LogSys5XXX
Devon & Somerset Gliding Club

Launch Point User Guide
April 2012
Edition 5.00

Also available on the Club's Website - see:

What's new in this edition?

- Section 19 (Power Management in the Launch Point Vehicle - laptop and radios now each served by their own dedicated battery)
Devon & Somerset Gliding Club
LogSys5XXX User Guide – Launch Point

Contents
1. Introduction .......................................................................................................................... 1
2. Log Form .............................................................................................................................. 2
3. Types of Flight ..................................................................................................................... 2
4. Normal Club Flights ......................................................................................................... 3
5. Course Flights ................................................................................................................... 4
6. Family & Friends .............................................................................................................. 5
7. Non-Chargeable Flights .................................................................................................... 6
8. Trial Lessons ..................................................................................................................... 7
9. Powered Aircraft .............................................................................................................. 8
10. Aerotows .......................................................................................................................... 9
11. New Names ..................................................................................................................... 10
12. New Aircraft ................................................................................................................... 12
13. Medical Certificates & Card Ratings ............................................................................. 13
14. Course Data ................................................................................................................... 15
15. Entering Registrations in “Letters” or Names in “P1” or “P2” Fields ............................. 17
16. Other Facilities ................................................................................................................. 18
17. Launch Types .................................................................................................................. 19
18. Print Log Records .......................................................................................................... 20
19. Power Management in the Launch Point ........................................................................ 21
1. Introduction

1.1. LogSys5XXX is one program combining three functions:

- **Launch Point**: logging all flights and calculating launch and soaring charges;
- **Office**: checking log records and posting data to the Club’s accounting systems; and
- **Clubroom**: displaying members’ accounts and flying data.

1.2. Accuracy in logging activities at the Launch Point is vital to ensure:

- that correct charges are made to members’ accounts; and
- that the Club complies with its legal obligation to maintain an accurate record of all flights.

1.3. This guide explains the operation of LogSys5XXX to assist those acting as loggers at the Launch Point.

1.4. LogSys5XXX is the copyright of Robert Lee. The Club is licensed to use the program for its purposes only.
2. Log Form

2.1. The Log Form is in three parts:

- the upper section contains a set of functions to assist in making log records;
- the main section contains the fields to contain the data that is required; and
- the section on the right comprises an index function to help find records of flights where the aircraft is either queuing for launch or airborne.

2.2. In the illustration above, two aircraft are listed in the index: KEK and DKU which are either waiting to launch or are airborne.

2.3. KEYSTROKES
   - Use {PageUp} and {PageDown} to move between records.
   - Use {Tab} or {Return} to advance through each fields in a record.
   - Use {Shift}+{Tab} to go backwards through each field in a record.
   - Use {F10} to enter a launch time;
   - Use {F12} to enter a landing time.

3. Types of Flight

3.1. There are six types of flight that each need to be recorded in slightly different ways:

1. Normal Club Flights;
2. Course Flights;
3. Family & Friends;
4. Non-chargeable Flights;
5. Trial Lessons;
6. Powered Aircraft

3.2. The sections below explain and illustrate how to log each of these types of flights.
4. Normal Club Flights

4.1. A Normal Club flight is where P1 (solo) or P2 (ie the chargeable person) is a:

- club member;
- DSGC junior member;
- reciprocal visitor from another clubs;
- EUGC member;
- temporary member returning to fly at club rates within their period of temporary membership, **AFTER** having had their trial flights. **ie DO NOT USE THIS TYPE OF FLIGHT FOR ANY TRIAL LESSON.**

4.2. Provided the flight is chargeable to someone falling within one or other of the above classifications, LogSys5XXX will automatically recognise the name and charge at the appropriate rate. That is PROVIDED the person’s details have been entered correctly into the system – see a later section in this User Guide.

4.3. A log record for a normal club flight is illustrated below. This shows a flight where the launch was at 13:28 which is still airborne.

