

WINCH LAUNCH FAILURE TRAINING

It is **INAPPROPRIATE** to start launch failures until the student can do a reasonably competent winch launch, circuit and landing and has reasonable handling skills (co-ordination).

Starting training too early will only frustrate the student.

Logbook entries will probably not be enough to confirm readiness. You will need personal knowledge of at least one winch flight with them.

A strict sequence of training should be followed.

Until the last stage you will **ALWAYS** tell them what is going to happen

SEQUENCE OF TRAINING 1

- BRIEFING – how to recover from a c/b
- Demo of how to recover from c/b in full climb (High. Circuit not an issue)
- Student has a go and practises until satisfactory
 - Could initially be done as an upper air exercise [Instructors Manual]

c/b = any form of launch failure

SEQUENCE OF TRAINING 2

- BRIEFING – about landing ahead
- Demo of how to recover and land straight ahead (not too low, no decision making)
- Student has a go and practises until satisfactory
 - Could be preceded by upper air ex (use of full a/b) followed by full a/b approaches to see what it looks like and how far along the field we get.

SEQUENCE OF TRAINING 3

- NOTE: Student **MUST** be able to do reasonably steep turns with good speed control (upper air exs) – otherwise they are not ready for this.
- BRIEFING – on awkward height c/bs
- Demo of how to deal with an awkward height c/b and circuit (no decision making, turn direction decided before t/o)
- Student has a go and practises until **COMPLETELY** satisfactory

c/b = any form of launch failure

SEQUENCE OF TRAINING 4

- NOTE: So far the student has not had to make ANY decisions !
 - On each occasion you have told them what is going to happen. All they have to do is fly it.
- When ready, **and not before**, give BRIEFING on decision making.
- No demo
 - TELL THEM you are giving them a c/b but don't tell them what kind.
 - Continue this exercise until they are fully competent
- **NOW** have a full discussion of 'eventualities'

SEQUENCE OF TRAINING 5

ONLY NOW - FINALLY

- do you give them
unexpected c/bs

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- This should NOT be an adrenalin pumping exercise
 - for the instructor, anyway!
- Everything should be calm and 100% safe
 - If it's not going to be – don't do it! *
- Generally speaking it is not safe/there is not time during a winch failure exercise to prompt – take over and explain afterwards
- The moment the student deviates from
 - the briefed flight (Sequence of Training 1-3), or
 - the correct decision (Sequence of Training 4,5)

TAKE CONTROL

 - “I have control. No! This is (eg) a straight ahead. Look!”

