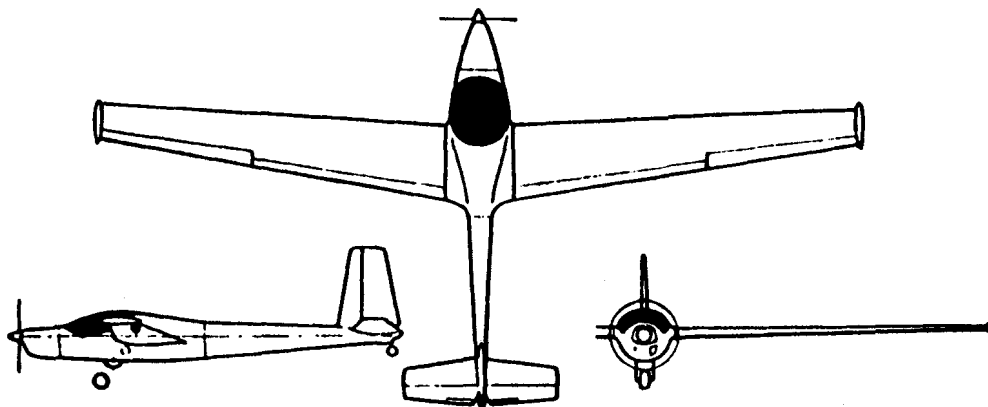


# Vivat L-13 2-Place Self-Launching Sailplane

## L 13 SEH



The L-13 is manufactured by Aerotechnik of Czechoslovakia. The U.S. and Canadian distributor is Morovia, Inc. with offices in Wichita, Kansas and headquarters in Thunderbay, Ontario, Canada. Over 130 are flying worldwide at this time. An all-metal ship, the Vivat is offered with a 4-stroke Limbach engine (65hp) or the Aerotechnik Mikron III 4-cylinder in-line inverted engine, also 65 hp. A Hoffman 63" 3-position feathering prop is standard. The 17 meter span L-13 has an FAA Airworthiness Certificate in compliance with FAR-23 Utility Category. Specifications include: Empty/Maximum weights - 1,102lbs/ 1,587lbs; Useful load - 465lbs; Fuel capacity - 13.2 gal; Stall/Max speeds - 30kts/100kts; Best glide ratio - 25:1 @ 53kts. Takeoff run - 697' (paved); Rate of Climb - 490fpm. Base price (less taxes and duties) F.O.B. Wichita Kansas is \$75,000.

## Self-Launching Sailplane Pilot's Assn. NEWSLETTER

JANUARY~FEBUARY 1994

Published Bi-Monthly by SLSPA, Inc • Pete Williams, President and Editor • Bruce Templeton, Vice President • Issue #36 Vol. VI

### Rotax Parts Service and Engine Overhaul Update...

Following is a digest of a recent FAX from Josef Furlinger of Rotax/Austria factory:

1. Kodiak Research, Ltd, 913 Kal Lake Rd. Vernon, B.C. V1T 6V4 Canada, Tel. 604-542-4151 FAX: 604-549-7111 is the North American Parts Distributor for Rotax aircraft engines. According to the factory, a minimum stock of fast moving parts, for motorglider engines, will be stocked at Vernon.

2. Ignition parts for sailplane engines are NOT the same as those used for Rotax-Powered snowmobiles, jet boats or ultralight aircraft.

3. Any owner of a Rotax-powered sailplane in Aircraft-On-Ground (AOG) status for lack of an engine part/s should forward an immediate "AOG" part order via Vernon distributor. Rotax/Austria WILL NOT ACCEPT factory-direct parts orders.

*Ed. Note:* Mr. Furlinger asked for a list of all SLSPA members with Rotax-powered sailplanes in the US and Canada. SLSPA has sent this list. **US and Canadian members flying with a Rotax will find a postcard enclosed in this newsletter requesting specific airframe engine data. Please return ASAP so our database will be more complete.** This response from the factory was generated by a letter from SLSPA to Austria requesting specific actions to improve engine parts service.

SLSPA is not in the parts business, but desires to improve service to its members. Please feel free to copy SLSPA on any parts problems you are having. This will help us determine if the situation is improving. The recurring parts problems are primarily ignition parts. It is hoped Rotax/Canada will, at a minimum, be required to stock the following:

One (1) complete set of ignition parts including the magneto generator parts listed on pages 19, 20, 21 of Parts List 744 (505 and 505A engines) [To include 4 Ducati Ignition Boxes].

One (1) complete set of ignition parts for contact breaker ignition system as listed on pages 10, 11, 12, of Parts List 306 (501 engines).

