Auxiliary-Powered Sailplane NEWS

The Official Publication of the Auxiliary-powered Sailplane Association, Inc.
Stan Nelson-President • Bruce Templeton-Vice-President
ASA is a Division of the Soaring Society of America

Issue # 69 Vol. XI July-August 1999

President's Message

The 1999 Open and 18-M National Soaring Competition was held at Mifflin County Airport, Reedsville, Pennsylvania from May 16-27, 1999. Gale Johnson entered his ASH 26E in this 18-M contest and sent us very informative Email. Most of the following information about the contest is courtesy of Gale. There were two ASH 26E's and one Ventus CM entered in the 18M Competition. The rest of the competitors were some of the best competition pilots in the country flying 15-M or Standard Class gliders. This new class has given an additional opportunity for folks to go racing and I believe it will be shot in the arm for Soaring. Congratulations to Gale Johnson, Peter Fuss, and John Sullivan for representing the aux-powered community.

A group of us descended on Peak Soaring, Canon City, Colorado in early June, Rick Howell and Bernie Gross with their Ventus BTs, Dean Carswell with his Stemme S-10, Jack Mckenney with his PIK 20E, Jim Moser with his PIK 30E, and your's truly with the ASH 25E. Canon City is located 40 miles southwest of Colorado Springs and 34 miles west of Pueblo. John Dupree has an outstanding operation. He has a large new hangar with air-conditioned offices, briefing rooms and rest rooms. In addition a brand new DG 505 to rent as well as a 2-33 and Jantar. There is a long east west runway, a dirt crosswind runway and a wide dirt taxiway to land on. Pikes Peak and the Wet Mountains are within fifteen miles of the field and the awesome Sangre de Cristos and Westcliff are 25 miles west. There was a contest going on while we were there but the operation was still able to accommodate us. Bernie and Rick were making 300 plus kilometer flights daily. A Great Place to Soar.

Updating our Motorglider Instructor List we received a note from Dean Carswell telling us that he is a CFIG with experience giving instruction in the Stemme S 10, S 1OVT, Scheibe SF-25 and Slingsby T61. He has been providing training to new Stemme purchasers. Write to him at: 8041 Jordan Lane, Midlothian, Texas 76065-5956. Phone: 972-775-1835. Fax: 972-775-1915. Email: Rdcarswcll@aol.com

Critical Flight Safety Inspection Areas

Most self-launcher pilot-owners will agree a thorough pre and post-flight inspection is mandatory. Unlike owning a modern automobile where the dealer service department takes care of problems, the powered sailplane owner is sooner or later drawn into learning its systems. There are several "critical" areas that need continued, careful and close scrutiny. These are areas that involve the controllability of the sailplane and the security of the propulsion and extraction system.

Controllability: The Positive Control Checks for freedom of movement as well as the amount of movement and connection security are to be completed prior to every flight. In addition, all connection points that are visible should also be inspected for security. This includes nuts and bolts which should be paint marked (some are safetied with a cotter pin). All control rods and wires should move freely to their stops without binding. Remember, unlike a regular sailplane, the motorized ship is subject to vibration when the engine is running. Hinges and attachment points to the airframe such as the horizontal stabilizer, elevator, rudder, flaperon, flaps and aileron are important areas to take the time to look closely and see how the attachment is made. Normally a ball or roller bearing will be found at hinge points. Or it can be a metal rod that fits into a hole as is the case in many elevator attachments. Grit or corrosion can get into these bearing areas reducing freedom of movement. All of these attachment points come together at the control stick, the flap lever, the spoilers lever, the landing gear lever and the brake lever. On the way to these various levers and the stick is an articulated rod system that should also be inspected. You will be surprised at what goes on in the controls bay just behind the cockpit and familiarization is highly recommended. Yes, all of these connections need a certain amount of lube. The crux of the whole matter of controllability is does everything work smoothly and positively and are the deflections correct. Actually, you, the pilot, should know more about what is required for an Annual Inspection than the inspector. Check your manuals.

Security of Propulsion and Extraction System:

Fuel Hoses: no leaks or weeping; no sharp bends; hose clamps tight but not cutting into the hose; engine bay is dry; fuel filters clean; fuel valve/s have positive seating and no leaks; fuel tank sump sample is clear; no fuel seen on the ship's belly. Know the age of your fuel hoses and when replacement is required per factory directive. Electric and vacuum fuel pumps should have no connection leaks.

