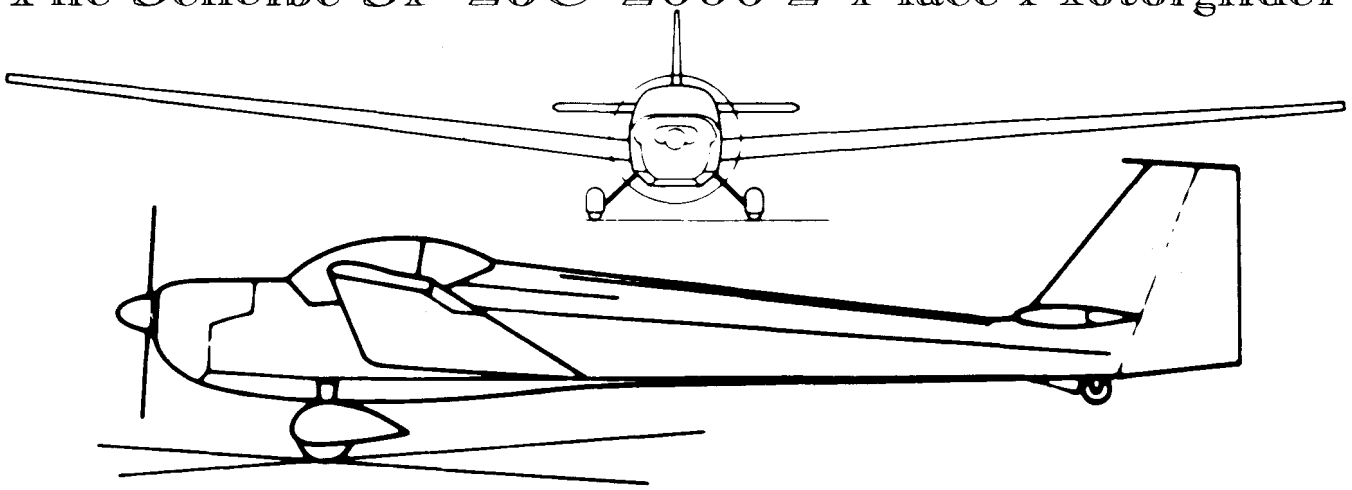
The Scheibe SF 25C-2000 2-Place Motorglider



Scheibe Flugzeubau has produced over 1,500 Falke model motorgliders which are in use daily by 25 soaring schools all over Europe. This 15 meter ship is available with a single wheel and wing outrigger wheels; as a two wheel tail dragger or in tricycle landing gear configuration. Mixed construction of wood and tubular steel provides a light strong structure and ease of repair. A folding wing version is available as an option. The 90 hp (Limbach) 4-cyclinder version called the C-2000 has an empty weight of 925 lbs. At a gross takeoff weight of 1,430 lbs it gets airborne in 330 ft and climbs out at over 600 fpm. Max speed is 118 mph with a cruise of 106 mph. L/D is 24:1. The basic ship comes well equipped with ASI, Altimeter, Vario, Tach, hourmeter, all engine instruments, upholstered cockpit and a 2-color paint job. Contact: Scheibe Flugzeugbau 8060 Dachau, August-Pfaltz-Strasse 23 Postfatch 1829, Germany. FAX: 011-49-8131-6985. Delivery is 4 mos. ARO. Price range: 105-125,000DM.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

JANUARY ~ FEBRUARY 1993

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The GPS Jungle...

Will the use of Global Positioning System (GPS) technology be permitted in soaring competition events? In soaring record flights? Is a GPS worth the money ($1000 and up)? Will the use of a GPS cause the Pilot to not rely on dead reckoning and visual means for aerial navigation?

These and other questions are passing through the minds of many sailplane pilots today and SSA has the subject under study as does FAI. Let's face it, the portable GPS systems on the market were not designed for a sailplane's cramped cockpit. Yes they are small but consider the following if you think you may be in the market:

1. Do you want to scroll or punch many small keys?

2. Is the LCD readout large enough to read at a glance?

3. Is a separate unit preferred over a system buried in the latest soaring computer?

4. List your real advantages for pleasure soaring, competition and record attempts.

5. Where and how are you going to mount or place this unit in the cockpit or on your person in case of bailout.

6. Is the internal power supply adequate for at least a five hour flight?

7. Is the antenna integral to the unit and can it be located at a remote position for better visibility of satellites?

8. Will the addition of GPS to your cockpit instruments scan hinder safety? Today's modern sailplane cockpit contains a lot to look at.

To answer these questions you may want to write the four major companies that make these doo-dads for a brochure, price and nearest dealer.

Garmin Communications
9875 Widmer Rd.
Lexexa, KS 66215
1-800-800-1020

Sony Corp. of America
Sony Dr.
Park Ridge, NJ 07656
201-930-1000

Magellan Systems Corp.
960 Overland Court
San Dimas, CA 91773
714-394-5000

Trimble Navigation
2105 Donley Dr.
Austin, TX 78758
1-800-767-8628

SLSPA Sailplane Fleet Profile...