4.4. Where a reciprocal member wishes to fly, either in a club aircraft or in their own, it is important that such persons complete a temporary membership form before any flight. In respect of temporary members, a check should be made as to the currency of their temporary membership and to ensure a temporary membership form has been signed.
5. Course Flights

5.1. A Course flight is one where P1(solo) or P2 (ie the chargeable person) is a person on a current course.

5.2. Club officers (usually Robert Lee) are responsible for entering course dates and course members into LogSys5XXX.

5.3. Once that is done, loggers need simply enter log data as for a normal club flights (see Section 4). LogSys5XXX will then automatically recognise current course members and will mark their flights as “Course” and enter nil charges into the launch and soaring charge fields.

5.4. This means that, when for example course flights and normal club flying are in progress at the same time, loggers need simply enter the basic details of each flight and LogSys5XXX will automatically determine the appropriate charge, differentiating as necessary between a normal club flight and a course flight.

5.5. A log record for a typical course flight is illustrated below.

5.6. If a course flight is launched as an aerotow, whilst there is no soaring charge, the aerotow charge IS payable. Aerotows are not included in any course fee.
6. **Family & Friends**

6.1. A Family & Friends flight is one where P2 is a guest of a FULL DSGC MEMBER and is charged at normal club rates. P1 must normally be an instructor.

6.2. This type of flight is NOT available, for example, to a guest of a temporary or reciprocal member. Where such a person wishes to fly, the flight must be treated as a Trial Lesson – see a later section in this User Guide.

6.3. Guests of DSGC members, who have flights at the Club, are granted temporary membership for a period of three months. It is important that a temporary membership form is completed by any guest before any flight.

6.4. Details for Family & Friends flights are logged much as for a normal club flight but:

- in the “P2” field, enter “Family & Friends”;
- in the “WhoPays” field, enter the relevant member’s name who is to pay for the flight; and
- in the “Notes” field, enter the name of the guest.

6.5. The log record for a typical Family & Friends is illustrated below.

6.6. Note that, in this case, the flight was by aerotow rather than winch launch. A later section in this User Guide explains how to enter aerotow launches in LogSys5XXX.
7. Non-Chargeable Flights

7.1. Non-chargeable flights are to be by exception and subject in each case to approval of the CFI, his deputy or the duty instructor. The purposes for which they may be approved are limited to:

- instructor check flights with the CFI or his deputy;
- club aircraft check flights;
- met check flights < 6 mins; and
- hangar landing flights < 6 mins.

7.2. Such flights are logged as for a normal club flight but:

- in the “LaunchType” field, enter “Free Winch” or “Free Aerotow” as appropriate; and
- in the “Notes” field, enter the purpose of flight (which will be one of those set out in 7.1 above).

7.3. A log record for a typical Non-Chargeable Flight is illustrated below:
8. Trial Lessons

8.1. There are four types of Trial Lesson:

a. Voucher / Quarterly Member flights (usually pre-booked) (charged at £85 adults and £50 juniors) where:
   - adults may have one aerotow or two winch launches;
   - juniors may only have two winch launch (ie no aerotow);

b. EUGC trial lessons (ie for Exeter University students considering joining EUGC) charged at junior rates;

c. Day Trials (ie for people visiting the Club “on spec”) charged at £35 (adult for first winch launch) and £25 (junior for first winch launch). Any second winch launch is charged at £10 in either case; and

d. Group / evening trial lessons charged at £35 (adult for first winch launch) and £25 (junior for first winch launch). Any second winch launch is charged at £10 in either case.

8.2. In all such cases, persons having trial lessons are granted 3 months temporary membership of the Club and it is important that they complete a temporary membership form before any flight.

