams, and to observe the course and help us evaluate its effectiveness. We hope to see the other candidates coming forward for examination in the near future.

The aims of this course were to improve the training of TIs and to reduce the period between becoming a TI and being ready for examination as an Instructor to weeks, rather than months (or years in some cases!)

All the candidates noted that they did feel much better equipped to deliver professional training and the BHPA expect to run a similar course next year. If you are interested, or have a trainee who may be, please register your interest with Stephanie in the office as soon as possible. Minimum standard is Pilot rated and we expect most candidates will either be registered as TI’s or possibly Coaches.

We don’t yet have an accurate date or cost and haven’t settled on the location but it is likely to be in Portugal at a similar time of year and we will endeavor to make it good value and affordable to TIs.



*Training practical exercises.*

*Obidos bay dunes.*

## 2 Licence revalidation.

Last year the BHPA introduced some changes to the licence renewal system to better reflect the currency of the coach or instructor in the appropriate discipline. The process of revalidation was also made easier for coaches with e-mail support from your chief coach or other official now being accepted rather than a signed document.

This is generally working well, although we have lost a few coaches, some of whom were no longer active. A few letters have been received from coaches saying they have not been active this year and therefore did not meet the currency criteria, but wanted to keep the licence anyway as they expect to be coaching in the discipline again in future. Where supported by the Chief Coach, these have all been accepted.

Some Instructors and Coaches have renewed but it is now clear if they are active in one environment such as HG towing, but are no longer current in another, say HG hill. The new system picks this up and gives us a more accurate picture of who is best qualified to deliver the right skills.

We hope that in future, as the renewal and currency requirements become established, we will retain a high percentage of coaches and instructors and continue to recruit new ones. The aim is to have a pool of active club coaches and instructors who are reasonably current and who have the skills and tools to help them assist the new pilots.

**Note:** There is an instructor course on 3<sup>rd</sup> - 5<sup>th</sup> April 2017 at Lilleshall, Shropshire and places are now being booked. Please contact Stephanie at the office for details.

### **3 Medical insurance for instructors and guides working abroad.**

At this time of year, many pilots top up their hours on a flying holiday, and purchase an insurance policy that covers medical expenses and repatriation in the event of a flying accident whilst abroad.

The majority of travel insurance policies purchased for flying trips specify they are for recreational flying only and exclude anybody flying in a professional capacity. Instructors, guides and anybody receiving a form of payment to fly abroad may not be covered by a standard flying holiday policy and in the event of an accident they need to meet the majority of the cost of medical treatment themselves.

A couple of instructors have claimed from their hospital beds that they were on a flying holiday with their mates - and found themselves personally liable for a big hospital bill when the "mates" turn out to be the instructor's paying clients and the insurance company refuses to pay! Medical costs for a bone fracture in the French Alps can potentially stretch into the thousands of Euros and a more complex injury requiring a longer stay in hospital will cost significantly more. The European Health Insurance Card (EHIC) covers some medical costs in Europe, but not private treatment or repatriation to the UK (a private med-evac flight from Geneva is 15,000 Euros). Hospital treatment in other parts of the world may be cheaper but getting back home may be significantly more costly! Complete disclosure to your insurer is essential to make sure your cover is valid.

All pilots acting in a professional capacity whilst flying abroad are advised to check their policy wording carefully or contact their insurer to check they are appropriately covered.

#### **4 Welcoming new pilots to your club: Coaching induction days.**

I have always believed that theft is a useful if rather understated tool of the flying instructor. I have been stealing good bits of instructional technique for years. In fact a major benefit of being an examiner for two decades was that I was lucky enough to nick stuff from a wide variety of sources.

For example, who would have thought that PLFs could be the highlight of students' first day? But one enterprising candidate started giving marks out of 10 for entertainment value for each attempt, and encouraging the other students to mark each other, after 20 minutes they were all laughing and a couple noted it was the best bit of the day, (*not to mention being very effective at teaching PLF's*). Well worth stealing!

I have continued this theme in my role as a BHPA Technical Officer and this month's best haul of swag has come from the Southern Club, who have a very well organised induction system for new CP pilots joining their club. Their "Red Ribbon Club" is a great idea for promoting safety and progress.

