



Amendment to Operational and Flight Manual of ATEC 321 Faeta UL aircraft - gliders towing

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1.1 General

UL aircraft type Atec 321 Faeta is a certified UL aircraft for towing gliders according to UL-2 regulation, appendix III. For this purpose the aircraft is equipped with special technical systems which enables towing. First, the aircraft is equipped with towing gear, which consists of TOST E85 release mechanism, tow shackle with which the release mechanism is attached to the aircraft. Furthermore, the aircraft is equipped with towing rope release yellow lever and monitoring facilities. The towed glider monitoring can be done by two methods - using usual rear mirror on left side of cockpit or camera monitoring which displays the glider on dashboard.

The Rotax 912S UL engine with maximum power of 73,5 kW when 5800 rpm and max. continuous power of 69 kW when 5500 rpm serves as towing drive unit. The aircraft is equipped with 3-blades Fiti Ecocompetition fix propeller of 1,63m diameter. As to assure engine cooling more efficient, the additional oil radiator including independent NACA inlet and oil circuit thermostat is installed on engine.

The fuel circuit consists of two independent pumps. The main one with mechanical pump and the other one parallel back-up electric pump with independent inlet to fuel tank. Fuel circuit pressure is measured by fuel pressure gauge behind each pump. In case of failure of any pump, a failure is indicated as pressure decrease on fuel pressure indicator. The aircraft is fully airworthy on maximum engine performance with both pumps running simultaneously or with any of pumps single run. In the main fuel circuit is check valve installed.

The aircraft is equipped with continuous electronic monitoring system of rotations, temperatures and fuel pressures. In case of monitored limits exceeding, the values on instrument's displays are red highlighted and additional red warning light on switchboard is switched on as to be well visible to pilot. All flight and engine instruments are situated in a visual field of pilot. Watching the glider in a rear mirror simultaneously with flight and engine instruments do not cause any difficulties to pilot.

The pilot of towing aircraft is obliged to be appropriately authorized and skilled in gliders towing. No other particular skills are required.

Each aero-tow is performed at own risk of each person on board of glider.

1.2 Maximum take-off weight of towing aircraft

When towing is performed, the towing aircraft can only be occupied with one pilot on board. Maximum take-off weight including pilot and fuel must not exceed 450 kg.

1.3 Maximum take-off weight of towed glider

Maximum weight of towed glider including crew and water load must not exceed 750 kg.

1.4 Types of towed gliders

Glider types tested for towing with ATEC 321 Faeta UL aircraft are as follows:

- L 13 Blaník with 499 kg of MTOW and with 480m of take-off distance to 15m of altitude
- VSO 10 Gradient with 360 kg of MTOW and with 450m of take-off distance to 15m of altitude
- Discus CS with 360 kg of MTOW and with 450m of take-off distance to 15m of altitude
- Duo Discus with 650 kg of MTOW and with 600m of take-off distance to 15m of altitude
- ASH- 25 with 750 kg of MTOW and with 600m of take-off distance to 15m of altitude

The take-off distance might be prolonged in case of bad quality/deterioration of runway surface, high air temperature, high airfield elevation, dirty surface of towing aircraft or glider.

Glider types recommended for towing:

L-13 Blaník, L-23 Super Blaník, VSO-10, Discus CS, Duo Discus (max.650kg), DG 1001, ASH-25 (max. 750 kg), ASW-15, ASW-19, ASK-21, VT-16, VT-116 and the others having the similar flight characteristics and performances.

1.5 Towing rope

The only non-metallic towing rope is allowed to use, e.g. polyamide, polyester etc.. When maximum loading, the rope stretchability can be 30% as maximum. Rope attachments must be protected from abrasion by appropriate covering. The rope rupture strength in tension must not be higher than 3000N. If using a rope with higher strength, it must be equipped with safety pin of maximum strength of 3000N as to protect the towing aircraft same as towed glider. The towing rope length is 40 to 60 meters.

1.6 Emergency procedures

- a) If the rope is disconnected from the glider or towing aircraft during the process between start and rope lifting up, the certain steps must be taken to avoid glider from rear-end collision with towing aircraft.

If the runway is long enough to discontinue the take-off, the pilot of towing aircraft will yaw away from original take-off track to freeway space after an adequate time-out and then stop the action.

If the runway is too short to stop the action, or if it is too dangerous to stop it, the towing aircraft will continue take-off.

- b) In case of drive unit power lost or another failure which disables to continue take-off during the process between start and rope lifting up, the towing aircraft will yaw away from original take-off track to freeway space as soon as possible to provide enough space to the glider. The pilot must immediately release the towing rope and stop the action.
- c) If the rope is self-released just after the towing aircraft lift up, the aircraft will continue the flight.
- d) In case of drive unit power lost or another failure which disables to continue take-off just after towing aircraft lift up, the pilot of towing aircraft will release the rope immediately and make emergency landing with regard to failure character.

