

FES equipped gliders are relatively new and unfamiliar to other airfield users who may not appreciate the dangers of the concealed propeller on the nose of the glider next to where they might stand.

1. Insist that helpers or onlookers keep well clear of the propeller at all times.
2. Tow-out with motor disarmed and the prop-guard in-place.
3. When joining the aero-tow queue, make it known to the LPC (and any associated helpers) as to what method of launch you plan to use (Aero-tow or Self-launch). Note: Self-launches are not logged.
4. If Self-launching, join the Aero-tow queue a few meters to one side – to provide some separation.
5. If taking an Aero-tow or Winch-launch, make a point of advising those hooking-on that the propeller is disabled and insist that they approach the hook from behind the cockpit – to keep clear of the propeller.
6. Keep the canopy open until you have completed your pre-flight checks and are ready to start, then call “Clear Prop” (loudly) before closing the canopy and arming the motor.
7. When self-launching, pay attention to any other traffic in the circuit - which may not be familiar with electric self-launching sailplanes (and may not expect your aircraft to launch unassisted).