

2001 INTERNATIONAL HAND LAUNCH GLIDER FESTIVAL – FINAL REPORT

It was another great year at the IHLGF in San Diego (Poway) California. Conditions were overcast and challenging on Saturday with mid day clearing skies and more lift on Sunday. Virtually the entire field was launching side arm style with those pilots clearly dominating in launch height. On the order of 140+' for the high launchers (measured with a laser range finder). A surprising technical innovation occurred with the use of single channel gyros controlling the rudder servo to deliver absolutely straight on rails sidearm launches. The use of gyros probably added about 20' to most pilots launches. It is difficult to estimate the number of pilots using them, but it was probably 25 or so. Maybe more. It began as a fairly well kept secret weapon that only became widely known on Friday before the contest. Many were sold and the San Diego hobby stores were cleaned out. Sidearm launch and gyros have made all pilots more competitive with this year being a very tight contest with not as much spread in the scores as in previous years. You can't describe in words what it is like to participate with these great pilots and watch them fly. If you have never been to the IHLGF you owe it to yourself to come.

Below are the official results.

Tom Clarkson, TPG HL Coordinator, IHLGF Scorekeeper

Class	LastName	FirstName	Total	
Open	Wurts	Joe	11804	Latest Encore, Raptor 6 channel, Raptor Poly Taboo
Open	Golovidov	Oleg	11796	
Open	Asplund	John	11671	Modified Encore
Open	Joy	George	11542	Raptor, Modified Feather, Raptor 6 Channel modified to 4
Open	Anderson	Paul	11540	Raptor 6 channel
Open	Buass	Brian	11505	Raptor 6 channel, Raptor Poly
Eagle	Krainock	Jerry	11409	Own Design
Open	Davidson	Bruce	11271	Can't remember sorry
Open	Erickson	John	11196	Raptor Poly
Open	Siegel	Paul	11180	Raptor Poly

Open	Barnes	Phil	8611	Junio	Gomez	Emanuel	6232
Open	Schulte	Paul	8595	Open	Stensgaard	Jack	6200
Open	Oster	Chris	8517	Eagle	Anderson	Carl	6105
Open	Greening	Craig	8500	Open	Merritt	Glen	6094
Open	Watson	Bill	8447	Open	Warner	Garth	6070
Open	Clarkson	Tom	8442	Eagle	McBurnett	Carl	6034
Open	Markiewicz	Arthur	8434	Eagle	Richmond	Don	5991
Open	Jennings	Gordon	8413	Open	Padilla	John	5872
Open	Mierop	Lex	8318	Eagle	Hunter	Cliff	5846
Open	Cone	Tim	8278	Open	Goodwin	Gregory	5774
Open	Weston	Adam	8183	Open	Conte	Michael	5719
		"Red"		Eagle	Petrek	John	5591
Open	Norsworthy	Greg	8174	Eagle	Clark	Paul	5581
Eagle	Wakefield	Jim	7999	Open	Throop	Terry	4417
Open	Pearson	Phil	7960	Junio	Zwart	Joe	3238
Open	Siegel	Nowell	7848	Open	Farmer	Eric	DNF
Open	Rice	Don	7723	Open	Griffin	Dave	DNF
Open	Bryan	Mark	7717	Open	Scolari	Mario	DNF
Open	Clerx	Ben	7660	Open	Corven	Chris	DNF
Open	Neilsen	Blake	7635	Open	Tiene	Kevin	DNF
Eagle	Bryan	Jonathan	7621	Eagle	Gewain	Matt	DNF
Open	Siegel	Rudy	7600	Open	Williams	Robert	DNF
Open	Woebkenberg	Ryan	7573	Open	Crosley	Marty	DNF
Eagle	Pettyjohn	Larry	7480	Open	Watson	Tom	DNF
Eagle	Scharck	Ron	7475	Open	McLelland	Keith	DNF
Open	Vetter	Don	7459	Open	Walba	Rick	DNF
Open	Baldwin	Breck	7454				
Open	Barrie	Darwin	7428				
Open	Hurd	Steven	7355				
Open	Naugler	Tim	7345				
Open	Barker	Dick	7300				
Open	Lee	Mike	7146				
Open	Pearson	Jim	7047				
Open	Howard	Mark	6999				
Open	Spindle	Karlton	6977				
Open	Browning	Mark	6903				
Open	McNeil	John	6887				
Open	Hoopes	Tom	6845				
Open	Bingham	Shannon	6782				
Open	Adams	Chris	6776				
Open	Till	Adam	6662				
Open	Kimball	Bruce	6550				
Open	McBurnett	Eric	6398				



