

# 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/            The BHPA Trainers Conference Lilleshall, Shropshire  
                 Friday 9<sup>th</sup> & Saturday 10<sup>th</sup> February**

This conference is for all BHPA Instructors, Trainee Instructors and Club Coaches. It is your chance to comment and debate issues with the technical staff and members of the Flying and Safety Committee, and have an influence on the future of our sport.

There will be reports from the FSC members, and the Chairman of the BHPA, information of accident trends, and discussions on the trial for Speed flying, a potential SIV syllabus, and the whole issue of instructor training. Hang-gliding, Paragliding, Tow, Aerotow, Power, Wheels, Dual Flying, Speed flying, Acro and SIV. Whatever your interest, there is something here for you.

The coaching system, and the new pilot development structure, will be key subjects. – We hope that the BHPA pilot development ‘phone app’ will be ready to launch at the conference. If you have comments or suggestions on the theory exams or any other aspect of training and coaching, this is the time and place! All these are agenda items.

There will be presentations, and an opportunity for open discussion on all these subjects. There will be a chance for some “break out” sessions in the evening, where specific issues can be discussed with others, who have an interest. And it is not all work, this is a great opportunity to meet other instructors and coaches and swap useful information, flying stories, and complain about the weather.

Accommodation & meals are being subsidised by the BHPA and the cost is just £60 per person for 2-day delegates. The rooms are of a good standard, with TV, en-suite facilities etc. If you can only make one day, the cost is £10, which includes lunch and refreshments. Please call the office in good time to book...(in 2016 we did run out of rooms).

We very much hope that most schools and as many clubs as possible will do their best to be represented and have their say.

## **Trainers Conference Provisional Agenda**

*(Let us know if you would like anything to be added)*

### **Day 1 (Instructor day)**

10.45	Introduction	Angus Pinkerton
11.00	Accidents & incidents report	Dave Thompson
11:40	Instructor exams & school inspections	Ken Raines
12.00	Power panel report	Paul Mahony

### **12.30 LUNCH**

13.15	Tow panel report	Simon Payne
13.40	SIV training & licencing	Ian Currer
14.15	Speed flying: The UK trial	Mark Shaw

### **14:45 Break**

15.00	Ti & Instructor training	Ian Currer
15:35	Training Dual pilots	Mark Shaw
16.00	Open Discussion	Angus Pinkerton
19: 30	Evening meal.	

## **Day 2 (Coach day)**

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|-------|--|---------------|
| 10.00 | BHPA: General situation & insurance report | Marc Asquith  |
| 10.30 | The pilot development structure: The App!  | David Thomson |

### **11.20 Break**

- |       |   |                 |
|-------|---|-----------------|
| 11:40 | The PDS: Development & Performance layers | Jocky Sanderson |
| 12:20 | Dealing with accidents & liability        | Dave Thompson   |

### **12.50 Lunch**

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|-------|--|------------|
| 13.40 | BHPA Theory exams review & discussion  | Ian Currer |
| 14:10 | Senior coach & Dual pilot exams report | Ken Raines |

### **14:40 Break**

- |        |   |                 |
|--------|---|-----------------|
| 15: 00 | Performance instructors and schools           | Jocky Sanderson |
| 15:30  | Any other business / Open discussion.         | Angus Pinkerton |
| 16:30  | ( <i>approx.</i> ) Chairman's closing remarks | Angus or Marc   |

## **2/ Becoming a BHPA Instructor**

The present system relies on a school CFI selecting and training his Ti's and preparing them for examination.

However the CFI is invariably the school owner, and has to consider his or her overheads in wages costs, and the possibility of his Instructors setting up their own operations, quite possibly in the same locality and in direct competition.

It is therefore very often in the schools interests for trainees to reach a "signed off" level where they can assist with larger class sizes, but not be in a position to apply for examination. Ti's are also paid less than qualified flying instructors.

Because Senior Instructors are by definition more experienced, they tend to train the exercises such as soaring and top-landings, which may require more technical skills and judgment. As a result trainees sometimes lack depth of experience and are not well prepared to teach these exercises. The same issues affect the administrative tasks of a school and the delivery of effective theory lessons.

As a result the BHPA now has a top-heavy cadre of Instructors, with 77 Senior Instructors/ CFI's and 31 Instructors. There are 54 Trainee Instructors. *(This does not include 21 Air Experience Instructors).*

In fact a small number of schools account for many of the Instructors, so a very common situation is to have school with one CFI and a Ti or two. Small schools like this have little opportunity, as well as little incentive to allocate resources to instructor training.

It is probable that several potential instructors have been lost due to dissatisfaction at lack of progress through the licencing system.

A number of candidates for examination are now coming from other sources such as non-BHPA schools, and the current system does not cater well for these potential instructors.

We have already addressed this to some extent with the introduction of the instructor manual and with the school theory resources, but the situation is still far from ideal.

Examiners often find weaknesses in candidates are not due to lack of ability but lack of adequate training.

How could this situation be improved? There are a few possible ideas to be considered. For example, altering the instructor licencing system, time limits on being a Ti, expanding residential instructor training courses, and supporting CFI's through "Training a new instructor" initiatives.

These and any other considerations will be discussed at the Trainers conference. Please let us have your input and experiences of this, and let the FSC know how you think things can be improved.

### 3/ BHPA course/ Event diary.

2017/18	Course	Location	Contact	
9 - 10 December 2017	Club Coach	Southern Hang Gliding Club	<a href="#">Si Brewster</a>	07780 686 653
20 -21 January 2018	Club Coach	Ulster HG & PG Club	<a href="#">Jim Rainey</a>	07765 930 540
24 - 25 February 2018	Club Coach	SE Wales HG & PG Club	<a href="#">Seb Nicholls</a>	07940 413 654
17 - 18 March 2018	Club Coach	Derbyshire Soaring Club	<a href="#">Chief Coach</a>	07859 912 922

In addition to the coaching courses there are:

Feb 8<sup>th</sup> & 9<sup>th</sup> Trainers Conference. Lilleshall Shropshire. Contact : BHPA Office

Feb 17<sup>th</sup> & 18<sup>th</sup> BHPA AGM Derby, Contact: BHPA Office

April 23<sup>rd</sup>- 25<sup>th</sup> Instructor/ Senior Coach Course. Lilleshall. Contact : BHPA Office

Proposed: September 2018 7or 8-day Residential Instructor Course (PG) Portugal or Bulgaria.

This course is designed to take candidates through all the requirements of the Club Coach course, the Instructor course and working with another school. It will incorporate practical skills and lesson delivery, as well as theory and admin requirements, and help prepare candidates for examination. We will need at least 7 candidates for this to run, so please contact the BHPA office to register an interest if you or one of your Ti's or potential Ti's is considering this.

Contact: BHPA Office.

#### **4/ Safety Notices.**

All Coaches and Instructors are reminded that they should periodically check the safety notices and advisories that the BHPA publish. These can be found on the BHPA website:

[http://www.bhpa.co.uk/documents/safety/safety\\_notice](http://www.bhpa.co.uk/documents/safety/safety_notice)

Sadly, history tends to repeat itself and pilots do tend to have the same accidents. Some big strides have been made in identifying common problems but of course new pilots may not have the benefit of that knowledge.

All Coaches are urged to check the safety notices page and to pass on the hard earned wisdom to the pilots they are coaching.

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