

# SINGLE SEATERS

## Introduction

This section sets out the arrangements for flying the single seat gliders that are owned by LGS.

## The gliders and requirements to fly

Before flying any aircraft you must ensure that you satisfy the necessary criteria as detailed below. You must also have read the flight manual for the glider. Any of the requirements may be waived at the discretion of the Lasham **CFI or DCFI** only. You must get a briefing from someone who is current on type before your first flight, or if a long period has elapsed since you last flew this type. If this person is not an instructor, then an instructor must supervise the briefing. The logbook of the pilot who will be flying the new type will then be signed with the appropriate type approval. Before flying any aircraft all members must ensure they satisfy the necessary criteria as detailed below.

	Local Flying	Cross Country
Grob 102	20 solo flights Glass conversion in K21 Briefing and check flight with full cat	5 flights on type + 5 hours on type + XC endorsement + CFI/DCFI authorization + Observed spot landing*
Discus	Bronze 'C' 20 hrs solo, including 10 hours in G102/similar Briefing and check flight with full cat	5 flights on type + XC endorsement + CFI/DCFI authorization + <b>Silver Dist authorization</b> <b>CFI/DCFI only</b> + Observed spot landing signed off by an instructor*

\* This is the same test as required for Red Card and must be done for each glider model.

## Bookings and ballots

The gliders are allocated by a ballot or may be booked in advance. On any day a full flying member may come to near the office hatch at Lasham by 8am and enter the ballot. The office staff will have posted the list of gliders that are already booked. Members can then select from the remaining gliders provided that they are qualified. If more than one person wants to fly the same glider then a ballot is conducted for the glider or gliders. The results of the ballot are placed on the main flying list (single seater section bottom right) as instructed on the ballot sheet. This allows latecomers to see what gliders have been allocated. They may fly an unallocated glider on the basis of "first come first served".

Instead of relying on the ballot you can book a single seater by 5pm on the day before. You will be charged for at least one hour's local soaring whether you fly or not. If you have not got to the airfield by 9:30am on the day of the booking the glider may be allocated to someone else (and you will still be charged for one hour's soaring.)

People are expected to be cooperative. If you do not need the glider until it gets soarable, allow people to fly it beforehand. After the glider has been used by the person to whom it has been allocated, it may be flown by the next people in the ballot, and thereafter on the basis of "first come first served".

### Looking after the gliders

**Anyone leaving a glider or its trailer in a poor state will not be allowed to fly any of these single seaters.**

At the end of the day, always wash the glider (taking particular care to remove any traces of bugs on the leading edges of wings and tail-planes) before putting it back in its trailer or in the hangar. Gliders that live in the hangar have wing, tail-plane and canopy covers. Please find them, re-unite them with the correct glider if necessary, and put them back on when you put the glider away. They are our first line of defence against dust, grit, and crow guano.

Finally, if you are the last person to fly one of the gliders (and have not officially handed it over to someone else), you are responsible for making sure that it is dealt with at the end of the flying day. It would be unfair for you to inflict your responsibilities on other, more responsible members of Lasham or its staff. To help remind you, there are "End-of-day Checklist" posters above the battery chargers and opposite the parachute room.

### Parachutes

Each single-seat glider should be used with a single-seater parachute (ie not a parachute for the LGS two seaters). Every single seat glider has its own labelled parachute, usually identified by a blue cloth label on the right shoulder strap. Every parachute has its own bag, usually sky blue and always with the glider number marked, usually in black on at least one of the carrying straps. The parachutes are stored in the clubhouse parachute room. The correct parachute should be taken (with its bag) when the glider is to be used, the bag should stay with the glider (yes, there is room), and the parachute should be returned at the end of flying in its own bag to the parachute room. If you find a parachute that needs repacking, please take it to the office. To increase the chances that the bag will remain with the parachute, you should stow the parachute's bag in the glider before you fly.

### Batteries

These are found attached to the battery chargers in a metal cabinet in the northeast corner of the main hangar. Each glider has its own battery/batteries. Some gliders have one battery, some have two. Don't take batteries for other gliders. If your battery(s) is U/S then there should be ones labelled as spare. Please make sure that batteries are replaced at the end of the day and are put on charge. Do not leave them in the glider or take them home in your car!

### **Tow-out gear**

There are various pieces of tow out gear for the glass gliders. The tail dollies for each of the gliders should be kept with the gliders when they are in the hangar or trailer. Each glider has a tail dolly, so please use it. There are also some tow out bars and wing dollies (which you need to be careful with), which are kept either in one of our trailers or the front of the hangar next to the battery cabinet. Straight after towing out, please return ALL of the tow out gear to where it belongs - it is very frustrating to have to go on a treasure hunt before you can move your glider in the morning - especially if it is in the boot of someone's car!

### **Barographs**

These are kept in the parachute cupboard. We now have EW electronic barographs sufficient for most of the fleet. If you win a glider in the ballot on a potentially soarable day, then we like you to install a barograph, even if you don't want to use it. There maybe someone who wants to fly the glider after you and do a badge flight! If you have never used one before, then it is probably best that you get someone to show you how.

