



**Standard Operating Procedures (SOPS)**  
1<sup>st</sup> August 2024

**Table of Contents**

1.	OGC Club Contacts.....	2
2.	OGC documents .....	2
3.	These SOPs shall be read by all OGC flying members .....	2
4.	GNZ, CAA, & OGC SOP rule summary .....	3
5.	Emergencies .....	4
6.	Daily Briefing 10.00 am Omarama Terminal Building .....	5
7.	Rules for ground movement of gliders .....	5
8.	Pre-flight Requirements.....	7
9.	Oxygen filling hazard.....	7
10.	Airspace rules & Land out books/maps .....	8
11.	Flight following -SPOT tracking & Position reports,.....	8
12.	Passenger flying disclaimer.....	9
13.	After out-landing procedures.....	10
14.	After Landing at Omarama .....	10
15.	Glider defect recording.....	11
16.	Caution OGC trailer connections are 50mm .....	11
17.	Aerobatics in Club Gliders.....	12
18.	Insurance requirements for OGC gliders and trailers.....	12
19.	OGC Emergency Procedure.....	12
20.	Emergency Contact numbers.....	12
21.	Radio Procedures Omarama area .....	13
22.	Launching in Crosswinds from Omarama Airfield.....	15
23.	OSC Land out Protocols & Landowner list airstrips Appendix 4.....	15
24.	Operations Team Functions .....	16

## 1. OGC Club Contacts

### **Flying Operations**

CFI – Gavin Wrigley (+61) 418 844 014 email: gavinwr@hotmail.com

### **For all other Key Contacts**

Refer website: <https://www.omarama.com/>

## 2. OGC Key documents & Forms

- OGC Schedule of Fees
- OGC Booking policy
- OGC Insurance Scheme
- OGC Club Rules
- OGC Membership forms
- GNZ Visiting Pilot forms

Refer website: <https://www.omarama.com/>

## 3. **These SOPs shall be read by all OGC flying members.**

Members shall be deemed to certify that they have read the current version of the SOP's each time they renew their membership.

Prior to flying with OGC for the first time all pilots shall read these SOP's. The Omarama Airfield Users webpage, has a 'sign here' box, please use this.

As well as the requirement to read the OGC and OAL SOP's it is recommended that pilots annually read the relevant sections of the MOAP.

#### 4. GNZ, CAA, & OGC SOP rule summary

CAA Rules	<a href="https://www.caa.govt.nz/rules/rules.htm">https://www.caa.govt.nz/rules/rules.htm</a>
GNZ MOAP Link	<a href="http://gliding.co.nz/pilots/moap/">http://gliding.co.nz/pilots/moap/</a>
GNZ Advisory Circulars	<a href="http://gliding.co.nz/pilots/moap/advisory-circular/">http://gliding.co.nz/pilots/moap/advisory-circular/</a>

- All OGC sanctioned gliding operations shall be carried out in accordance with the GNZ Manual of Approved Procedures (MOAP), applicable Civil Aviation Rules (CAR's) and these SOPs.
- All pilots in command shall hold:
  - Current membership of a New Zealand Gliding Club affiliated to Gliding New Zealand
  - a current Biannual Flight Review or instructor Competency Review
  - If launching by winch, a logbook endorsement to prove that a current (annual) winch-launch review has been successfully completed.
  - if flying dual PIC: current medical form and current (90 days max) on glider type to be used
- Any pilot who has not flown an OGC glider within the past 90 days,
  - when making a booking on the club web site, shall be required to email the CFI with details of their recent flying experience prior to flying. The CFI can then determine whether any check flight is required.
  - it is the responsibility of the pilot to ensure they are suitably qualified
- All pilots not XCP or QGP rated:
  - shall every day be authorized and briefed by an OGC 'B' Category instructor or CFI nominated C Cat instructor on the day.
- All Pilots without Omarama cross country ratings:
  - must remain within gliding distance of the Omarama airfield or other airstrips which have been authorised by a B cat OGC instructor.

## 5. Emergencies

- Transmit '**mayday**' on the frequency in use or on the emergency frequency 121.5, or on CHCH/Dunedin/Invercargill/Queenstown Control
- Give details of the emergency, geographical position and the aircraft registration.
- Activate the Personal Locator Beacon situated in the glider.
- Turn transponder to 7700.
- Press the 911 button on the SPOT unit.
- If able, notify the OGC CFI.
- Emergency procedures are located on the OGC Clubroom desk and are on the Omarama Airfield App.