Sponsors

International Hand Launch Glider Festival 2001

**THE TPG THANKS YOU FOR YOUR SUPPORT AND
ANOTHER GREAT IHLGF!!!!**



MULTIPLEX USA

MM *Glider Tech* 



Texas Twister
Blu Dartar

R/C → DIRECT



Maple Leaf Design

DAVE'S AIRCRAFT WORKS



Thermal-Gromet Works

BLUDARTER



Scenes from IHLGF 2001:
Joe Wurts winning the 1st
place trophy (top left), Karlton
Spindle of Multiplex USA,
host sponsor of the event (top
right), George and Jo Joy on
the way to 4th place (middle),
and Paul Anderson showing
some good Discus form for
what has become the prime
launching technique.

NOTES ON IHLGF 2001**GEORGE JOY**

Hi all,

Now that the IHLGF is history and things have settled down in the Joy household, I thought I would share some of my thoughts. I chose not to be part of the organizing committee for the first time since it's inception, due to my business situation, not having enough time to devote to it, and I wanted the opportunity to concentrate on being competitive. Those who did take on the tasks that Jo & I relinquished, did a very good job, as did the entire committee. Thank you for the great job you did to make it run so smoothly.

I saw the writing on the wall very early this year at our (TPG's) first HLG contest of the year. Tom Clarkson, the brains behind the scoring and audio software, Kicked my butt soundly, for the first time ever with, I think, An Uplink. I had now lost my athletic advantage. I made some frantic calls to locate a good DLG plane. The wait was fairly long to my dismay, but I put myself on the list for a pair of Raptors from Brian Buass. I kept pestering him, but he said it would get here in time for the contest. The first one arrived about a month ago. I assembled it as quick as I could. Finished it on Friday night, Mid-night before our last local contest before the IHLGF.

7am Sat morning I arrive at our field to test fly it. It appeared to fly well for a poly. I didn't have much of an idea how to launch it and the first session was pathetic to say the least. Tom Clarkson approached me and gave me a lot of instruction, Thank you Tom. As I remember it I still wasn't getting real good height about half way through the contest. At this time John Erickson came over and gave me another piece of advice on throwing technique. by the end of the day I heard John say to someone, something to the effect " Why did I tell him that?" :-) Thank You John.

After bugging Brian Buass enough I finally got the aileron/flap version of the Raptor 5 days before the IHLGF. I managed to get it assembled then test flown on Thursday afternoon before the contest. I was not entirely comfortable with it, so I decided to fly my modified Feather XL for the first ladder event. It was doing very

well until I had a fuse failure (my fault). I finished the round with the Raptor Poly version that I had about a month of flying on. I survived that round better than I expected due to the poor lift conditions on Saturday. Now I had to make a decision to fly the Poly version or the Aileron version. I actually made a right decision this time. I choose the aileron one. After the first competition round flying it, I was convinced of its capability.

As far as the rest of the contest is concerned, it was very challenging all day Saturday with no sunshine whatsoever. Sunday had better lift conditions but they did cycle a lot. Some heats everyone was up and out, others, no one found a thermal. The wind did become a factor around 2pm, following a thermal moving downwind fast made decision making vital to getting back to the field. There were a number of off field landings. The slope at the extreme southeast end of the field was not as much of a factor as in previous years because of the very different weather conditions this year. But Paul Anderson did make a beautiful save there in one of the fly off rounds.

