

Shenandoah Valley Soaring

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Radios Required

The SVS Board of Directors voted Nov. 17 to make the use of two-way radios a requirement for flying gliders at Eagle's Nest. Previously, the use of radios was strongly recommended, but now it is a requirement under SVS's Operating Procedures. The board's specific language states that sailplanes at Eagle's Nest will not be launched without an operating radio aboard.

Member News

Congratulations to **Mike Moses**, for passing the check ride Nov. 18 for his private glider pilot's license; to **Hal Loken**, for becoming recertified as an instructor in gliders; to **Rick Rys**, for soloing in the 2-33 on Nov. 4, and to **Eva Tashjian-Brown** for becoming the proud owner of a 1-26.

Field Notes

The glider tie-down area is resembling an automobile parking lot recently as more and more members clog the area with their vehicles rather than park them in the airport parking lot. Sect. 1, 1, of our Standard Operation Procedures manual states:

Use the airport parking lot. Do not use the glider tie-down areas as a parking area. The only vehicles permitted in that area are a ground-retrieval vehicle and vehicles that private glider owners need in immediate support of their planes' maintenance or assembly.

In other field matters, we should keep vehicular traffic to a **minimum** when operating at the 06 end of the runway. If we must drive a car or truck to that end of the field, Airport manager **Claudia Falletta** says we may use the grass strip, hugging the eastern edge as much as **possible** and watching out for air **traffic**, and we may use the paved **taxiway** *provided we use considerable caution and alertness when doing so.*

The Art and Science of Wing Running

BY
Paul Lynch

(Reprinted from Tidewater Soaring Society's newsletter Flypaper, Dec00/Jan01)

Have you ever noticed how low-winged gliders frequently drag a wing tip on the ground during the early part of the takeoff roll? Many of you have seen (or experienced) some very colorful or even disastrous takeoff. There are many and varied opinions about the causes and cures for a wing **dropping/dragging** as the wing runner releases the glider from **his/her** grasp. Let's take a look at

what you as a wing runner can do to help the glider pilot prevent or control a wing drop or drag.

Asymmetrical loading of the left or right wing causes the wing drop. The asymmetry can be caused by crosswind, improper control placement by the pilot, tow plane **propwash** impinging unequally on the glider wings, or a **tailwind** yielding zero aileron effectiveness. If the wing drops all the way to the ground, the glider pilot may begin to lose control of the glider depending on:

- The drag of the wing tip on the ground. Some gliders have wing tip wheels to reduce this drag. Long grass can strongly grab the dropped wing no matter if the wing tip has a wheel or not.

- The type of tow rope attachment on the glider. A glider with a CG hook is more **difficult** to control if the wing contacts the ground. A glider with a nose hook will tend to have the nose dragged towards the tow plane somewhat countering the dragging wing tip pulling the glider away.

The specific glider characteristics. Some gliders have better aileron effectiveness at low speeds than other gliders have. Many argue that use of spoilers or flaps can improve the aileron performance at very low speed. But that is another discussion

Proper wing running technique is important not just because we have private gliders in the club which are **highly** susceptible to dropping a wing, but because we have club ships which are also susceptible. Notice the plural of "ships." The Lark is a low wing glider susceptible to a wing drop. Our newly ordered Blanik L-33 is also susceptible to wing drops. Fortunately the Lark has a nose hook and so will the L-33. Having flown both the Lark and L-33, I can assure you that every rated glider pilot in the club is capable of handling the problem given some proper training and some help from the wing runner. What can we do as wing runners to help the pilot? A little knowledge goes a long way. Here is what we can do as wing runners to assist the pilot.

First, lightly **hold the trailing edge of the** wing tip while running. Why the trailing edge? Because it is very easy to unknowingly induce a yaw when your hand is on the leading edge and actually holding the wing back. The wing runner has a 7.5 meter (or longer) moment arm giving the runner "lots" of leverage.

Second, lightly hold **the** wings in a level position, but do not restrain the wing up or down. It is very important to not restrain the wing movement because this lack of movement gives the pilot the impression that the glider is stabilized in a wings level position and will not roll. If the glider's wing is pushing your hand up or down, then let the wing go slightly up or down (about a **foot** or two) so that the pilot can sense the roll. Pilots will unconsciously react to counter even a small roll. A wing drag is then much less likely.

Third, **RUN** the wing. Many higher performance gliders need much higher airflow to make their ailerons effective.

A safe **flight** starts with a safe takeoff. The wing runner is a key player in ensuring a safe takeoff. We have significant responsibilities as a wing **runner**. For **example**, we should be asking the pilot if they completed a positive control and release check. We should always double check the tail dolly is off before we hook the glider up.

Finally, we need to properly run the wing.