Schweizer SGS 2-33 differences JDM 2017

ground handling – be very careful of bending the pitot tube. It is easy when opening the canopy, to let it flop all the way over and damage the restraining cable. Carefully inspect around the floorboards for any items that might have been left from previous flights.

Preflight items – the pitot tube should be carefully inspected for bugs or wasps that may have plugged up the hole. Also, the nose air vent should be inspected for any debris. Carefully inspect the skid for damage or cracking. Inspect the nose tow release for any burrs that might impair the hook from releasing. Ensure all elevator bolts are tight with no slop. All bolts are to have safety pins with castellated nuts. If the spoilers, when fully extended, extend straight up, the brake cylinder probably needs refilling. The spoiler handle with full movement should apply the brake. Wingtip wheels and springs to be inspected for damage if the wing was set down too abruptly previously.

Two Tow Hooks – make sure the rope is attached on the nose hook. If the towplane starts up too quickly, or a very light person is in the front seat, you may want to lift the nose so that it doesn't bang on to the rear tail spring. The side hook is used for ground launches.

Before launch – getting in: remember, there is a ballast bar that needs to be checked and installed for lighter passengers. After the wing runner has held the nose down, instruct passengers to put their hands on the side rails, and step on the protruding step. Wing Runners should be instructed to recheck the canopy latch actually being fully closed. It is the pilot's responsibility to brief the wing runner whether to leave the nose down or up prelaunch. Because of the swiveling tailwheel, it is very important that the wing runner not hold on, or have their hand too firmly holding the wingtip spring.

In-flight – a good tow speed is 45 kn to 50 kn.. You should attempt during initial takeoff, with slight back pressure, to lift the nose off the skid. Expect an extra hundred feet for a rope brake on takeoff leg . Side trim is very effective. The aircraft has a very gentle stall. Expect the stall speed to be around 35 kn with two people. The aircraft can be spun with the heavier person in the rear seat. The spoilers are very effective. Aircraft is an excellent teaching tool for slips. I usually put a piece of tape on the pitot tube, to serve as aiming device for landing approach. I usually tie the Yaw String atthat point. Also I put several different colored pieces of tape to be used as attitude references to teach airspeed control.

Landing – this is an excellent aircraft for the **TL AR** method. **That looks about right**. The student should see on downwind the landing area about half way up the strut, and make a turn to base when it is about three quarters of the way up the strut. It is easier to see if the wings are level, and whether you are drifting towards the landing area on downwind. The spoilers are actually being deployed once the handle has been moved (unlike the Blanik). The wing low into the wind with opposite rudder should be used on final approach to touchdown. The aircraft should not be forced onto the skid during landing rollout. It will naturally fall onto the skid as airspeed decays. You should attempt to make a main wheel/ tailwheel touchdown. Do not, get the nose so high that the tailwheel touches first, and then slams on the main wheel. Also, for crosswinds, keep the wing low into the wind deliberately, because of the high wing design, it is easy for the crosswind to get under the wing and cause a ground loop.