Most of you have already seen the results, Joe did it again, but Oleg Golovidov from the east coast gave him a real battle. I had the pleasure of hosting Oleg and Paul & Rickie Clark (Sky Pilot) at my home and they are all great people. Enough rambling, nor for the good stuff.

The Raptor designed by Joe Wurtz and skillfully produced by Brian Buass, is a great plane. I built the Poly version first. I used a Berg6 receiver, 2 Hitec HS-55 servos and a 720 mAh 4 cell NiMH battery pack. I cut a number of lightening holes in the horiz. and vert. stabs, against recommendations to the contrary. But luckily it never broke. The plane came out to weigh 9 oz.

I then built the aileron version, but I did not want to use 4 servos in the wing, I prefer flaperons. Again against Brians wishes because of the chance of fluttering the flaperons. Those who watched me throw the plane know I didn't have any flutter problems. I used essentially the same setup as the poly version. A berg6 Receiver, 4 Hitec HS-55 servos, a 720 mAh 4 cell NiMH battery pack, and a GWS single channel rate gyro for the rudder. No lightning holes in the tail this time. This plane came out weighting 10.8 oz.

There are my thoughts and some tech-

nical info on my planes. Hope the info helps. Congratulations to Joe and the rest of the top ten finishers.

George

**A DIFFERENT
PERSPECTIVE
ON THE IHLGF 2001**

OLEG GOLOVIDOV

Just caught up on my e-mails and had enough time to clear my head after traveling back all day yesterday from the greatest HLG event in the world...

Wow, what a contest! I was still flying and launching my gliders all night today in my sleep - champaign and beer last night was not enough to relax me completely after 2 days of the nerve breaking stress of the competition. But what a fun event to be at! As always very well organized, as always plenty of excellent pilots and planes. Thanks to the organizers of the contest! Excellent job! Special thanks to my host for the 3 contest days, George Joy! Sorry I placed higher than you George, hope you are not too upset!

This was my second time in Poway, and so far my best performance ever. If I knew that I'd end up so close to the Master, I'd probably be too intimidated and wouldn't fly as good as I flew. Imagine how happy I'd be now if I didn't lose one round completely because of the failed battery - it cost me 90 points since my throw out round at that time was about 910 points. Thank God there is such thing as a throw out round in this contest, otherwise I had no chances. The Master is forewarned now that his reigning time may come to an end next year, and he gladly accepted the challenge ("Come and get me!"). But things may change again by the next contest dramatically, and considering that those West coast pilots will use any means to get advantage over us poor East coast guys and can pull a rabbit out of a hat just minutes before the contest (like telling us about the gyros on Saturday morning before the contest, or secretly designing a 6 servo super-duper DLG available only to a

few selected West coast people) - I can't promise anything next year :-)

BTW, the rumors about West coast pilots' invincibility were greatly exaggerated, as we all see now. We had 3 people from East coast in the fly-offs (Bruce Davidson, Paul Siegel, and me), and our local champion Phil Barnes was only 21 points short of making it to the fly-offs also. And even the Master himself admitted that Phil is the launch king, nobody was throwing higher than he. And all of this without gyros (at least on Saturday) or 6 servo super-duper planes specifically designed for Poway conditions!

Now, if any of you West coast pilots want to really test your flying skills - come to our East coast HLG championship - BASS contest - at the beginning of May next year. We will show you how to really thermal hand launch planes. Be warned though, there is no hill right next to the flying field like the one you have in Poway, so you can't do your trick - "launch high and run towards the hill and fly slope for 4 minutes", you will have to work for your 4 min flight.

OK, I better finish my monologue before my head gets too big. Thanks again TPG for the great contest!

Proud 2nd place finisher,

Oleg.

MORE IHLGF MUSINGS

TOM HOOPES

Hi All,

Did I mention that the IHLGF was a ton of fun? Well it was.

