

Instructions for Cable Retrieve Drivers

(Based on Section 6 of the BGA Winch Operators Manual (2002 Web Edition) and herein printed in blue)

BGA Recommended practice RP 8 states: - Cables get crossed easily on multiple pull-outs. If the pull-out has not been straight, or it is suspected that the cables are close together, they should be separated before the launch...

Essex Gliding Club will use a spreader of not less than NINE FEET in length to separate cables behind a tow out vehicle.

1. Wait in a safe area until launching is completed.

Wait on the UPWIND side of the winch. Move forward ONLY when the second cable comes to rest and the winch driver indicates that it is appropriate to do so. At EGC it is likely that the winch driver is also the person to tow out the cables and as a result the tow out car should be parked in a sensible place upwind of the winch.

2. Attach the tow-out weak links (350lbs) to the retrieve vehicle.

Attach weak links only marginally stronger than the minimum necessary to overcome the resistance of the drum brakes.

3. On the signal TAKE UP SLACK, move gently forward. Do not snatch the cables. The winch driver should use the drum brakes to tension the cables, clear of the ground.

(At EGC, there is no signal system available to you except ground-to-ground radio, or direct voice or hand gesture between people sufficiently close).

Ensure that the situation at the winch is "OK TO GO" and that, as you do so, you respond appropriately to any communication by radio and to any situation that may arise. The drum brakes must be set BEFORE you move forward, and the drum selector must be in the neutral (vertically upright) position.

4. On ALL OUT signal, accelerate to retrieve speed. Do not move cables if a stop light is showing. Monitor the winch during the retrieve for a STOP signal. If you stop the tow-out before reaching the launch point, do not start again without a signal from the winch driver.

Acceleration to retrieve speed is at your discretion. Stop in response to a radio signal from any source or on observing a situation requiring that response. Do not 'monitor the winch' but pay close attention to any situation in the air or on the ground that may require you to act. If you stop, do not move until you have obtained assurance that it is OK to proceed.

5. Drive in a straight line to the launch point. Aim to arrive approximately a vehicle's width beside the wing tip of the up-wind glider. If a weak link breaks during the retrieve, then continue with the other cable to the launch point BUT ONLY IF NO STOP LIGHT IS SHOWING. Treat as for a cable break.

After implementing a 30-foot offset in the cable run, drive directly to the launching position as shown in the diagrams below, maintaining a course parallel to the upwind side of a direct, straight line between the winch and the position from which it has been agreed that gliders will be launched. Aim to present the DOWNWIND cable to the upwind wingtip of the glider when it is positioned correctly at the point from which it is to be launched. This point should be in line with the cone that the duty winch driver positions when setting out the airfield. If a weak link breaks during the retrieve, continue with the other cable without hesitation or change of speed.

6. If a cable run deviates from a straight line, then inform the Duty Instructor and the winch driver before the next launch. It is important not to launch with a risk of crossed cables.

If there is any significant deviation from a straight-line pull-out that could possibly result in crossed cables, return to the winch inspecting the lay of the cables en-route. Make any adjustments necessary to allow safe use of both cables or to allow one cable to be rewound to the winch to allow use of the remaining cable.

7. Avoid excessive use of the brakes to stop at the launch point. This helps to prevent the winch drums from over-running. Allow the drag of the cables to bring the vehicle to a halt.

Do not use brakes to stop at the launch point.

