

# T O S S . U P



## NEWSLETTER

SEPTEMBER 1991 T.O.S.S. P.O. BOX 1955 THOUSAND OAKS, CA. 91360

A.M.A. CHARTERED CLUB # 1493

EDITOR: CHUCK GRISWOLD 1646 LA JOLLA DR THOUSAND OAKS, CA. 91362

### President:

Edgar Weisman  
752 Camino Valles  
Thousand Oaks, Ca. 91360  
(805) 498-8878

### Vice President:

Bob Swet  
2600 Ponderosa Dr. # 15  
Camarillo, CA 93010  
(805) 388 9619

### Secretary:

Mike Leal  
844 Charles St.  
Moorpark, CA 93021  
(805) 529 7535

### Treasurer:

Chuck Griswold  
1646 La Jolla Dr.  
Thousand Oaks, Ca. 91362  
(805) 495 1409

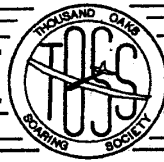
### Club Winches:

Art McNamee (818) 362-2822  
Mike Leal (805) 529-7535  
Myles Moran (818) 882-4687

Code-A-Phone: (805) 497-6367

Next Contest; SUNDAY 10/13/91  
CID: Mike Reagan  
Place: REDWOOD

Next Meeting: Sept 25th 1991  
Place: CAMERON HOUSE  
Map in this issue  
Time: 7:30 p.m.



T.O.S.S. MINUTES  
8/28/91

Old Business  
AMA Delta Darts need to be procured for next contest (Nov. 23 1991)

Alice Allen National park service needs to be contacted about publicity.

Neighbors are happy about glider flying on field  
Our club is doing well in SC squared meets, Mike Reagan is carrying the club.

We need to find a way to cut the weeds at Paramount field. We have permission to do so.

Redwood School field Flying times

C/D's For the Year.

Jan (Sat)	Ralph Morgan
Feb (Sun)	Edgar Weisman
Mar (Sat)	Mike Leal
Apr (Sun)	Myles Moran
May (Sat)	Bob Goldsmith
Jun (Sun)	Chuck Griswold
Jul (Sat)	Terry Koplan
Aug (Sun)	Bob Swet
Sept (Sun)	Art Mc Namee
Oct (Sat/SUN)	Mike Reagan
Nov (Sun)	Eric Hendrickson
Dec (Sat)	Rich Hartman

Sat 8 AM till dark  
Sun 8 AM till dark

After school starts baseball or soccer has right of way

Malibu club will schedule their contests opposite ours. They fly at Peperdine University.

*Mike Leal*

“THE L.S.F. IS ALIVE AND WELL, IF A LITTLE SLOW.”

Quotes from SWSA's POPOFF

Ian Douglas showed the nice plaque he received form L.S.F. upon the completion of his Level V accomplishments. His Level V score sheet was mounted on a nice wooden plaque. It took about nine months to get it but Ian said it was worth the wait. Congratulations Ian. If your L.S.F. correspondence seems to take a long time, well it does. Just be patient and remember that the organization is staffed by volunteers and where else can you get anything for a dollar.

This just in from DUST.

More on L.S.F. —  
The League of Silent Flight has made some changes and promises to handle applications and vouchers more promptly (7 to

14 days). Those of you who applied before and have yet to receive a response please try again.

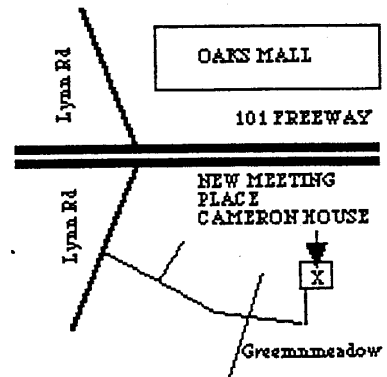
Their new address is:

The League of Silent Flight  
10173 Saint Joe Rd.  
Ft Wayne, IN 46835

When writing to L.S.F. send a self addressed stamped envelope. Non profit and volunteer services like all the time and work saving help you can give them.

*Chuck*

This is the new meeting place. From Lynn Rd. turn left on Greenmeadow go to the end. You can't go any farther. Look for signs indicating the Cammeron House.



PRESIDENTS REPORT

Congratulations to the United States F3B team. Last month our F3B team, competing in Europe did very well but not first place as a team. BUT: First place winner was Joe Wurts and Second place winner was Darrel Perkins Both were flying Mark Allen's Eagle.

The October club meet will be held at Redwood on October 13, 1991, Sunday.

