HEDGEHOPPER, Continued

your AMA number on your wing, while a specially made rubber stamp and ink pad is the best way of putting on your name and address. Both of these items can be obtained at an office supply store. If you build several identical gliders, identify each one also with an individual number to prevent confusion and the possibility of picking up the wrong glider for an official flight at a contest.

Adjusting and Flying. When it comes to flying, there is no one adjustment or launching technique which is best for everyone. Whether you fly in windy weather or calm weather, how hard you can throw, and whether you can throw a glider up at a high angle rather than straight out are some of the factors that will determine the particular launching pattern best for you. In general, the higher the angle of ascent at which you can throw your glider up and still develop a powerful throw, the more altitude you will get on your launches. Following are some adjustments I use, throwing right-handed. If you are left-handed, reverse everything.

The most common and easily adjusted pattern is to launch the glider in a moderate right bank at a moderate angle of ascent. As the glider goes up, the climb becomes steeper, the right bank gradually fades into a left bank, until near the top of the climb the glider does a complete roll to the left and levels off into a left glide circle. Start your adjusting by concentrating on the glide pattern, using only rudder adjustment to get a left glide circle of approximately 75-ft diameter. At the same time keep the glide as slow and flat as possible without any traces of stalling by bending the rear of the stab up or down as required. When adjusting the stab always bend the left side up only and the right side down only.

When the glide is okay, work on the climb and transition. Bending the rear of the stab up on the left side and down an equal amount on the right side will help produce the roll to the left with a smooth transition into the glide at the top of the climb. If, after using the stab adjustment, your glider has a tendency to hang on its back instead of rolling out at the top of the climb, this is probably due to misaligned wing panels and can be corrected by bending down the right side of the wing. But go about this carefully and use it only as a last resort. Conversely, if your glider rolls to the left too much during the climb, bend down the rear of the left wing.

As stated before, the glider should have been balanced at 50% of the wing chord as this position gives quicker recovery from rolls and is more stable in rough air. However, if your glider tends to gyrate all over the sky during the launch and to stall badly at the top of the climb, move the C.G. back 3/16" to the 55% position.

At contests, picking the right time to fly is just as important as having a good airplane. Because Hedgehopper needs very little lift to keep it up, I like to fly early when the thermal activity is just beginning. Although the thermals aren’t as strong at this time, they are lower to the ground, more prevalent, and easier to catch with a hand launched glider than they are later in the day. Another advantage of flying early is that the wind is usually calmer which means less chasing and less chance of losing an airplane.

By flying “early” I mean as soon as the ground and the air next to it have warmed up. On a bright, clear day in late spring or early summer this would mean about 9 A.M. If it is cloudy, or has rained the night before, or there is a heavy dew on the grass, it may be considerably later than this before any thermal activity starts. And don’t forget that later in the summer the sun comes up later and is not as strong, so it may be almost noon or after when the thermals start developing.

If weather conditions are such that only weak thermals are likely to be found, tighten up the glide circle of your glider so that it won’t wander out of any lift it does find. If the thermals are expected to be strong and violent, open up the glide circle to reduce the possibility of your glider spinning in.

I have never used a dethermalizer on Hedgehopper and there are several reasons why. It is designed to be very clean and light, and it detracts from both of these goals. It is also meant for quick construction and is therefore considered expendable, although I rarely ever lose one.

There are two ways to reduce the chances of your losing a glider. One way is to fly early while it is still cool, and when most of the weak ground thermals will peter out after three or four minutes. The other way is to carry a pair of 7 x 35 binoculars. (Ten-power binoculars are too hard to hold steadily.) Because hand launched gliders are so light, they usually spin, stall, or otherwise get bounced out of a strong thermal before reaching any cloud levels. And with the binoculars you’ll be able to follow the glider down when you would otherwise have lost sight of it.

A good illustration of this was during a contest last year where, with the help of my binoculars, I was able to retrieve on foot a flight out of over 15 minutes.

Naturally, you should do all your testing and adjusting in the evenings well in advance of any contest. But, of course, this is a good rule—dethermalizer or no thermalizer. Happy Hedgehopping!

Success
(Continued from page 32)

company, was established in 1946. The founders, Al Davenport, a newly discharged Navy lieutenant, and Adrian Chalfant who had worked at Radiation Laboratories and at Oak Ridge on atomic energy projects, had been junior school friends in Ontario, California, a Los Angeles suburb. Their business began in a back-of-the-house garage. In the daytime Davenport sold brushing lacquers and specialty finishes

R. R. LARSEN & CO., INC.
P.O. BOX 23
WESTPORT, CONN.

SPECIFICATIONS: length, 30"; maximum width, 7"; overall height, 46"; sail area: main, 15.3" x 33.8"=520; jib, 10.9" x 29.2" = 150 sq."