



## **ASK21 Briefing Note**

### **Introduction**

DGC has recently acquired an ASK21 two-seat training glider. As this glider type has not previously been operated from Gowran Grange and the range of operational experience with the type amongst club members is limited, prudence dictates that an orderly commissioning procedure be put in place. This document sets out how this aircraft will be brought into service. The aircraft will not be flown solo by other than rated instructors until such time as sufficient operational experience has been gained which may suggest that this policy should be modified.

### **First Flights**

The a/c will first be flown solo by the CFI. Given a satisfactory take-off run, a light P2 [preferably an instructor] will next be flown, and take-off run length monitored. A heavier P2 will next be flown, take-off run being similarly monitored. The above flying will preferably take place into a head-wind, with normal ground conditions underfoot.

### **Check Flights**

#### **General**

All pilots converting on to the ASK21 should first read the pilots notes, paying particular attention to airspeed limitations and weight & balance requirements.

#### **Class 1 Instructors**

All Class 1 instructors must have at least one solo flight in the ASK21 prior to instructing in the a/c. A pre-flight briefing should preferably be obtained from an instructor who has already flown this a/c.

#### **Class 2 Instructors**

All Class 2 Instructors are required to have a check flight with the CFI or deputy CFI and at least one subsequent solo flight in the ASK21 prior to instructing in it. The check flight will double as an instructional check flight.

#### **U/T & AEI Instructors**

All U/T & AEI Instructors are required to have a check flight with the CFI or deputy CFI and at least one subsequent solo flight in the ASK21 prior to instructing in it. The check flight will double as an instructional check flight.

#### **Others**

All other club members are required to have a check flight in the ASK21 prior to flying it solo [see comment in Introduction re solo flying].

## Considerations

### General

The ASK21 is a modern training glider with an impressive record in service. It is however sufficiently different in character from our existing two-seat fleet to make the following comments useful:

### Take-off

Be sure the tail-dolly is OFF. Make sure you're quite comfortable prior to take-off – most students will not have experienced as reclining a seat before. The rear canopy has an inter-connect device whereby it must be locked before the front one can be locked. The glider sits on it's nose wheel prior to take off – the ground-run technique will be similar to that of the '13 or '7, although it will probably take a bit longer to lift-off. Note that the nosewheel is not noted for it's ruggedness so try to get the glider running on the mainwheel as quickly as possible, especially when flying from the north end of the runway. Keeping the 17m wings level will require some attention.

### Flying

The ASK21 is noted as being a pleasant and well co-ordinated glider to fly, perhaps a little too stable for some tastes, and reluctant to spin. Get a feel for the controls both at normal cruising speeds and at approach speeds. Check the stall speed with the aircraft clean and with full airbrakes.

### Performance

Min Sink [solo]	Min Sink [dual]	Best glide [solo]	Best glide [dual]
1.26 knots	1.4 knots	34	34
36 knots	39 knots	46 knots	49 knots

The above are manufacturers advertised figures, so a certain amount of exaggeration may be expected.

### Landing

This a/c is heavy and relatively slippery. Any excess airspeed on approach will result in a longer landing than might be expected so high quality speed control is important. Although top surface only, the airbrakes are quite effective.

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Ciaran Sinclair  
Chief Flying Instructor  
Dublin Gliding Club  
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