The results of our last club contest are:  
 Mike Regan 2963  
 Art McNamee 2895  
 Don McNamee 2876  
 Ed Weisman 2708  
 Don Nothern 2693  
 Tom Akers 2489  
 B. Goldsmith 2218  
 B. Sutton 1842

The contest schedule for the next month is as follows:

9/29 SC/2 Harbor Soaring Society  
 10/13 TOSS Monthly @ Redwood  
 10/27 SC/2 SWSA

Anyone who needs transportation to the out of town meets should call me, Edgar R. Weisman @ 805-498-8878 and I will arrange it.

See you at the next meeting.

*Ed*

SOUTHERN CALIFORNIA SOARING CLUBS RESULTS OF PSS (SC)2 CONTEST OF 08/18/91 CONTEST DIRECTOR - BEN PATTSUPOID					SOUTHERN CALIFORNIA SOARING CLUBS RESULTS OF PSS (SC)2 CONTEST OF 08/18/91 CONTEST DIRECTOR - BEN PATTSUPOID						
PLACE	NAME	CLUB	CLASS	SCORE	NORMAL	PLACE	NAME	CLUB	CLASS	SCORE	NORMAL
1	EDRICK, KEITH	PSS	EXPERT	2924.2	1000.0	36	HORTON, JEFF	MCS	SPORTSMAN	2384.9	807.3
2	BILLMAN, TODD	ISS	EXPERT	2731.3	998.0	37	CLERT, BEN	MCS	EXPERT	2356.9	798.3
3	REAGAN, RICE	TOSS	EXPERT	2643.3	796.7	38	RODGERS, JOHN	NONE	EXPERT	2291.9	779.8
4	WHEIS, JOE	PSS	EXPERT	2520.0	792.0	39	GARRICK, DON	MCS	SPORTSMAN	2216.1	748.1
5	EDBERG, DON	DUST	EXPERT	2424.2	789.9	40	FUSTER, WILLIAM	MCS	SPORTSMAN	2204.1	746.8
6	JAY, GEORGE	MCS	EXPERT	2322.3	789.2	41	BROOKS, HOEL	PSS	SPORTSMAN	2171.7	733.1
7	NORAN, MYLES	TOSS	EXPERT	2321.0	788.8	42	JIM, STEPHEN	DUST	SPORTSMAN	2134.7	722.6
8	ANDERSON, GARY	TPD	EXPERT	2318.0	787.7	43	PARSONS, JIM	ISS	SPORTSMAN	2131.8	721.6
9	REINHOLD, FRED	PSS	SPORTSMAN	2306.0	784.4	44	BLODGETT, ED	SRWF	SPORTSMAN	2111.0	714.2
10	BARNER, RICH	MCS	EXPERT	2292.9	779.6	45	GABRIEL, PIMA	PSS	SPORTSMAN	1974.9	649.7
11	PATTSUPOID, BEN	PSS	EXPERT	2288.2	777.7	46	HARDY, BOB	MCS	SPORTSMAN	1931.1	640.4
12	NEUMY, BILVE	MCS	EXPERT	2249.2	751.3	47	BLISS, ROBERT	PSS	SPORTSMAN	1912.3	647.2
13	MIDDENBOTHAM, MANC	ISS	EXPERT	2241.9	748.8	48	JULIEN, HERBERT	MCS	SPORTSMAN	1904.2	644.4
14	RICHMONDSON, PETE	MCS	EXPERT	2219.4	744.4	49	KOSMOLAKIS, GEORGE	PSS	SPORTSMAN	1904.2	644.4
15	LEPLA, FRANK	PSS	EXPERT	2215.4	739.9	50	RAYMOND, ZEN	MCS	EXPERT	1843.1	623.8
16	PACKENIE, SCOTT	SRWF	EXPERT	2211.9	738.6	51	GORDON, ALAN	DUST	SPORTSMAN	1837.1	621.9
17	SAGE, FRED	MCC	EXPERT	2211.3	738.3	52	SHORT, HOWARD	S&A	EXPERT	1789.3	603.7
18	LINK, DON	MCS	EXPERT	2212.3	732.0	53	GOODWIN, BRONNE	MCS	SPORTSMAN	1726.2	588.4
19	SAMORONI, HUGO	DUST	EXPERT	2208.4	730.6	54	RATNER, MIKE	PSS	EXPERT	1437.9	486.2
20	WANI QUART, DON	TPD	EXPERT	2200.9	748.1	55	VALDES, AL	TPD	SPORTSMAN	447.2	131.4
21	FARLESS, DAVID	PSS	EXPERT	2198.3	747.2	56	STAIRS, PETER	TOSS	SPORTSMAN	144.0	44.0
22	LACKEY, ROGER	MCS	EXPERT	2198.2	747.2	57	BURKMAN, ROBERT	PSS	SPORTSMAN	0.0	0.0
23	IELL, BRAD	MCC	SPORTSMAN	2179.2	740.8	58	DEVILINE, ED	PSS	SPORTSMAN	0.0	0.0
24	MCNARKE, ART	TOSS	EXPERT	2173.9	739.0						
25	FILLMAN, NORM	MCC	EXPERT	2173.3	738.8						
26	BAGLEY, RICH	ISS	EXPERT	2170.4	737.8						
27	CHRISTAIN, BLAYNE	PSS	EXPERT	2159.9	734.2						
28	WEISMAN, EDGAR	TOSS	EXPERT	2138.1	733.6						
29	BOIS, AL	MCC	EXPERT	2143.7	728.7						
30	SMIT, BOB	TOSS	SPORTSMAN	2134.6	723.7						
31	BUTOVICH, DAVID	PSS	SPORTSMAN	2121.0	718.0						
32	STANE, TOMI	PSS	EXPERT	2114.8	712.2						
33	RIGO, DON	S&A	EXPERT	2089.9	710.3						
34	RODRIGUEZ, JOE	ISS	SPORTSMAN	2063.0	701.4						
35	SMITH, JAMES	NONE	EXPERT	2040.4	700.3						
36	MOENBERG, LOMELL	SRWF	SPORTSMAN	2037.6	699.6						
37	ATHALL, BLAIR	PSS	EXPERT	2037.1	697.7						
38	BOGREVE, PATRICK	PSS	SPORTSMAN	2006.4	682.3						
39	JAY, BRYAN	MCS	SPORTSMAN	2004.4	681.6						
40	DOOLAN, TIM	MCS	EXPERT	2004.2	681.2						
41	GATTI, MARC	PSS	SPORTSMAN	1999.3	679.9						
42	GERMANE, BRIAN	MCS	SPORTSMAN	1991.3	675.2						
43	KAMP, BILL	MCS	SPORTSMAN	1977.7	672.6						
44	CHRISTAIN, ROGER	PSS	SPORTSMAN	1946.4	648.8						
45	BLESSOC, RICH	TPD	EXPERT	1941.9	647.2						
46	ROMANO, TONY	S&A	EXPERT	1935.4	643.0						
47	VALDES, MARCO	TPD	SPORTSMAN	1934.3	642.4						
48	HULLFORD, PHILIP	PSS	SPORTSMAN	1912.2	640.3						
49	VICKERS, DON	S&A	EXPERT	1919.7	639.7						
50	SPITZER, GEORGE	PSS	SPORTSMAN	1924.7	634.4						
51	PETER, MICHAEL	ISS	SPORTSMAN	1912.3	641.2						
52	LONG, DICK	DUST	SPORTSMAN	1910.3	634.4						
53	AKERS, THOMAS	TOSS	SPORTSMAN	1906.6	624.8						
54	MULLEN, WILLIAM	PSS	SPORTSMAN	1912.7	621.2						
55	FRANK, PATRICK	TPD	SPORTSMAN	1886.8	607.9						