This year revealed the most radical, short term leap that I have seen since the first IHLGF. A couple of weeks before the IHLGF, I started getting very nervous since I had never discus launched a HLG. Procrastination aggravated by a diabolical work schedule saw me de-bagging and trimming up my DLG wing late Wednesday night of last week. I managed to get out to our local field on Thursday morning for a quick test flight.

First OVERHAND throw looked pretty good. Second OVERHAND throw was high enough to hookup and cruise around for 20 minutes. I was so mentally committed to flying the new discus launch style the I even avoided mounting a traditional throwstick in the fuselage.

On the third throw, I grabbed the left wing tip, palm down, thought through the turn, took a deep breath, spun and threw. The plane went no higher than my javelin throws, but it didn't crash or break. Twenty throws later, I felt better about the launch, it was higher than my javelin throws, but it still seemed weird and I was concerned about launching accuracy (i.e. placement in the sky).

With no time to spare, the planes were packed and my flying buddy, Blake Nielsen and I were off to the airport. We got to the Poway field early Friday morning to see perhaps 99% of the pilots launching discus style. As Brett Jaffee said, "everyone had switched to DLG". So the day was spent trying to learn a new launch style. By mid-afternoon, I was easily out-launching my very best javelin launches by 30%-50%. My accuracy placing the plane in the sky was much better, I was committed.

Sometime during the day, I had "oil canned" the top of the left wing tip from the palm down grip. During bagging, I had added a bunch of extra glass on the tip as well as using spyder foam in the tips, still the upper surface creased. John Erickson mentioned that he finally stopped creasing his wings when he went to a throwstick. Undaunted, I started looking around for throwstick stock. I had gobs of carbon tubing at home, but that was a thousand miles away. Dick Barker overhead me at the CST booth and kindly handed me some tailboom stock.

With a bit of time remaining in the afternoon, I decided to take a couple more launches. I was careful not to say, "Just one more flight". Anyway, I spun up and right at release, the nose rapidly departed company with the rest of the plane easily traveling 150' down the field. The servo tray had come loose on the fuselage because I had CA'd it instead of epoxying it. I knew better, but I was rushed. Luckily, other than having to re-glue the servo tray, I only had to replace the rudder and elevator carbon pushrods. That night, the crease was fixed and the carbon throwstick was added.

During one of the early rounds, Ben Clerx decided that it was time to start learning/trying DLG. At the end of the round, grinning, Ben commented to me that his worst discus launch was better than his best javelin launch. Undoubtedly, DLG is here to stay.

Several people asked me what receiver I was using and what I would recommend. I had done some testing on the FMA Extreme5 with very good results, but hadn't had a chance to try it in the "real world". It was installed in a last minute, split second decision and it performed beautifully throughout the entire contest, servo departure and all. I never witnessed a glitch or any questionable behavior, just rock solid dependability. I like the fact that the servo connectors exit at right angles to the PCB, the receiver is a dual conversion design, very light weight, and uses a microprocessor to do post filtering of the servos control pulses. I didn't get a chance to fly it on three cells as four were needed to achieve the proper balance. I've got to get me a few more now :)

Perhaps its time to start thinking about longer tasks for the next IHLGF? If time to execute the contest was not important, traditional tasks could be used for a javelin class, while longer tasks could be used for the discus launch. That is assuming that there is an interest to perpetuate javelin launches.

Thanks again to the TPG gang and all who made it a success!

Stylus Boy doin' disco.....

Tom Hoopes (oakley@xmission.com)



JOE WURTS ON IHLGF 2001

It has been a week since the annual Poway get-together. Thought I'd send my views on the fun. This year showed the largest change in gliders and performance, probably as much or more than the rest of the years combined.

Tip launch is here to stay.

As usual, the TPG club put on an excellent event. The contest ran with the precision that is now expected from the organizers. We were quite fortunate (in my opinion) that the wind was predominantly from the south for Sat/Sun, which made the hill east of the field almost unuseable for slope lift. The altitudes achieved by tip launch make it simple to get to the hill now. You can even get to the hill from the front of the field, which is amazing to me.

