

Technical Manual Amendment 12

Please note that there are various inserts indicated in the contents pages (Section 3, Chapter 2, Page 1) which are only supplied and relevant to Trainee Instructors and Instructors. These include the Student Training Record Books and Instructor Notes.

Changes to the text of the manual:

Pg iii Contents. S2C3 'over land' deleted.

Pg iii Contents. S2C4 replaced with 'Parascending'

Pg iv Amendment Record. Updated to read '....up to and including amendment 12.'

1.4.2 G11 Second sentence replaced with 'Round canopies may only be flown/towed/operated solo.'

1.4.2 Moved T9 to be new G12.

1.4.2 Deleted everything from end of G12 to 1.4.3.

1.5. Appendix G deleted entirely.

2.1.4 School Gliders a. Dispensation. NB numbered as '1'. Then a new '2' inserted 'Round canopies may only be used for solo flight'.

2.1.6 Part Trained Students. 'within foreign schools' replaced with 'elsewhere'. In 1 'foreign' replaced by 'previous'.

'If the previous school was a BHPA school then a copy of the STRB must be obtained.' added.

In 2 'foreign' replaced by 'previous'.

2.2.3 2 - 'strobe' deleted. 'Winch Ready to Proceed' changed to 'Winch Live'

2.2.3. 5 - A of 'NOTE' deleted.

2.2.5 Title changed to: Additional Requirements for Tow Training.

2.2.6 The line beneath the heading 'Winch systems and Towing Equipment' deleted.

2.2.7 (a) - sprung loaded changed to 'Idle'.

2.2.7 (d) - a weak link (fitted in the tow line) of the correct breaking load. See

2.2.7 'Operating a Static Winch' Inserted under heading: This information is based on operating certain 'Koch' type winches and derivatives. Operators of other winch types should refer to the User's Manual for specific differences.

2.2.7 'Operating a Static Winch' (b) 'and leave idling' added at end.

2.2.7 'Operating a Static Winch' (c) '- using a weak link' added at end.

2.3.3 'See Section 2: Chapter 2: Point3' changed to italics

2.3.3 'based' inserted between Parascending and Signal.

2.3.5 (a) – sprung loaded to 'Idle'

2.3.5 (d) - a weak link (fitted in the tow line) of the correct breaking load. See..

2.3.5. 'Operating a Static Winch' Inserted under heading: 'This information is based on operating certain `Koch' type winches and derivatives. Operators of other winch types should refer to the User's Manual for specific differences'.

2.3.5 Operating a Static Winch'(b) 'and leave idling' added at end.

2.3.5 Operating a Static Winch'(c) 'using a weak link' added at end.

2.3.6g. All deleted.

2.4.4. 'The maximum tow line length is 440 metres.' deleted.

2.4.4 'between 100m and 440 metres.' Deleted.

2.4.4 **Fixed Line (vehicle) Towing** This section inserted between the heading and 'Determining Tow line Lengths'

Equipment Requirements

All fixed line tow systems must include the following safety devices:

a) The tow line must be attached to a tensiometer (line tension indicator) capable of providing the Operator with an analogue of tow line tensions.

b) A quick release (QR) must be fitted to both ends of the tow line such that they can be easily operated by the Operator or pilot respectively.

c) The pilot's quick release must be fitted with a protective cover.

d) The tow unit must be equipped with a suitable tow line cutting tool for use in the event of QR failure or tow line entanglement.

e). A weak link must be fitted in the tow line system so that approved maximum tow tensions cannot be exceeded. (*See Section 2: Chapter 1: Appendix C.*)

2.4.5 'requirements and' Inserted after 'The basic'.

2.4.5 New 5. The winch must be anchored so that it cannot move under extreme tow loads.

2.5.4 “Wind speed limits” changed to “Wind speed limits for ab-initio training”

3.2 Pg 1 PG tow Instructor Notes Edition 1 marked as ‘Pending’.

3.2 Pg1 PG power Student Training Record Book Edition 1 and PG power Instructor Notes Edition 1 added to headings.

3.4.3.a.2 ‘ + 5 hours or 50 tow launches on hang gliders’ deleted.

3.4.3 b. Title amended to: **Hg Hill or Aerotow to Hg Tow Pilots – (The ‘Tow Endorsement’)**.

3.4.3 b. 2. Second line added to ‘Pilot Entry Qualification: ‘Or Aerotow CP + Signed off by an Aerotow Instructor as competent at foot take offs and landings.’

3.4.3.d.2 ‘ + 5 hours or 50 tow launches on paragliders’ deleted.

4.2.2 Becoming a Tow Coach d) changed to ‘have attended a Club Coach course’.

4.2.2 Becoming an Aerotow Coach e) changed to ‘have attended a Club Coach course’.

4.2.2 Becoming an SPHG Coach d) changed to ‘have attended a Club Coach course’.

4.2.4 Becoming a Chief Tow Coach b) ‘or Tow Coach Licence’ deleted. (CAC) three lines down deleted.

4.2.4 Becoming a Chief Aerotow Coach b) ‘or Aerotow Coach Licence’ deleted.

4.2.5 The Training Programme for Operators. ‘c’ changed to read:

c) Complete the training detailed below as appropriate to the tow unit type and aircraft type under the supervision of a Senior Tow Instructor or Senior Tow Coach or Senior Aerotow Coach who is qualified in the relevant discipline and is present on site throughout. Until authorised by the CFI /CTC /CAC the Operator under training must not drive or operate the tow unit unaccompanied by a licensed Operator in the tow unit (except for aerotow tugs - these may only tow when flown solo).

4.2.5. A. B.iv. Emergencies - discipline specific eg - rotations; lockouts; tow line breaks; release failures etc.

Changed to: iv. Emergencies - discipline specific eg - rotations; lockouts; tow line breaks; release failures etc. (Emergency actions and procedures should be taught through a mixture of role play and theoretical discussion. The Operator under training should have actually experienced firing the guillotine or its equivalent on other tow systems.)

4.2.6. Equipment a) NB added at end of the italics: *NB Round Canopies must not be used for dual flights.*