

PGC Supplementary Notes for SSA Wing Running Course

Preparing to Position the glider on runway-

Because we take off on 24, and have lots of room to stage the gliders beside the landing area on the other runways, we never have to rush to position a glider and takeoff before another aircraft lands at PGC, and we do not need to move them off of the runway if another aircraft is landing.

Controls and Canopy-

PGC wing runners must not only visually verify that the spoilers are closed and locked (flush with the surface of the wing) and that the canopies are closed and locked (look at the position of the handle), but must challenge the pilot to check that the spoilers and canopy are locked, and watch to see that the pilot touches these items and verifies them.

If the pilot is flying solo in a two seat glider, the wing runner must check to see that the rear seat is empty of cushions, water bottles etc., that the seatbelt is hooked up and tightened, and that the canopy is closed and locked.

Tow Plane Tow Line Attachment-

When hooking the tow rope to the tow plane, do a release check with the tow pilot, and remember to pull the release lever all the way back. The return spring may not be as strong as the friction if there is dirt in the mechanism.



All PGC tow planes use the Tost release, not the Schwiezer tow release shown on the SSA course.

Tow Release Checks-

PGC pilots do a release check for each glider for the first flight each day.

Weak Links-

The club Grob 102 and some privately owned gliders use a weak link.



Make sure any weak link is removed before the next launch.

Use a radio-

The wing runner should be part of the conversation. Listen to aircraft announcing their positions in the landing pattern. Listen to the decisions between the tow pilot and glider pilot.

Never hook a tow line up to a glider that does not have a pilot in command in the cockpit and belted in.

Launch Signals-

Use the flags. It is hard for the tow plane pilot to see your signals in his vibrating rear view mirror if you are not using a flag.

Take up slack signal- move the flag a full 180 degrees back and forth below your shoulder. Once you have the tow rope hooked, you are in charge of how far the tow plane should taxi forward. Actively signal until it is time for the tow plane to stop. Stop the tow plane early enough so that you have enough slack to hook up the rope. Stop the tow plane by raising the flag high and holding it still above your head.

Make sure the tow line is laid out flat with no folds that could tighten into knots.

Help the tow pilot- His flaps are called "Landing Flaps". Please double check that they aren't down like this:



Take off signal- move the flag a full 360 degree circles- DO NOT give this signal until all of the slack is taken up and the rope is taut.

PGC Particulars-

We do not launch without a two way communications check.

The wing is lifted when the pilot gives the thumbs up signal.

We do not do the optional “rudder waggle” tow plane and glider pilot ready for launch signals.

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