

LPC DUTIES

The primary function of the LPC is to expedite safe launching. He/she must delegate. An LPC who is running about doing things is not doing the job properly. Organise the launch point and keep it running smoothly, **delegate**, keep everyone else and the launch lines moving.

Before flying

- Caravan Placed in correct position – consult duty instructor.
 - Doors towards centre of airfield.
 - Check Light signals with winch.
 - Check Radios in winch, caravan and LPC handheld are operating and have charged batteries with spares available.
 - Place cones to mark out the safe area.
 - Ensure sufficient tyres are available at launch point for parking gliders.
- Winch/cables
 - Winch is positioned correctly and Land Rover driver detailed to assist with cables.
- Aircraft
 - Organise removal of aircraft from hangar.
 - Detail pilots to DI aircraft (instructors will DI two seaters)
 - Organise parachutes.
- Vehicles
 - Ensure all vehicles are checked and refuelled before use.
 - Ensure that safety Land Rover is available at the launchpoint.
- Weather forecast / Notams
 - Obtain forecast using the Internet, including F214 and F215, putting copies on logsheet
 - Check Notams for items which may affect flying and local soaring at the Park
 - Check for last minute restrictions of flying using the free phone number displayed in the clubhouse.
- Windsock
 - Erect
- Log
 - Ensure sufficient log sheets and temp membership forms are attached to the log.
 - Ensure log and flying list are taken to launch point.

During flying – running the launch point

Teamwork between the LPC and club members is paramount to an efficient day's flying and an efficient launch point. **Delegate**.

- Nominate someone to keep the log
 - Do not allow the log to be abandoned.
 - Maintain a record of declared cross-country tasks.
 - Log motor glider movements and any other non-aerotow movements.

- Maintain & monitor flying list
 - Organise solo pilots to club single-seaters.
 - Organise ab-initios, check flights and day members to two-seaters.
 - Try not to allow club aircraft to be on the ground without the next pilot ready to fly.
 - Inform duty instructors if there is likely to be any difficulty in completing the lists.

- Look after day members & visitors
 - Ensure visitors are welcomed and they are briefed on safety aspects.
 - Day members should remain within coned areas unless escorted.
 - Visiting glider pilots should read site order book.
 - Introduce Day Members to aircraft & instructor.

- Organise glider retrieve
 - Try to have a gator ready and waiting for the landing aircraft.

- Organise cable retrieve
 - Land Rover should be back at the winch before the 2nd launch completes.

- Organise launch lines
 - Ensure lines are orderly and in correct position on the field.
 - Sufficiently far from caravan – especially when launching from south side.
 - Front glider to be sufficiently far forward to ensure 2nd cable will reach 2nd glider without having to pull the glider forward.
 - 2nd glider should be at least level with front of caravan.
 - Stagger gliders to reduce overall length of queue i.e. not nose to rudder.
 - Maintain separate winch and aerotow lines.
 - Remove gliders not ready to launch when busy.
 - Gliders not waiting to launch should be parked safely and sensibly.

- Run launch lines
 - The safe launching of gliders is the responsibility of the LPC.
 - The aim is to run the launch point in a safe, efficient and expeditious manner to maximise the number of launches achieved during the day.
 - On soarable days, many pilots will want to launch as the thermals start. It is important that the launch point is run smoothly during this busy period.
 - However, **NEVER compromise safety for speed.**

Ensure gliders are ready to go

- Ensure cable release checks and positive control checks are completed early before cable or tug arrives.
 - Pilots ready in gliders before cable or tug arrives.
 - Have correct weak link available
 - Ensure cables are prepared and hooked on
 - Wing tip holder available.
-
- Check all clear above and behind
 - Once the pilot has accepted the cable, he/she has indicated his readiness to launch.
 - Make best use of available gaps in traffic, but bear in mind the consequences of a launch failure.
 - Conflicts between launching and landing aircraft.
 - Cable landing on already landed aircraft.

 - Give launch signals by radio – a separate instruction leaflet is available for this
 - Use the specified standardised calls, do not change or abbreviate.

- Light signals must be available for use in emergency.
- Remember, the pilot can usually release the cable if he/she is unhappy.
- Check clear above and behind for motor glider, by radio
 - Use radio calls detailed later in these notes.
 - **Never** give take off "*clearance*".
- Marshall tug on ground
 - Call to next glider or instruct tug to park.
 - Pass any instructions, e.g. height, location or exercises.
 - Take opportunities to direct or note pilot's intention to refuel and make preparations.
 - Detail help to refuel.
 - Remove any parked aircraft obstructing access to fuel pump.
- Changing ends
 - Decision to change will be made by duty full cat instructor, but question if you think it should be done.
 - If aircraft are to be landed at the opposite end to take off, ensure there is a crew available to clear the airfield for any remaining launches.
 - Aircraft, caravan etc to be towed down one side of airfield.
 - Visitors and their vehicles to be escorted to the other end and shown where to park.
 - Remember there may still be a number of gliders airborne, which could suddenly need space to land, particularly if the changing of ends results from a sea breeze.
 - Monitor the need to clear the airfield.
- Hangar flights
 - Usually only occurs when launching from the west end of the airfield.
 - Be aware of private owners landing long towards the end of the day; try to identify the crew as quickly as possible to remove the glider.
 - Any aircraft launching with the declared intention of landing long should ideally be on the 2nd cable to avoid holding up launching.
 - Hangar flights should not proceed unless a crew has been despatched to be available when the aircraft lands, unless it is the last launch of the day.
 - Do not launch if there is a glider in the likely cable drop area.

Post flying

- Caravan
 - Ensure that it is tidied up, locked and parked in the hangar (not Saturdays).
 - Remove log to clubhouse.
 - Tyres to be removed to hangar. (Stacked by caravan on Saturdays).
 - All power and radios turned off.
 - Radios removed and charging.
- Aircraft
 - Organise hangar packing
 - Ensure parachutes are removed to store cupboard
- Vehicles
 - Ensure they are returned to the hangar and electrics switched off.
- Windsock
 - Ensure it is taken down and stowed in hangar.