# ASW15 Operating Tips

## General

During preflight, if you must open the control inspection door, close it and re-tape. Before opening, make sure you have tape, there is no additional latch for this door other than tape. Do not fly without the door.

Tire pressure 36-40 psi.

## Cockpit Control Location

Rudder adjustment, grey knob lower right of stick.

Tow rope release, yellow knob at lower left side of stick.

Vent, upper right side of instrument panel.

Canopy open/close, red handle upper center of instrument panel.

**Note:** Canopy is removable for entry and exit, don't push on the inside to open.

Landing gear, upper left side of cockpit, make sure it is in locked detent for up and down.

Spoilers, left side of cockpit below the landing gear handle.

Trim, located left side of cockpit below the spoiler handle.

The Becker radio operates the same as the K21 and K13.

Clock is wind up type, don't over wind.

Push the red button on the vario to turn on or off, when turning on wait until it completes it on cycle before you touch a button, touch + or – (red and yellow) buttons on vario to increase or decrease volume. Do not press and hold the yellow button, this is the setup control function.

The red and green push off or on buttons on the left side of the control panel are spoiler and gear warning lights. With the buttons out, the green button lights on to show gear down, if the spoilers are out and gear is not down, the red button light turns on. Push to turn them both off.

**Note:** The Tasman electric vario is presently working from a static port rather than the constant energy probe which is presently not installed.

## Removing and Returning to Hangar

Use a one-inch thick board normally located on the blue Cirrus dolly placed in front of the tire and dolly to remove and return glider to dolly. Place the Aaron Kiley designed white Cirrus Board in front of the dolly wheels to prevent the dolly from moving forward and pull glider from canopy front edge onto the dolly. Do not use the wings to get the glider onto the dolly. Return the parachute to it's case and leave it in the cockpit. Turn master switch off and connect battery charger and install canopy and lock it in place.

The ASW15 tail section is heavier than the Cirrus and requires weight on the nose to install and remove the tail dolly. Don't try to remove or replace the tail dolly without nose weight to prevent damage to the tail surface.

## Takeoff Procedure

Complete takeoff checklist. Be careful removing and installing the tail dolly such that contact is not made to the vario probe mounted on the leading edge tail section. Hold tail up while removing and installing dolly.

Position rudder pedals to allow full control during takeoff, considering tow acceleration.

Trim to neutral or slightly nose down. Stick back to hold tail on ground for initial roll.

For crosswind, upwind wing down/lower, opposite rudder, wing runner left wing. Wing runner run as far as you can while not pushing the wing up or down.

Position glider on slight angle to the left of the tow plane to compensate for tow hook location. During the initial acceleration, left rudder will be required to correct a right turn due to the tow hook placement on the left side of the nose.

Use rudder first to raise a wing then aileron to maintain level, rudder to go straight. Left hand on the release until rudder authority or break ground

Allow the tail to come up then fly off smoothly, don't force or jerk the glider off runway.

## Climb Performance Tip

For relatively smooth thermals use Min Sink (44 mph) plus percentage increase of stall speed based on the angle of bank. Example: The stall speed increases 20% for a 45 degree bank so your speed for best climb performance should be 55 mph for a 45 degree bank or 50 mph for a 30 degree bank. For turbulent thermals, add a few mph to the indicated speed.

## Cruise Performance

Since best L/D is 56 mph, use 56-60 mph in fairly weak thermals and 70-80 mph in good lift conditions. Your cruise speed will be determined by how well you center thermals and maintain altitude.

## Landing

Refer to landing checklist. Note the airspeed indicator is in mph so you may think the ASW is a little faster than the Cirrus but it is actually about the same in knots. Your landing approach speed should be no less than 50 mph, recommend 55-60 mph. Always have an aimpoint established and fly the glider about level to the aim point using spoilers to adjust altitude, do not raise the nose to flare. Air speed control within 5 mph is a must otherwise you will use most of the runway floating.

Make sure the landing gear handle is in the down detent by looking and tugging on the handle. Remember, the landing gear handle is upper left and spoiler is lower left.

The ASW15 has top and bottom spoilers that are very effective to control altitude. Land with some spoilers out, do not close just prior to touchdown. When landing on the main runway, do not attempt to turn off the runway, side loads on the tail wheel may break skid off.

Wait on the runway for the ground crew to remove the canopy.