## **6. Daily Briefing 10.00 am Omarama Terminal Building**

- All pilots who are not XCP or QGP shall have a daily briefing from an OGC B Cat instructor
- All pilots are recommended to attend the daily briefings held at 10.00 am in the Terminal building during the season. This includes a detailed weather briefing.
- At a minimum, if a pilot cannot attend the daily briefing, they must refer to the 'Today's Briefing' summary entered into the Omarama Airfield App. Immediately after the 10am daily briefing is held.

## **7. Rules for ground movement of gliders**

- New member pilots are not permitted to open canopies or move gliders until they have received a briefing
- Prior to ground towing any glider check the landing gear and airbrakes are locked and the canopy is down and locked.
- The canopy cover is to remain with the glider at all times so it can be used to protect the canopy and parachutes from excessive UV damage. In the event of an outlanding it can also be used as a survival aid, signaling device, and canopy protection.
- The tail dolly on the DUO's must be fitted prior to moving the aircraft over the hangar door sill to avoid scraping the under fuselage.
- Watch the glider tails don't swing behind the metal hangar struts as you push the glider out. Leave the dolly OFF until the tailwheel is near the concrete sill.
- Close the hangar doors after removing glider.
- Most glider damage occurs on car tow.

**Whilst towing with a vehicle:**

- Never tow above walking speed.
- Use car brakes carefully on tow to avoid rudder damage.
- Never back on tow.
- Watch and listen for wing drops on tow CONSTANTLY.
- Keep car window open so you can hear problems and rear/side car mirrors adjusted to watch the glider. Weight the wing wheel if necessary, with rubber tube and water.
- When turning glider on car tow, the wing dolly should be on downwind wing side to avoid wing drops. Avoid tight turns.
- Have TWO people put the dolly onto the wing, also when removing the dolly.

**Whilst towing with a rope:**

- The rope must be (at a minimum) 1.5 times half the glider span.
- One person on the wing, another beside the cockpit.
- Preferable to use the belly hook to the nosehook.
- Towing with a rope is preferred where practical.
- This is because Wing dollies can cause damage!

**After landing:**

- ASAP clear the glider off the runway or airstrip so other gliders and towplanes, and itinerant aircraft can land. Ask someone to help push your glider off or do it yourself if you can. Failing that get your car ASAP and move your glider
- Ensure the glider is adequately secured for the prevailing conditions when left in the open. In windy conditions (15 knot plus) point the glider nose 45 degrees off the wind, with the upwind wing high.
- The glider is to be returned to the correct hangar slot

## 8. Pre-flight Requirements

### DI inspection

- Complete DI book inspection and carry DI book in flight along with the gliders C of A, small weight and balance, radio form, & flight manual (if required, cockpit placards remove this requirement).
- Check DI book for Major Defects (glider can't be flown) and Minor Defects (glider can be flown).
- Check for tail ballast
- Confirm C of G within limits. Refer OGC Airfield App
- NO suction cups on canopy

### Oxygen EDS preparation:

- Carry spare new batteries in your pocket, and one for the passenger.

### EPIRB

- Ensure you know how to operate this

### Glider Navigation Instruments

- Ensure you know how to find ground speed /wind readings, nearest landing, next nearest landing, and how to navigate back to Omarama.

### Water

- Check the tape is removed from water filler in glider tail and ballast valve is open otherwise you may inadvertently be carrying tail water, a nasty hazard particularly in DUO if solo.

## 9. Oxygen filling hazard

- Pilots and spectators shall exit hangar when oxygen filling is in progress. Don't stand and watch. Only authorized personnel shall operate oxygen filling equipment.

## 10. Airspace rules & Land out books/maps

- OGC pilots flying cross country SHALL carry a map which includes airspace and airstrips (land out locations). A separate book detailing individual airstrips has been available in the past but is out of print and some of it is out of date.
- OGC pilots will also have the current Airways chart for navigation and radio frequencies to use in emergencies and for clearances into airspace. These can be purchased from:  
<https://shop.aeropath.aero>.
- All pilots are to ensure they have a clear understanding of local airspace areas, designation, and limitations. *Individual briefings are available on request.*
- Check with other pilots on 133.55 to see if Glider Areas G957 and G958 are open (13,500 to FL175) in Omarama/McKenzie area. Alternatively call Christchurch Control on 129.3