- e) Forced landing of towing aircraft with towing rope attached is prohibited (except emergency situations).
- f) In case the pilot of towed glider do not release the towing rope even after repeated signal, the pilot of towing aircraft will release the glider when overfly the aerodrome.
- g) When, after many attempts, the towing rope is not possible to release from towing aircraft or glider, even the rope is not possible to cut, the landing of towing aircraft must be made together with towed glider connected. The pilot of towing aircraft will gradually descend and approach with respect to glider's abilities.
After landing, the pilot of towing aircraft must keep an adequate engine throttle to keep the distance from the glider long enough.
- h) In case of insoluble emergency situation, the safety system (if equipped with) is possible to use. Before its activation, the pilots of both aircraft and glider must release the towing rope.
- i) Attentively check and follow all flight and engine values and limits during aero-tow!

1.7 Standard procedures

Before aero-tow start up, the pilot of towing aircraft must be acquainted with glider's take-off methodics and operational limits as described in glider's operational and flight manual.

- a) Before start up, all procedures described in operational and flight manual of ATEC 321 Faeta must be made same way as before usual flight.
- b) Both, towing aircraft and towed glider must be positioned at the same take-off trajectory before the aerotow start up.
- c) Towing rope is attached to towing aircraft at first. Then, after pilot's signal, the other end of rope can be attached to glider.

- d) On reaction to assistant signalization, the pilot of towing aircraft will tension the rope and signalize start of towing.
- e) Lining up and take-off process is running at full engine power. After lifting up, it's necessary to keep the engine continuous power until reaching the speed of 100 km/h and then to start climbing on stable speed of 100 - 120 km/h. During aero-tow, the pilot of towing aircraft must do all manoeuvres fluently as to enable glider to react in time and safely. When climbing, the pilot of towing aircraft must pay his attention to towing speed, engine operational values and towed glider.
- f) When necessary altitude and area are reached, the pilot of towing aircraft starts wings waving to signalize that the glider is possible to disconnect. Descending is possible only when pilot of towing aircraft is sure, that the glider is completely disconnected. In case of descending with towing rope attached, do not make any sudden changes of flight direction and altitude.
- g) After descending over the aerodrome, the pilot of towing aircraft will release and drop down the rope along the runway on 50m of altitude regarding aerodrome traffic. Landing with rope attached is not recommended.
- h) After the pilot of towing aircraft is assured by watching the rear mirror that the rope is disconnected, he can start increasing the engine power and climbing to circuit altitude so that he can make usual approach and landing according to flight and operational manual of ATEC 321 Faeta.
- i) Attentively check and follow all flight and engine values and limits during aero-tow!

1.8 Performances

- Take-off distance with towed glider of 750 kg of MTOW: 500 m
- Altitude reached after 600 m from start point: 15 m
- Maximum climbing rate with towed glider of 750 kg of MTOW: 1,75 m/s

- Optimum speed of towing (depending glider type): 100 – 120 km/h (55 – 65 kt)
- Average fuel consumption when towing: 15 – 18 l/h
- Maximum range of flight with max. fuel level of 70l when towing: 450 km

Starting and take-off distance of aero-tow can be prolonged of 15% in case of rain or high grass on runway.

Performances listed are considered when 750 kg of take-off weight and may vary depending on flight performances and characteristics of towed glider.

1.9 Operational limits

- Maximum glider's weight: 750 kg
- Minimum towing speed: 90 km/h (45 kt)
- Maximum towing speed: 150 km/h (80 kt)
- Maximum strength of towing rope release safety pin: 3000N

When aero-tow is performed, the towing aircraft can only be occupied with one pilot on board. The pilot must be holder of valid pilot licence authorized him to gliders aerotow.

Aero-tow towards air-wave area is prohibited. In case of unintended flight into air-wave area, the pilot of towing aircraft must leave this area immediately.

Aero-tow with more than one glider is prohibited.

Aero-tow from a terrain is prohibited.

Take-off of the glider with one wing touching the ground (without assistant) is prohibited.

Air-banners towing is prohibited.

1.10 Description labels

Towing aircraft must be equipped with description labels as follows:

- The label „Attention to towing speed“ must be next to speed indicator.
 - Towing rope release must be labelled as „Tow release“
 - Back-up fuel pump switch must be labelled as „Fuel pump“
 - Towed glider must be equipped with the label with clearly readable text, well visible to all crew: „LSA aero-tow is performed at own risk of each person on board of glider. LSA is not a subject to CAA authorization“.
 - Tow gear must be labelled as „Maximum towing rope strength is 3000N“
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