



Introduction

Welcome to the AUGC Janus B Serial Number 098

Most of the information you will need to know is covered in the factory manual available to you in the club library or in the club dropbox.

Your instructor will familiarise you with some information specific to this Janus

We hope you will enjoy the aircraft and it will provide you with many hours of enjoyable soaring and further your Cross Country capabilities and goals.

Club Conversion Process

Unless you have previous recent experience in either a Janus or similar type or aircraft, you are required to complete a written and flying conversion process. This competency based training program is designed to equip you with the skills and knowledge required to safely operate the aircraft.

This process consists of two elements:

1. Completing the AUGC Sailplane Endorsement Questionnaire which is a generic document designed for higher performance gliders.
2. Completing a familiarisation process with an instructor comprising of introducing you to all actions required to operate safely. These include DI, Ground handling, rigging and derigging, preflight and inflight actions and checking your understanding of water ballast and weight and balance for the aircraft. Your instructor will work through the Conversion Signoff sheet on the other side of this leaflet to ensure no element of your training is missed.

Expect at least two flights as a minimum. You may require more for different launch types and aerotow may be used if soaring flights are not available to give adequate air time or height.

Copies of both documents will be given to you and the original retained in the club's student records.

Specific Features

This aircraft can experience rudder lock when sideslipping. For this reason, we will show you this at height and recommend that you do not use this low on final unless you are very current and sure you can recover the aircraft in time.

This is a slippery high performance aircraft and it will pick up speed very quickly when spin recovery is initiated. Care must be taken so V_{NE} is not exceeded.

This aircraft is not fitted with a tail parachute and therefore the tail cone is to be taped.

We wish you many happy flying hours

AUGC Training Panel

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