Carburetor/s: Attachment security. Throttle and choke cables connection integrity and freedom and extent of movement. Check butterfly valves for proper positions.
Main and idle needle valve tommy screws secure with no possibility of movement due to vibration. Tune the engine at idle and full throttle to the optimum staying on the slightly rich side. Use EGT gauge if available, otherwise read the rpms. Check fuel flow volume at the carb needle valves as per handbook.

Starter and Starter Ring Gear: The starter gears should engage the ring gear smoothly without marring the teeth on the ring gear. Lube the worm gear that extends the starter gear. Attachment of the ring gear to the main drive shaft of the engine should be rock solid with no play.

Continued on Page 2.....

Critical Flight Safety Inspection Areas

Drive Belt, Propeller and Prop Brake: The teeth of the drive belt should not be frayed or cracked. Belt tension is important and must be set to factory specs. Check the torque of the prop bolts annually and safety all bolt heads with safety wire then paint mark the bolt heads. Free and reliable movement of the propeller brake arm to allow engagement of the brake shoe is critical. If you cannot stop the prop from rotating, you cannot stow the engine. The braking area on the flywheel must be grease and oil free.

Cooling System: Most new self-launchers use a liquid cooling system. The correct coolant level should be maintained. Failure of the coolant pump during engine operation (some are electric, others are belt-driven) is an emergency situation.

Ignition System: This one of the most important areas as it impinges on whether the engine can be used to self-launch. Most all ships have a Continuous Discharge Ignition (CDI) system to fire the dual plugs using dual ignition boxes. Troubleshooting a faulty CDI system can be complicated as the system is tied in with the aircraft's electrical system via a composite engine instrument called the DEI or ILEC. The complete electrical system wiring diagram (not a block diagram) is necessary for troubleshooting and should be furnished as part of the aircraft maintenance documentation by the factory.

Exhaust System: This is another key system. In many ships the exhaust manifold detaches from the muffler during engine retraction and reattaches on extraction. This physical connection is critical as if it fails, raw exhaust (over 1,000ºF) is present in the engine aft bay.

Extraction System: An electric spindle-drive raises and lowers the engine/prop mast. Most systems are fully automatic requiring the pilot to turn on or off the ignition switch which in turn raises or lowers the engine after braking and placing the prop in vertical position. This system uses several mechanical roller limit switches as well as a propeller position proximity switch. A override switch allows the pilot to bypass the automatic system and lower or raise the engine using a manual switch. Several lights on the engine instrument keep the pilot advised of prop position and engine movement. Again, this system is tied into the master electric system which is best described as unique and complex.

It is suggested pilots make it a concerted effort to learn all they can about each system in addition to the normal pre- and post-flight checks.

Submitted by Pete Williams

Ted Nelson's Hummingbird Finds a New Home!

Through the donations and generosity of George Applebay, Bob Knight, Bob Moore, Jim Leedy and R. Laura Leonard, the U. S. Southwest Soaring Museum in Moriarty, NM has been able to acquire N68582 - Ted Nelson's personal Nelson Hummingbird Motorglider. This beautiful, all-metal, two-place, self-launching sailplane has been called the "First Modern Motorglider" (c.f. SOARING MAGAZINE, Dec.1995). Although built in 1955, it featured competitive performance for that day (and is still a pleasure to fly), automatic electro-pneumatic engine extension and retraction, automatic propeller centering, a fully steerable nose wheel, and an all-movable anti-servo horizontal tail (a "first" for that time). Some of these features have only recently been incorporated in today's aircraft. Ted flew N68582 for thousands of hours, including many high-altitude wave flights, and used it to introduce numerous people to the joy and beauty of soaring flight. Following his death, it was acquired by vintage soaring pilot Bob Moore, of Richland, Washington, who has reluctantly parted with it - to free up hangar space for a new DG5O5MB20.

Following construction of a wooden prototype, six of the all-metal Hummingbirds were built. Four survive - one in storage at the Smithsonian Air Museum in Washington, DC, one at the SSA Museum in Elmira, NY, one on display at the New Hiller Aviation Museum in the Bay Area, and Ted's -the last one currently licensed and flying.

