



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

1) School medical declarations & terms and conditions of booking.

Schools are in business to sell courses, and of course websites and brochures are your shop window; and are full of nice pictures and positive quotes from happy customers.

They are also a statement of your professionalism and form the basis of your future relationship with your students, and so they must be honest and must make it clear that there are risks, weather and other limitations to the sport.

One of the areas that has sometimes caused problems for schools, and been a factor in accident reports, is the standard of fitness required by students. One lady booking a dual flight was unable to manage a short walk up a hill side and could not fly. As she noted, the school's booking form did not make it clear that this was a requirement.

An accident occurred to a student in their late 70's when he was pulled slightly sideways on an uneven launch and fell, sustaining a fracture. Again, no information on levels of fitness or age were present on the school booking forms or website.

It seems self-evident to those of us who fly that there is a degree of risk and a level of physical fitness required, but to potential students this is not always as obvious, (particularly when courses are given as gifts). It is important that this is spelt out to them before they commit to a booking. The BHPA are not a trade organisation and cannot specify how you run your business, but we can offer advice and supply samples of terms and conditions or medical declarations used by some schools.

You may be concerned that saying anything negative might put off students, but in fact it can also do the opposite. One student noted that he had booked with a school precisely because they had a professional looking set of terms and conditions and a medical declaration.

No instructor wishes to be faced with a situation where a student is not able to cope with the physical demands of the sport, and they have to decide whether to refund them and send them home or try and train them. Or worse still where they are having to deal with an injury.

A suitable medical declaration on your website or booking conditions heads off this situation before it can occur; and puts the onus on the student to make this decision and self- declare their fitness to fly.

Apart from medical or fitness declarations, and a suitable risk warning; it is important that a school has clearly defined booking terms and conditions. For example, your refund policy, the length of time a booking is valid for, or any "pay for damage" clause (common with paramotor schools) must be clearly explained before the booking is taken. This avoids difficult situations, as both the school and student can refer to the booking conditions which clearly define the contract between them.

2) Reverse (parallel) towing.

What is it? Reverse or parallel towing is a method of fixed-length line towing where the tow line is routed from the pilot, through a fixed pulley at the upwind end of the field or runway and then through a second pulley at the downwind end of the field/runway, before being attached to the tow vehicle.

What is the advantage? The tow vehicle and operator are close to the pilot during the launch and low-level tow. Usually situated immediately behind or slightly behind and to one side of the pilot. This means the operator can see the pilots' actions clearly and can adjust the towing force or cut the tow without any signaling delay. The operator can also perform the instructor/ launch marshal checks immediately prior to commencing the tow.

In low level, straight ahead tows, the vehicle, operator and glider all travel together and arrive at the upwind end of the runway or landing area together. This is useful for instructional purposes, and for recovery of the tow line and glider to be driven back to the start, ready to tow again.

What equipment is required? Two fixed pulleys, with suitable anchoring points, a long tow line fitted with the usual weak link, drogue, and quick release at the vehicle end. No winch is required. The tow vehicle must have unrestricted upward visibility. (A Quad bike is ideal)

What are the disadvantages? Due to the long line and associated weight and line drag on the surface, this system is much less suitable for high tows.

If a pilot was to turn downwind, or, enter a potential lock out and fail to release, the operator can release the tow line, however this still has to be pulled through the two pulleys and along a considerable area of the surface terrain. This is much less effective than a guillotine on a winch. There is a possibility that a line released at the vehicle end could bunch and snag in one of the pulleys.

Comments: For this reason, the technique is probably most suitable for low level tows where the intention is always to land ahead (no circuits) *i.e.* Elementary level.

If a maximum height of 60m is specified and the field is big enough to land ahead when the pilot has released at the top of the tow, this system could be portable and avoid the need for a CAA tow permit to be issued.

Next? The trial group and technical staff will continue the evaluation of this technique and seek further information from existing overseas users. For hang gliding training using the system with fixed "tramlines" or side tethers will require a further test day before making a proposal for a trial for FSC consideration.

