

EXAMPLE

Stalling Speed Level Flight - 28 mph

	<u>20° Bank</u>	<u>30° Bank</u>	<u>45° Bank</u>	<u>60° Bank</u>
Stall Speeds	28.9	30.1	33.4	39.6
Buffeting Speeds	up to 35 mph	up to 37 mph	up to 39 mph	up to 43 mph
Spiralling Speeds	36-37 mph	38-39 mph	40-41 mph	44-45 mph

Keep in mind that the steeper the spiral is, the higher the minimum sink and stalling speed will be. It is very often necessary to sacrifice slow speed and low sink to remain within the limits of the thermal. This is specifically true in strong, small diameter thermals.

SLIPPING - The 1-26 can be slipped both forward and while turning. Both procedures are normal. Best slipping speed is 45-50 mph.

LANDING

Pattern - It is general procedure to fly a rectangular traffic pattern. Downwind and base legs and approach. Extra air speed is also used depending on wind velocity and gust conditions. It is good practice to add 1 mph of airspeed for each mph of wind.

Spoilers - Approach should always be made high with generous use of spoilers. Spoilers increase sink which in turn makes a steeper and more controllable glide path. They can also be used to lose altitude rapidly at any time during a flight or during tow to take up slack rope or to lower sailplane from a too high position.

Touch down with spoilers - The glide path with spoilers on is quite steep, therefore, it is necessary to flare out 2-5 ft. above the ground at 42-45 mph. Spoilers should also be closed to 1/3 to 1/2 open. If spoilers are not partly closed, it results in a tail first landing. Full spoilers can be used on touchdown if landing speed is increased to 50 mph. **Caution:** Do not flare out too high and drop or stall in.

Touch down without spoilers - is executed by letting sailplane land itself at 42-45 mph. If it is done at a slower speed, it will result in a tail first landing. Use extra care not to ease stick back after touchdown. This will increase angle of attack and the sailplane will become airborne again.

Taxiing after touch down - Even though the sailplane is on the ground, it is very important to fly it to a com-