



Midland Gliding Club – Winch driver training and rating record.

This document defines the process for authorising winch drivers at the Midland Gliding club.

It does not attempt to describe the training in detail. It is a skill that must be taught largely through practical experience.

The instructors and authorisers will train in accordance with established practice, making use of the available training material.

This document aims to ensure that the important issues have been covered and that authorised drivers can be identified.

Issue 2 G M Dailey 19/07/2022

Reason for issue 2: Add a blank page for instructor notes/comments

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Training is to be recorded and signed by a winch instructor or authoriser.

Supervision may be remote, as appropriate to the student's experience, but supervisor must be on site, at ground level.

Winch drivers are able to provide support and guidance so that advanced students can practice safely, but need not instruct, though they may do so informally.

Only authorisers may approve a student to operate unsupervised.

Authorisers may authorise a student to operate unsupervised in one of two categories:

1. Relief winch driver. Cleared to take over an existing setup and launch in a limited range of wind conditions, and to put the kit away. **Restrictions to be specified.** NB this is not a reduction in the standard required, but is to avoid waiting for the full range of weather conditions/experience.
2. Winch driver. Competent to take responsibility for getting out the kit, setting up the field and launching in any flyable conditions.

Authorisers and instructors may be appointed by the committee member or committee representative responsible for winching, using this form.

Winch drivers and above may be authorised to repair weak links, make strops and traces and repair weak links (optional).

When an authorisation is issued, the form is to be copied and

1. A copy is to be retained by the student
2. A copy is to be sent to the committee member or committee representative responsible for winching, who will update the list of authorised winch drivers on the club website / sharepoint or equivalent.
3. The original is to be stored in the dedicated file "winch driver authorisations" in the office.

Winch driver authorisation sheet



Name.....

Address

Telephone, email.....

Category	Date	Authoriser name & signature	Restrictions/comments
Relief winch driver			
Winch driver			
Instructor			
Authoriser			
Repair weak link			
Make strops, traces			
Replace cable			

Training record sheet



	Studied (student)	Discussed and understood (instructor)
BGA safe winching		
MGC winch operations		
MGC Guillotine testing		

	Instruct	Practice							Satisfactory
		date	date	date	date	date	date	date	Instructor name and signature
Daily inspection									
Guillotine test main winch									
Guillotine test retrieve winch									
Gas, diesel, petrol and put away									
Cable break and repair									
Launch to North									
Launch to South									
Launch to Knoll									
Short West									

Add these codes to practice boxes and cross off this list: **G**as, **D**iesel, **P**etrol, **G**lider **S**ignal (**GS**), **E**asterly **W**ind (**EW**)
Main **T**angle (**MT**), **R**etrieve **T**angle (**RT**), **P**ractice **C**able **B**reak (**PCB**), **D**rag **C**able (**DC**), **L**ast **L**aunch (**LL**)

Notes for Authoriser



At the bottom of the training record sheet there is a list of codes.

Check the record to make sure that the student has experienced these items.

They will have flown many launches, but because they may have experienced these issues only rarely, talk through these items to check their understanding:

Fuelling (Gas, Diesel, Petrol) and communication with next day's winch driver (and perhaps winchmaster)

Last launch

Signalling (from/to retrieve and from glider). Emphasise must have signal lights (could be vehicle).

Response to stop signal

Cross-wind safety limits and danger zones. Early/very early release to avoid public danger. Allowance for early solo/first on type.

Importance of stopping the cable if falling near public

Rights of way, walkers/bikes/horses and blind spots (use diagrams in reference pack)

Safety while dragging cable off obstruction (tumulus)

Main winch tangle, retrieve winch tangle, cable break

What to do if flying is to continue after winch failure and unable to wind in cable. NB winch driver can refuse.

Tailwind – increased initial power, early release

Glider doesn't rotate into full climb

Glider unable to release – Main winch actions, retrieve winch actions