## 11. Flight following - SPOT tracking & Position reports,

- All cross-country flights need “flight following” with someone who will initiate a search if you don’t return.
- Make sure you advise the responsible person directly by voice, phone or radio of your flight intentions and the need for flight following so you can be recorded as needing an Ops Normal service.
- Use the Omarama Airfield App Flight registration for every new day. Please note that it is the pilot’s responsibility to arrange a trailer retrieve and crew.
- It is recommended pilots carry the following phone numbers in flight:
  - Duty tow pilot.
  - Any friends or other pilots flying on the day
  - Your responsible flight following person
  - Your crew
  - Airstrip Landowner list
  - Print out Emergency Contact Numbers under point 20 herein, in particular: OGC CFI cell (+61) 418 844 014  
NOTE ALL KEY EMERGENCY NUMBERS ARE ON THE OAL APP



## **SPOT Tracking**

All club gliders have their own SPOT devices. Use them. If not familiar with their usage then obtain a briefing. If using your own SPOT instead, take care of the flight following. You will not appear on GNZ Spot tracking page <http://tracking.glidering.co.nz/> unless registered. Also use the Omarama Airfield App to register daily flight following.

## **Cell phone and SPOT tracker use**

It is best to stay with glider.

SPOT units have a 'help' function which can be used for retrieval if someone is following your SPOT and IF the SPOT is in GPS range.

SPOT must face upward looking to the sky and if in a narrow valley/close to a mountain it might not send any signal. If this happens, carry the SPOT into an area with a wider/clearer view of the sky to enhance your chance of sending a signal. The icon on the SPOT unit will show whether you have a GPS signal and whether the messages have been sent (red flashing = failure).

## **Position reporting**

Unless carrying a Spot with flight following (club or crew) report your position to 'Any Omarama Gliders' on frequency 133.55 or 119.1

- on the hour (minimum).
- when your flight intentions change.
- when entering new valley system (recommended).
- well prior to an out-landing.
- after landing either at Omarama or elsewhere to terminate flight following and initiate the retrieval process if applicable.

Carry a cell phone. If you lose radio contact, use it for position reporting.

## **12. Passenger flying disclaimer.**

When flying with someone who is not a member of the Omarama Gliding Club please have them complete the Short Term Membership Form (*forms are in the filing cabinet in the OGC room in the Terminal Building*) and leave it on the desk in the club room during the flight. Details requested are name, address, emergency contact details – the

basic information we would need to supply to the authorities in the case of a search and rescue being activated.

### **13. After out-landing procedures**

Quickly make room for other gliders/tow plane to land. Put the canopy cover on.

The pilot remains responsible for the safety of the glider upon landing. Should you land in a remote area and choose to leave the glider be sure to signal any airborne observer that you have exited the glider safely. Put the canopy cover on the glider to show that you are OK. You may also want to take the SPOT with you.

Every effort must be made to contact the landowner. Carry 'landowner list' and use it to seek permission by cell phone before relaunching, or call tow pilot base to telephone landowner prior to calling in tow plane.

If not cleared for independent operations, contact an OGC B Cat Instructor prior to relaunching.

In case you are unable to contact Omarama, use the SPOT Help function (not 911 unless it's an emergency)

NOTE 1: The SPOT should be transmitting your position in any case –if you leave it on tracking mode both green lights will be flashing.

NOTE 2: The Help function should not be relied on, but it may help when all else fails.

Relaunch is often far riskier than outlanding itself. A trailer retrieve needs to be considered.

### **14. After Landing at Omarama**

- Record flight time in glider DI book and return DI book to the office.
- Record defects in the DI book AND on the whiteboard in the hangar.

- Put all glider batteries on the correct charger.
- Ensure oxygen bottle closed. **Thumb and forefinger tighten only** or needle valve damaged if you over tighten.
- Oxygen EDS unit turned off,
- SPOT turned off and put in the cockpit pocket,
- All rubbish removed from the cockpit,
- Dirt/bugs cleaned off wings and under fuselage
- Put canopy cover on.
- Use a wing stand to secure glider under high wing.
- Close the hangar doors to avoid damage.
- Notify anyone who was providing you with a flight following service.

### **15. Glider defect recording**

Glider minor defects and major defects (unserviceability) shall be recorded in the DI book in the normal way. These together with any other problems with the gliders or ancillary equipment need to be referred to the glider maintenance coordinator (see contact list). In addition, should the glider in your estimation not be airworthy, leave a clearly visible message to that effect in the glider e.g., some tape or a piece of paper.

Also put a message on the whiteboard and record unserviceable in DI book.