8.3. The key issue is what to enter in the “P2” field:

<table>
<thead>
<tr>
<th>Trial Lesson</th>
<th>Entry in P2 Field</th>
</tr>
</thead>
<tbody>
<tr>
<td>Voucher / Quarterly Trial Lessons</td>
<td>“Trial First” or “Trial Second” as appropriate</td>
</tr>
<tr>
<td>EUGC Trial Lessons</td>
<td>“Exeter University” (an account EUGC maintain to pay for EUGC trial lessons)</td>
</tr>
<tr>
<td>Day Trial Lessons</td>
<td>In both these cases either, as appropriate:</td>
</tr>
<tr>
<td></td>
<td>- G1 – Group / Day Trial First Lesson;</td>
</tr>
<tr>
<td></td>
<td>- G2 – Group / Day Trial Second Lesson;</td>
</tr>
<tr>
<td></td>
<td>- GJ1 – Group / Day Junior Trial First Lesson; or</td>
</tr>
<tr>
<td></td>
<td>- GJ2 – Group / Day Junior Trial Second Lesson</td>
</tr>
</tbody>
</table>

8.4. In the case of ALL trial lessons, in the “Notes” field, enter the name of the person having the trial lesson.

8.5. A log record for a typical trial lesson is illustrated below.
9. **Powered Aircraft**

9.1. Flights of this type fall into two main types:

- aircraft based at the Club (eg the Falkes G-BKVGV and G-CSCG); and
- aircraft based elsewhere, eg:
  - R101 (Cub)
  - G-BUVO (Cessna 182)
  - G-BACE (RF5)

9.2. In the case of the Falkes above, each owner is responsible for recording launches at the Club and for accounting for launch charges. However, a log record should be made of all flights to ensure the club complies with its legal obligations. It is NOT necessary to record any touch-and-go: again, owners are responsible for recording and for accounting for those. Simply record the initial take off and final landing.

9.3. In the case of R101, etc, it is important that the log DOES record their take-offs and landings as charges to owners’ accounts must be initiated through LogSys5XXX as with any normal flight.

9.4. In the case of all powered flights:

- in the “Letters” field, enter the aircraft registration without the “G-“;
- enter P1 and, as appropriate, P2 names as normal; and
- in the “LaunchType” field, enter “Power”.

9.5. Note that in the case of G-DSGC (Pawnee) when aerotowing, “TugDuty” should appear in the “LaunchType” field.

9.6. A log record for a typical powered aircraft flight is illustrated below.
10. Aerotows

10.1. Most of the examples in the sections above have been illustrations where the launch was by way of winch. A range of aerotow entries can be made in the “LaunchType” field, ranging from A1500 up to A5000, in 500 ft intervals.

10.2. Exactly which aerotow height to enter is NOT critical. In the office, aerotow release heights are checked against the tug log and it is the tug log that is taken as definitive as to the aerotow height. It is NOT necessary, for example, for the logger to use the radio to ask planned release height: doing so can cause confusion and distract pilots getting ready to launch, apart from being unnecessary radio “chatter”. The important point is that, if a launch is by aerotow, then an aerotow type launch is entered – say “A2000” if any doubt as to what is intended. Doing that at least helps to find and check aerotow launches in the office later.

10.3. When a launch is by aerotow, ensure “A2000” (or whatever) is entered into the “LaunchType” field before pressing {F10} when the launch commences. Then, as soon as {F10} has been pressed, LogSys5XXX will automatically make a log record for the Tug (Pawnee by default).

10.4. When the tug record appears for the first time on any given day, it will be necessary to enter the tug P1 name. On any subsequent tug launches, the tug P1 will come up as the name of the tug pilot who last flew the tug. If different, then change the name on the new tug log record.

10.5. Where the tug aircraft is other than the Pawnee (DSGC), then it will be necessary to change the aircraft identification in the “Letters” field from “DSGC” to the appropriate registration (always without the “G-“).

10.6. Where a glider is launched as a winch launch that should have been launched as an aerotow and this is changed after a launch, two things may happen:

- the program will insert a log record for the tug aircraft (to be completed as usual as above); and
- if the tug should already have landed (eg if the correction is made after 10 minutes from the original launch time for an A2000, or 15 mins for an A3000, etc) then an approximate landing time will automatically be calculated and inserted by the program.

