

THE BIG SHORTY



Perfex: forgiving single surface glider with 16,2 square meters surface

Whilst other gliders always have to be transported on the car rack, the 1,95 m short pack Perfex is small enough to be stowed inside most cars.

An advantage that certainly has more importance than the possibility of carrying the 23 kg glider up into the mountains in the age of the paraglider.

Rapid rigging of the personal airframe is made possible by a construction system that is clearly marked.

When rigging up from the middle pack measurements of 3,70 m, this involves only a few additional minutes in comparison to a standard long pack glider.

Once the tubes have been put together, everything else is just like every glider. However, when rigging up from 1,95 m, the sail must be drawn over the airframe each time being simply pulled from rear to front over the leading edge tubes and the nose plate. All tube ends and fittings are rounded so as not to damage the sail.

The bajonett connections of the control bar corners click

neatly into place. The king post is inserted into the keel tube and the leading edge tubes of the 16,2 m² surface are spread apart so that the battens can be inserted. The two longest battens on each side have to be joined together first from two pieces if the Perfex has been packed down short. Three sail battens on each wing are hung up on lufflines. In addition, the innermost batten on each side has been hung up to the upper rear rigging wire.

The cross bar swims on a short piece of wire swaging and can move several centimeters sideways left and

right. This wire swaging is hooked onto the keel tube and the keel fixed in addition to the sail by means of a webbing loop.

The nose cone gives the Perfex a professional appearance and can be omitted when the glider is used on the practice hill, since from aerodynamic aspect the nose is closed by the large nose plate.

Start

The 23 kg glider sits statically neutral on the shoulders, the Aerosafe uprights with rubber trailing edge provide the pilot with excellent grip.

Launch characteristics are forgivable as expected. Characteristic are excellent tracking and low lift-off speed.

Flight characteristics

The Perfex proves to be a forgivable beginners glider in all flight situations.

When turning in thermals the flight characteristics are completely neutral.

Only when flying tight spirals, for example to kill height, does one feel the glider's urge to right itself. Especially by provoked side slipping, the Perfex straightens up unhesitatingly. Thus allowing the unpractised pilot to keep the glider under control in difficult situations.

Roll control is constant and almost immediate.

The Perfex is not and should not be seen as a high performance glider. In spite of this I found it's performance around minimum sink speed impressive.

Pulling the bar in, the glide ratio is what one would expect from a single surface glider with a typically low aspect ratio.

With my relatively light weight for the large surface area, I was able to accelerate the Perfex up to 75 km/h. Pilots at the upper end of the certified weight-range should be able to fly somewhat faster.

The dacron silcloth (160g/m²) begins to flutter over 70 km/h especially towards the wing tips - that is however tolerable for this class of glider and does not impair the flight characteristics - and this speed range is of little interest anyway.

Bar pressure is very progressive, from being typically



Pronounced back-sweep characterises the Perfex silhouette. Ingenious details: The lower rear rigging wires are hung into the keel tube and secured with a bolt; the innermost battens on each side of the sail are hung up to the top rigging wire. Broad nose plate and rapid release king post hang strap. Light-weight and functional: Control-bar corner, rapid connection

light at low speeds to strong at the top end, with little noticeable yaw.

It requires little effort to stall the glider - it becomes clearly mushy but remains easily controllable.

Landing

With the Perfex it is no problem whatsoever to make a controlled landing even in turbulent conditions.

The ground effect is minimal. Thanks to the top of the A-frame being positioned relatively far back on the keel tube, flaring is made very effective.

Conclusion

Finsterwalder has achieved a single surface glider for middle weight to heavy pilots, with flight characteristics that fulfill all wishes for the novice pilot.

For pleasure pilots this glider also provides an uncomplicated alternative with good glider performance at minimum trim speed.

Attention to detail, clean finishing, expensive perunal raw material and the short pack potential of 1,95 meters make a price of 2680,- Euro justifiable.

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