### **16. Caution OGC trailer connections are 50mm.**

Care is to be taken that the tow ball attachments and electrical fittings are compatible with those on the towing vehicle. Check the glider trailer Warrant of Fitness and registration is current. Pump up the tyres if they look flat.

CAUTION be aware that in NZ that we have two different sized tow balls, so compatibility between trailer and car coupling needs to be correct before setting off on a road retrieve. All the OGC glider trailers have 50mm female couplings fitted but many NZ cars have imperial 1" 7/8" male tow balls. Whilst a 50mm glider trailer will seem to go on a 1 7/8" car hitch OK but it WILL come off under load.

In addition, you may need an electrical adaptor to go from your car (square) electrical socket to glider trailer (round) socket. The club has an adapter in the office.

## **17.Aerobatics in Club Gliders**

DUOs are not certified for aerobatics or intentional spins by the manufacturer.

OGC is a mountain cross – country soaring club!

## **18.Insurance requirements for OGC gliders and trailers**

If you have had an aviation accident in the last 5 years or an CAA prosecution the OGC insurer must approve you before you fly OGC gliders. A higher deductible may apply and/or you may not be able to fly.

## **19.OGC Emergency Procedure**

A copy is in Clubrooms in the Terminal Building on the wall.

Instructions are also in the Omarama Airfield App and it is highly recommended that you have this on your phone.

## **20.Emergency Contact Numbers**

It is recommended pilots print and carry these in the cockpit, but they are also in the tOmarama Airfield App  
Police Ambulance Fire: Dial 111. For Omarama First Responders (fast and local) ask for 'Fire'.

NZ Search & Rescue Center Wellington 0508 472 269

CFI Gavin Wrigley. (+61) 418 844014      gavinwr@hotmail.com

Christchurch Control Tower	03 358 5029
Invercargill Control Tower	03 211 8118
Dunedin Control	03 467 7027

## 21. Radio Procedures Omarama Area

### Pre take off

Pilot must not accept the tow rope ring until pre-flight checks are complete and the canopy is closed. The launch will now proceed unless the glider pilot pulls the tow release.

Hand signals from the wing runner are standard for aerotow launching...Not the glider radio!

The Launchpoint Controller uses Radio calls when launching by winch. Not the pilot!

When aerotowing, when at the desired altitude, clear the airspace to your right, then pull the yellow release knob. Visually check that the tow ring and rope are clear of glider, turn right, then if you wish call "thanks" to the tow pilot by name or Tug Rego. Don't turn left as that is the standard direction of turn for the Tow plane.

Raise the landing gear and check flap settings (if applicable) when safe to do so. Do not raise the undercarriage until you have released from the towplane.

### Landing radio calls:

When approaching Omarama from any direction call 5 nautical miles from the Field.

Omarama on 119.1 eg:

*"Omarama Traffic Glider Zulu Sierra 5 miles north landing 27 (or 09)."*

When entering downwind call e.g.

*"Omarama Traffic Glider Zulu Sierra downwind 27 (or 09)."*

We don't normally call base or final at Omarama. If there is other traffic in the circuit include in your radio call eg

*"have you visual (or don't have you visual),"*

if you have traffic visual call your landing position in circuit e.g.

*"number 1, number 2..."*

if no visual contact with traffic you or they can call their physical position on downwind if necessary e.g.

*“abeam the 27 grid” or “abeam the 09 grid” or **midfield** and **altitude***

133.55 or 134.0 Flight following.

Once 5 miles clear of Omarama advise on 119.1 e.g.:

*“Omarama Traffic Glider Zulu Sierra changing 133.55”*

Then change 133.55 and say e.g.

*“Glider traffic Zulu Sierra (include position, altitude, intentions, & requests for weather or route information).*

Ask if G957 or G958 are open, if not stay under 13,500 ft in Omarama area or open G957 G958 see below.

Call Christchurch Control 129.3 to open gliding areas G957 G958. Get on frequency and wait one minute before first radio call in case an aircraft you can't see is speaking to CHCH control. Then call

*“CHCH Control Golf Zulu Sierra”.*

Wait for a reply. Upon reply say

*“CHCH Control Glider Zulu Sierra requests opening G957 and G958 until CET”.*

Control may advise you to wait up to ten minutes to clear aircraft from the area before giving a clearance. When you get the clearance, read it back and make sure the requirement to stay open to CET is included and request frequency change back to 133.55. Then let other glider pilots know on 133.55 that G957 and G958 are open.