Pilots desiring copies of the above Parts Manuals send \$2.50/ manual.

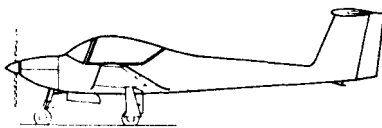
### First Powered Flight of ASH-26E...

According to Peter Selinger of Stuttgart, Germany, the Wankel-powered ASH-26E made its maiden powered flight on October 18, 1993. Flights are continuing with "great success" Peter reports. Rumor has it that there is a good possibility the 26E will be on display at the Chicago SSA Convention.

## FOR SALE:

### Taifun 17E

One owner 2-place retractable. 80hp. Three position prop. Narco NavCom. Always hangared. Folding wings TTAF 235hrs TTE 215hrs. 100kt. cruise. \$10...Extensive Info Pack. Harold Ross 510-933-5039 (CA)



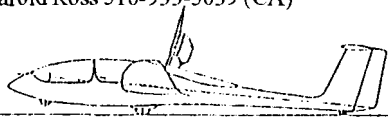
### Grob Twin III SL

#### Self-Launching Sailplane

Like new Dealer Demo.

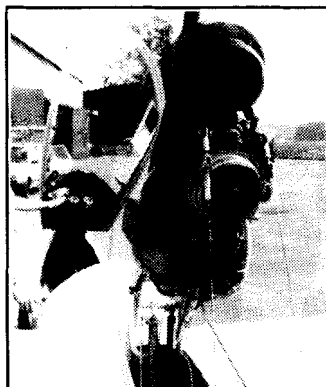
1992 Model. TTAF 70hrs TTE 25hrs. 2 position prop (climb/cruise); Basic Inst front and rear. L-Nav with rear seat repeater; Becker Radio; EGT (both cyl) Cobra Trailer. Fresh annual and new aircraft 1-year warranty. FOB Bluffton, Ohio...\$107,000

Mike Shade/Grob Systems 419-358-9015 FAX: 419-358-3550



**Grob Twin III SL** fully equipped. TTAF-200hrs TTE-70hrs. Asking \$105,000 Bill Harvey 7511 Somerset Shores Ct. Orlando, FL 32819. 407-277-0192 or 407-363-5383 (FL)

**DG-400** 1986 S/N 1-155 TTAF-310hrs TTE-44hrs A14A 02; one man rigging; ASI/ALT/Mech Vario/720 Radio/Lift Top Trailer..45,000 Sterling. William McNair, North Ireland 44-232-422319 FAX 44-232-423138



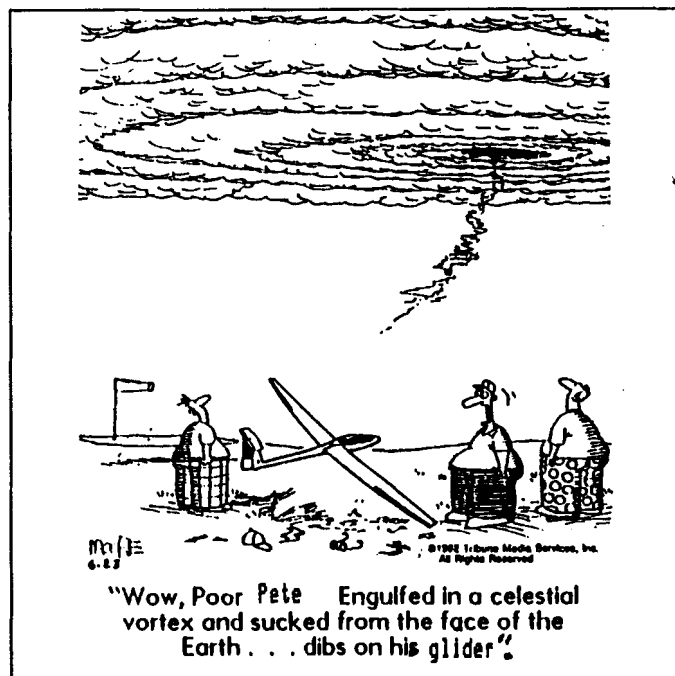
Rotax 505A installed in Nimbus 4M. Photo courtesy of H. Treiber, Schempp-Hirth, Krichheim/Teck, Germany.

