**High performance sailplanes**

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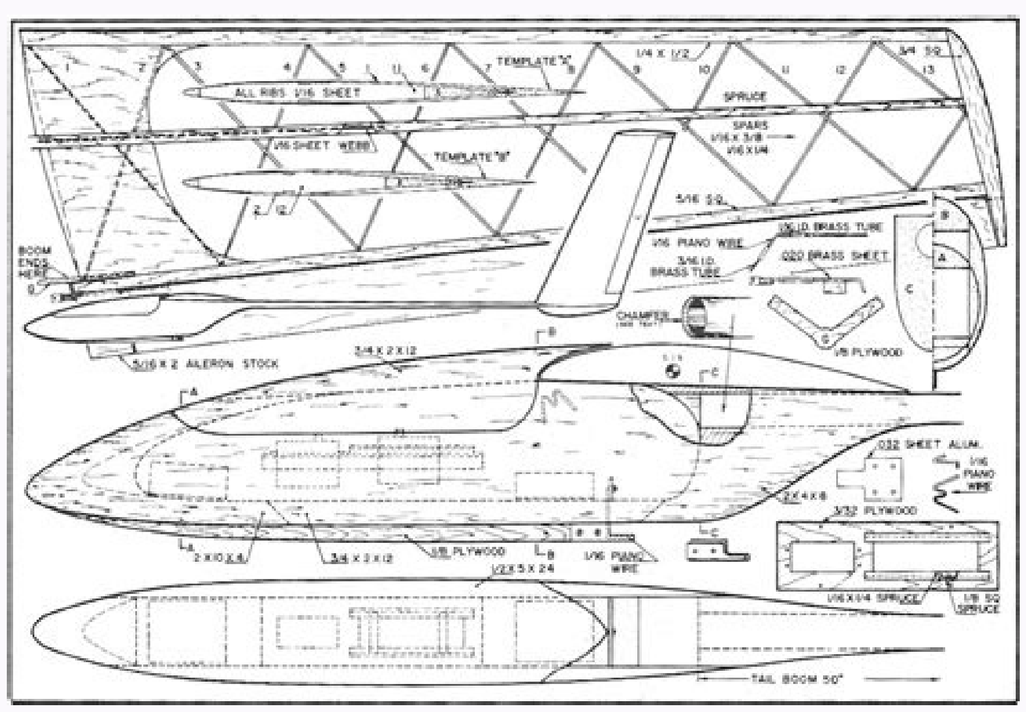


Sailplanes Arcus "20" S, T, M Performance benchmarks in the Two-Seater Class have been re-defined by the Arcus. Whether clubs are aiming to achieve OLC top positions or privat pilots plan record flights, competition results or interesting safari flights - the Arcus provides the ideal means to put these ideas into practice. The joint flight experience will double your pleasure and success. New step is even achieved with the updated design of the Arcus "20", available in pure (S), Retriever (T) or Self-launch (M) types. Ventus S, T, FES, M "Neo" Look forward to a flight experience like you have never felt before. Effortlessly call on incredible performance. Honest, direct feedback provides you with a reassuring sense of reliability. Combine this with unrivalled agility and become one with the glider to uncover hidden potential. Ventus is available in pure version (S), Retriever with 2-strokes engine (T), Retriever and Adventure expander electro-engine (FES), and Self-launch 2-strokes engine (M with updated Neo version). Discus Discus-2cFES The Front Electric Sustainer (FES) electrical engine now also provides the Discus-2c with an environment-friendly, silent and intuitive to use insurance agains unwanted outlandings. Starting immediately and almost impossible to operate wrongly, this system - in combination with the Discus-2c's perfect control balance and well-known harmonic flight characteristics - provides the ideal solution for both ambitious competitive pilots and day-to-day usage in a gliding club. Discus-2c This 18m glider combines agile and harmless flight characteristics with gliding performance reserved to open class gliders only a few years ago. Thanks to the perfect control balance and the harmonic gliding characteristics, you'll feel comfortable and relaxed the first moment you'll fly a Discus-2c. The glider of choice for routined competition pilots, the outstanding everyday glider for ambitious performance pilots or the demanded single-seater in a gliding club. Discus-2cT The combination of the versatility of using a Discus-2cT and the easy usage of its engine  make it the ideal piece of sports equipment for competitions or ambitious cross-country flights, the perfect companion for soaring safaris - or simply the robust favorite glider of any gliding club. Duo Discus Duo Discus XL Easy to fly, comfortable, handy, agile - with outstanding performance: The Duo-Discus XL is the perfect device for enjoying flights together, whether in syndicates, in the family or in daily gliding club operation. Duo Discus XLT The Duo-Discus XL is the perfect device for enjoying flights together, whether in syndicates, in the family or in daily gliding club operation. And with its proven Turbo sustainer system, outlandings become a story of the past. Company Order Spare Parts My Schempp-Hirth Extended cross-country flights have been made in relatively low-performance gliders. However, on any given soaring day, a glider with a 40:1 glide ratio is able to fly farther and faster than one with 20:1, assuming the pilots in both have similar skill levels. Often, a glider pilot looks for more performance in a glider to achieve longer and faster cross-country flights.Glider ComplexityMost high-performance gliders have a single seat. If a twoseat, high-performance glider is available, the pilot should obtain some instruction from an authorized flight instructor before attempting to fly a single seat high-performance glider for the first time. Before flying any single-seat glider, pilots should thoroughly familiarize themselves with the GFM/ POH, including important speeds, weight and balance issues, and all operating systems in the glider GFM/POH, such as landing gear, flaps, and wheel brake location. Rod Machado's Cross