The Southwest Museum plans to keep it flying, to use it in an ongoing research program, and to preserve 'it well into the 21 st Century as an important piece of soaring history. lt should be on display at the Vintage Sailplane Rally & Sailplane Homebuilders Workshop at Moriarty June 15-19, 1999. The SW Soaring Museum (P.0. Box 1812, Moriarty, NM 87035 is a 501.3c corporation which can accept tax-deductabie donations. Although not in the "business" of selling rides, it is quite possible that anyone making a significant contribution to the work of the Museum could "con" a ride in this magnificent and historic aircraft. lt would be a unique experience!

Submitted by Bob Moore.

From Texas to Alaska & Back With No Trailers

AN EXTENDED SAFARI BY TWO ADVENTURESOME GERMAN PILOTS FLYING ASH-26Es

The following are excerpts of a very interesting article that was published in a recent issue of Motorgliding International. It involves Winfried Boos and Fritz Schneider's trip from Galveston Texas to Alaska and back flying ASH-26E self-launchers. It was truly a pioneering flight that tested the pilot's soaring ability and the propulsion systems under trying and adverse conditions. Winifred Boos is the author. Used by permission from Motorgliding International.

Boos and Schneider have been flying gliders for 40 years including badge and competition soaring. " We had spent long hours waiting for our crew and some cold nights underneath the wings of our gliders after cross country flights that had not reached the set goal. Self-launching motorgliders was the solution to our problem" Boos admitted. In 1995 they tested the idea of long distance gliding without ground support by flying self-launchers cross country from South France over the Alps through Italy and following Greece to its southern tip. A 1997 trip took them from Italy to Greece and Turkey where they used Mt. Ararat as a turning point. They grew somewhat tired of language problems in Europe as well as the limited availability of airports that would accept a sailplane. They decided to try North America, the paradise of General Aviation, according to Boos, and shipped two ASH-26Es to Galveston, Texas. Boos ship arrived in April and Schneiders in early July 1998. The necessary equipment to be carried in the cockpit included 2-stroke oil, a small tool set, a mini tent, sleeping bags, tie down ropes, camera/ film, cell phones plus minimal clothing and toiletries.

The gliders were equipped with altitude encoding transponders, Zander GPS/Flight Computers, solar panels atop the instrument consoles and hand held Garmin 195 GPS units. (The latter turned out to be very essential under marginal VFR conditions allowing the pilots to follow the AlCan Highway while cruising with power under low ceilings and rain.)

Boos was unable to get information about thermals in Alaska and was told by an American pilot that they would be eaten by Alaskan mosquitoes which were as big as dinner plates! So armed with an objective of 350 miles per day and Teutonic determination they launched from Galveston at 12 noon on 12 July, 1998 with a total projected distance of 7,500-8,700 miles ahead of them! They allocated 33 days for the trip with 8 days set aside for bad weather. They reached Canada at Cranbrook, B.C. on 16 July having covered 1,938 mi in 5 flights via Pleasanton, TX, Portales, NM, Boulder, CO, and Red Lodge, MT averaging 387 mi/day. With no flight plan and no notice to Canadian Customs, the greeting was cool by the custom officials but the verdict was light: confiscation of 2 apples carried by Boos. The next 2 days they covered 870 mi where they saw no roads, no towns, glaciers, steep rocky slopes, deep blue-green lakes and endless cumulus to the horizon. They landed at Mackenzie, B.C. on 17 July and Watson Lake, Yukon on the 18th after traversing a wide plain in long glides under dark clouds.

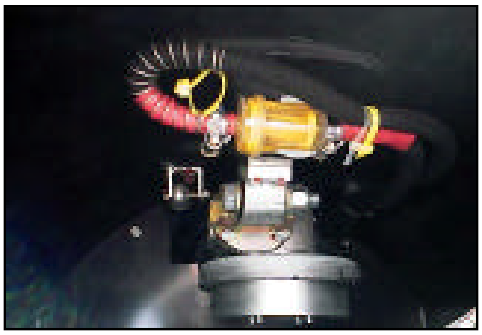
Continued on page 7.