118.6 Mt Cook MBZ

*“Alps traffic Glider Zulu Sierra (include position, altitude, intentions)”.*

You need an airways chart to see official reporting points, otherwise just call which mountain, valley, or range you are on, which end, where headed(intentions), altitude. You are required to broadcast every five minutes.

120.1.1 Is the Wanaka Common Frequency Zone

## **22.Launching in Crosswinds from Omarama Airfield**

Launching by aerotow or winch, must not take place from any Omarama airfield vector if the crosswind gust factor has exceeded 10 kts within the 10 minutes immediately prior to the planned launch.

The Duty Instructor, towpilot, launch point controller or winch driver have the authority to enforce this restriction.

Objective information should be gathered from:  
<https://omarama.navigatus.aero/>

(After first carrying out a 'gross error check' between the navigatus reading and the airfield windsocks)

## **23.Land out Protocols & Landowner list airstrips**

A current List of landing strips and information will be found on Phil Planes' website here:

<https://omarama.net/data/landout-list.html>

This Protocol has been formulated over time by the Omarama Soaring Center, Glide Omarama and Southern Soaring in the interests of maintaining good relationships with land owners. ALL glider pilots operating from Omarama who land out at other than a public aerodrome MUST adhere to this protocol [Tekapo Airfield is not public]. Entering on private land [to retrieve a glider] is a privilege not a right. If you adhere to this protocol you will generally find the landowner very helpful. Remember you are an ambassador for the next pilot who lands there.

**Before** take off from Omarama, ensure you have in your glider access to the landowner directory.

Attempt to contact the landowner by one of the following means:

- visit nearby farmhouses
- telephone (if necessary, leave a message)
  - If nobody answers and there is no answer phone, make a note of the time that you called and try again when you get back

Having contacted the landowner, thank them for the use of their land and ask for their permission to retrieve, whether it is by aerotow or road. Then abide by their wishes. Be sure to leave gates as you find them [closing gates can block stock access to water].

When organising your retrieve [with friends or Omarama base], let them know whether you have been able to contact the landowner or not. If not, your tow pilot or retrieve crew will try on your behalf. They should make every attempt to contact the landowner before leaving.

Is there a way of thanking the landowner? Perhaps contribute to Omarama First Responders and inform the landowner?

## **24.Operations Team Functions**

Terms of Reference are attached for:

- CFI
- Duty Instructor
- Club instructor
- Launchpoint Controller





## TERMS OF REFERENCE: CFI

The success of any OGC sanctioned flying operations relies considerably on the voluntary work of those who accept responsibility for the operational control of OGC flying operations.

The following notes describe the terms of reference, duties and responsibilities of the Chief Flying Instructor (CFI) for the OGC.

The CFI shall be responsible to the President for:

- ▶ Overseeing launching and flying operations undertaken in all gliders being used / operated by the OGC.
- ▶ Overseeing launching and flying operations undertaken from Omarama in all gliders being used / operated by club members and potential Club Members.
- ▶ Directly authorising and supervising the launching and flying of club members in accordance with the GNZ MOAP and the OGC SOP's.
- ▶ Supervising any NZ Gliding Club pilot who wishes to launch and fly at Omarama under the direct supervision of the OGC CFI. This is to include dual check flights and / or briefings for type ratings as deemed necessary in accordance with the OGC SOP's.
- ▶ Organising and chairing regular meetings of the OGC Instructors Panel.
- ▶ Monitoring administrative matters including:
  - maintaining a database of all club members BFR's and Medical Certificates and checking all club members flying qualifications are valid and current.
  - recording of flights for all OGC sanctioned glider flying
  -
- ▶ Monitoring the general condition and upkeep of the gliders and associated equipment being used at the OGC.
- ▶ Providing a written report on the annual club flying activity for the OGC AGM



## TERMS OF REFERENCE: Duty Instructor

In order to ensure oversight of safe and efficient flying operations during the club flying operations, a Duty Instructor will be appointed for each day of operations.

The following notes describe the terms of reference, duties and responsibilities of the In Duty Instructor.