My worries as to how tip launch was going to change the event were somewhat unfounded. It even made things somewhat easier in that people didn't crowd up as much as they have in past years. You can now pretty much make it to anywhere on the field without having to run, which is a good thing.

In the weeks preceding the event, I was quite discouraged, as my launching was not nearly as good as the local fliers. John Ericson, Brian Buass, as well as Lex Mierop were all easily launching considerably higher than I was.

After getting to the Poway field on Thursday afternoon, I proceeded to work on figuring out the launch. In the evening, I made a small break-through in my launch, and my heights were getting a little more in line with the high guys. I was quite pleased, but the real revelation was on Friday. I finally found what works for me. All of a sudden, I started to get the high launches, as well as the raw fingertips. I was launching like John Asplund or Phil Barnes. It turned out that I was trying to use too much arm/shoulder power, which took away from the power available. The planes on the field, in large part, were working very well. A few aileron planes had flutter on launch, which could really hurt the launch altitude. Flutter ran the gamut from Chris Adams aileron toy which had huge flutter, to my Encores,

which showed a little buzz only when I really nailed the launch.

I had a large arsenal for the contest, which included:

- 2 Encores (~9 oz)
- 2 Raptor polys (~9 oz)
- 1 Raptor FullHouse (FH for short)
(~11 oz)
- 1 Ionosphere (more for fun flying)

All were using various airfoils that I'd cooked up. I had the most time on one Raptor poly, with a few weeks of practice on the Encores, and a few days practice with the FH. They all had slightly different design philosophies behind them. The Raptor airfoils were designed for Poway conditions from the outset, optimized for launch and penetration, with a little cost to minimum sink. The Encore airfoil was biased a little bit more for thermal performance. Both the FH and the Encore airfoils were designed for trailing edge camber usage. One of the Encores had a fairly high dihedral angle, which allowed me to set the optimal TE position, and in light air, primarily use just the rudder for turning. In my opinion, the latest Encore is probably the best thermalling HLG that I've ever flown. I was continually amazed as to how well it stayed up. It also had very benign handling qualities, nicer to fly than the older versions.

The FH is the highest throwing HLG I've ever had. This is due to the very low ballistic drag coefficient (very low drag and low wing area, coupled with a moderately high weight of ~11 oz). Having separate flaps and ailerons is a cool thing, bringing in the plane for a fast turnaround catch is a bit easier now. It flew just like a little open class plane.

I ended up not using the poly during the contest only because I was worried about the turnaround time without glide path control. It probably wouldn't have been an issue, but I hadn't really practiced enough to be comfortable. In the lighter conditions on Saturday (yes, even Poway has light conditions sometimes), I used the Encore, and for a few rounds on Sunday when the wind was blowing, I used the FH. The higher launch of the FH pretty much makes up for the higher wingloading, but I

had a bit more time with the Encores, so I used it more often. Its thermal performance had me giggling on the field at times, it just didn't want to come down in the light air. Did I mention that it thermals well? :-)

Some of the tasks in the event probably should get changed. Many of the tasks don't really measure much anymore. What I call the "add-em-up" tasks don't measure much except turnaround time now, so the point spread is only about 30 -50 points. Tasks like the 5 x 2 or 1-2-3-4 show a much higher point spread. The first day showed this, as the top ten were only separated by about 60 points or so. The harder tasks of Sunday did a better job of separating scores. Of course, the conditions were more challenging on Sunday as well, which helped.

This year, the non-Californians made it be known that they know how to fly HLG. Oleg ended up in second by what I call a statistically insignificant amount of points. Bruce Davidson and Phil Barnes were making a run for it as well.

I'd like to thank Phil Pearson/Don Peters of Mapleleaf Designs and Brian Buass of Raptor Aerosports. They worked with me on the maturation of the various designs, and I think that they both have made some really cool toys. I feel quite fortunate to work with people of their caliber.

Joe