10.7. A log record for a typical tug launch is illustrated below.
11. New Names

11.1. Enter a new name for:

- a new full member;
- a new junior member;
- a new EUGC member (who is not just having a trial lesson);
- a reciprocal member; or
- a temporary member, who has had his / her trial flight and is returning to fly at club rates within their temporary membership period.

11.2. Do NOT enter a new name just for someone having a trial lesson! Use the trial lessons format.

11.3. Select “Enter New Name” and the following form will appear:

11.4. Note that this list can be ordered by either MemberID (ie the order in which the names were added over time) or by surname+firstname (which is the default).

11.5. There are clear on-screen instructions at all stages. Please read the notes and explanations CAREFULLY.

11.6. And please do NOT add names that are already in the list: sorting things out when that happens is a real pain. BEFORE ADDING A NEW NAME, PLEASE CHECK CAREFULLY FIRST THAT THE NAME IS NOT ALREADY IN THE LIST!

11.7. If a new name does need to be added, then click on “Add New Names” or press {Alt+A} and a new form will appear:
11.8. Again, there are clear on-screen instructions at all stages. Please read the notes and explanations CAREFULLY.

11.9. First enter the surname, as above. Then add the firstname:

11.10. Then check whether any entry needs to be made in “WhichOne”:
11.11. And finally, enter either “Normal Club Flying”, “Junior” or “Exeter University” depending on the membership status of the particular person.

11.12. When done, click on “Save & Exit” or press {Alt+S} to return to the names list, check the new name has been entered correctly and then exit from that menu. The new name will then be available on LogForm.

12. New Aircraft

12.1. The process for adding new aircraft is very similar. Again, there are clear on-screen instructions at all stages. Please read the notes and explanations CAREFULLY.
13. Medical Certificates & Card Ratings

13.1. Club officers (usually Jonathan Stoneman) are responsible for keeping records of members’ medical certificates and card ratings and their renewals on the office computer and for updating medical and card rating data on the Launch Point laptop computer.

13.2. Whenever a name is entered as P1 into a log record in LogSys5XXX, the program automatically checks that the individual’s medical certificate and card ratings are current.

Medical Certificates

13.3. The one that matters the most is the medical certificate. In compliance with the club’s insurance policies and BGA regulations, NO-ONE must fly P1 unless their medical certificate is current – whether they intend flying in a club glider or in their own.

13.4. All members and visitors flying P1 must either have deposited their medical certificate (or a copy) with the club (for it to be recorded and filed in the office) or, at the very least, must show it to the duty instructor on the day. It is NOT sufficient for any individual merely to say they have a current certificate: it must be seen and checked.

13.5. Where a name is entered as P1 in LogSys5XXX and there is either no record in LogSys5XXX that that individual has a current medical certificate or the record shows that his / her medical certificate has expired, then the following warning will appear:

13.6. If this warning appears, then the aircraft must NOT be launched unless and until evidence of a valid medical certificate is produced. Advise both the pilot concerned and an instructor.
13.7. LogSys5XXX also checks that names entered as P1 have a current card rating. Where the individual named as P1 either has no card rating or his / her card rating is no longer current, then this warning will appear:

![Warning Message]

This P1 pilot has no current DSGC Card Colour and should not fly P1 unless authorised to do so by the duty instructor. Please ensure both the pilot and an instructor are advised BEFORE any launch.

Click to Close or Press {Esc} or Press {Return}

13.8. This does not necessarily mean that the aircraft must not be launched. It may be the case, for example, that:

- the P1 pilot is early solo and may not yet have a card of any colour; or
- the P1’s card rating has only just expired.

13.9. When the above warning appears, an instructor, at his / her judgement, may permit the individual named as P1 to fly. But no launch should take place until an instructor has specifically authorised such launch.
14. Course Data

14.1. Club officers (usually Robert Lee) are responsible for entering course dates and course members. Once that is done, course flights are entered normally and the program will automatically differentiate between normal club flying activities and course flying. See Section 5 above.