The Duty Instructor shall be responsible to the CFI for:

- ▶ Coordinating the Morning Briefing
  - Welcoming visitors
  - Forecasting weather
  - Deciding vectors in use
  - Informing Notams
  - Making final decision on launch methods
- ▶ Ensuring:
  - The days crew are entered onto the OAL Daily Briefing App
  - The LPC has a dedicated cellphone kept on and available
  - The OGC Operations base is kept advised of any changes during the day
  - All pilots are suitably qualified for their intentions
- ▶ Being present on the airfield when launching is taking place
- ▶ Providing general oversight of flying operations with particular attention to monitoring the flying being undertaken in relation to the forecast and prevailing weather conditions.
- ▶ Taking charge in an emergency. Has Emergency Plan for reference.
- ▶ Advising pilots of changes in conditions.
- ▶ Initiating and overseeing the recalling of any pilots when the conditions and circumstance require such action
- ▶ Monitoring incoming traffic – check for circuit conflicts - carry a VHF radio
- ▶ Ensuring the flight following of all flights undertaken and checking flying operations are completed at least 30 minutes before Civil Evening Twilight
- ▶ Makes decision to change ends as appropriate

- ▶ Organising or at least being aware of any retrieves in progress – aerotow or trailer
- ▶ Ensuring all aircraft operated by the OGC are appropriately secured and post flight actions are completed in accordance with the OGC SOP's. (ie. Gliders batteries are put on charge, parachutes are stowed, the glider is left weather tight if outside).
- ▶ Completing an End of Day Report that covers
  - Crew for day
  - No. of Flights during the day
  - Any Incidents
  - Defect reports regarding Airfield, Aircraft, Winch Vehicles Other
- ▶ The appointed Duty Instructor can hand the above responsibilities over to another Instructor as required. When this occurs, there is to be a “hand-over” briefing to ensure the awareness of who is flying, what the limits of their authorisation are and any other information relevant to ensuring the on-going safety of the operation. When a handover occurs, those at the base of operations are to be advised of the new name and contact details.
- ▶ The Duty Instructor may fly and instruct locally if the airfield is not busy and after the above considerations have been met.
  - 'Busy' may be defined by any one of:
    - More than one launch method in use
    - More than one towplane in use
    - More than six aircraft intending to operate



## **TERMS OF REFERENCE: Club Instructor**

The success of any OGC sanctioned flying operations relies considerably on the voluntary work of those who accept responsibility for the safe operational conduct of OGC flying operations.

The following notes describe the terms of reference, duties and responsibilities of the Club Instructors.

The Club Instructors shall be responsible to the CFI for:

- ▶ Providing the highest standard of ground and airborne instruction to students participating in OGC flying operations.
- ▶ Ensuring all flights are appropriately briefed to maximise the training and learning opportunities in the flight time available. Similarly, all flights are to be debriefed to ensure training and learning opportunities are maximised;
- ▶ Maximising the cost effectiveness of the training. Consideration should be given to the timing of flights and the duration of flights.
- ▶ Ensuring all instructional activities comply with and conform to the GNZ MOAP (The current GNZ Training Syllabus); the GNZ Instructor's Manual and the OGC SOP's.
- ▶ Briefing and supervising any solo flights. Particular attention should be given to changes in weather conditions and recall contingencies.
- ▶ Reporting any safety concerns or matters that will enhance operational efficiency to the CFI;
- ▶ Monitoring administrative matters including:
  - checking all pilot flying qualifications are valid and current
  - Accurately recording of flights taken in the Glider DI Books
- ▶ Monitoring the general condition and upkeep of the club gliders and associated equipment and reporting any deficiencies to the Club Maintenance Coordinator.



## TERMS OF REFERENCE: Launch Point Controller (LPC)

This is a key role on the airfield working with the Duty Instructor to manage flying operations.

The LPC must:

- ▶ be fully familiar with the SOPs for the Airfield, Club, Winch and the Emergency Plan.
- ▶ be familiar with the various airfield layouts and why they are used
- ▶ understand winch and aerotow operations, know about hazards at the launch point, know the use of the radio and radio communication protocols, log-keeping requirements, hooking up procedures for winch and aerotow launches, wing running, safe cable handling & glider retrievals

The LPC is responsible for and able to teach all the responsibilities below.

### Responsibilities.

- ▶ Ensure visitors are supervised and have a safety briefing
- ▶ Ensure a 'Sterile Zone' is maintained around both cockpits of the gliders and the Launchpoint during launches
- ▶ Be eyes and ears for the Duty Instructor if the DI is flying:
  - Observing changing weather conditions and advising if a vector change should be considered
  - Keeping tabs on the Flying List and student needs
  - Intervening if something doesn't look right
- ▶ Ensure incidents or potential operational problems get sorted
- ▶ Maintain self and situational awareness (eg tiredness, distractions, and workload around the launchpoint)