

Untrimmed force is lower than 1,5 kG. At the end of climb pull the stick to gain the maximum altitude. Optimum airspeed for climb is 100-110 km/h /without ballast/ and 110-120 km/h /with ballast/. Take-off technique with ballast is the same except of passing into climb at 120 km/h airspeed. The trimming is the same. Before releasing by the pilot pull slightly the stick to loosen the cable. The maximum altitude is gained using the self-releasing of hook, when the stick is pulled, then pass into glide. Using the winch of 120 PS engine and 700 m cable length the maximum altitude gained in windless condition is 180-220 m /without water/ and 180-210 m /with water/. The effective take-offs are realized with the long launching cable.

After releasing the rope the handle in cockpit should be pulled several times, than retract the undercarriage.

4.5.3. Stalling

NOTE: The sailplane does not warn before stalling!

The stalling in straight flight takes place with nose high above horizon and considerable elevator up deflection. Before stalling the distinct fuselage oscillations appear as well as the oscillation of airspeed indicator hint, when the airspeed drops down to about 68 km/h /light pilot without ballast/ or 85 km/h /heavy pilot with ballast/.

In the same time the oscillation range decreases to about 10 km/h. During dropping of sailplane the lateral balance can be retained. Recovery by releasing of stick is sure and easy.

The stalling in circling appears as a tendency for diminishing the circling radius and is accompanied with the airspeed indicator hint oscillations.

In 30° banked turn the stalling airspeed is about 78 km/h /light pilot without ballast/ or about 88 km/h /heavy pilot with ballast/.

During dropping down the lateral balance can be retained. Recovery without troubles. The height loss in stalling at turn with water ballast exceeds 50 m.

- 4.5.4. Spinning /For the front limit and rear limit c.g. location the spinning is unsteady/. Performing of spinning is allowed without water ballast only. For the front c.g. location /pilot of 110 kg mass/ special equipment in the instrument panel of 4 kg mass /the spinning is prohibited.

Recommended aileron deflection in spinning:

for light pilot - opposite to the rotation /deflection favours the longitudinal oscillation damping/

for average pilot - no aileron deflection

for heavy pilot - in accord to rotation /deflection helps to perform spinning/.

In most cases the spinning is associated with longitudinal oscillations of 1 ½ turn cycle. For the light pilot the tendency for "flat-sweeping" appears and the airspeed indication drop down for a moment to zero. For recovering the aileron should be deflected opposite to rotation to accelerate the brake of rotation. In all cases the recovery from the "steep" phase /associated with oscillations/ appears with the delay lower than ½ turn.

- 2 | The height loss during recovery manoeuvre is of about 100 m. For lazy recovery action it may exceed 100 m.