

AEROPRAKT INFORMATION BULLETIN

AMENDMENT TO THE GLIDER AND BANNER TOWING SUPPLEMENT OF THE PILOT OPERATING HANDBOOK OF A-22LS AND A-22L2 AIRPLANES.

IB A-22LS-07

RECOMMENDED

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

1) Planning information

1.1) Aircraft affected

«Glider and banner towing» supplement (Section 10.8) of the Pilot Operating Handbook of Aeroprakt-22LS and Aeroprakt-22L2 airplanes equipped with TOST E 85 tow coupling and approved for towing of gliders with the MTOW upto 700 kg.

1.2) Reason

Series of the strength and flight tests of the Aeroprakt-22LS/L2 airplanes equipped with TOST E 85 tow coupling demonstrated that the weight limit for the towed glider may be increased from 390 kg to 700 kg.

1.3) Subject

Amendment to «Glider and banner towing» supplement (Section 10.8) of the Pilot Operating Handbook of Aeroprakt-22LS and Aeroprakt-22L2 airplanes.

1.4) Compliance

This amendment should be done to the POH of Aeroprakt-22LS and Aeroprakt-22L2 approved for towing of gliders with the MTOW upto 700 kg.

1.5) Approval

The technical content of this Information Bulletin has been approved by Aeroprakt

1.6) Manpower

Estimated man-hours: 15 minutes.

1.7) Mass data

Mass change – none.

1.8) Revision of other documents

None

1.9) Spare parts

None

2) Spare parts information

None

3) Accomplishment / Instructions

3.1) Instruction

Revise section **10.8.2.2 Maximum take-off mass of the towed glider** as follows:

10.8.2.2 Maximum take-off mass of the towed glider

The maximum take-off mass of the towed glider is limited by ~~390 kg~~ 700 kg.

3.2) Instruction

Revise section **10.8.2.3 Towing rope and weak link** as follows:

10.8.2.3 Towing rope and weak link

Only tow ropes certified according to airworthiness codes, industrial codes or manufacturing codes, if furnishing enough information, must be used if constant quality is guaranteed. The cable connections should be protected by appropriate covers. The ultimate cable load must not be more than the cable load declared by the aircraft manufacturer. For cable with higher ultimate loads a weak link corresponding to the limit load of the aircraft and the towed glider must be used. The strength of the weak link should not be less than ~~200 daN~~, and may not exceed ~~300 daN~~. Towing rope length should be from 40 to 60 m.

300

450

A clearly visible placard "**Maximum weak link strength: 300 daN**" must be placed near the tow coupling.

450

3.3) Instruction

Revise section **10.8.2.5 Take-off distance and climb rate** as follows:

10.8.2.5 Take-off distance and climb rate

The take-off distance to 15 m does not exceed ~~550 m~~ in the following conditions:

- dry, even, short-cut grass strip, ~~600~~
- standard atmospheric conditions,
- flaps extended to 10°,
- ~~single-seat~~ glider with maximum take-off mass of ~~390 kg~~ 700 kg or less.

Glider type	Glider TO mass, kg	TO distance to 15 m height	Best climb speed, km/h IAS	Climb rate, m/s	Time of climb to 360 m height
PW-5	360	< 522 m	103...105	1,9	3 min 07 sec
SZD-51.1 „Junior“	380	< 522 m		2,0	2 min 50 sec
SZD-48-3 „Jantar Standard 3“ (no water ballast) other	390 < 700	< 550 m < 600 m		2,0 > 1,5	3 min 15 sec < 4 min

NOTE: High grass on the runway may increase the take-off distance by up to 25%, water drops and contamination on the wings (leading edge) – by 10-15%, high air temperature – by 5-10%.