August (SC)2 Contest Results

Southern California Soaring Clubs  
RESULTS OF PSS (SC)2 CONTEST OF 08/18/91  
THE RESULT

PSS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS	ISS
102.8	101.3	101.7	101.8	101.3	101.1	101.7	101.5	101.5	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3
101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3
101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3	101.3

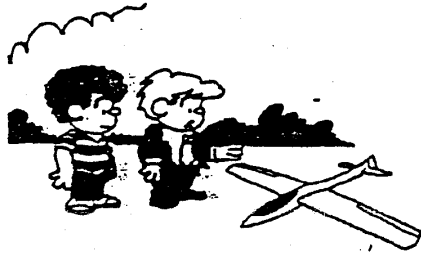
1991 (SC)2 TEAM STANDINGS

MCS = 2737.6  
 PSS = 2648.6  
 ISS = 2648.6  
 TOSS = 2648.6  
 DUST = 2648.6  
 SRWF = 2648.6  
 TPD = 2648.6  
 S&A = 2648.6  
 NONE = 2648.6  
 MCC = 2648.6  
 MNC = 2648.6  
 MCA = 2648.6  
 MCB = 2648.6  
 MCD = 2648.6  
 MCE = 2648.6  
 MCF = 2648.6  
 MCG = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648.6  
 MCO = 2648.6  
 MCP = 2648.6  
 MCQ = 2648.6  
 MCR = 2648.6  
 MCS = 2648.6  
 MCT = 2648.6  
 MCV = 2648.6  
 MCH = 2648.6  
 MCI = 2648.6  
 MCK = 2648.6  
 MCL = 2648.6  
 MCM = 2648.6  
 MCN = 2648