14.2. The Course Data button brings up this menu:

14.3. Select the relevant course in the top part of the form and then, using the buttons on the bottom right, summary data about course members flying is then available ordered either by day or by member. On the next page there is an example of “Course Data by Member” for one of the courses in 2011.

14.4. Connect a printer in the clubroom to the laptop and the data can then be printed.
## Course Statistics by Course Member

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
<th>No of Flights</th>
<th>Time (Min)</th>
<th>Date</th>
<th>No of Flights</th>
<th>Time (Min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bishop, Max Course</td>
<td>11/07/2011</td>
<td>7</td>
<td>12</td>
<td>13/07/2011</td>
<td>4</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>14/07/2011</td>
<td>3</td>
<td>158</td>
<td>15/07/2011</td>
<td>2</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>11/07/2011</td>
<td>4</td>
<td>37</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>20</strong></td>
<td><strong>397</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
</tr>
<tr>
<td></td>
<td>14/07/2011</td>
<td>3</td>
<td>133</td>
<td>15/07/2011</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>20</strong></td>
<td><strong>359</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
</tr>
<tr>
<td>Rand, Hen Course</td>
<td>11/07/2011</td>
<td>2</td>
<td>34</td>
<td>13/07/2011</td>
<td>7</td>
<td>50</td>
</tr>
<tr>
<td></td>
<td>15/07/2011</td>
<td>9</td>
<td>44</td>
<td>14/07/2011</td>
<td>4</td>
<td>145</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>20</strong></td>
<td><strong>319</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
</tr>
<tr>
<td>Rand, Robert</td>
<td>11/07/2011</td>
<td>7</td>
<td>42</td>
<td>13/07/2011</td>
<td>6</td>
<td>61</td>
</tr>
<tr>
<td></td>
<td>15/07/2011</td>
<td>1</td>
<td>70</td>
<td>14/07/2011</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>11/07/2011</td>
<td>6</td>
<td>46</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>22</strong></td>
<td><strong>248</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
<td>Date</td>
<td>No of Flights</td>
<td>Time (Min)</td>
</tr>
<tr>
<td>Rimes, Ray</td>
<td>11/07/2011</td>
<td>8</td>
<td>120</td>
<td>13/07/2011</td>
<td>4</td>
<td>82</td>
</tr>
<tr>
<td></td>
<td>14/07/2011</td>
<td>2</td>
<td>12</td>
<td>15/07/2011</td>
<td>1</td>
<td>215</td>
</tr>
<tr>
<td></td>
<td>13/07/2011</td>
<td>1</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
15. **Entering Registrations in “Letters” or Names in “P1” or “P2” Fields**

15.1. **ENSURE THAT AT ALL TIMES CAPSLOCK IS OFF!**

15.2. MS Access is notorious internationally for causing problems with CapsLock on where, as in the case of LogSys5XXX, “combos” (ie where only entries can be made from an existing list of, in this case, names can be entered) are used.

15.3. It is important to ensure that CapsLock is OFF at all times.

15.4. With CapsLock off, just enter the registration in the Letters field or name of individuals in the P1 or P2 fields and, when you press {Tab} or {Return} to move to the next field, LogSys5XXX will automatically insert capital letters as appropriate PROVIDED that the registration or name has been entered into LogSys5XXX WITH appropriate capital letters.

15.5. Where registrations or names have been entered, for example, only in lower case, then the registration or name will appear only in lower case. Worry not: hidden behind the registration or name (with or without capital letters) is a code number by which accounts are actually maintained! And sometime, the incorrect spelling will be spotted and corrected, where after registration or names will appear with appropriate capital letters.

