

# 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

- Telephone  
Saturday morning – cancel call diversion.
  
- Caravan Placed in correct position – consult duty instructor.
  - Doors towards centre of airfield.
  - Record cards are placed in caravan.
  - 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 at the Park and likely cross country areas.
  - 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 tractor ready and waiting for the landing aircraft.
- Organise cable retrieve
  - Land Rover should be back at the winch before the 2<sup>nd</sup> 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 2<sup>nd</sup> cable will reach 2<sup>nd</sup> glider without having to pull the glider forward.
  - 2<sup>nd</sup> 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 2<sup>nd</sup> 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 and record cards to clubhouse.
  - Tyres to be removed to hangar. (Stacked by caravan on Saturdays).
  - All power and radios turned off.
  - Radio batteries removed and charging.
- Aircraft
  - Organise hangar packing
  - Ensure parachutes and barographs 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.
- Telephone
  - Sunday evening – check that call diversion has been set.