### DG-600M Disc Brake Installation...

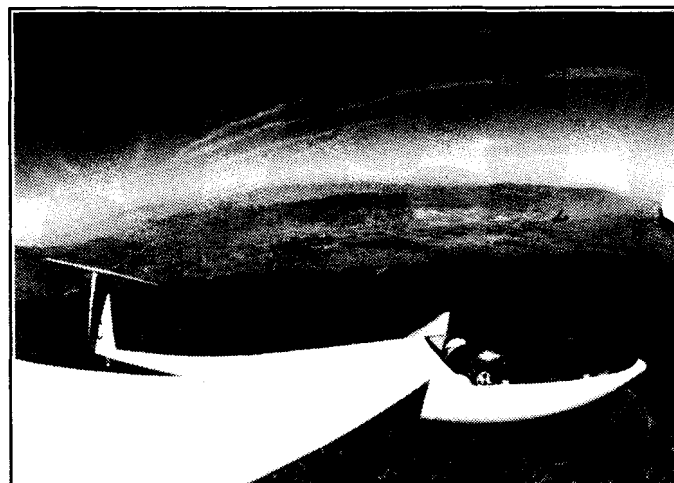
Steele Lipe reports he has successfully converted the drum/shoe brake system in his DG-600M by fitting a Tost hydraulically actuated disc brake assembly currently used in the DG-500M. Steele used an American-made master hydraulic cylinder and reports stopping in half the distance normally used with original brake system. Modification details are available: 916-863-6574 (CA)

### Somethings in The Wind...

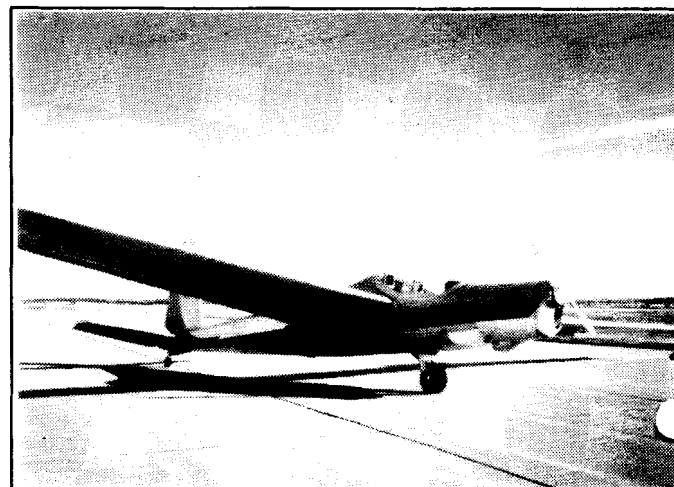
1. New 18 meter airfoil in the works at Shempp-Hirth.
2. Will the popular Duo-Discus get an engine?
3. USA orders for sustainer engine sailplanes nil for 94.
4. New moving map portable GPS may out date current models.
5. USA-made tractor engine single-place self-launching sailplane in development.



Cartoon as modified and submitted by Dan Matzke.  
Thanks a lot Dan!



The rounded world of Dan Matzke's camera lens catches "DOC" working the house thermal in his DG-400 just south of Mt. Valley Airport, Tehachapi, California



Aerotechnik's Vivat L-13. US Dealer is Moravia USA, Ltd. P.O. Box 8076, Wichita, Kansas 67206-0067. Contact Ron David at 316-636-9700/FAX: 316-636-9718

## SLSPA Administrative Operations for 1993

The newsletter master files contain 36 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".

A Pitney Bowes postal meter is used for mailing. Average time required to publish and mail one newsletter issue is 20-25 man hours.

Subject data for the newsletter is gleaned from the airframe and engine factories, stories and information submitted by individual members. Other sources are 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 1993, 75 new members joined SLSPA. The SLSPA Logo is now being produced as a cloth patch to sew on hats, jackets, etc. Completion is expected by late Feb. 94. More details in next newsletter.

## SLSPA, Inc. 1993 Financial Statement

### Income:

From Dues, Publications Sales & Donations .....\$5,161.97

### Expenses:

Office Supplies/Telephone/FAX/Bank Charges .....\$566.01  
Fees/Dues/Subscriptions .....182.00  
Postage .....1,406.70  
Printing .....1,581.64  
Travel (1993 SSA Convention) .....906.72  
**Total Expenses .....\$4,643.07**

Assets (cash in bank as of 12-31-93) .....\$2,506.42

Liabilities .....0,000.00

**Net Worth.....\$2,506.42**

### SLSPA NEWSLETTER SUBJECTS INDEX

For May/June '88 thru Oct/Nov '93 (34 Issues)

Back issues available to members at 85 cents each or all issues for \$25. Prices include postage. \$1/Issue-Nonmembers.

