**3. LAUNCH POINT CONTROLLER**

The below named person has undergone local theoretical explanation to enable him/her to competently act in support of the Duty Instructor as Launch Point controller in undertaking the below named launch point tasks.

|  |  |  |
| --- | --- | --- |
| DATE | TASK | METHOD |
| I confirm that all the information contained under the TASK column has been delivered  Instructor: …………………………………… Signature: …………………..………….… Date: …………………. | **RESPONSIBLE TO DI FOR ALL LAUNCH POINT ACTIVITIES.**  **Responsibility for the control of all activities at the Launch Point to ensure smooth and safe operations rests with the Launch Point Controller, (LPC) who is to be a suitably experienced club member. The initial Controller for the start of the day’s operations is to be confirmed by the Duty Instructor at the daily briefing before operations commence.** | **Theoretical Instruction**  **Only** |
| **All club members (non-instructors) are responsible for meeting their commitments of the LPC duty Rota, and for personally arranging an alternative person if unavailable. The role may be passed to another suitably experienced club member at any time during operations, with a hand-over briefing being given to the person taking over. The Controller will wear a high-visibility jacket to make easy identification of the person in charge for the benefit of all present at the Launch Point, whether club members or visitors.** | **Theoretical Instruction**  **Only** |
| **The Launch Point Controller is responsible to the Duty Instructor for ensuring that the following tasks listed below 1 – 3 are carried out safely either by other suitably experienced club members or by him/herself as appropriate:** | **Theoretical**  **Instruction**  **Only** |
| **1.** **The Launch Point is set up ready for flying operations with gliders correctly positioned clear of the cable tow-out vehicle track, one pair of cones set up to mark the cable drop-off point and a second pair to mark the car parking area downwind of the caravan, leaving space between the caravan and the cones to ensure a clear area for parking any gliders pulled offline.** | **Theoretical**  **Instruction**  **Only** |
| 2. **Winch driver(s) and Cable Retrieve driver are nominated and relieved at any agreed times to ensure that a break is taken before flying, especially after lengthy periods of driving.** | **Theoretical**  **Instruction**  **Only** |
| 3. **Log keeper and signaler are nominated (may be the same person).  Signaler is to advise Winch Driver by radio of glider type and which cable to use (Clubhouse or peri-track side). Winch Driver will not start the launch if he/she is uncertain of glider type on line or which cable is being used.  Signaler is to acknowledge all launch signal calls received from the Launch Marshal by responding with the same call. Log Keeper is to record details of each flight (Glider type & no, crew, times of** **launch and landing** etc.) **electronically on Glidex, or on paper log sheets should the club laptop not be available. (Refer to the Glidex Manual for details of this system).The Flying List should** **be completed by all club members wishing to fly that day. NVGC Club Operations Manual** **1.**  **Return all club equipment and gliders – pack away in correct hangar order, ensure removal of glider batteries and place on charge for next flying day.** | **Theoretical Instruction**  **Only** |

I confirm that I have received all the theoretical instruction outlined above, and that I fully understand the procedures and health and safety aspects regarding each of the theoretical procedures as described above.

MEMBERS NAME: ………………………………………………............................................................................

DATE: ………………… MEMBERS SIGNATURE ……………………………………………………………