8. Back up the retrieve vehicle to relieve the tension in the cables.

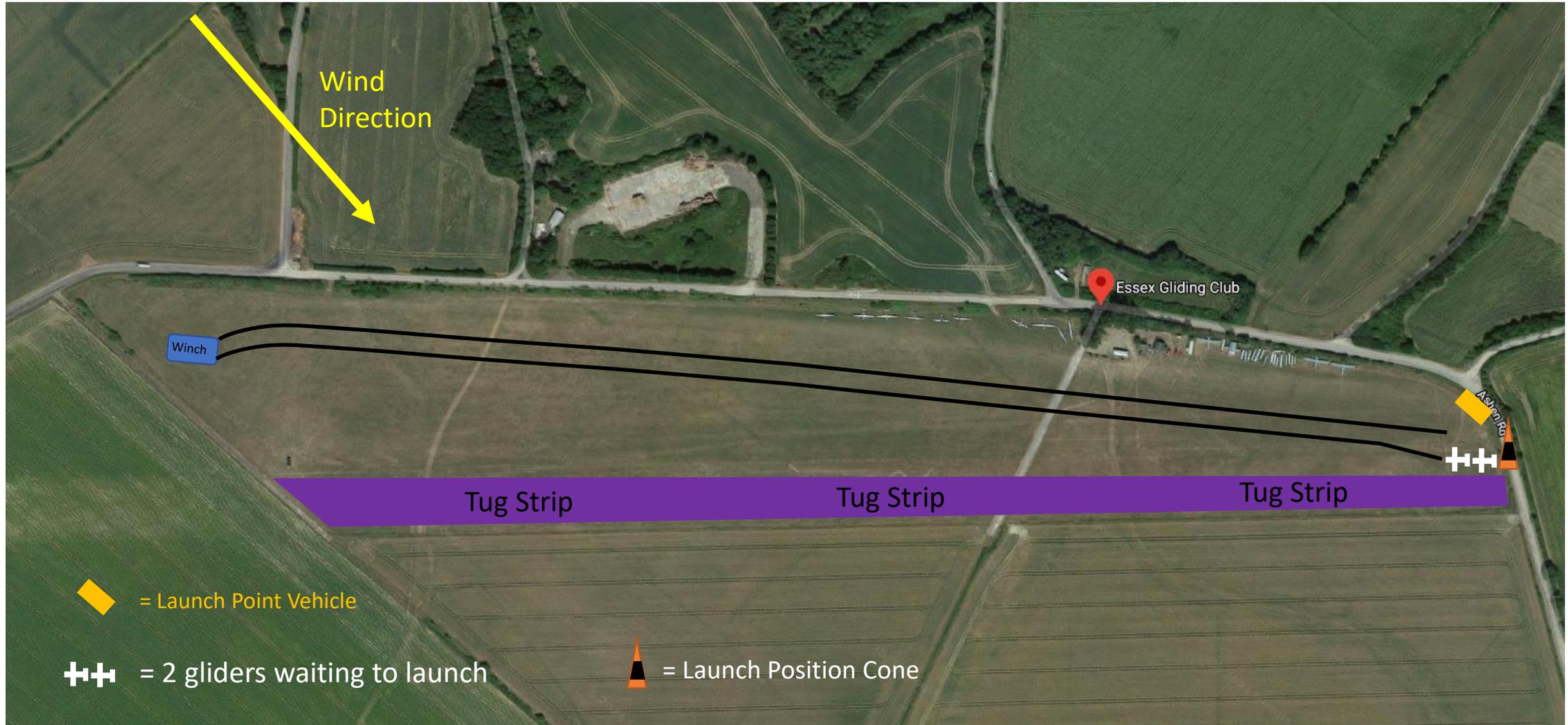
Back up the retrieve vehicle to relieve the tension in the cables. Allow the cables to be removed and ensure that equipment and personnel are clear before moving on.

Having deposited the cable end assemblies on the ground, the launch point crew should not touch the UPWIND cable until the DOWNWIND cable has been used and retrieved to the winch. The downwind cable should be taken to the launch hook of the glider once it is deposited at the upwind wingtip. The yellow beacon on the winch is switched off by the action of the lever that disconnects the transmission from 'DRIVE' indicating that it is safe to handle the remaining cable.

