IHLGF '95 Update

Ron Scharck

Rumor has it that after reading my stirring article on the IHLGF '95 which appeared in last month's newsletter, a bunch of you guys are busy building that new super, world beater, HLG kit that you purchased or, in some instances, designed, so that you too can get in on all the fun that will take place on May 20 and 21 at the second annual International Hand Launch Glider Festival.

There are obviously some of you that are happy with your current plane or simply don't have the time to build that new super kit because this roving reporter has sighted some of you practicing those new tasks that will be included in this years festival. The "Gunslinger" seems to be the most practiced event, followed by the "Sum of Increasing Flights" event. Since these tasks are heavily reliant on the pilots skill to precisely maneuver his aircraft to arrive back to him at a set time, followed by an immediate re-launch, it is easy to understand why these events require a little (?) practice.

In talking with HLG pilots from other clubs across the country, it appears that the IHLGF '95 will have a strong showing of pilots from outside the Southern California region. Speaking of the Southern California area, we have been forewarned that clubs such as PSS, ISS, HSS, SULA and SWSA, will definitely be challenging TPG for the Top Club Award. On behalf of the HLG contingent of TPG, I welcome any club to try to take the Top Club Trophy away from the Gull's.

Registration for IHLGF has already started. We encourage you to enter early in order to ensure your choice of frequency. And to be quite honest, your early registration makes life a lot easier on those of us involved in the registration process. Why not take a few minutes right now to fill out the enclosed registration form. Be sure to send it along with your check, to Steve Stricklett so that you won't be caught at the last minute trying to register and paying an extra $10 for the privilege. May 15, the pre-registration cut-off date, will be here before you know it.

When registering, don't forget to sign-up for the Saturday evening barbecue dinner to be catered by Tony Roma's (Pacific Beach) and for one (or more) of the official 1995 IHLGF Tee-shirts. Practice! Practice! Practice! +

Aileron Differential

(continued)

mixing. But how much is the correct amount? First you must be satisfied with something less than perfect except possibly when making smooth, gentle rolls at thermal speed which is how we should be flying most of the time for efficiency. Heavy control usage always increases drag. This amount of rudder mixing for this type of flying will usually be inadequate for heavy control application. When setting up the differential aileron, no down, all up will not be a problem except for being a little slow rolling into turns. Without rudder mixing you are never increasing lift on a wing and are not increasing the possibility of stall which is the beginning of a snap roll. As mentioned before, rudder can cause snap rolls, thus it is always best to be able to switch out rudder mixing for landings so you can use heavy aileron or rudder separately.

Final trim for aileron-rudder mixed ships is always begun with aileron and rudder neutral, then when in flight trim the aileron for level flight. In level flight the rudder or aileron may need to be trimmed to other than neutral because of a warped wing. Construction problems that require other than neutral aileron or rudder for straight level flight should be corrected. If problems are impossible to correct with repairs, the ship can usually be trimmed to minimize the error. In such cases the pilot simply learns to adjust to the ship's characteristics.

I often hear pilots complain about some characteristic of their ship. Remember, all planes fly slightly differently, and we pilots must simply learn to adjust to these characteristics. In other words: know your ship! Every plane is a compromise, you sacrifice one flight characteristic for one you desire. With high aspect ratios we get better soaring efficiency but slower roll rate and a greater degree of adverse roll. By using thinner airfoils we get better penetration but higher stall speeds and larger thermaling circles. Any change to a given configuration will usually produce noticeably different flight characteristics. You can't go to the moon in a Cub, but then a rocket ship can't land at 35 mph on most of our Texas beaches.

Good luck and Fly High and Long. +