Country Flight Planning – Learn to plot a course on a sectional chart, correct for magnetic variation, compass deviation and wind to find the heading needed to travel from one airport to another. Use your mechanical flight computer to calculate speed, time, distance and fuel.High-performance gliders are usually more complex and somewhat more difficult to fly, but they vary considerably. Current Standard Class gliders (15 meter wingspan and no flaps) are easy to assemble, and newer types are comparatively easier to fly. On the other end of the spectrum, Open Class gliders (unlimited wingspan with flaps) can feature wingspans of 24 meters or more with wings in four sections. The experience required to fly a high-performance glider cannot be quantified simply in terms of a pilot's total glider hours. Types of gliders flown (low and high performance) must be considered.Almost all high-performance gliders have retractable landing gear, so pilots must make certain that "landing gear down" is on their prelanding checklist. Most landing gear handles are on the right side of the cockpit, but a few are on the left side, so caution is required when reaching for a handle to make sure it is not flaps or airbrakes. A common error is to neglect to retract the landing gear and then mistakenly retract it as part of the prelanding checklist. A gear-up landing in a glider usually causes only embarrassment and minor damage. The distance between the pilot and the runway with the landing gear up is minimal, providing no real "cushioning" protection for the pilot during a hard landing.Many high-performance gliders have flaps. A few degrees of positive flap can be used when thermaling, and some gliders have 30° or more positive flap settings for lower landing speeds. Flaps can be set to 0° for relatively low-speed glides, while negative flap settings are available for glides at higher speeds. The GFM/POH and glider polar provide recommended flap settings for different speeds, as well as maximum speeds allowed for different flap settings. A few high-performance gliders have no air brakes and use only large positive flap settings for landing. This system allows steep approaches but can be uncomfortable for a pilot who has only used spoilers or dive brakes for landing. A thorough ground briefing is required.Many high-performance gliders have greater wingspans that require special care to avoid ground loops on takeoff or landing. Runway lights and other obstructions near the runway can become a problem. If a wingtip strikes the ground before the glider has touched down, a cartwheel is a possibility, leading to extensive damage and serious injury. Gliders with long wings often have speed restrictions for dive brake use to avoid severe bending loads at the wingtips.The feel of the controls on high-performance gliders is light, and pilot-induced oscillations (PIOs) occur easily with the sensitive elevator. Elevator movements using the wrist only, while the forearm rests on the thigh, can aid in avoiding PIOs.Some high-performance gliders have only one center of gravity (CG) towhook either ahead of the landing gear or in the landing gear well. If the CG hook is within the landing gear well, retracting the gear on tow interferes with the towline. Even if the glider has a nose hook, retracting the gear on tow is not recommended, since the handle is usually on the right cockpit side and switching hands to raise the gear can lead to loss of control on tow. A CG hook, as compared to a nose hook, makes a crosswind takeoff more difficult since the glider can weathervane into the wind more easily. In addition, a CG hook makes the glider more susceptible to "kiting" on takeoff, especially if the flying CG is near the aft limit. This can present a serious danger to the tow pilot.Water BallastTo maximize average cross-country speed on a day with strong thermals, water