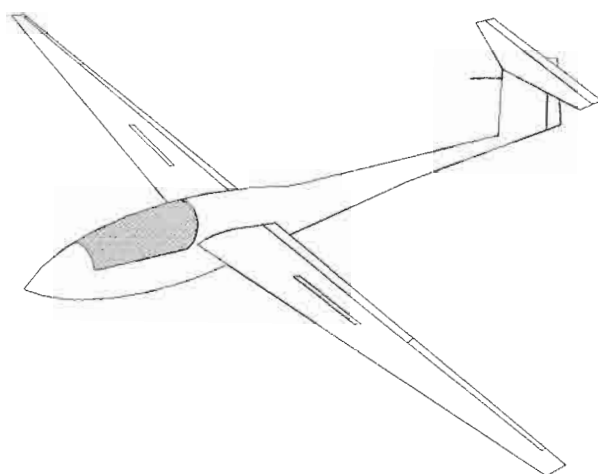


Scottish Gliding Union
SGU Aircraft Limitations



6.0. SGU Aircraft Limitations

6.1. Badge Flights in SGU Aircraft

- 6.1.1. Any pilot wishing to attempt any badge flight in a club aircraft (e.g. Duration or Distance) must be cleared to do so as follows:-
- A. WEEKENDS: By the CFI, Deputy CFI or Duty Supervisor.
 - B. WEEKDAYS: By the CFI Deputy CFI or resident course instructor, or any full rated SGU instructor.
- 6.1.2. Only pilots holding Bronze C and Cross Country Endorsement or higher may be cleared to fly cross country.
- 6.1.3. Temporary members are unlikely to be cleared to take SGU aircraft cross country and in any event may only be cleared to do so by the CFI or DCFI.
- 6.1.4. Pilots wishing to go cross country must first ensure that the glider trailer is serviceable and should also organise a retrieve crew.
- 6.1.5. Pilots going cross country should take adequate clothing with them to afford protection against inclement/cold weather should they have a long wait after landing.
- 6.1.6. Failure to comply with the above may result in a refusal to confirm your claim.

6.2. SGU SZD Junior

- 6.2.1. SGU pilots already cleared to fly the Junior may continue to do so.
- 6.2.2. The minimum qualification for the Junior is 5 satisfactory solos in the K21 or K13 followed by a check flight which **must** include spin recognition and recovery. Students who may have done all their training in the K21's should carry out further stalling and spinning in the K13 before flying the Junior.
- 6.2.3. Pilots must receive a type conversion briefing before flying the Junior.
- 6.2.4. Visiting pilots, in addition to satisfying 2 and 3 above must also hold a Bronze C or higher.
- 6.2.5. **Do not pull the Junior by the wing tips. This puts a tremendous strain on the wing root mountings. This applies equally to all club aircraft.**

6.3. ASK 21

- 6.3.1. The main training aircraft in the SGU fleet are the K21's, of which we have two.
- 6.3.2. Any pilot or instructor wishing to fly the K21's must receive a type conversion briefing and check flight prior to flying solo or instructing in them.
- 6.3.3. At no time should the k21's have tyres placed on top of the wings. This damages the Gel coat and degrades the appearance of the aircraft, not to mention the performance.
- 6.3.4. When parking the K21's unattended do so cross wind, with the downwind wing on the ground. Place a tyre under the nose wheel and a tyre on the downwind side of the tail.
- 6.3.5. The K21's should not be left out in long periods of rain as this affects the static system leading to erroneous readings on the ASI's.
- 6.3.6. Care should be taken handling the canopies in strong or gusty wind conditions. They should be manned at all times in winds over 15 knots. On strong wind days the front seat occupant should get out first, close the canopy, and then hold the rear canopy whilst the rear seat occupant gets out. Canopies should be closed and locked when the glider is being moved.
- 6.3.7. The K21's are fully aerobatic. However, aerobatics should only be performed by pilots cleared to do so and only then if the aircraft has a serviceable accelerometer and both occupants are wearing parachutes. Please refer to the section on aerobatics earlier in these briefing notes.
- 6.3.8. All club gliders should be washed before they are returned to the hangar. Cockpits should be vacuumed on a regular basis.

6.4. Daily Inspections.

- 6.4.1. All club gliders must be given a daily inspection and the DI book signed before they are flown.
- 6.4.2. Club members must receive instruction, and have their log books signed, showing that they are cleared to DI a particular aircraft.
- 6.4.3. Guidance notes on what is required during a daily inspection of the K21 follow:-

6.5. ASK 21 DAILY INSPECTION

- 6.5.1. Inspect condition of both canopies for cracks or abrasions. Open front canopy, check strut for security and that gas strut is performing adequately.

Check for full and free movement of all flying controls. Check the plastic tubes inside the S-shaped tubes of the rudder pedals for proper and tight fit. Carry out positive control check on all controls.

Check ballast fitment points. Both retaining screws should be secured in the glider at all times, even when no weights are fitted. Check that the weight placard is securely stuck to the cockpit wall.

Check harness for any signs of wear or damage, proper adjustment and lack of slippage.

Check the instruments for functionality and damage. Check battery power and that electric instruments and the radio are functioning.

Check round the cockpit for any signs of damage and loose articles. Have cockpit vacuumed if there is an accumulation of dirt in the cockpit.

Repeat process for rear cockpit.

Check that C of A is valid.

Check that the main pins are properly secured.

Check the hydraulic brake-fluid level through small window in left hand side of seat.

Ensure both canopies are closed securely and proceed to inspection of exterior. Should controls need operated during the exterior inspection have an assistant open the canopy and carry out the necessary check.

- 6.5.2. Check that the pitot is clear of blockage and that the gel coat surface around the nose area is undamaged.

Check the nose wheel and main wheel tyre pressures. These should be checked on a weekly basis and the fact that this has been done recorded in the DI book. At any other time, if there is doubt about the tyre pressures check them using a pressure gauge..

Tyre pressures should be:-

Nose wheel 30 psi

Main wheel 38 psi

Tail wheel 36 psi

Check condition of tyres and wheel assemblies. Check brake assembly on main wheel. Remove any accumulated mud or grass from wheel wells.

Check the condition and function of the tow release mechanism. Actuate the tow release mechanism. Ensure the hook snaps back freely. Check the back release function.

6.5.3. Check upper and lower surfaces of port wing for damage.

Check airbrakes for security of caps, overall condition and that the airbrakes lock properly.

Check condition of wing surface around airbrake box.

Check wing tips for damage.

Check aileron for freedom of movement and play. Check that the aileron is undamaged.

Check pushrod connection.

6.5.4. Open panel on access hole on fuselage.

Check for proper connection of the ailerons and airbrakes.

Check that all the quick-release connectors are secured by sleeves.

Replace panel and re-tape.

6.5.5. Check condition of fuselage, especially underneath.

Re-fit total energy tube and secure with tape.

Check rear wheel tyre pressure. (36 psi) Examine rim of wheel for any deformation.

6.5.6. Check fin for damage.

Check rudder for secure attachment, freedom of movement, play and any surface damage.

Check rudder cable connections for security.

6.5.7. Check the tailplane for correct and secure assembly and ensure that spring safety clip is engaged properly in grooves of mounting bolt. Re-tape if necessary.

Check elevator automatic coupling for correct fitting.

Check elevator for freedom of movement and play.

- 6.5.8. Repeat exterior examination on starboard side of glider.
- 6.5.9. Sign DI book and note any defects or work carried out. Tyre pressure checks should be noted in the book and **MUST** be checked every Saturday morning.
- 6.5.10. If necessary the glider should be washed before moving it out to the launch point.