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REPORT ABOUT MY FLIGHTS WITH THE "ARUBA"

One week before the European champs. I recieved the latest version of the new "aruba". After 3 hours of testing, I decided not to fly the glider in the EC. Instead I used my "old" VT 130.

Here is my reasons for my decision.

First the positive sides. The glider is very easy to start. Both high and low winds are no problem.

Quality of manufacture looks good.

The glider has quite good handling, very easy to turn. I noticed the special arrangements made on the brake lines. Time was too short to investigate those fully.

BACKGROUND

Before I go on with my evaluation of the glider I must say that I only have about 3 hours on it, and I rely mostly on my experience of "feeling" a glider.

I now have about 1500 flights, and more than 700 hours in the air. I have flown most gliders currently on the marked.

PROBLEMS

My first impression of the glider, was that it was not developed enough.

The biggest problem was the speedsystem, witch I felt was much to sensitive in full speed position. The problem just got bigger when i used the trimmers.

In a way, when one side collapsed (with speed) , the other one tended to follow.

Speed is very important now, and a speedsystem has to work flawless, if a glider shall be competitive.

I think the raisers must have been special made. I did not like the way the C and D raisers vere made. The system looked fragile. You have the sketches. Check it out!

The ARUBA has only four main lines each side. these cascade into 2 lines into the sail. It gives only 8 attachment points on each side. I feel this is too little as the glider felt "hard" in turbulence. I compare it with the VT witch has 16 points, the VT is one of the "smoothest" gliders i have flown.

It is my opinion that the ARUBA could use more attachment points in the sail. I think that it would be more "soft" in thermals, and the sail would be cleaner.

Another benefit is possibly more tension across the vingspan, and thus making the glider more stable in turbulence. (The high angle between the cascadelines pulls the glider together)

This is a theory I have developed, but I have not had the possibility to change the canopies, and lines, thus only a theory.

STABILITY

If a glider is to be competitive, the pilot has to " feel good" flying it.

It is okay if a glider is "a bit touchy" if it is predictable in flight.

When I fly I like to rely on my glider, and this I had trouble finding in the ARUBA.

In fact, I found the glider a bit curious as it dit not alarm me of incoming collapses.

At one occasion it collapsed one side when I was totally inprepard, and I nearly hit the ground.

Collapses are not very big or hard to open, the problem is feeling when a collapse is close.

The reason for this, (I am not quite sure !) I think can be a badly positioned center of gravity compared to center of pressure.

The canopy might be unstable in the pitch- axis. (Canopy itself)

PERFORMANCE

Performance is good, although not exceptional

Overall performance of my VT is better than the ARUBA.

CONCLUSION

I think the ARUBA can become a good high performance glider.

I do not think the ARUBA can be a success as a competition glider as performance is to low.

Again I must say that the low airtime I have on the glider, makes this report based much on "feelings", not hard facts.

My advice is :

If you really want to develop a "hot" glider, it is to bad not looking toward the VT.

The VT performed beautifully in the EC, and flies head to head with anything out there.

And the VT has the "looks" on its side. Very estetic in flight.

This is a factor that can decide if a customer buys a glider or not.

A FEW WORDS ABOUT MY VT

I now fly the latest version of the VT (94 mod)

I have done so many modifications on it, that I shall only describe it briefly.

The main change is the all new raiser system..

My VT flies about 43 km/h indicated on max. speed. I measured the ARUBA to 40 km/h.

(Flytec 3030)

In fact my VT is slightly faster than the RAINBOWS with thin lines.

The raisersystem allows for both positive and negative adjustment of the angle of attack.

In the positive position the steering pressure is by far the lightest in the business.

I had some deep stall problems in this position. By reducing trimmer input, the problems are now solved.

In the negative position speed is higher , and so is steeringpressure

This is the best L/D position.

The speed system has my "locking device" witch makes the stirrup easy to hold.

Best of all, the entire system works perfect in turbulent conditions.

I just step on the "gas" and off goes faster than many other HP gliders.

The other major change is making entirely new brakelines.

I use half the original number of lines, and the flap is much "cleaner" and effective.

This has improved handling.

The latest thing I have done on it is experimenting with my "anti spin" device

It works in the same way as slots do on airplanes. Helping air to flow at high AOA

When I pull deeply on the brakes, the outer LE is lowered to help airflow over the tip.

It also seem to improve handling, as lift on the innerwing is reduced, thus banking the glider more easily.

My tests on it is promising. (from straight ahead flight, I can not stall the tips before the center.)

As you are sure to know, I "love" my VT

Since last year I have flown nearly 250 hours on 2 VT gliders.

I have not found any "nasty habbits"

My VT, as it is now is actually very forgiving in the air .

Plain and simple : I feel very good and safe when flying my VT

I am sure that with a few changes to the canopy it could become "a winner "

Please contact me or Leif if you are interested in exact datas or other things.
I would be pleased to work on new gliders, cooperating with you.

Best Regards

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