



Changes to the Winch Daily Inspection Regime

With immediate effect, the Skylaunch winch will be issued with a standard club D.I. book, which will be kept in the winch at all times to formally record and control the daily inspection process.

It will be used in exactly the same manner as the aircraft version, in that it will provide a documented testament that the current D.I. process has been followed.

The winch is declared either, serviceable (S) or unserviceable (U/S),

The winch driver should print surname and initials of the person that has carried out the inspection.

Gas Taps

In addition, there will be a requirement for a second independent person to witness that a "positive control" overcheck of the gas taps has been carried out.

Note: The Gas Taps are needle type valves and only require light pressures to operate them. By this we mean figure tight only.

A closed valve is one that has been turned clockwise fully and is finger tight closed. An open valve is one that has been turned fully anti clockwise until it reaches its stop and then is backed off for a half turn only. It then floats freely and is obviously open.

If you use the "lefty lose right tight" mnemonic to remember the open and closed positions.

Witnessing the opening of the Gas Taps

When this has been done, it will be entered into the D.I. book where we would normally record the release and positive control checks, and also declared (S) or (U/S), then annotated by the surname and initials of the person witnessing the overcheck.

I have amended the D.I. checklist (see separate file) accordingly and included an instruction that all winch drivers must check the D.I. book to ensure these changes have been complied with, prior to commencing any launches, including when they are taking over on the winch.

Richard Peake - Winchmaster