## Are Ailerons Easy?

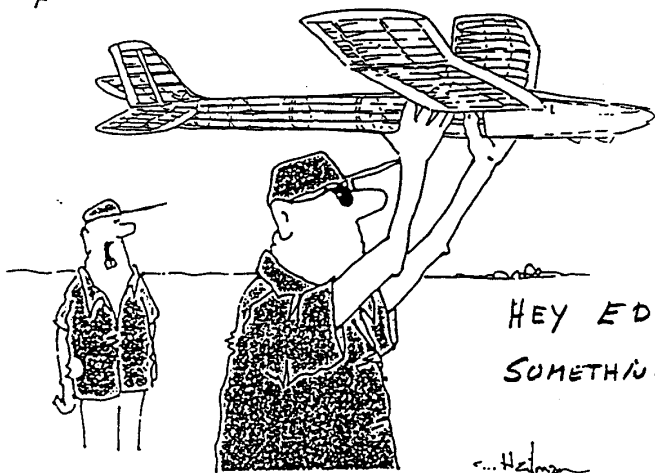
..by Bob McGowan

Not long ago I overheard two beginners discussing this complex question. One reasoned that aileron control must be easier because of the precise and instant response you would have compared to a slow responding, wishy washy, polyhedral ship. The other felt that aileron sailplanes are only for the expert of flyers and that beginner would surely crash. The answer must lie somewhere in between.



Rudder controlled polyhedral type models (multiple dihedral breaks in the wing) must be the easiest to fly, after all, a polyhedral model can free flight without radio or pilot. That's not to say that a gifted beginner could not learn to fly on an aileron ship, it's generally accepted that he'd be better off starting off with a polyhedral design.

So when is the best time to transition from polyhedral to a new high performance aileron ship? That's a tough question. I'll try to pass on some of the observations I've made as they pertain to thermal flying. I'm no expert at slope soaring but I think that most of the general ideas should hold true. First let me point out that when you switch, you will temporarily take a big step backwards in your ability to catch and ride thermals, land accurately, and just generally being able to handle your plane with confidence. It took me about one full season before I felt that I was back to the performance level that I had flying my Paragon. For some, it may take less time, for others it will take much longer. The new breed of aileron sailplanes have the potential for performance will beyond polyhedral designs, but it takes an experienced pilot and practice to capitalize on this potential.



Hoping to place higher in contest isn't the goal of everyone wanting to give ailerons a try. Maybe it's a personal challenge, aerobatics, or just something new to spice up the sport flying sessions. I warned that a performance increase may prove to be elusive but the last thing that I want to do is scare anyone out of trying ailerons. It is not overly hard to fly an aileron ship safely (although sometimes I don't). What I mean is that if you can get your polyhedral ship up and down in a calm, relaxed, under control manor, then you should be able to fly your new aileron ship without crashing. You just won't be able to relax quite as much.

What to expect: Speed is one thing that has to be mastered to fly your new aileron ship. You see, all these high performance planes come complete with a high wing loading and low drag airfoil which means fast. The fact that they turn with aileron control really does not play much of a factor in determining how fast the ship will fly. In addition to the faster flying speeds, you'll need to learn to keep the wings level. It's not like your old polyhedral tricycle that would correct itself when trimmed out well. An aileron ship, no matter how well it is trimmed, will start a turn if you try to fly hands off. This turn will steepen into a spiral dive to death if not corrected. It's sometimes hard to tell what direction you are flying without those big polyhedral tips sticking up for you to see. You have to use your head and remember which way you were going the last time that you could recognize the planes orientation. Launching is not hard but you need to throw the plane somewhat more level to avoid tip stalling and to get air moving across the ailerons where they will respond; it's not like a poly ship you can just loft straight up. Landing has no surprises other than the plane just seems to keep going for ever... leave lots of room. Nice slow thermal turns will require practice and some different techniques from turning with rudder only.

There are two paths you can take on the way to aileron control. You can jump directly from your Gentle Lady or Oly II and have two new things to master at once, speed and ailerons. The other way which makes the transition a little easier is to master speed first by flying a faster polyhedral design like a Cumic or Southwind for awhile. Both ways will work but if you are still a little shaky on your basic soaring skills then you'd probably be better off with the second way.

When selecting your first aileron ship, I'd recommend staying away from the all out F3B designs, they are not just fast, they are very, very, fast. I would also stay away from 2 meter designs because they are super responsive with ailerons, so much that they are squirrely and hard to fly. For thermal soaring, you'd do best with the larger ships like the Falcon 880 or Legend they respond gentler to control commands and their performance will be much better than a small 2 meter size ship.