

## **Briefing notes for PW5 'SJ**

Our PW5 is a delightful little glider to fly. It makes an ideal first single-seater for recently solo pilots. It was chosen as the winner in the design contest for the World Class glider. Many regard it as the glass replacement for the old wooden K6.

If you are current in our Twin Astir then conversion to "SJ" will cause no problems. Read the flight manual. Also download and read the Dick Johnson flight report found here or elsewhere on this site.

<http://web.archive.org/web/20030803152405/www.ssa.org/Magazines/Johnson.asp>

### **Daily Inspection**

Normal DI procedures apply. Other points to note are:

1/ Please check the inspection hatch on the fuse is correctly latched (it has fallen off)! Use tape to secure.

2/ Check the tail wheel and main wheel for damage (both have been damaged in the past).

3/ Check the tightness and security of the O2 bottle.

### **Ground Care**

The PW5 is a lightweight glider and needs a bit more care on the ground than do the more common 15m gliders. The skin is quite thin so don't sit on the wings. Don't let the tail wheel hit the ground when ground-towing (use ballast in seat). Use a wing weight on the wing when parked in strong winds.

### **Takeoff**

Aerotow:

The launch should hold no surprises. There is no chance of a wing drop as the ailerons are effective right from the start. Attempt to balance on the main wheel ASAP to gain directional control and lift off normally to avoid hitting the tail wheel. As with all singles remember that the control forces are light and more effective as compared to a Twin Astir.

Winching:

The major point to watch is the chance of over-rotation during a winch takeoff. This is caused by the very CG location of the belly hook, and is best prevented by slower initial acceleration (winch driver!). Do keep the stick forward well forward to prevent over rotation in the early stages of the winch launch. Use caution regarding to pulling back during the rest of the launch. Trim would

usually be well forward of centre for winch takeoff.

However because of the above warning some pilots are reluctant to rotate at all!!! You must rotate otherwise you'll simply fly towards the winch at high speed and low level with the parachute whipping about like mad! If you excessively delay rotation and are getting too fast then bung off early, restore normal flying attitude and land straight ahead.

### **Performance**

The PW5 is lower performance than the Twin Astir. Over 70 kts things are very steeply downhill! LD is about 30 at about 45 kts. Don't get too far downwind on windy days.

### **Control effectiveness**

SJ has very effective controls. Beware of this after flying the sluggish Twin Astir. For your first flights, try resting your arm on your leg and just use wrist movements.

### **Undercarriage**

The main wheel is rear of the C of G. This means you need raise the nose slightly before takeoff with a little back stick.

### **Airbrakes**

These are very effective. Do not attempt to round out with full brake as it is possible to strike the little tail wheel.

### **Approach speed**

50 kts works well no wind.

### **Landing**

On landing there is almost no chance of bouncing, it's a "land-o-matic" compared to other singles which have the main in front of the C of G.

Beware of that tail wheel. Best to reduce airbrake to ½ prior to round out. The wheel brake is attached to the airbrake lever. Once on the ground you will keep going in the direction you're pointed (due to nose/main wheels).

### **Spinning**

SJ will spin if abused! Recovery is very easy but do make sure you are current in spin recovery training. (Full opposite rudder, stick centred and pushed progressively forward until spinning stops. Then centre rudder and carefully pull out of the ensuing dive). In reality you'd have to hold in wrong control movements to maintain a spin. The flight manual simply says: "let go of the controls"!

**Limitations**

None that we know of...other than it is quite lightly built and hence weaker on the ground than the heavier 15m gliders. Of course it's also very easy to rig as the wings are very light.

**Other info**

See that big red knob on the front panel? That ejects the canopy (bang!). It does not adjust the rudders.

Don't touch it unless you're wearing a parachute and about to bail out.

JR, Jan 2007