3) Pilot and Pilot Power examination papers.

Both these exam papers are now getting somewhat dated and recent changes to airspace and the CAA exemption for sub 70kg powered aircraft have rendered some the questions obsolete.

The technical staff are currently revising and updating these exam papers. If you have any queries, disagreements or suggestions, now is your chance to influence the next edition of these papers. Please get in touch with Ian Currer at the address on the first page.

4) Airworthiness criteria guidance for powered paragliding training. TRIAL.

There is a difficulty in training powered paragliding, (particularly incorporating trikes) due to the technical manual requirement for all training wings used in a school to hold full EN certification.

There are actually two standards. EN 926 -1 which is the load testing, and EN926-2 which are the flight tests.

Many manufacturers specify a weight range for free-flying and an extended weight range for powered flying. When flown above the maximum certified En926-2 flight-test weight, the glider no longer conforms to the BHPA's requirements for a training wing, as stated in the Technical manual, as it has not been flight-tested at this load.

The FSC have determined that it is acceptable to use gliders for powered training when they are loaded beyond the EN 926-2 (flight tested) maximum weight provided they meet the following criteria.

- 1) The glider must hold a suitable EN926-2 certification. (i.e. A, B etc.)
- 2) The glider must be operated within the total weight in flight certified under EN926-1. (i.e. including the extended weight range).
- 3) Any trimmer system must be locked in the certified flight-tested configuration.
- 4) The manufacturer must have satisfied themselves, and made a written declaration, that the glider is suitable for training students at the weight range specified.
- 5) In any event the total all up weight shall not exceed a wing loading of 5kgs /m²
**this figure is a trial value and may be subject to change following further consultation.*

NB. Just to reiterate, a glider that only has DGAC registration, or has trimmers that can be used by the student is NOT acceptable for training use.

At present this is a trial; and will be re-evaluated in due course. Any paragliding power school taking part in this trial will be required to log activity noting any issues that may arise. Reports should be submitted to ian-currer@bhpa.co.uk.

5) Instructor Courses.

We are now taking bookings for the 2019 Instructor/ Senior Coach course. This will be held in Lilleshall in Shropshire, at the National Sports Centre on April 29th- May 1st. Aspiring Senior Coaches need to attend the first two days. For Trainee Instructors it is all three days. The price for Coaches is £220, this includes accommodation and meals for two nights/ days. The price for trainee Instructors is £300, which is for three nights and days. We require at least 7 bookings to run this course, so please let the office know as soon as possible if you are interested and Steph will forward you a booking form

Following the success of our longer Instructor Training courses in 2016 and 2018 we are once again offering a course which covers practical as well as classroom training in September. This course will run from Sunday 15th Sept to Saturday 21st and will also be held at Lilleshall. It will include days out on the hill or field, offering training and guidance on delivering the practical exercises in the paragliding training syllabus. Minibus transport will be provided.

This course will be focused on paragliding hill and paragliding power candidates. It will encompass the requirements for attending a Coach course, Instructor course and working with another training school. Whilst practical experience training students is also required; this course should help candidates progress through the training programme significantly more rapidly than separate courses. The cost will be in the region of £800- £850 per candidate including accommodation and meals.

At the end of this course, candidates will be advised on what, (if any) further steps are required before they are ready to apply for examination as BHPA Instructors. As above we do need to confirm bookings at Lilleshall well in advance; and will require a minimum of 7 candidates to run this course, so please register your interest with the office as soon as possible.

6) BHPA course diary

All enquiries: stephanie-blankley@bhpa.co.uk 01162894316

Club Coach course: **March 9-10th** Isle of Man

Emergency parachute repack course **March 23rd-24th.** Aerofix, Derbyshire

Instructor/ Senior Coach course: April 29th-May 1st. Lilleshall, Shropshire

Intensive Instructor course (PG) September 15th-21st Lilleshall, Shropshire

There will be further monthly coach courses from October 2019 to March 2020
Please register your interest if your club would like to host one of these.

Trainers conference: Feb/March 2020 Lilleshall Shropshire