Aileron connection/DG-400	June 88
Aileron gel coat cracks/DG-400	May/June 89
Aileron throw checks/DG-400	Nov/Dec 88
Alcohol in Fuel test system	Sep/Oct 91
Airstarts/DG-400	May/June 88 July/Aug 88
Anti-rust maintenance	July/Aug 89
ARIA sailplane	Jan/Feb 90
Automatic engine extension/retraction DG-400	May/Jun 90
Batteries DG-400	July/Aug 88 Mar/Apr 89 Mar/Apr 90 May/June 90
Batteries PIK-20E/30	May/June 89
Battery Upkeep	July/Aug 93
Brake linings DG-400	Jan/Feb 89 Mar/Apr 89
BEA (DG400 Auto Engine Ext/Ret System) Problems	May/June 91
Camera Mount Diagram	Jan/Feb 91
Canopy hinge support cracks DG-400	Jul/Aug 89
Carburetors DG-400	Jul/Aug 89
Cockpit cleaning	May/June 92
Combustion chamber damage Rotax	July/Aug 90
Competition Rule Changes	Nov/Dec 92 Jan/Feb 92
Cooling duct Rotax/DG-400	May/June 90
Cyl. Head Temp. probe Rotax/DG-400	May/June 88
DEI Circuit Diagram/DG-400	May/June 92
DG-400 Specs	May/June 93
DG-500 Specs	Jan/Feb 93 Jul/Aug 92
DG-500 Engine failure	May/June 91
DG-600M	Nov/Dec 90 Jan/Feb 90 Mar/Apr 90 May/June 90
	Mar/Apr 91 Jan/Feb 92
DG-800M	Jul/Aug 92 Jan/Feb 92 Nov/Dec 90
Discus M Flight Report	Mar/Apr 93
Ducati Ignition/Rotax Engines	Jan/Feb 93
	Nov/Dec 91
Electrical Sys. troubleshooting DG-400	Mar/Apr 90
Elevator push/pull tube guides PIK-20E	Jan/Feb 89
Elevator trim problems/DG-400	Sep/Oct 90
Emerg. Extension of engine DG-400	June 88
Engine bay doors PIK-20E	May/June 89
Engine bay fuel valve DG-400	May/June 89
Engine extraction relay DG-400	May/June 90
Engine extraction blocked DG-400	May/June 91
Engine retraction blocked DG-400	Sep/Oct 92
Engine failure Rotax	July/Aug 88
Engine/Prop doors DG-400	Mar/Apr 89

Exhaust Manifold Cracks-DG-600M	May/June 92
Flight training program	Nov/Dec 88
Fournier RFSB	Mar/Apr 92
Fuel hoses DG-400	Jul/Aug 89 Jan/Feb 90
Fuel leaks Rotax 505	Mar/Apr 92 May/June 91 Sep/Oct 90
Fuel/oil mixture Rotax	Jul/Aug 92 May/June 92 Jul/Aug 88
Fuel/oil mixture SOLO	May/June 92
Fuel octane specs./Rotax	Mar/Apr 92 Mar/Apr 91 Jan/Feb 91
	Sep/Oct 92
Fuel Tank Drain Valve/DG-400	Jul/Aug 92 Sep/Oct 91
Gelcoat cracks near spoilers/DG-400	May/June 92
Glasflugel Mosquito Self-Launcher	Sep/Oct 93
Grob 103 SL	May/June 93 Sep/Oct 93 Jan/Feb 92 Nov/Dec 91
Grob 109B Specs	Sep/Oct 92
High Alt./Jets/Rotax	May/June 88 June 88 Jul/Aug 88 Sep/Oct 89
Hottel Quick Disconnects for Control Sys.	Jul/Aug 91
	Jan/Feb 90
Ignition/Rotax	May/Jun 88 Nov/Dec 88 Jan/Feb 89 May/June 89
	Mar/Apr 93 Sep/Oct 92 Jul/Aug 92 May/June 92
Insurance	Jul/Aug 92 May/June 88
IS-28M2 Motorglider	Sep/Oct 92
Landing gear retraction DG-400	June 88 July/Aug 88 Sep/Oct 88
Liquid measures chart	Jul/Aug 92
LS-6 Motorglider	May/June 93
MG Competition	Sep/Oct 92 Nov/Dec 92 Jan/Feb 93 Nov/Dec 90
	Sep/Oct 93
Mikuni Carbs/Rotax	Sep/Oct 89 May/June 89
Motorglider checkout procedures	May/June 92 Sep/Oct 89
Motorglider listing by types	Sep/Oct 89 Nov/Dec 90
Muffler springs/Rotax/DG-400	Sep/Oct 89
Newsletter Index	Nov/Dec 93
Nimbus 30M flight procedures	Jul/Aug 90
Nimbus 30M Fuel System	Nov/Dec 91
Nimbus 4T	Jul/Aug 91
Parts source list (carbs & ignition-Rotax)	Sep/Oct 90
PIK-20E maintenance tips	Mar/Apr 89
PIK-20E & 30 AD (Piston Pin Bearings)	May/June 92
PIK-20E Engine restraining straps	Sep/Oct 93
PIK-20E Type certification	May/Jun 90
PIK-30 Specs	Mar/Apr 93
Piston conrod bearings/Rotax 505&501	Sep/Oct 88 Nov/Dec 88
Prop brake system/PIK20E/30	Jul/Aug 88
Prop mounting Rotax/DG-400	June 88 Jul/Aug 88
Prop shaft failure Rotax 505/DG-400	Mar/Apr 91 Jul/Aug 90
Prop shaft inspection/replacement Rotax/DG-400	Sep/Oct 91
	Jan/Feb 92 Mar/Apr 92 Nov/Dec 91
Prop support mounting bolts DG400	June 88 May/June 88
	Jul/Aug 89 Mar/Apr 90