ballast can be used. The gain in speed between thermals outweighs the lost time due to slightly slower climbs with water ballast. If thermals are weak, ballast should not be used. If strong thermals become weak, the water ballast can be dumped. In any case, water ballast should be dumped before landing because heavy wings are more difficult to keep level on the ground roll, and a hard landing is more likely to lead to damage with a heavier glider. Water dumping times vary but are typically between 2 and 5 minutes.Water ballast is carried in the wings in built-in tanks or water bags. The latter works well but has been known to have problems with leaks. Filling and dumping systems vary from glider to glider, and it is vital to be familiar with the ballast system as described in the GFM/POH. Filling without proper venting can lead to structural damage. Care must be taken to ensure that both wings are filled with the same amount of water. If one wing has a few extra gallons, it can be lead to ground loops and loss of control on takeoff, especially in the presence of a crosswind.Water expands when going from the liquid state to the solid state. The force of the water ballast freezing can be enough to split composite wing skins. If anticipating flying at levels where the temperature might be below 0 °C, follow the GFM/ POH recommended additive to avoid freezing.Some gliders have a small ballast tank in the tail, as well as ballast in the wings. Tail ballast is an effective means to adjust for a CG that is too far forward. It should be used with caution, however, since the position of the tail ballast tank gives it a long arm aft of the empty CG. A careless calculation can lead to too much water in the tail tank and a flying CG that is aft of the limit. Flight Literacy Recommends More than standard – just great The ASW 28 is Schleicher's high performance glider for the FAI-Standard Class with 15m span. Moreover, this glider will be type-certified for cloud flying and semi-aerobatics. The roomy safety cockpit of the ASW 28, designed to latest research results in the field of safety and crashworthiness, offers all modern comforts and ease of operation, even for tall pilots. The rubber-shock-mounted, retractable landing gear using a big 350 x 125 tire and hydraulic disc brake, and with "crush zone" in the steel struts (in case of overload), the adjustable back rest, the upwards hinging instrument panel and the speed trim, are only some of the many available conveniences. The high performance wing airfoil with boundary layer control by means of turbulator holes, combined with an outstanding construction quality, imparts to the ASW 28 flight performances that are superior to those of the former "Racing Class" gliders. Due to the high construction quality of the wing and of the control surface gap sealing it has been possible to build a production wing with a laminar airflow of 85% along the profile underside. The sophisticated control linkage system gives high maneuverability and docile flight characteristics, even in landing approach. The low-drag airfoil of the T-tail (elevator with stabilizer) was developed by the Delft University of Technology. Elevator and rudder are new-technology sandwiches of Aramid fiber / plastics with a hard foam core. All control surface hinges of the wing and of the horizontal tail unit use needle bearings or low-maintenance plastic bearings. The actuating levers and bellcranks are fitted with either ball bearings, precise uniball-joints, or very-low-friction-type, plastic coated sliding bearings. While the desirable feedback from the air loads at the control surfaces can still just be felt at the stick, the hand forces for the pilot are comfortable, – a pre-condition for non-fatiguing flying. to the previous aircraft back to the overview to the next aircraft

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