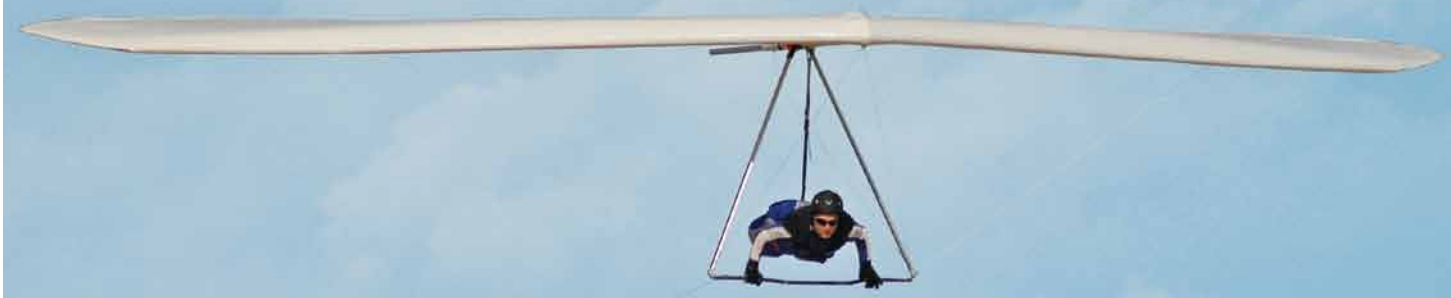
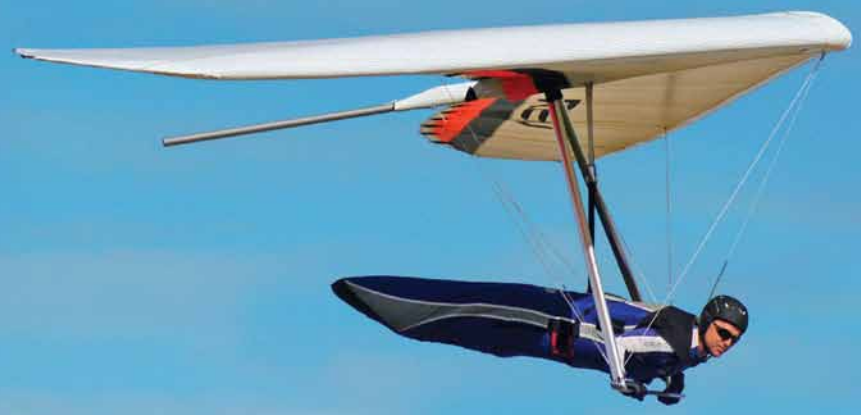
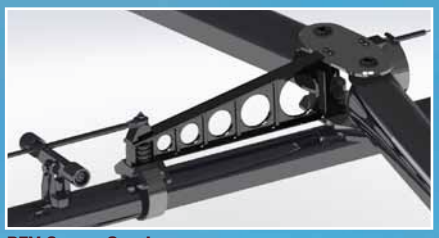
REV

CAMBER CONTROL SYSTEM



Airborne's latest competition class glider has a super clean airfoil which features our new Camber Control System (CCS). The CCS is activated as the VG approaches the full on setting to enable precise airfoil shape at speed. The Rev climbs faster, glides faster and is lighter than the C4.





REV Centre Section

Crossbar leading edge junction with sprog adjuster

Aerodynamic underside

Keel pocket area unzipped for inspection

Cross bar junction

Downtube / base fitting

The first time you see a Rev, you'll notice some obvious changes from the C4. The planform has a slightly deeper mid-span chord, the tip wands exit the leading edge with a more tangential sweep and the percentage of double surface is greater. When you look at the sail you'll see it's cleaner than ever. With the VG on it is twang tight and wrinkle free. The top surface layout is the now the common 'rim & fill' style with load bearing heavier cloths used where needed. Lighter, more flexible laminates 'fill' in the remainder allowing minor stretching to make the skin slick and tight. The under surface carries much more tension than previous wings, but still allows for blow-down outboard optimise the airfoil for higher speeds. The sail also includes as standard, a fairing for the pullback hardware. After you tension the crossbars you can just pull the zip and the rear keel hardware is enclosed as an extension to the keel pocket. Looking inside the sail you'll see the engine room of the wing. The Camber Control System (CCS) is the most obvious change with a tensioning system used to control the airfoil from distorting upwards at high speeds. The CCS is activated when the VG approaches the full on setting and maintains a precise airfoil shape. The control of the airfoil results in a reduction in profile drag. The distortion of the upper surface at high speeds has been well documented on other gliders and the drag penalty is obvious. In combination with the new airfoil section, with increased double surface and improved pitch characteristics, the Rev gives the pilot smooth positive pitch feedback throughout an extremely wide speed range.

In flight You will be impressed and probably surprised to hear the Rev has even tamer and more obedient handling characteristics than its forerunner. The transition from minimum sink to stall is longer and the stall is indicated well before arrival. The Rev has a superior climb rate and when on fast glide you are still able to feel lift.

How is it to tow? There is little to say about towing the Rev other than it is 'on rails' and well mannered. It tracks 'in-line' as good as anything perhaps as a function of its predictable and very docile handling.

Arrange a test flight and see for yourself..

REV SPECIFICATIONS

REV	13.5		14.5	
	metric	imperial	metric	imperial
Sail area	13.43sqm	144sq ft	14.45sqm	156sq ft
Wing span	10.040m	32.9ft	10.64m	34.9ft
Aspect ratio		7.5		7.8
Nose angle		126-131º		126-131º
Double surfacew		95%		95%
Batens		24+6		24+6
Glider weight	33kg	72lb	35kg	77lb
Packed length	5.0m	16.4ft	5.3m	17.4ft
Short packed	3.9m	12.8ft	4.2m	13.77ft
Rec. pilot hook in weight	70-105kg	154-231lb	85-120kg	187-264lb
VNE (max velocity)	90km/h	55mph	90km/h	55mph
VA (max rough air velocity)	74km/h	46mpg	74km/h	46mpg
VD (max steady state velocity)	125km/h	78mph	125km/h	78mph

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