



## Briefing Sheet:

### Launch Point Positives

Before the first flight of the day the pilot will ask for launch point positives and release checks. It is extremely important that the controls are checked before the launch, even though they will have been checked if the glider has been rigged, and as part of the Daily Inspection. Launching with a disconnected control can be fatal.

For launch point positives the pilot will move each control surface in turn, the helper holds the control surface to check that it is properly connected and moves in the right direction.



The pilot will call what he is doing, the helper checks and repeats. The normal process is to go round the glider in an anticlockwise direction:

- Left airbrake going out
- Left airbrake going in
- Left aileron going up, going down
- Elevator up, elevator down
- Rudder right, rudder left
- Right airbrake going out, going in
- Right aileron going up, going down.



Airbrakes out: Place the palm of your hand on the airbrake to resist upward pressure:

Airbrake in: Hold the airbrake with fingers and thumb and resist downward pressure, hold it so that your fingers cannot become trapped between the airbrake and the wing if it closes:



For all control surfaces place the palms of your hands on the surfaces near the middle:

Release Checks: before the first flight of the day the pilot will check that the cable release mechanism works properly:

Release checks are:

- A free drop - the pilot releases the cable and checks it drops clear
- A back release check - the pilot will attach the cable and then expect the helper to pull the cable backwards to check that it releases
- Release under tension – The helper attaches the cable then puts the cable under tension while the pilot counts to three then pulls the release.