

Appendix 2

Mount Beauty Winch Launch Operations Brief For Visiting Pilots

1. Mount Beauty Outline

The Mount Beauty strip is at an elevation of 1,100 ft. however, it is relatively short (900 m) and narrow, therefore good ground crew is essential for safe operations. At all times there must be sufficient ground crew to cover two simultaneous landings therefore your launch will only be permitted if these conditions apply.

All take-offs are towards the North West, away from the town (Runway 32). Unless there is a very strong wind, landings are normally in the reciprocal direction, towards the town (Runway 14). Normal circuits are left hand for Runway 14. Launching will be halted if there are aircraft in the circuit.

Near the end of your ground run you must steer the glider to the side of the strip in order to clear it for the next glider. It is preferable to stop on the western side of the runway. Avoid stopping on the winch path on the northeast side.

Carriage and use of VHF radio tuned to local CTAF (126.00 MHz) is mandatory for gliders and tugs operating at Mount Beauty. In the event of known or suspected radio failure, pilots must implement their procedure for Radio Failure as per those laid down by CASA for non-towered aerodromes and must assume that their presence in the circuit is unknown to ground crew.

Safe circuit flying relies heavily on good lookout and radio procedure. Every pilot must notify Mount Beauty Traffic when joining the circuit to alert the tug and ground crew. In the case of a wind change, everyone will be notified on 126.00 MHz regarding the landing direction or circuit direction. Special care is required when approaching over the town for Runway 32, due to the high ground and power pylons plus the need to keep the landing area clear.



The Pilot in Command is responsible for determining the appropriate and safe landing procedures, based on prevailing conditions.

2. Winch Launch Outline

The winch is located approximately 1500 metres to the North West of the launch point. The launch point is located at the South East end of Runway 14/32. The winch cable is laid out on the far eastern side of Runway 14/32. The Runway 14/32 is 900m long.

A glider being winch launched lifts off at around 100m from the launch point and climbs at about 30 degrees inclination to release after about 40 seconds at between 1,500 ft and 1,900 ft above ground, 2,600 to 3,000 ft QNH, depending on the glider weight and the head wind. After release the cable descends to the ground in about 30 seconds. The cable has a small parachute to keep the cable taut during the descent.

3. Winch Launch Procedures

The ground crew checks that the Winch Driver is ready to launch.

- After completing pre-flight checks (CHAOTIC), the pilot of the glider to be winch launched states to the ground crew, "**Ready for cable**". The ground crew attaches the cable
- The ground crew is responsible to visually scan and observe the circuit area for gliders and powered aircraft traffic

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- The pilot then radios on the CTAF 126.00 MHz ***“Mount Beauty Traffic. This is glider GOLF VICTOR ALPHA departing on Runway 32 on a winch launch. Beware of cable to 3,000 ft Mount Beauty”***
- This call will also serve as an aircraft radio check. If the ground crew finds the call unsatisfactory or non-existent, the launch must not be allowed to proceed and the pilot will be notified by ground crew. (See Section 4 below for radio check procedure for aerotow and self-launch departures.)
- When ready to launch, the pilot will give the thumbs up signal to the ground crew. If there is no gliders or powered aircraft traffic in the circuit area, the ground crew then verbally calls out ***“All clear above and behind”*** and levels the wing ready for launch
- The ground crew then calls the Winch Driver on UHF Channel 14

“Winch, this is launch. ASK21 on the cable. No Circuit traffic All Out, All Out”.

- If it was not possible to push the glider back to take up slack in the cable, the Winch Driver will be instructed to ***“Take up Slack”*** prior to the ***“All out”*** command to avoid shock on the cable or glider
- The Winch Driver is then required to acknowledge the ground crew call by reading back the launch instruction on UHF
- Immediately before each launch the Winch Driver is responsible for visually checking that there are no gliders or powered aircraft in the circuit. The Winch Driver must also search the area behind (to the North West of) the winch for aircraft doing a “straight-in” approach. Only when the Winch Driver is certain that there are no aircraft in circuit or on long final can the launch proceed
- The Winch Driver then replies to the ground crew radio call on UHF Channel 14 ***“Launch, this is winch. ASK21 on the cable. No circuit traffic. All out All out”***
- After satisfying themselves that there are no aircraft in circuit, the Winch Driver then will call on VHF CTAF

“Mount Beauty Traffic. Glider winch is commencing launch. Beware of cable to 3,000 ft Mount Beauty - All out All out”

- If at any stage there is any hazard or abnormality detected, the ground crew will call out on the radio

“Stop Stop Stop”

On hearing this call, the glider pilot must release the cable. The Winch Driver must abort the launch.

4. Important safety items for all glider pilots operating at Mount Beauty.

Before launching (aerotow or self-launch) at Mount Beauty, the glider pilot must complete a radio function check by calling Mount Beauty gliding ground on the CTAF 126.00 MHz.

The call is:

“Mount Beauty Gliding Ground. This is Glider GOLF VICTOR ALPHA. Radio check call. How do you read me?”

The pilot must confirm that the glider radio is functioning.

Do not launch until you have established clear radio communications. It is the glider pilot’s responsibility to ensure that the glider battery is sufficiently charged before launch to last for the intended flight duration.

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If you are in circuit for landing on Runway 14 or 32, and you hear a glider departure call, use your radio to demand that the winch launch be stopped.

If you are in circuit for landing on Runway 14 or 32, and you see the hazard light on the winch operating, query Mount Beauty Gliding Ground by radio whether a launch is imminent, and use your radio to demand that a winch launch be stopped.

If you are in circuit for Runway 14, and you see a glider being winch launched, observe the winch parachute and track to avoid the cable by deviating to the side of the runway until close to runway level, and *do not track directly over the winch.* .

Winch launch radio communications are done on UHF Channel 14 by default. An alternative channel may be established by the Duty Pilot and all stations will be advised if this occurs. It is strongly recommended that glider pilots monitor this channel as part of their situational awareness.

Due to the possible presence of winch cables at up to 3,000 ft QNH, it is always inadvisable to fly across the runway/winch path below 3,500 ft.

Note that the Winch Driver will monitor the CTAF 126.00 MHz for traffic and not launch if he hears any circuit calls.

If you are intending to land and are unsure regarding the operational status of your radio(s) or you think that a launch is imminent and that the ground crew have not sighted you in circuit, land on Runway 32 or preferably on the western side of Runway 32.

5. Pilot statement

I have been briefed on Mount Beauty Winch operations as above and understand the safety requirements for operating at Mount Beauty.

Pilot Name Pilot Signature. GFA No Date

6. Instructor Certification

I have briefed the Glider Pilot as above and assess his understanding of safety procedures at Mount Beauty as satisfactory.

Instructor Name Instructor Signature. GFA No Date

Instructor: When signed, place this briefing sheet in the Pilot Progress folder in the Van.

Safety Committee 18/7/2016.