MOVING A GLIDER

To avoid injury to people and damage to aircraft, follow these simple rules:

- Make sure there is no-one under the other wing before you lift one
- The wing person steers, so only one wing is held
- Always ensure someone has the other wing before letting go – ‘your wing’ / ‘my wing’
- The wing person is on the upwind wing
- Position a brake person in front of the wing next to the cockpit, ready to stop a runaway or release the rope. This is particularly important when crossing the apron to the hangar
- Across tarmac, lift the K13’s tail to avoid wearing skid out
- Go slowly and be ready to stop – if driving a buggy, check behind often to ensure that the wing person is not running to keep up

Turning a glider

Tarmac
- Lift the tail or press the nose to lift tail wheel or skid off the ground – to avoid ripping the tail wheel tyre off

Grass
- If the ground is soft, pull the glider forward in a curve, do not spin it on the main wheel – to avoid digging holes in the field and/or ripping the tail wheel tyre off

Pulling and pushing

Where to pull
- Cockpit edge – beware the canopy dropping onto your hand, risk of serious injury.
- Do not pull on the straps, they are not designed for the load

Where to push – going forward
- Fuselage

Where to push – going backward
- Leading edge of a wing
- Nose – but be aware of effect on the tail wheel
- Leading edge of the fin

Running away

Gliders are heavy and will run away on a slope.

If pushing backwards
- Have someone pushing on the fin so that they can hold back on the trailing edge of the wing if necessary
- or open the canopy and be ready to hold the edge of the canopy

If pushing forwards
- Be ready to hold back on the leading edge of the fin or the K13’s handles

If towing with buggy
- Driver must check behind regularly to ensure the speed is right
- One person walking in front of the wing ready to hold back or release the rope
- If it goes wrong, let the glider hit the buggy with its nose, not the wing leading edge, it will do less damage to the glider

PARKING GLIDERS

NEVER leave a glider unattended with its tail dolly on, even in a light wind, it may spin round.

NEVER leave a glider unattended with the canopy open, it may slam shut and break.

Heavy glass fibre (white) gliders with delicate wings – Duo Discus, K21, single seaters

The wind will not blow the glider over, but it will make it change wings, so in light winds:
- into-wind wing up
- no tyres on wings
- wind coming from slightly behind into-wind wing – so that the aerofoil does not work

Light gliders – K13

The wind may blow the glider over, so in light winds:
- into wind wing down
- tyre on wing to stop it changing wings

K21 and K13 in stronger wind

The Duo Discus and single seaters sit on the main wheel and tail wheel so they will not spin round, but in a stronger wind, the **K21** and **K13**, which balance on their main wheel, may spin round as the wind hits the fin.

The solution is:
- into-wind wing down, with a tyre or two on it
- tyre behind fin
- tyre under nose to stop the tail bouncing over the tyre behind the fin

Remember to lock the canopy, so that it will not blow open, and close the DV panels.

Remember to lock the canopy, so that it will not blow open, and close the DV panels.