They have a welcome letter, which I have shamelessly plagiarized here, and a checklist for their new pilots being briefed for each of their club sites.

Below is a template for running a Coaching induction day, if the weather is ideal this is best done on a flyable site of course, but this a non-flying version.

We all invite you to use any or all of it as a template for your own club's coaching system if you wish. Drop me a line and I will mail you an editable version in Word.

Ian Currer 0116 282 4949 or [ian-currer@bhpa.co.uk](mailto:ian-currer@bhpa.co.uk)

## Sample club induction day. *(Non-flying template).*

- 1 Icebreak :** Led by senior coach. (Do self & team first). Then each new member: Personal introduction: Name & occupation, why & how I started flying, what I have managed so far, aspirations for the future, any problems, any related sporting experience/ flying. My availability, My kit.

### ***Q:'s Any CP exercises left to do/ Currency?***

- 2 Intro to the club by the coach.** History, sites, officers, etc.  
What the club can do for you (sites & coaching) See list below.  
What the club expects of you. (See list, check memberships & expiry dates)
- 3 Club officers and coaches.** Any useful info & phone no's not already covered.
- 4 Club social events.**
- 5 Look through the pilot task books.** Discuss the exercises and order. : Refer to the foundation level exercises and Instructor manual for this.
- 6 Let's make a start on first exercises in your pilot books:**  
Intro to the club sites : "Walk though" of site guide, how to find them, frequency of use, rules, hazards etc. *Slides/ photos or video is useful here.*
- 7 Club website,** discussion forums, facebook, text circles etc. Do practice log-ins on the spot if there is web access. *(Inc taking mug shots if used).* Radio frequencies.

## **LUNCH**

- 8 Practical :** Simulator/ beam/ tree: Hang up harnesses, & check that parachutes are in, and can be deployed OK. *(Possibly demo ears & speed bar together exercise... see the instructor manual for details).*
- 9 First Pilot theory lecture:** Principles of flight/ weather or human factors.  
Refresh Ariel collision avoidance rules.
- 10 New pilot checklist** (see list) Dish out site guides, ribbons, phone no's and any other paperwork.
- 11 AOB & Q&A.**

*Or this can be broken down into several evening sessions*



## **Developing piloting skills** *(What the club can do for you)*

CP rating is a novice rating. You still need some support  
Discuss any skills weakness, forming of coaching plan to rectify (Notify chief coach & school liaison )

Promote pilot rating, run through the foundation scheme and pilot task book.

Pilot lectures in winter. Any coaching meetings

Explanation & promotion of the coaching system

The club welcome pack, Site guides, coach list etc.

**Social** : Club meetings, Comps, Christmas dinner Summer bash etc.

## **What the club expects on new pilots** *(What you can do for the club)*

BHPA membership & a CP rating or above is a pre-requisite. (Insured)

Membership for all of us is a privilege not a right

Attitude with the public, we are all representatives of the club

Public safety

Horses/livestock

Gates, Fences and Walls

Over -flying of property

Parking & Country code

New pilots must get a site briefing from a coach before flying each new site

*(sign off on site sheet in welcome pack)*

Check for understanding of CP air law (Ariel collision avoidance rules)

Choosing not to fly, or fly somewhere else if it's a busy XC day / very strong or thermic

Knowledge of any specific site rules or local issues

## **New pilots checklist**

BHPA membership & rating

Site guide & Helmet sticker

List of Club Coaches

Pilot Task Book

Red ribbon (if under 10 hours / non-current / new glider / etc)

Welcome letter & guide to new CP's

Possible website/ discussion group log-in and details including photo

Suitable equipment; glider, reserve (repacked 6 monthly)

## **Q&A Session**

## *Sample welcome pack letter.*

### **Hello and a very warm welcome to the Anyhill Hang-gliding and Paragliding Club.**

The AHPC was established in 1975 to provide hill soaring sites for foot launched hang-gliders and later paragliders. It has a membership of approximately 150, the majority of whom fly paragliders together with a small but dedicated group of hang-glider pilots. The club has 11 sites within the Anyhill region that cater for all wind directions except the way it's blowing today. There is also a winching group that operate from Nohill farm, and the club is served by two excellent BHPA schools in the region: Nochance Paragliding and Always Flying Ltd.

