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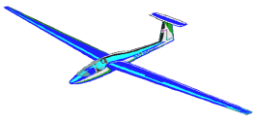

Safety Is No Accident

SSA Line Course Differences

Every glider port has procedures that are unique and/or specific to that site. The reasons for these differences in procedures are for variety of reasons; safety and flow being the most critical. The following is a breakdown of how our procedures differ from the SSA course. SSA.org – Safety Training – Online Learning – Wing Runner Course

Ground Handling

Preparation & Planning before moving - Someone on the nose isn't required, although it might be good idea

Orienting the Glider - If 90° from wind do NOT put upwind wing down. The wind will slam it down if no one is holding it. That is very hard on the glider wings since it will build momentum.

Pre-Flight

Pre flight should be complete well before being on the ramp.

A critical assembly check should NEVER be done on the ramp.

A positive control check means putting flight forces on the control surfaces not a full preflight.

A function test of the release doesn't NEED to be done. It was done on the last flight and it worked. It was also checked during the pre-flight to see that the release moves.

Positioning the Glider

We have 2 runways so the landing traffic is less of an issue

At Sky Sailing we normally position the gliders on the takeoff triangle pads aka the wings. Lessons and rides have a higher priority and are positioned on the office side of the runway.

When in line for takeoff, the runway-side wing should be placed on the ground to avoid being a collision hazard for the tow plane using the runway. This is important and an illusion to landing aircraft.

If taking off farther up-field, make sure no other gliders, persons or vehicles, including golf carts are near the runway to present a collision hazard should a deviation during takeoff occur.

Pre-Takeoff Check List

Controls - You absolutely should not be "checking the movement of the rudders" on pre takeoff check, a rudder wag even when 2 gliders back could be seen by a tow pilot as the signal to take off. This should be done during the pre-flight. If the rudder fails you can release.

Canopy - Making sure it looks like the canopy is correct/latched is cool. But it is not really your job to check for the pilot. However visual checking the rope is.

Towline – Get to a point where you can hook up when the pilot is ready, however how can the pre TO check be done if rope is one of the things on the check list? Our procedure is to hook up and level the wings. The tow pilot will take out the slack and wait for the signal to take-off (rudder wag)

Connecting the Towline

Towplane doesn't have to be stopped

"Close" is a fist. "Open" is open palm, and loud enough to hear even with the canopy closed.

Most non-Schweizer gliders use a Tost Tow Hitch. The last link of the chain is used in these hitches. However, some individual gliders use a Tost Ring adapter that will be provided by the pilot. This should be looped through the Schweizer ring on the rope end and the smaller circular ring used to attach to the glider Tost release. Always give a yank to make sure it is ok. View with your eyes that it is properly closed. Schweizer hooks need to be ALL the way in.

Launching the Glider

The entire sequence of events is wrong

We don't have a towpilot signaler because and it is unnecessary.

The glider should be ready to launch when the tow rope slack is out.

Timing of leveling the wings: Instead of leveling the wings when the thumbs up signal is given, level the wings as soon as the hookup is complete. This is the signal to the tow pilot to take up the slack, and allows for a takeoff sequence with less delay. You need to be looking for traffic and that the runway is clear, not looking at the glider

Towplane wagging rudder means "I acknowledge your signal, we will be going" not towplane is ready

There are 2 ways to hold a launch, first is to put the wing down on the ground to hold the launch. Arm straight up is also a hold signal. It is easiest for the tow pilot to see the wing down.

East Wind Operations:

East wind days require the use of the east-wind rope. If in doubt, ask. Also since the glider will be taking off downwind, the glider's ground speed will be considerably higher than on a normal day before control effectiveness is achieved. Attempt to support the wing during the run as long as practical