

Winch Status

2011

Drivers

- Financial
 - Av gas to over \$6/g this season
 - 50% over last season
 - Towplane maintenance \$104,000 over 3 years
 - Projected \$145,000 over 4 years (2008-2011)
- Flinging is just plain fun

Longer-Term Obstacles

- Capital investment
 - \$80k-\$100k (new, commercial grade, multi-drum)
- Location, location, location
- Culture
 - Boiling frogs
 - Institutional capability

Objectives

- Able to meet need for ground launch
- Organizational expertise in winch launch
 - Proficient winch drivers
 - Proficient ground crews
 - Proficient flight instructors
- PPG winch endorsements
- Have a grand time doing it

2010 Summary

- **Successes**
 - 70 launches (4 ops), 20 pilots, 4 new endorsements
 - Four winch drivers flung
 - Six flight instructors instructed
 - Winch reliable (more or less, so far)
- **Impediments**
 - Glider unavailability
 - 118BB stationed at TH
 - Wire no longer insurable
 - 5000' Spectra
 - Time-outs associated with splice/weaklink failures

2011

- 118BB -> flexibility in scheduling/ops
- Spectra -> fewer PTT
- Major work underway (or RSN)
 - Roller repair – Desi, Dave S.
 - Wire replacement – Steve Sovis
 - Recommissioning – TBD
- Scheduling and logistics – Bart L.

More 2011

- Plans, Dreams and Aspirations
 - Biweekly scheduled op; ad hoc ops
 - TH winch encampment ?
 - Target 20 launches per day
 - More single-place launches, glass
 - Soaring flights
- Caveat
 - Interest driven
 - Finite window of opportunity