15.6. **Again: do NOT try to enter capital letters in registrations or names: MS Access will just get confused!** If the registration or name, as already held in LogSys5XXX, has a capital letters, they will appear when you move to the next field: if the registration or name as held already in LogSys5XXX does not, then it will not! And if it does not, it matters not, from the viewpoint of maintaining accounts.
## 16. Other Facilities

16.1. The table below sets out explanations for each of the functions along the top section of LogForm.

<table>
<thead>
<tr>
<th>Function</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Help F1</td>
<td>Brings up a note summarising the different types of flights and how to enter them</td>
</tr>
<tr>
<td>Exit (Esc)</td>
<td>Used by program administrators to access other parts of LogSys5XXX (passworded)</td>
</tr>
<tr>
<td>Edit Field {F2}</td>
<td>Enables an entry to be corrected eg Notes field</td>
</tr>
<tr>
<td>New Record {F3}</td>
<td>Creates a new log blank record. PageDown will do the same, when at the last record</td>
</tr>
<tr>
<td>See List {F4}</td>
<td>Opens the relevant list for a particular field eg list of aircraft or names</td>
</tr>
<tr>
<td>Repeat Pilots {F5}</td>
<td>Once an aircraft’s letters have been entered, if P1 and, where applicable, P2 are the same as that aircraft’s previous flight, this will insert the names automatically</td>
</tr>
<tr>
<td>Queuing {F6}</td>
<td>Brings up a list of aircraft for which a log record has been created but where launch has not yet taken place.</td>
</tr>
<tr>
<td>Airborne {F7}</td>
<td>Brings up a list of aircraft which have been launched but have not landed</td>
</tr>
<tr>
<td>P1 Flights {F8}</td>
<td>Lists flights today ordered by P1 name</td>
</tr>
<tr>
<td>P2 Flights {F9}</td>
<td>Lists flights today ordered by P2 name</td>
</tr>
<tr>
<td>Exit Log Program {Alt+E}</td>
<td>THIS SHOULD ALWAYS BE USED TO CLOSE THE PROGRAM</td>
</tr>
<tr>
<td>Enter New Name {Alt+N}</td>
<td>Facility to see the list of names already entered and to enter new names</td>
</tr>
<tr>
<td>Enter New Aircraft {Alt+A}</td>
<td>Facility to see the list of aircraft already entered and to enter new aircraft</td>
</tr>
<tr>
<td>Toggle Name Format {Alt+T}</td>
<td>Facility to show names as either surname+first name or firstname+surname</td>
</tr>
<tr>
<td>WhoPays {Alt+P}</td>
<td>Lists all payees for today and the total amount of charges they have incurred. Note that charges shown are provisional and subject to the log being audited in the office (eg as to aerotow release heights, etc)</td>
</tr>
<tr>
<td>Currency Data {Alt+C}</td>
<td>Provides access to Data Display, as on the Clubroom PC</td>
</tr>
<tr>
<td>Course Data {Alt+D}</td>
<td>Provides a facility to see course data – see section 14 above</td>
</tr>
<tr>
<td>Group Invoice {Alt+I}</td>
<td>Provides an invoice, which can be printed in the clubroom, for group / evening trial lesson sessions. Lists each flight, charges and total sum payable</td>
</tr>
<tr>
<td>Daily Flying Stats {Alt+F}</td>
<td>Lists extensive data about each day’s flying and provides a facility to email a summary report to club officers, when the launch point laptop is returned to the clubhouse.</td>
</tr>
<tr>
<td>Group Flights OFF / ON {Alt+G}</td>
<td>Normally, P2 defaults to “Solo” when a new record is created. When “Group Flights ON”, then the default is changed to “G1 – Group / Day Trial First Lesson”. This is intended for use on group / evening trial lessons to reduce the logging workload.</td>
</tr>
</tbody>
</table>

---

18
17. **Launch Types**

17.1. The table below sets out the various settings that can be entered in the “LaunchType” field. It is important to use the correct setting, as that affects charges to members’ accounts.