General Airfield Setup Appropriate to Wind Direction



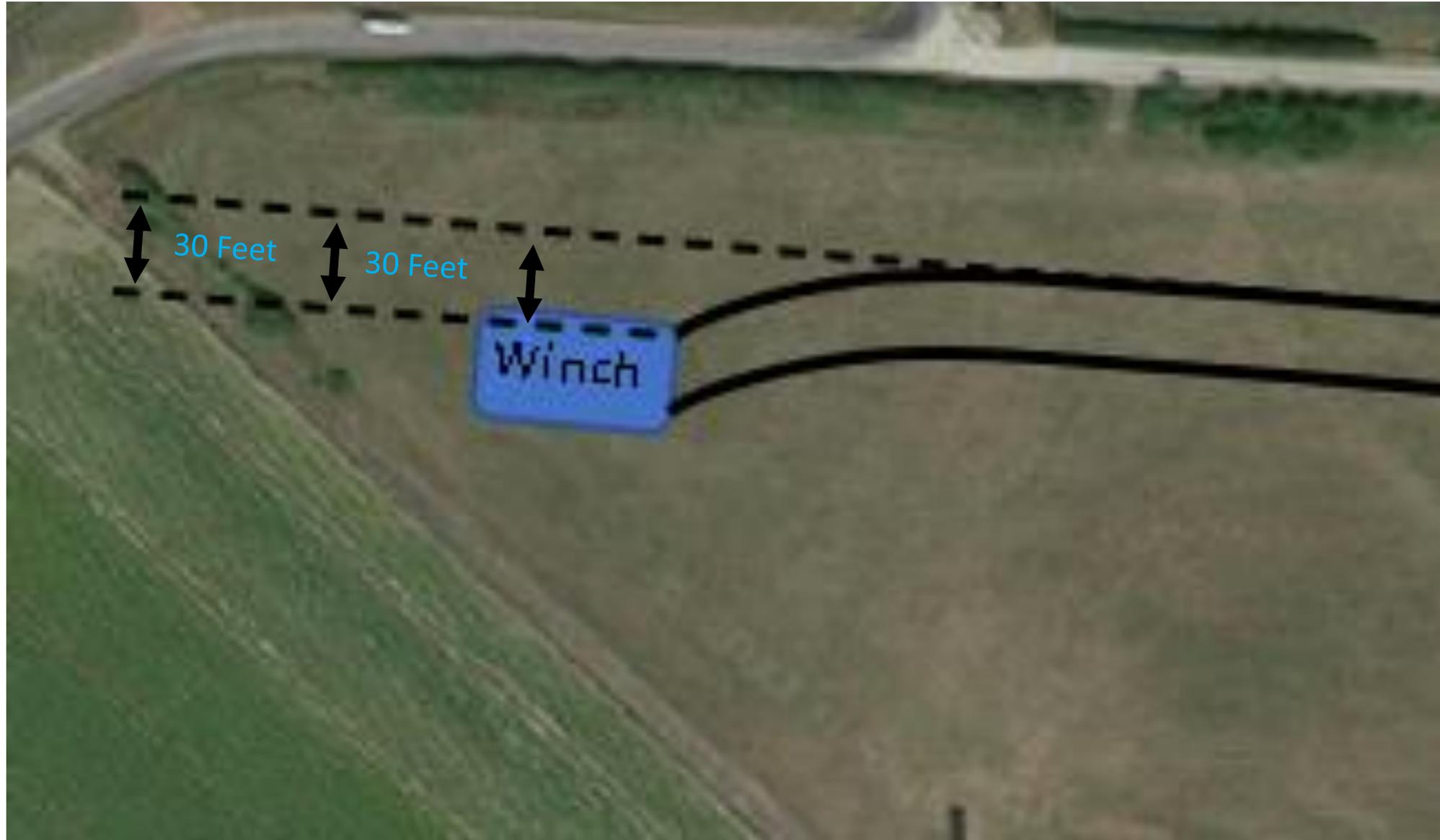
Both cables towed-out, ready to launch first glider