The club is run by a committee of volunteers and has meetings on the second Thursday of each month at the Grounded Man pub in Little Retching. More information on the club can be found on our website [www.anyhillparawaiting.com](http://www.anyhillparawaiting.com) As well as our site guide it also has details on how to issue a NOTAM and the site codes. There is also an active forum where you can discuss all things flying related, and a gallery where you can post your photo's *(also flying related only please!)*

If you have not already registered with the website you can log in using your e-mail address and your club membership number as your initial password. Once registered please change your username and password and add a photo to your profile so that people will know who you are both online and on the hill.

As well as liaising with the landowners and national park to make our sites available to fly from, the club also fulfills a coaching role helping newly qualified pilots progress safely on their flying careers to reach the full Pilot qualification or beyond. We run additional coaching meetings at the Grounded Man pub on regular occasions which include theory revision sessions geared towards your pilot exam. We try and run on site practical coaching sessions according to demand, so do ask if you are interested.

Each year we have a summer barbeque and fun competition and each winter there is a Christmas dinner and awards night. We also arrange some club night talks from suitable people and have a parachute repack night every spring.

Finally, we do expect that every member will follow our club rules, which are there to enable us all to fly safely together and safeguard our sites. You must be a BHPA member and hold a current rating of CP or above in order to have appropriate insurance. All memberships are renewed in March, regardless of when you joined, your first renewal will take this into account and will be reduced accordingly.

Welcome to the club.

PP Chairman AHPC

**The AHPC guide for newly qualified pilots.**

If you have recently qualified, congratulations on obtaining your Club Pilot (Novice) rating! Although this allows you to now fly without instructor supervision and within a club environment, it is really only the first set towards becoming a pilot and getting your pilot rating, which allows you to fly without any support and to get away from the sites on cross-country flights.

The club is here to help you reach that level and we hold coaching sessions to help you improve and to help prepare you for your Pilot exams. As well as the written exam, there are number of exercises and skills to master in order to work your way up to your foundation level and then your development level to achieve Pilot rating.

Our club coaches are unpaid volunteers who are experienced club members who can help you to achieve this.

A list of our coaches is included in this pack, please do not hesitate to get in touch, we are a friendly bunch. If you are on a site, just ask any pilot who will be able to point out one of our coaches for you.

It is VITAL for your own safety and that of others, that before flying any of our sites for the first time you obtain a site briefing from a club coach. At any time, if you are unsure about hazards, site rules, where to land, tides, or the weather conditions, it is very important that you ASK someone. It may seem a bit intimidating if you don't know anyone, but we are all very approachable and it is in all our interests for everyone to fly safely together.

Your coach will sign off your task book with the site briefing and will be able to offer to helpful suggestions for using the site to its best advantage.

If it seems flyable to you but there are no other pilots there, it may be for a good reason, it is certainly worth ringing one or more of the club coaches for advice and to check that you are in the right place.

Good luck with your flying and we look forward to meeting you either on the hill or at one of our meetings.

AHPC Chief Coach

## **5 The Pilot Development Structure.**

By now most of you will be aware that David Thomson (Scottish Dave) together with his panel and the technical staff have been busy working on an improved post CP structure.

A new web page and resources for coaches will soon be ready and the next issue of I&C Newsletter will be dedicated to a full explanation and guide to the system, which will run alongside the regular “pilot” task books. We expect this to be ready this winter and to be in place for the 2017 season.

The first part of the structure addressing the foundation stage (up to 10hrs) is ready to go, and the subsequent Development (up to Pilot) and Performance layers will be added as the panel develops them.

If anyone is interested in helping David with this project and having an impact on the future development of coaching in the sport (especially hang-glider and power pilots). Please do not hesitate to get in touch with David.

[pilotthomson@btinternet.com](mailto:pilotthomson@btinternet.com)