Pilot Profile

Dipl. Ing. Wolfgang Beyer flys a DG-400 (s/n 62) which he has owned since 1984. He has logged over 1,300 hrs in this ship and has a total of 2,067 soaring hrs. His first solo in a glider was in 1959. His soaring experience includes flight time in 10 different sailplane types. An electrical engineer, Wolfgang is the designer of the Piep Variometer, a popular electric vario available between 1963-1985. He also developed the fully automatic retraction system used in the DG-400 and 800A. He recently visited Minden, NV and had a chance to experience soaring the Sierra Nevada in a DG-500M. He is a well known expert on motorglider ignition systems and the Digital Equipment Indicator (DEI) used in all DG powered sailplanes. He flys a powered sailplane because of the freedom to launch at will. Wolfgang and his wife, Monica, live in Straubenhardt, Germany.

Fred Jacobs Talks About His Successful Bailout

On 1 May Fred Jacobs made an emergency bailout from his DG-400 when the wings folded in flight. We asked him to comment on what happened during this event. Here is his answer. " My parachute was a 1952 28' Switlik military. There was no time for thinking and feelings as things deteriorated rapidly. There was only time for action. Lost my glasses as I was thrown from the cockpit and pulled rip cord with both hands. Experimented pulling the shroud lines but started to pendulum and left well enough alone. Crossed legs before entering trees but did not think of covering my face. Got a small scratch in each eyebrow. Fortunately it occurred on a beautiful Sunday afternoon so people working in their yards saw me descending and came to help" *Fred was suspended in the trees for some time until a long ladder was used to get him down.*



DG-800B Fuel Hose Securing

It is possible the fuel hoses that attach to the filter in the baggage compartment may have a sharp bend in them that can restrict fuel flow. To alleviate this possibility, DG recommends using tie-wraps as shown above to establish a smooth and wider radius bend where the hose attaches to the filter nipple.

Practice Makes Perfect-
Final Glide in the NASA Orbiter

The complexity of landing the NASA Orbiter as a glider requires 800-900 landings in a ground simulator and 1,000 approaches in a specially modified Grumman Gulfstream. Some (but not all) key events are presented below in minutes prior to touchdown:

"T minus 32 min 14 sec 14,800kts TAS and 400,000ft msl:
At 4,200 nm from landing destination and with a sink rate of 30,000fpm, the orbiter makes the transition from a space ship to a glider by assuming an angle of attack of 40º using steering rockets. Flight controls include 4 elevons (hydraulically operated), 2 on the trailing edge of each wing. These elevons combine the pitch and roll functions of elevators and ailerons commonly used on delta wing aircraft. These elevons become effective somewhere between 250,000 and 280,000 ft and are fully effective at 108kts as the atmosphere is reentered.
T minus 8:44, Mach 5, 120,00ft
Pitot probes extended and rudder activated.
T minus 6:44, Mach 2.6, 83,000ft
Head-Up Displays (HUD) activated.
T minus 3:57, Mach 0.9, 46,000ft
Speed Brake activated to receive computer commands. HUD and Flight Director guidance used to arrive at a point 7 miles from runway threshold. If too high, roll commands are given to allow the pilot to widen the turn; if too low to tighten the turn. (A 360º turn results in a loss of about 36,000ft)
T minus 1:31, 280kts, 15,000ft
Transition from TACAN to a microwave landing system.
T minus 1:14, 300kts, 12,000ft
Interception of MLS localizer and roll out on final approach. The glide slope is 18-20º as the Orbiter is aimed for a point 7,500ft short of the runway threshold.
T minus 0:33, 300kts, 2,000ft
HUD and flight director needles direct the pilot to make a 1.3G pull-up and establish a 1.5º glide slope. Airspeed begins to decay. The touchdown target is now 2,500ft beyond the threshold.
T minus 0:20, 288kts, 300ft
Push the buttons to lower the landing gear.
T minus 0:10, 261kts, 30-80ft
Raise the nose to superimpose the speed vector symbol on the far end of the runway, crossing the runway threshold at about 26ft at 195-205kts.
T minus 0:0
Orbiter touches down at sink rate of 200-300fpm. Speed brake deploys and drag chute out at 190-195kts. Pilot begins derotation until nose gear has runway contact and applies brakes at 145kts.

