**RAFGSA - GLIDER TOW DRIVER TRAINING**

**Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**No member is to undertake safety-critical tasks unsupervised before being certified competent by an authorised instructor.**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **Instructor****Signature** | **Instructor****Name** | **Date** | **Notes** |
| Vehicle Daily Inspection |  |  |  |  |
| Vehicle Refuel |  |  |  |  |
| Situational Awareness |  |  |  |  |
| Taking up Slack |  |  |  |  |
| Speed Limit (with & without glider) |  |  |  |  |
| Comms with Wing Walker |  |  |  |  |
| Use of Tow Kit |  |  |  |  |

**The above-named member has completed all relevant training and is authorised to perform the duties of a Glider Tow Driver.**

**Signed: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Instructor Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date: \_\_\_\_\_\_\_\_\_\_**

(Please also complete the member's *Ground Training and Qualification Record*)

**GLIDER TOW DRIVER TRAINING – GUIDANCE NOTES**

**The tow driver has sole responsibility for the safe movement of the glider and tow vehicle.**

**Vehicle Daily Inspection**

* **Fuel:** at least half full. **Oil:** sufficient on dipstick. **Coolant:** top up if required. **Tyres:** correctly inflated. **Wheels:** bolts secure. **General condition of vehicle:** checked, free of FOD.
* Location of fluids / compressor.
* Remove drip trays before moving.
* Cold start: wait for glow plug light to extinguish before attempting to start.

**Vehicle Refuel**

* Fuel compound lock combination.
* Use of diesel refuelling rig.

**Situational Awareness**

* Is winch launching in progress? Where are the cables lying relative to your route?
* If towing on airfield, will your route conflict with take-off / landing (including motor glider / aerotow ops)? Monitor for launch failures: where will glider land?
* Where do the launch point want you to park glider?
* If using a tow rope, is glider following you under control? Are wing walker & brake man coping with tow speed?
* If using tow kit, is glider following smoothly? Wing dolly running straight without skipping?
* Obstacle clearance: appropriate separation from all obstructions (airfield signs, trees, hangar structure, vehicles, people, other aircraft). Use marshaller when required.
* Wind conditions: would a wing walker be appropriate, even if using tow kit?

**Taking up Slack**

* Appropriate gear: low ratio.
* Use mirrors to monitor rope as slack removed.
* Creep forward (clutch control, no throttle) until slack removed. Then smooth acceleration to walking pace.

**Speed Limit**

* Without glider: 20 mph.
* With glider: walking pace, irrespective of whether using tow kit or wing walker.
* Crawling speed over rough ground.

**Comms with Wing Walker**

* Vehicle stereo to be OFF (if fitted) when towing gliders.
* Driver’s window to be open to enable communication with wing walker.
* Do not to commence towing until all team members are ready.

**Use of Tow Kit**

* All tow kit (tail dolly, wing dolly, towing arm) to be fitted correctly and securely.
* Take care to avoid damaging glider when fitting. Wing trailing edge especially susceptible to damage from poorly fitting wing dollies. Fuselage dolly to be correctly located at base of fin.