Barographs are very expensive to replace, and following a couple of losses we have had to insist on a signature for each of the EW's taken out (signed for on the ballot sheet). When you hand over a glider to another member and get a signature in the hand-over book, you must include the logger in the hand-over. If you don't follow the procedures you will be held accountable! EW's run either from the glider batter or independently from an internal 9V battery. If you are using them in this mode, a battery check (done via a PC, find someone who know how) is a sensible part of the DI routine. You wouldn't want to risk that 500 km claim because the logger died after 7 hours, so check logger batteries before use.

You are required to install a logger even if you are not making a claim and are likely to be the only user of the glider on a that day.

### **The trailers**

These are very important to the well being of the gliders. If you believe one of them to be unserviceable (e.g. one of the wing holders doesn't hold the wing securely), then feel free to try and make it serviceable. If this is beyond your capabilities, then please make a note in the defects book and try and tell a committee member. Whatever you do, don't drive with an unserviceable trailer - it can get horribly messy!

### **The single-seater cupboard**

This is where we store odds and sods for general maintenance, such as trailer bulbs and battery connectors. Generally, we don't like people to delve into the cupboard.

### **Further information**

There is a defects folder. This is for use by anyone who finds a fault in one of the gliders or any of the equipment but please, if you can fix a minor fault yourself, then please do so. You should also notify one of the flying staff. There are also some manuals on the instruments (notably for the L-Navs in the Discuses).

## Ground handling

Some of our ground handling is not of the highest order, so here's a revision of some of the basic rules in addition to the guidance in *Ground handling*:

1. If you are unsure how to rig/derig a certain type, do not guess, find someone who knows and learn from them.
2. Always ensure that the wing-walker and tail-dolly are seated before doing up the catches. This will avoid forcing the catches and risking breaking them, or damaging the gel or both.
3. Take extra care when towing out with water ballast in the wings as it can slosh about and tip the wrong wing onto the ground
4. Keep the canopy cover on at all times (remove before flight!) and the canopy latched.
5. Whenever you de-rig a glider and put it in its trailer make sure that the canopy is locked shut and ensure that the glider is secured correctly in the trailer. Before moving a trailer, also firstly check that the glider is secured correctly.

## Notes on the gliders

### Discuses

SH2 is a Discus CS manufactured in 1995 and is the one with the lifting instrument panel so might be easier for pilots with long legs. SH3 and SH4 are Discus Bs purchased new in 1987 and 1989. They have both been re-gelled in recent years.

The Discuses are really easy to fly with no vices at all. Experienced pilots find that their performance is noticeably improved with water ballast. However their lightness without water is useful in marginal conditions.

SH3 is the easiest of the 3 to rig. Since SH4's accident a year or so back, rigging with the port wind pulled slightly further forward than normal helps with rigging. SH2 can be particularly awkward too. Like the Ventus, make sure after putting the first wing in that the spar has a gap above and below it, and everything is well aligned. It makes putting in the 2nd wing much easier. Again they have automatic control connections.

As with all gliders, it is much easier to rig if the tail-fin is vertical. Sometimes when removing the second wing, the fuselage can rotate on the belly dolly if the wing weight is still on it. So it is best to take the full weight of the wing and spar as soon as possible and beware of rotating fuselages.

Each Discus has a tail dolly. They share two sets of tow out gear between them (wing dolly and tow bar).

### Grob 102

The Grobs are good gliders for early solo pilots and will easily fly Silver Distance and further. They have very large cockpits but the panel is rather high so the view forward on aerotow can sometimes be restricted. The retractable version (SH7) needs care to ensure that the lever is fully in the down position before landing. There have been a couple of wheels-up landings due to the lever not being locked. SH8 has its main wheel in front of the centre of gravity. SH9 has its main wheel behind the C of G and a nose wheel, which is easier for ground handling.

The Grobs share a fixed wheel conventional trailer. Only SH8 has a tail dolly as if you use one and a tow bar behind a car with SH9 the nose wheel will hit the ground.

The Grobs use a completely different system for rigging from other gliders. It is essential to line everything up before trying to put the wings on. (It can take hours otherwise) The ailerons and air brake connections have to be connected via an inspection panel on top of the fuselage. The elevator connections have to be made before putting on the tail-plane. Putting on the tail-plane is a two-man job for safety's sake. A very experienced pilot put himself out of a competition a few years ago by letting the tail-plane slip when the elevator was connected and bent the pushrod. As with all gliders, it is much easier to rig if the tail-fin is vertical. Sometimes when removing the second wing, the fuselage can rotate on the belly dolly if the wing weight is still on it. So it is best to take the full weight of the wing and spar as soon as possible and beware of rotating fuselages.

### **Instruments**

The variors have been standardised with Tasman variors in the Grobs and L-Navs in the rest. PLEASE do not change the basic settings.