<table>
<thead>
<tr>
<th>TypeOfLaunch</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1500</td>
<td>Standard aerotow launches</td>
</tr>
<tr>
<td>A2000</td>
<td></td>
</tr>
<tr>
<td>A2500</td>
<td></td>
</tr>
<tr>
<td>A3000</td>
<td></td>
</tr>
<tr>
<td>A3500</td>
<td></td>
</tr>
<tr>
<td>A4000</td>
<td></td>
</tr>
<tr>
<td>A4500</td>
<td></td>
</tr>
<tr>
<td>A5000</td>
<td></td>
</tr>
<tr>
<td>AR1500</td>
<td>When conditions are such that winch launches are not possible but the tug can be used, aerotows may be available at reduced rates, subject to appropriate authorisation. When so authorised, use these settings for aerotows.</td>
</tr>
<tr>
<td>AR2000</td>
<td></td>
</tr>
<tr>
<td>AR2500</td>
<td></td>
</tr>
<tr>
<td>AR3000</td>
<td></td>
</tr>
<tr>
<td>NonStandardAT</td>
<td>Use for example when gliders are towed down to the coast or for a long distance retrieve</td>
</tr>
<tr>
<td>FreeAerotow</td>
<td>Use for strictly limited occasions eg instructor check flights with CFI or his deputy. See section 7.</td>
</tr>
<tr>
<td>FreeWinch</td>
<td></td>
</tr>
<tr>
<td>ElsewhereLaunch</td>
<td>Use when an aircraft lands at NH, having taken off at another airfield or gliding site.</td>
</tr>
<tr>
<td>Highfailure</td>
<td>Actual failure: glider cannot land ahead. Soaring charges are payable.</td>
</tr>
<tr>
<td>Lowfailure</td>
<td>Actual failure: glider can land ahead. Soaring charge are NOT payable.</td>
</tr>
<tr>
<td>Power</td>
<td>A powered aircraft taking off under its own power. eg Falkes, Cessna, Cub, etc</td>
</tr>
<tr>
<td>Simulated</td>
<td>ANY training practice launch failure. Reduced launch charge and soaring charge payable.</td>
</tr>
<tr>
<td>TugDuty</td>
<td>Tug aircraft undertaking a glider tow</td>
</tr>
<tr>
<td>Winch</td>
<td>A normal winch launch</td>
</tr>
<tr>
<td>WinchDiscount</td>
<td>Reduced rate winch launch, where the payee has previously had a flight of less than 6 mins. LogSys5XXX automatically determines if this launchtype is applicable. Initially just use “Winch”</td>
</tr>
<tr>
<td>WinchOffPeak</td>
<td>Reduced rate winch launch taking place before 10am or after 6pm. LogSys5XXX automatically determines if this launchtype is applicable. Initially, just use “Winch”</td>
</tr>
<tr>
<td>PowerClub</td>
<td>Use then the Pawnee is used for normal flying on a chargeable basis. ie any flight other than aerotowing.</td>
</tr>
<tr>
<td>Did not Fly</td>
<td>Use when a log record has been created but the flight is abandoned before launch starts.</td>
</tr>
<tr>
<td>SelfLaunch</td>
<td>Not currently used. Reserved in the event of a self-launching glider being based at NH.</td>
</tr>
</tbody>
</table>
18. **Print Log Records**

18.1. This new facility has been added to LogForm to enable a summary of all flights for a given day to be printed, when the laptop is returned to the Clubroom. This is intended for use when necessary and, so as not to waste paper, **NOT** as a regular activity.