This profile is structured by type of ship:

SLT: A self-launcher with retractable engine that has the capability to taxi.
SLN: A self-launcher with a retractable engine that cannot taxi.
TSN: A sustainer engine ship.
MG: A fixed engine motorglider.

SLT Type:	**USA**	**Foreign**	**Total**
	(Pilots average age - 51)		
Stemme S-10	1	-	1
Caproni A21	1	-	1
Grob 103SL	1	1	2
Solitaire	1	-	1
DG-500	1	-	1
DG-400	27	5	32
PIK 20/30E	16	2	18
SF-27M	1	-	1
Totals	*49*	*8*	*57*
SLN Type:	(Pilots average age - 55)		
Ventus CM	8	1	9
DG-600M	3	2	5
Nimbus 3DM	3	2	5
AWS 24E	3	-	1
AWS 22BE	1	-	1
Totals	*18*	*5*	*23*
TSN Type:	(Pilots average age - 48)		
Ventus CT/BT	4	1	5
Nimbus 3T	2	-	2
ASH 25E	1	-	1
Totals	*7*	*1*	*8*
MG Type:	(Pilots average age - 59)		
Grob 109	11	1	12
Tiafun 17E	5	-	5
Dimona	-	1	1
RF-5B	3	-	3
Scheibe SF28A	1	-	1
Totals	*20*	*2*	*22*
Grand Totals	***94***	***16***	***110***

Competition Flying:

Twenty-one (21) U. S. pilots have entered competitive events in the past 3 years flying the following ships: 5-Ventus CM, 2-Ventus BT, 7-DG-400, 2-Nimbus 3DM, 2-nimbus 3T, 1-PIK-30, 1-PIK-20E, 1-DG-500. The average age of this group of pilots is 56. Ten of these ships could taxi and self-launch. Nine others could self-launch but not taxi and the two sustainer engine ships required a tow.

Thinking of Buying a Powered Sailplane?

Factory deliveries indicate the self-launching ships are being favored over the sustainer engine models. Nimbus 3T, 4T, Ventus B/C T, Discus T, and ASH 25E are the only sustainer engine models available. The lower powered self-launching models available are the Ventus CM, DG-600M and ASW-24E. Single-place models with at least 40 hp for self-launch include the DG-400, DG-800, PIK-30, Discus BM and ASW 22BE. The new NIMBUS 4 also has the capability to self-launch but the hp of the engine is not known at this writing. Most dual place ships (Nimbus 3DM, DG-500, Janus CM) have 60+ hp Rotax engines. The Stemme has 93hp 4-cycle engine. The forthcoming ASW-26E power plant type and output has not yet been announced. Resale values of high performance self-launching ships should remain good while the sales of used sustainers appear to be soft.

Factory Reports...

Glaser-Dirks Info Letter dated December 1992:

1. Maiden Flight of production DG-800 scheduled for Feb. 1993. Load tests on wing now in progress.

2. New Models:

DG-800B: Water cooled engine remains in fuselage while engine running. Will fly late 1993. Mainly for noise sensitive countries such and Austria, Switzerland.

DG-800S: A pure sailplane with new 800 wing and horiz. tailplane mounted on a modified 600 fuse. Winglets for 15M + 18M tips. 45 and 50:1 L/D expected. Prototype to participate in World Championships in Sweden...1993. Offered to qualified pilots at a special price for competition in World Champs.

DG-800C: If enough demand will offer this ship with 800 wings and DG-600 fuselage with Rotax 275 engine (26hp). No steerable tailwheel. Prototype to fly in 1993.

3. Swiss Pilots set World Records flying DG-600M:

Beat Bunzli .....750km Goal

Walter Spychiger .....1,016km free distance with 3 turn points.

AOPA PILOT Article on DG-500M

The January 1993 issue of AOPA PILOT has a feature article o Tupper Robinson's DG-500. Oliver Dyer-Bennet and Tupper flew the bird for AOPA's professional photographer out of Livermore Airport (CA) and the writer took his flights with Oliver out of Calistoga (CA). The photography is the best and the writing is excellent. Oliver advises there are 10 DG-500s on order for the USA. Like the DG-400, this promises to be another "starship" for Glaser-Dirks.

Karl Abhau prepares to test fly his new Grob 103 SL at the factory in Germany,

PIK-20E Turbulator Experience?

SLSPA member Bob Moore wonders if any PIK-20E pilot has any experience with turbulators (zig-zag type or Dick Johnson dimpled type) on the wings or horizontal stab surfaces. What results can be expected? Was performance improved? Best location? Please contact Bob Moore Route 1 Box 5238, Richland, WA 99352 509-967-3773.

Rotax 505 Engine Overhaul Update...

