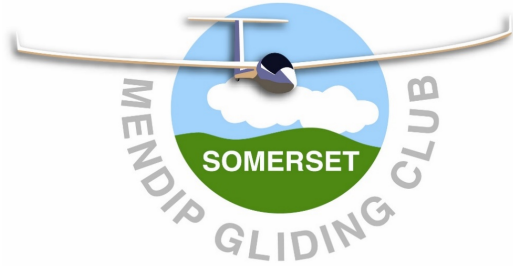


# Standard Operating Procedure



## Glider Retrieve

**Purpose:** To remove glider from landing area and tow back to launching point.

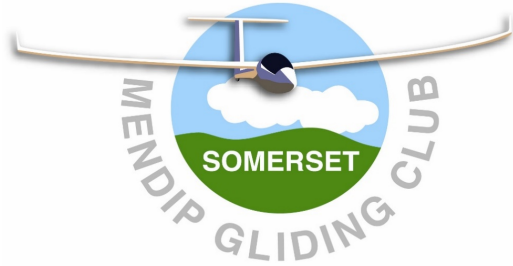
**Who:** Only members possessing a full driving licence to retrieve gliders.

**General:** The swift retrieval of gliders clears the landing area for other aircraft and enables the continuity of launching operations. Follow directions of the Duty Pilot or Duty Instructor / Supervising Pilot.

### Glider Retrieve

- The briefing prior to daily flying operations commencing will consider airfield ground conditions and will set out whether retrieves are to be done “along the (north) wall” or “along the track”.
- Be aware of what glider you are setting out to retrieve. Do you need a dolly? An aircraft flown solo will need two people to go out to retrieve it. That is, three people, including the pilot, are needed on a retrieve.
- Before driving out to retrieve have a careful LOOKOUT for aircraft – on the ground, about to launch and those in the air, particularly those on approach or in circuit.
- Drive to the landed glider “along the wall” or “along the track” within the airfield speed limits and as soon as is safely possible..
- Before turning onto the landing area, pause and LOOKOUT.
- Do not approach glider directly but in a curve such that your trajectory in the event of vehicle mechanical failure or a skid will not end in a collision with the glider or pilot.
- Stop vehicle when pointing in the retrieve direction. This will frequently have your back to the wind so take care that the retrieve vehicle door is not snatched out of your hand by the wind – beware wool or fleece gloves, which have insufficient grip.
- Keep vehicle door closed to prevent damage from the wind.
- Fully pull out tow rope and leave close to the glider cockpit on the appropriate side of the aircraft bearing in mind the glider will probably have to be turned 180° for the retrieve.
- The glider’s P1 will be responsible for hooking up the glider for retrieve and will give the thumbs up for the retrieve to start once wings are level.
- Make sure the retrieve Daihatsu is in 4-wheel drive, low range, and in first gear. The engine revs should be set for 1000rpm using the hand throttle. Driver’s and passenger’s windows should be open so that verbal instructions from outside can be heard. (Taller pilots may request higher revs for a faster retrieve and, conversely, shorter or less able pilots may require lower revs for a slower retrieve).
- The tow line should be as straight as possible such that tow vehicle and aircraft longitudinal axes are more-or-less aligned. This is to avoid undue sideways forces on the hook and potentially forces on undercarriage doors.
- LOOKOUT before moving. Drive “along the wall” or “along the track” according to the day’s requirements (which may alter during the day). Be aware of changing conditions

## Standard Operating Procedure



# Glider Retrieve

and instructions from the bus or launch point during the retrieve, e.g. the DP directing a shift to one side or another to permit a winch or aerotow launch to proceed. PIC is responsible at all times for the safety of the aircraft and therefore the retrieve.

- If an aerotow is being prepared, retrieve along the track.
- When gliders are safely returned to the launch point, stop where instructed by PIC, unhook and wind up tow rope before moving vehicle away.
- When asked to halt, do so smartly so as to leave some slack in the retrieve rope and allow back release by the PIC.
- **GLIDERS ARE NOT TO BE TOWED DOWNHILL** to the hangar **BY VEHICLE** unless along a very gradual slope where controlled by PIC.
- After placing a glider in its final position, it should be removed from the tow rope, which **MUST** be reeled before driving off.