Replacement Parts List/DG-400	Jul/Aug 91
Refueling safety	May/June 89
Retractable Engine Sailplane Listing	Mar/Apr 90 Nov/Dec 90
RFI Noise caused by flight computer	Jul/Aug 92
Rotax Engine Repair/Parts/Manuals	Sep/Oct 88 Jan/Feb 92
Rotax Engine Overhaul	Jan/Feb 93 May/June 93 Jul/Aug 93
Rotax Service Centers	Mar/Apr 92
Safety Survey	Mar/Apr 91 Nov/Dec 90
Scheibe SF-27M	Sep/Oct 93 Jul/Aug 90 Nov/Dec 90
SF-25C	Jan/Feb 93
Schleicher ASH-24E	Sep/Oct 93 Sep/Oct 91 May/Jun 91
ASH-24E	May/June 92 Nov/Dec 91 Mar/Apr 92
ASH-22 BLE	May/June 93 Sep/Oct 93
Seat Cushion Alert/DG-400	Mar/Apr 92
Selflaunch Check List	May/June 92
Selflaunch technique	Mar/Apr 93 Jul/Aug 89
Selflaunch precautions	Sep/Oct 91
Serv. Bull. #35 PIK-20E/30	Jan/Feb 89
SOLO Engine tuning (Ventus CT/CM)	Jan/Feb 91
Spare parts list DG-400	Jul/Aug 88
Spark plug problems/Rotax/PIK-20E	Jul/Aug 89
Spark plugs/Rotax/DG-400	Nov/Dec 90 Jul/Aug 88
Spoiler/Aileron connections DG-400	May/June 90 Jul/Aug 89
Spring Check List	Jan/Feb 92
Stemme S10 Specs	Mar/Apr 93 Nov/Dec 92
Starter gear cracks/DG-400	Jul/Aug 89
Starter relay problems/DG-400	Jul/Aug 91
Starter removal/repair/DG-400	June 88
Starter/Rotax	May/Jun 88
Static system leaks	Nov/Dec 89
Taifun Parts Source	Nov/Dec 91
Tailwheel ball bearing type/DG-400	Sep/Oct 91
Tailwheel mounting/DG-400	June 88
Tailwheel tow dolly fabrication/DG-400	Mar/Apr 91
Tillotson carbs	Jan/Feb 91 May/June 88 Sep/Oct 88 Sep/Oct 90
	May/June 91 Jul/Aug 91
TN listing for DG-400	May/Jun 90
Tonopah, NV SLSPA Fly-In 93	Jul/Aug 93
T.O.P. Engine Installations	Jul/Aug 92
Transition to motorgliders FAA requirements	Jul/Aug 90
Transponders	May/June 92
Type Certification for Experimental sailplanes	Nov/Dec 88
U.S. Motorized Sailplane Fleet	Jan/Feb 93
Ventus Elevator Control Rod Corrosion	Jan/Feb 93
Ventus CM engine tuning	Sep/Oct 90
Ventus CM Specs	Jul/Aug 93
Ventus T Tech Tips	Jan/Feb 89
Weight & Balance	May/Jun 89 Jul/Aug 89 Nov/Dec 89
WINDROSE SL sailplane	May/June 92 Sep/Oct 91
Winter inspection checklist	Nov/Dec 89
WOODSTOCK SL sailplane	Sep/Oct 89