

## Timer/Spotter duties for Safety

Make sure your stop watch is set to the correct time task and have the pilot's card with you as well as a pen to write his/her time and landing points.

Ask your pilot how he wants to hear time announced especially for landing i.e. count up or count down and when to start letting him/her to know where they are at timewise in the task.

At the winch, retrieve launch ring for the pilot and place on tow hook

**Very important:** Ask pilot to move control surfaces of plane before launch and plane is in launch mode.

Make sure winch lines are clear, bail down, and if more than one winch is in use make sure the other winch is clear and no planes are in the launch area before your pilot launches

Act as retriever of launch line if necessary

Confirm with pilot that the stop watch has been started when pilot comes off winch line.

Lead your pilot away from the winch area and guide him/her by voice and or hand on the pilot to a safe place to fly his/her task and making sure to avoid obstacles like squirrel holes, other pilots, etc.

Timer needs to watch out for full size aircraft in area and warn pilot of location as well as other RC gliders.

It is very important that you the timer keep an eye on your pilot's plane in case the pilot loses visual on his/her plane especially if the plane is very high and or far away. If the plane is closer in it helps to let the pilot know if you observe other planes in better lift.

If a plane is in trouble and needs to land let your pilot know of the situation and advise accordingly. Protect pilot from other planes that may be out of control,

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over shoot a landing, etc. Pilot will be focused on his plane so timer must not only watch for an out of control plane **but act if the pilot is about to be hit!**

If your pilot's plane is in trouble let others know of the situation and where he/she can land safely

At two minutes before the end of a task lead your pilot to a clear landing tape. If your pilot needs to land early because of not finding lift and needs to get to the closest landing tape let other pilots/timers in the vicinity know asap.

Let pilot know of wind direction and other planes coming in to land. If wind conditions have reversed so the pilot is doing a downwind landing, timers should tell newer pilots to apply flaps early and keep their plane on a lower than normal approach to discharge the planes energy early.

When retrieving plane keep a look out for incoming planes landing. Do not retrieve plane in the landing zone until all clear. If the plane lands short of the landing tape make sure no planes are on approach before retrieving plane. Bring plane back behind the standoff limit line without crossing other landing lanes. Then turn plane off and record time.

Quickly note landing tape score and get out of landing tape area as soon as possible.

If flying an electric plane, the pilot should dis arm the motor while plane is on the ground to avoid an accidental startup. Note: NO ONE but the pilot should touch or disarm the plane as he/she is the only one that knows which wires to disconnect.

When walking back from the landing area do not walk in front of a pilot(s) that is still flying.

**Remember you are not a spectator but an important aspect to the safety of the flight you are timing for.**