



## Winching and Social Distancing Guide.

### Communications

Operating as a winch driver following the recent lockdown brings with inherent risks caused by a lack of currency.

We can mitigate some of those risks by adopting our feedback loop. This loop consists of the pilot, launch point crew and yourself as the winch operator. We should be seeking to learn from each and every launch not just those that appear different or generate comment. Remember to ask for feedback at the daily pilot safety brief.

### Personal Launch Log

We have created a simple personal launch log for each winch operator to record the launches they do on any given day. You will need to add some detail such as type of glider, conditions and incidents or exercises during the launch.

**Winch Driver** where possible will supply the cables to launch point.

**Checking cables** on first run would still require initial help (employ social distancing) and you should attempt to incorporate this into the Winch DI Overcheck.

**Single vehicle** operation allows it to remain clean for single operator. The winch remain clean, up to handover where both operators clean the contact points of both vehicles.

**PPE requirements** can be reduced for winch drivers to gloves perhaps. (suggest we wear gloves due to nature of job anyway). Try to reduce the need to go into the launch area and proceed only as far as the drop point.

**Handovers** would require cleaning of all contact points on winch and tow out vehicle. (suggest the new driver does this for peace of mind) Both old and new drivers conduct contact point cleaning to improve sanitisation on handover. The handover can occur at the launch point which then allows for single recovery tractor.

### Winch Cleansing

Complete cleaning routine and then start the DI. The first winch operator conducts a full contact point cleanse- including Gas pump equipment if used.

The Winch will have its own cleansing kit and additional PPE will remain in the winch garage. Care is to be taken to clean the tow tractor and winch at handover.

## **End of day activities**

1. Cleansing of the whole winch and tow vehicle is paramount
2. Once back on the apron, wash off the winch as required to remove mud and other contaminants from BAU operations
3. Conduct any repairs or enter the issue in the DI Booklet if unable and record any additional maintenance carried out that day (don't forget to add this to your flight log as experience)
4. Restock toolkits and cable repair kits, don't forget to add in more sacrificial or weak link cables for the cable tow vehicles.
5. Clean the shot ropes and parachute shackles and connections, don't leave them full of mud and sheep excrement. The cable gear deteriorates quickly and makes it harder to affect maintenance for the next operator and delays flying
6. Check the winch for damage and wear n tear
7. Ensure radios are returned to the club
8. If you take personal stuff into the winch, then remove it at the end of your day. There is no longer a waste bin in the cab. This has been removed to reduce contact points.
9. Check the Master switch is off
10. Secure the gas fuel supply following the gas tank guidance

***Richard Peake - Winchmaster***