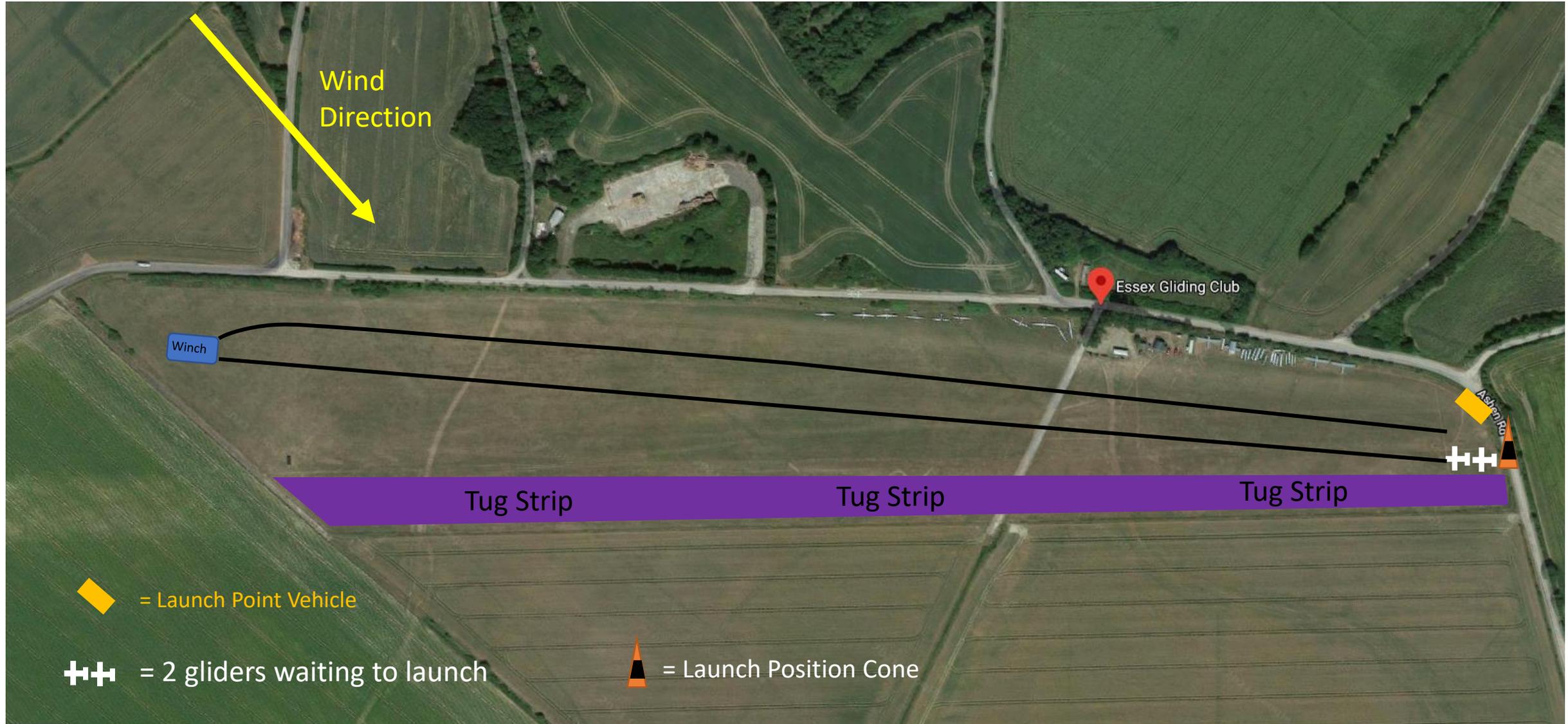
Both cables towed-out, offset illustrated