WINCH LAUNCH FAILURE TRAINING

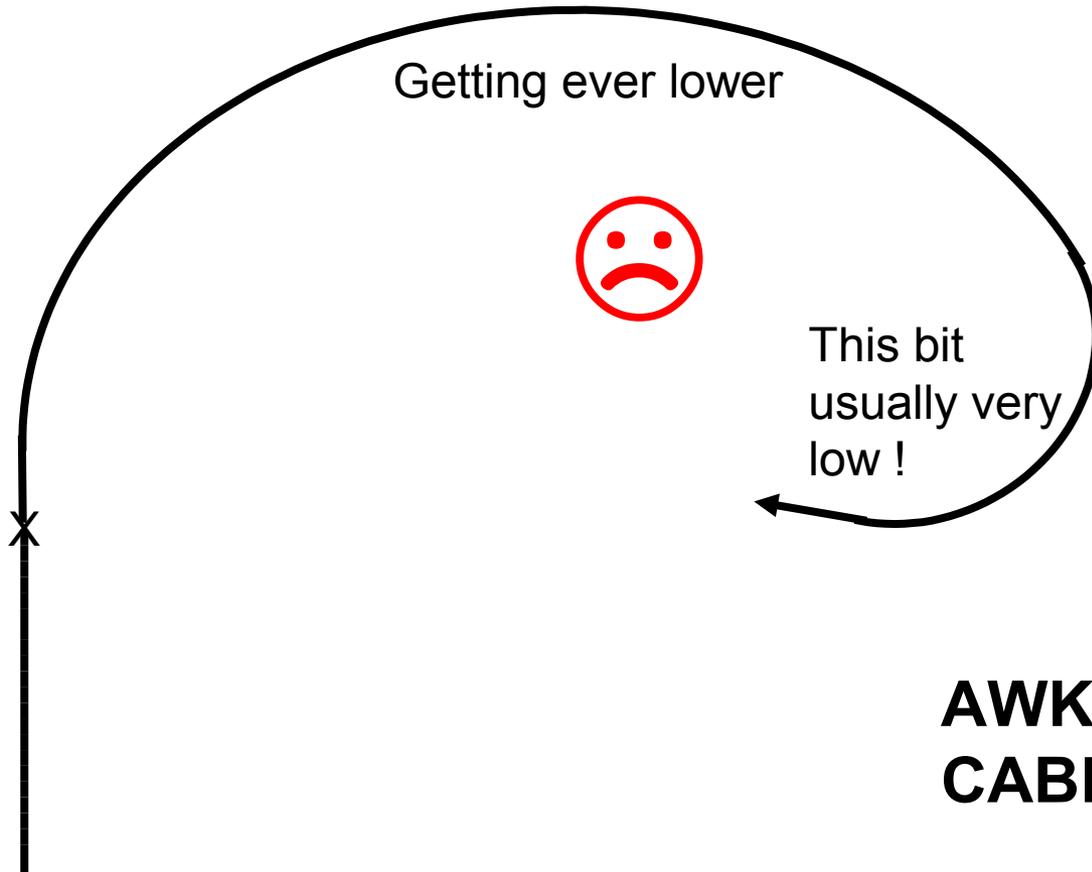
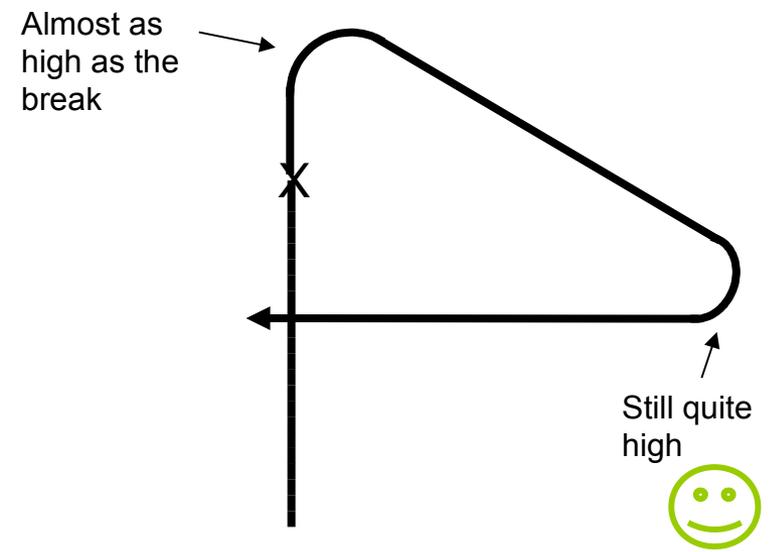
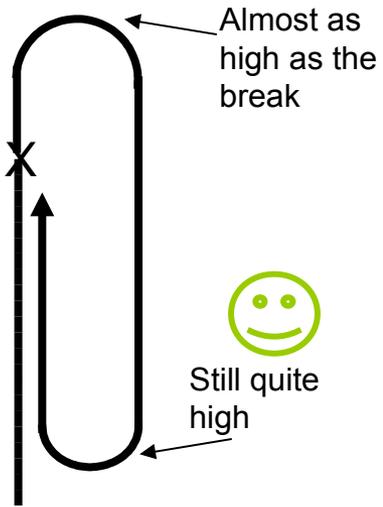
- In an awkward height failure, if the circuit looks as if it is going to be extended too far
 - TAKE CONTROL
 - “I have control. Look, steeper turns with straight legs will get you to a higher final turn for a wings level approach”
- If you let them -‘get away with it’ - they have learned how to do it wrongly!
- These are NOT exercises for students to learn by their mistakes!

WINCH LAUNCH FAILURE TRAINING

- The biggest category of instructional accidents is...
 - ‘Instructor failed to take over in time’
- 30% of winch related accidents (2006-11) were...
 - instructional (! ?)
- If the weather is extreme
 - including nil/light wind at Dunstable

it might not be appropriate to train

- or even have the winch out
- This includes any hint of wet wings
 - because of high wing loadings on the winch
- Any sign of a tailwind, however light,
 - is a **NO-NO**



AWKWARD HEIGHT CABLE BREAKS

WINCH LAUNCH FAILURE TRAINING

- * See BGA Instructors' Manual about limits of your ability = all good advice [16-11]
- * See BGA Instructors' Manual about experience and currency needed for teaching winch launch failures [16-9]