As most DG-400 owners know, there is a requirement to overhaul the 505 engine after 300 hours or 6 years service. To our knowledge possibly only two engines are now over 100 hours in the US Fleet. Glaser-Dirks TN 826/26 sheds some light on what might happen when Rotax Tech. Bulletin 505/07 is issued. First, the 6 years service applies to engine serial nos. 3.332.888 and up. Older engines will be governed by what is termed "trasitional regulations"...whatever that means. Several pilots have contacted Glaser-Dirks for more details and SLSPA has no info on whether this will apply to the Rotax 501 in PIK-20/30E sailplanes. A muddy situation at best.

SLSPA has been in contact with Bob Marshall, the US distributor for Rotax parts and he has requested that Rotax designate at least two US authorized overhaul facilities from among the 6 different authorized Rotax repair shops in the US now serving the Rotax engine ultralight market.

The extent of the overhaul is not known for older engines. Normally a static test run-in on a dyno is required while measuring temperatures and output after a major overhaul. The actual work is not excessive as this is a simple engine to take apart. More info to follow as soon as available.

Replacement of Electronic Boxes on Rotax 505...

Glaser-Dirks TN 826/27 covers the mounting hardware requirements to convert to Ducati Electronic boxes as specified in Rotax T. B. 505-06. Some modification of the lower engine mounting plate is necessary. The mounting plate for the old electronic boxes and the prop brake lever must be modified or you can order a new mounting plate and rop brake lever. Approximate cost of the kit with all new materials is $240. Five drawings come with this TN to provide all mounting details. The total all up cost of the hardware and the Ducati boxes plus wiring and new plugs will be about $1,090. Further info will be provided on the actual installation procedures, problems, etc.

Powered Sailplanes Can Compete in 1993-4 F.A.I. Contests...

The SSA Executive Committee has adopted an SLSPA Board of Directors resolution to permit powered sailplanes to compete in F.A.I. Classes at Regional Contests and Sports Class National Contests in 1993 and 1994.

For 1993 a tow will be required for all powered sailplanes. For 1994, the SLSPA Rules Committee is responsible for working with the SSA Rules Committee to permit self-launching as a pilot's option. A 5-man SLSPA Rules Committee will be designated at the SSA Convention in Seattle. This committee will represent the SLSPA in all matters regarding competition events including rules development, safety and sound operating procedures in contest flying. The designees of this committee will be published in the next newsletter.

Ventus Owners Take Note

Ventus Elevator Control Rod Corrosion...

SLSPA has been advised that there is a Schempp-Hirth Tech. Note out on inspecting this vertical rod for corrosion and rust at the bottom where moisture can accumulate if not sealed properly. Replacement of the rod is also specified after testing. All Ventus owners should have this T.N. If not, contact the factory

SLSPA's Activities in 1992

Total Newsletters printed including reprints...3,000

The newsletter master files contain 29 Newsletters published since May 1988. Each newsletter initial printing is 350 with 100 reprints made from time to time. Each new member gets 10 newsletters and can order back copies at 85 cents each.

In addition to sales of newsletter reprints. SLSPA has available copies of all Rotax Engine Repair and Parts Manuals plus Tech Notes and Bulletins. Also available are copies of the Safety Survey conducted in 1990; a 12-page booklet titled "FAA Advisory Circular AC-61-94 Pilot Transition Course for Self-launching or Powered Sailplanes (Motorgliders)". A Newsletter Index is published about 3 times per year. A 24-page booklet is also available titled "The DG-400, A Pilot's Introduction and Orientation".

Newsletters are produced using word processor software and then keyboarded by typesetter Chris Olesen into a MAC using desktop publishing software. The new newsletter format began with the Jul-Aug 92 issue and permits more copy to be published in a smaller space. Printing is done by Silver State Printing in Minden, NV. A Pitney Bowes postal meter is used for mailing. Average time required to publish and mail one newsletter issue is 20-30 man hours.

Subject data for the newsletter is gleaned from the airframe and engine factories, submitted by individual members and compiled from other sources such as Sailplane and Gliding (England), Volo a Vela (Italy), AOPA Pilot, Air Sports International (FAI), West Wind (PASCO), etc.

SLSPA always needs input from its membership. If you have had an interesting flight, maintenance problem, or have a safety note to pass on, *PLEASE* let us know. Photos are particularly welcome.

In 1992, 82 new members joined SLSPA. Our annual attrition rate is about 30 members with 150 renewals each year. The new member profile is worth mentioning:

Averages:	
Age	48
Power Hours	2,000
Sailplane Hours	355
Powered Sailplane Hours	40

SLSPA, Inc. 1992 Financial Statement

Income: Dues, Publications Sales and Donations...$4,969.71

Expenses:

Office Supplies/Telephone/FAX/Bank Charges	$697.87
Fees/Dues/Subscriptions	180.00
Postage	1,380.45
Printing	2,169.59
Travel (SSA Convention, LEAF Rotax Seminar, PASCO Safety Conference)	1,530.50
Total Expenses:	**$5,958.41**

Beginning Bank Balance 01-01-92	$2,975.72
Income	4,969.71
Expenses	5,958.41
Ending Bank Balance 12-31-92	**$1,987.02**

Assets	$1,987.02
Liabilities	0,000.00
Net Worth	**$1,987.02**