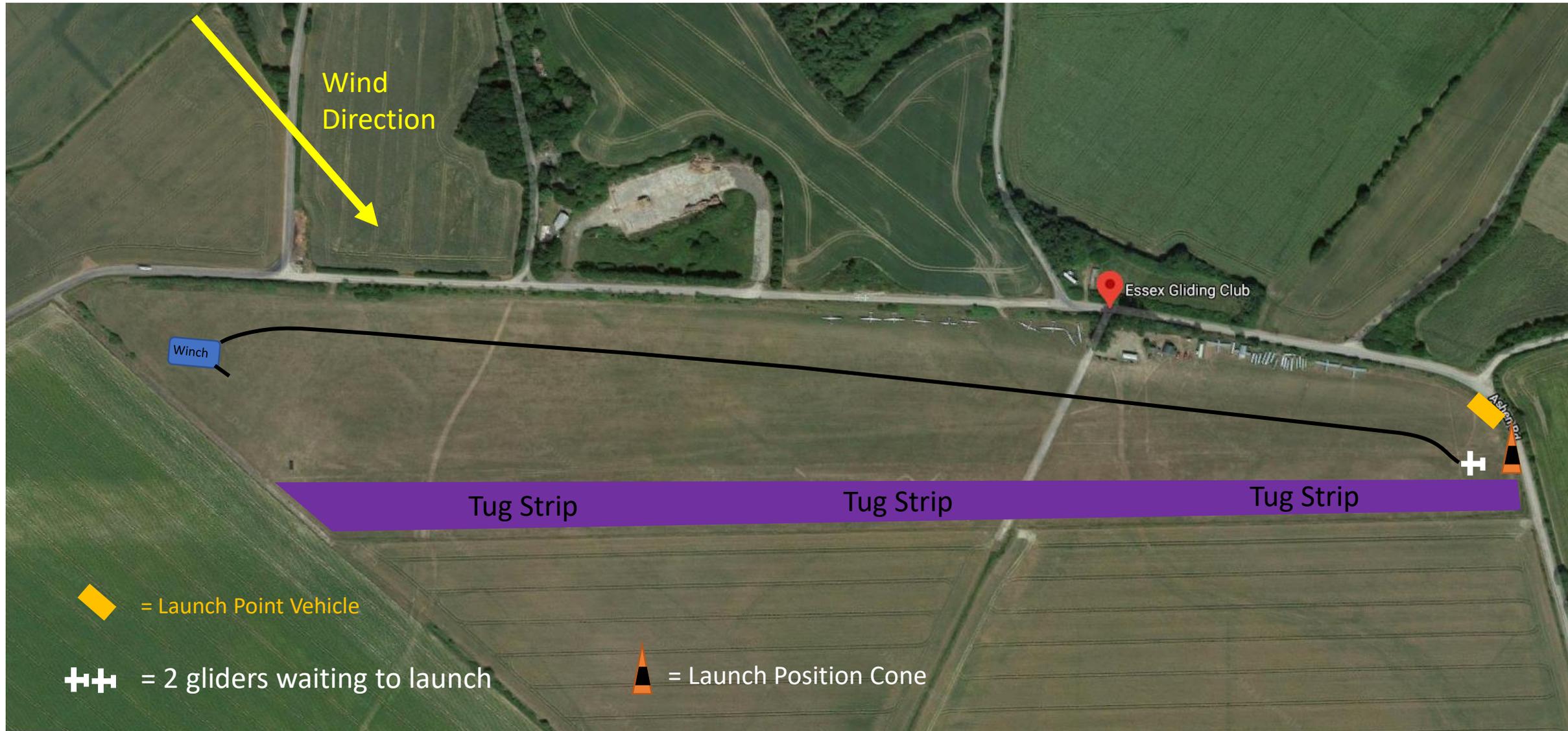
Zoomed in offset illustration



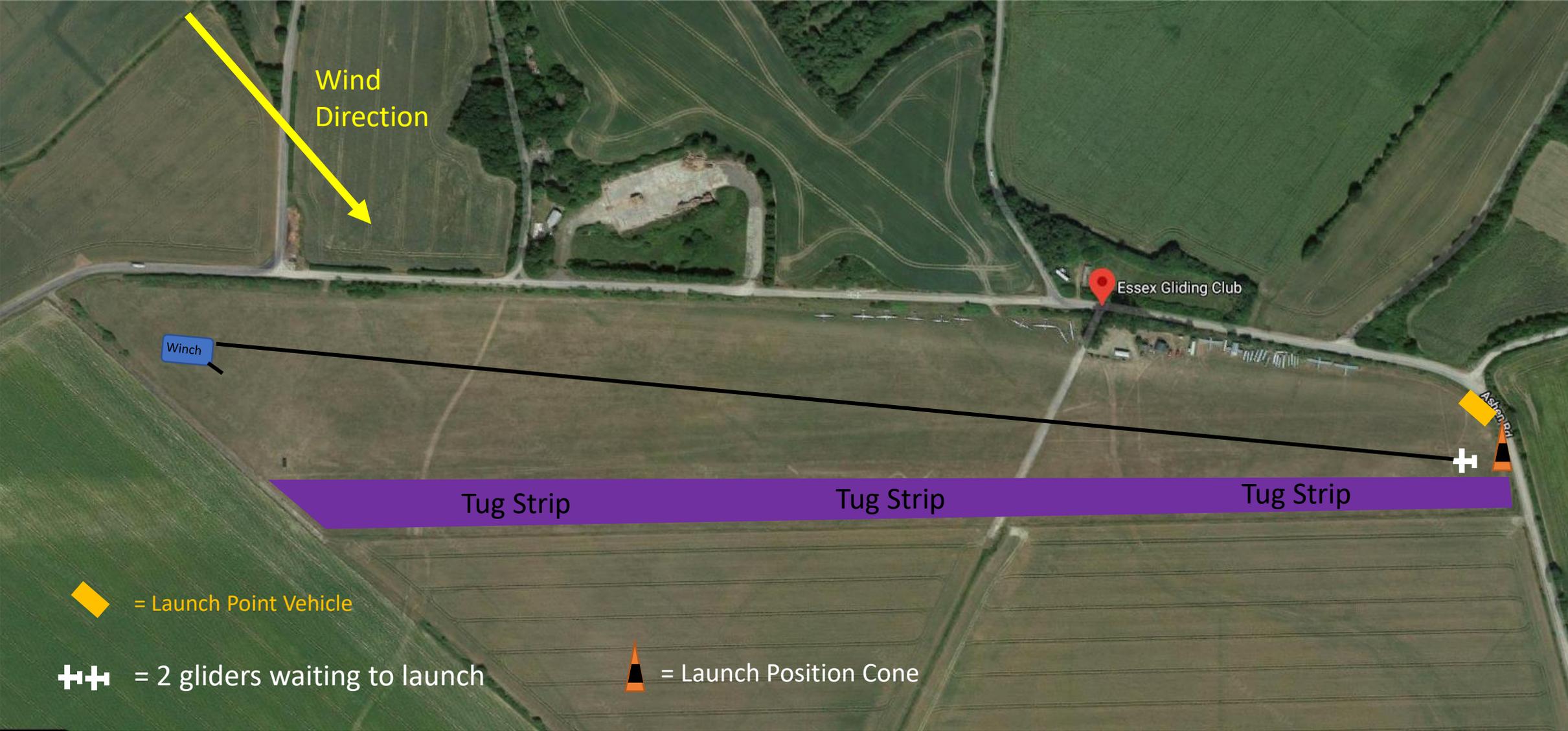
Downwind cable once pulled taught



First cable pulled in, second cable pulled to second glider



Second cable pulled taught



New Wind Direction