18.2. Click on "Print Log Records" at the top right of the LogForm screen and this form will appear:

![Print Log Records Form](image)

18.3. The default date is the latest date for which there are log records - and that will usually be for the current days flying. If log records for some other date are required, change the date. When ready, click on "Go!" and the log records for the set date will appear in preview mode for viewing on the screen or printing (using the HP 4180 default printer option), as in the example below for 11 Feb 2012:

**Log Records for: 11/02/2012**

<table>
<thead>
<tr>
<th>Log</th>
<th>Date</th>
<th>Flight</th>
<th>Name</th>
<th>Time</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>28998</td>
<td>11/02/2012</td>
<td>CY</td>
<td>Winch</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Mx</td>
<td>Winch</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Mx</td>
<td>Grant, Stuart</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Mx</td>
<td>Solo</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Kx</td>
<td>Turner, Alan</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Kx</td>
<td>Solo</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Cx</td>
<td>Smith, Rowan</td>
<td>23:10</td>
<td></td>
</tr>
<tr>
<td>28999</td>
<td>11/02/2012</td>
<td>Cx</td>
<td>Solo</td>
<td>23:10</td>
<td></td>
</tr>
</tbody>
</table>

18.4. The printer in the Clubroom has been set up as a wifi printer: so it is **NOT** necessary to connect the printer to the laptop with a cable when it is desired to print either log records or (as in Section 14 above) course data. However, the laptop wifi must be on: it may have been switched off to save power.
19. **Power Management in the Launch Point**

19.1. Apart from the LP vehicle's own battery, there are two batteries for logging purposes. Following recent rewiring, rather than one battery being used for all purposes at a time as before, now to ensure a more reliable power supply to the laptop:

- one serves the laptop; and
- the other serves the radios.

19.2. It is vital that:

a) the Launch Point vehicle's batteries are properly charged when in the vehicle hangar;

b) loggers ensure the laptop is being powered properly from the batteries at the Launch Point;

c) at the end of every flying day, the laptop is returned to the office and put on mains charge.

a) **Charging the Launch Point Vehicle's Batteries in the Hangar**

19.3. At the end of the day:

- ensure the key on the desktop is turned fully to the OFF position;
- lower the charging plug hung on the hangar wall on its rope and connect to the nearside of the vehicle.

b) **Monitoring the Laptop's Powering during the Day**

19.4. It is always possible that the battery serving the laptop will become depleted such that its voltage drops below 12 volts. When that happens, the grey laptop power unit (located on the desk) goes into protective mode and stops delivering power to the laptop (even though its blue light may still be on). It can only be re-activated by switching off power to the unit and / or changing which battery is serving the laptop.

19.5. This makes it necessary to always do two things:

- to monitor the laptop power; and
- when necessary, to change over which battery is serving the laptop or radios.
19.6. To monitor the laptop power:

i. when the laptop is being powered from the external battery, the screen is **BRIGHT**. When the laptop is using its internal battery, the screen is **DULL**;

ii. usually a Battery Meter gadget will appear on top of the log form. When the laptop is being powered from the external battery, the gadget will confirm "Charging" or will indicate that the internal battery is "Fully Charged!". When the laptop internal battery is being used (and NOT the external battery), the gadget will indicate simply the estimated remaining time for which the internal battery will last. Also note the battery icon at the bottom right of the screen: when the laptop is being powered by the external battery, a plug is shown. Otherwise only a battery indicator is shown. See illustrations below.

19.7. When the laptop is no longer being powered by the external battery:

i. initially try turning the desktop key to the fully off position and then turning it back to the on position. That will reactivate the grey laptop power unit and works when battery power has only momentarily dropped below 12 volts. Once this step becomes necessary, it will be obvious that the battery currently in use is becoming depleted and it will not be long before the next step will be necessary. Switching the key off and back on again will only ever be a temporary solution;

ii. sooner or later, and most probably sooner once the external battery starts to fall close to or below 12 volts, it will become necessary to change which battery is being used to power the laptop and radios. To do that, open the nearside door and swop over the connectors indicated in the diagram below.

---

c) **At the end of every flying day, return the laptop to the office and put it on mains charge**

19.8. This at least ensures the laptop internal battery is fully charged at the start of any flying day to provide some flexibility but also to minimise the laptop’s demand for power from the external batteries in the launch point vehicle when next used.