General Airfield Setup Appropriate to Wind Direction



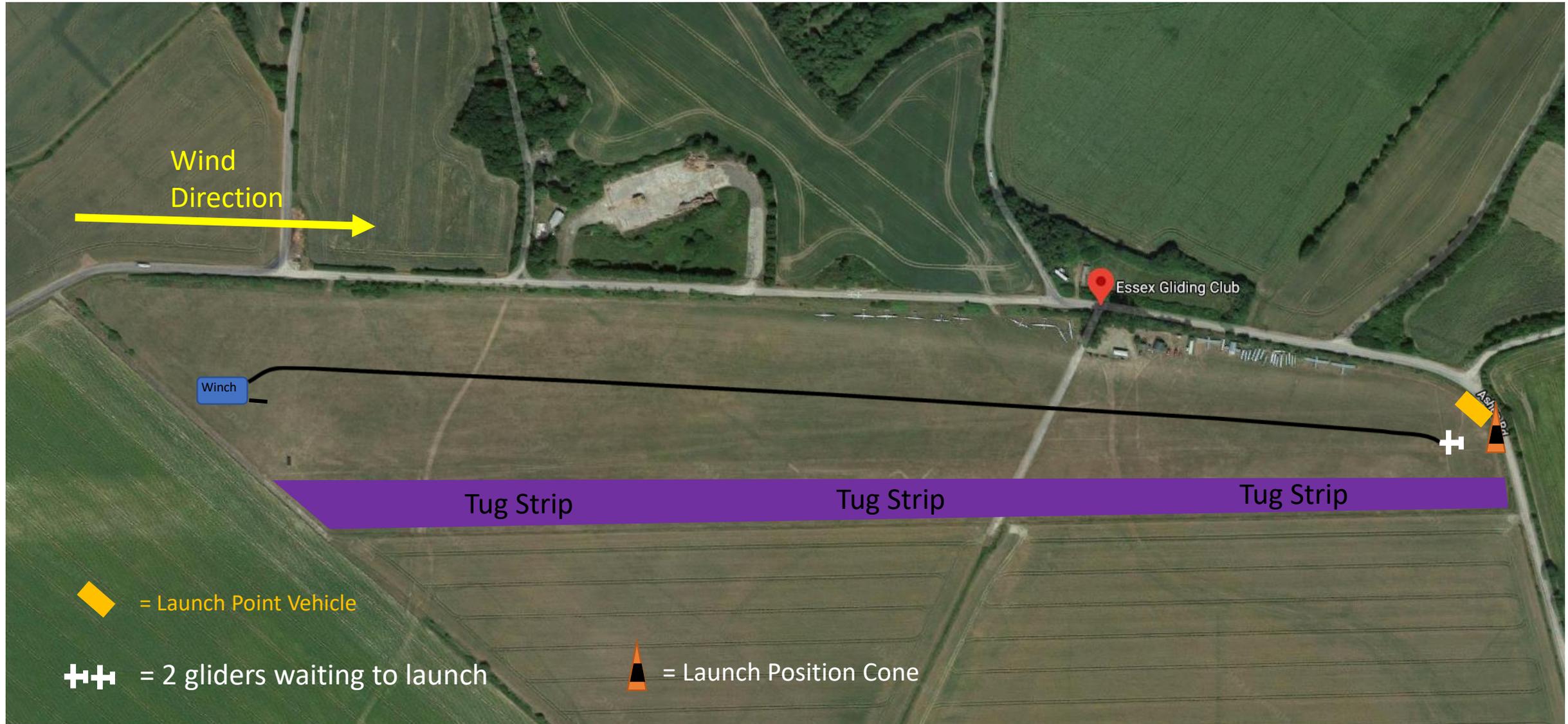
Cables towed out, ready to launch



First cable pulled taught



First cable pulled in, second cable pulled to second glider



Second cable pulled taught