(Excerpts from No Go-Around, by Barry Schiff; AOPA Pilot April 1999)

The First U.S. 18-Meter Nationals
A Self-Launching Pilot's Report

Held in conjunction with the Open Class Nationals at Mifflin County Airport, PA, May 18-27, 1999. The 18-Meter Class has finally arrived in the USA but there were only 3 18-Meter spans entered- 2 ASH-26Es and an LS-8. The rest of the field of 22 ships were a mixture of Standard and 15-Meter birds. The only ships self-launching were the 26Es which was reduced to one 26E (mine) after the LS-8 and the other 26E dropped out. Bent birds included a lake landing, a low energy finish cart wheeling into an oat field and a broken tailboom outlanding. I was by far the least experienced sailplane pilot at this contest. I have 500 hrs total in gliders and this is only my third contest ever..the first was in 1988 at Chester where I landed out 7 out of 7 days Then there was the contest at Clermont, FL this year when I started the engine over Lakeland Mall. So, I am reasonably happy with my first National Contest score of 11th place especially after succeeding in getting around a 292 mi. task. Here's the final lineup:

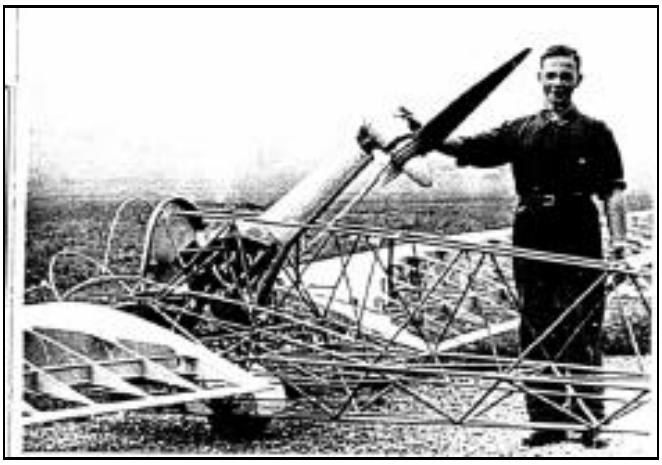
1	4518	Rick Walters	Ventus C
2	4447	Chip Garner	Ventus B
3	4434	Karl Striedieck	ASW-27
4	4253	Gary Ittner	Ventus CA
5	4247	John Seymour	ASW-27
6	4014	Tim Welles	Ventus 2B
7	3775	Roy Cundiff	Ventus 2A
8	3765	George Moffat	Ventus B
9	3709	Mike Newman	LS 8
10	3287	Mike Smith	ASW-20
11	3192	Gale Johnson	ASH 26E
12	3155	John Seaborn	Ventus 2B
13	3082	Fonz Jurado	Ventus C
14	3074	Harvey Howell	ASW-27
15	3067	John Sullivan	Ventus CM
16	3066	John Byrd	Discus A
17	2590	Ted Falk	ASW-20B
18	2367	Richard Kellerman	ASW-27
19	1843	John Good	Discus CS
20	1562	Peter Fuss	ASH-26E
21	699	Hank Nixon	ASW-27
22	245	Sam Zimmerman	LS-8

The First U.S. 18-

Submitted by Gale Johnson

Ed. Note: Gale broke new ground for the U.S. motorglider cause when, for the first time, self-launchers were permitted to use their engines to self-launch in mixed company with pure sailplanes.

Al Martini's Stemme S10VT "8AD"on the line at Minden, NV



Germany's first retractable engine motorglider, the Hi20, shown during construction in 1939. The retraction system is strikingly similar to today's system where the engine stays buried in the fuselage. A unique gear driven system connected the propeller to the Krautter 25hp two-stroke engine. First flight of the 14.8 meter ship was in 1941. Developed by Wolf Hirth, the Hi20 used the wing and tail of the Göppingen Gö 4 sailplane. Takeoff rate of climb was 220fpm. Photo courtesy of Manfred Ringel.

DG-800B instrument panel. (Borgelt B40 and Filser LX5000).

Bob Hupe prepares to launch in his DG-500M with passenger Wolfgang Beyer at Minden, NV

Gale Johnson in his ASH-26E on tow during 1999 Fl Seniors Contest

Russia AG-4M Motorglider Update

Bill Ard advises the Italian MZ35i 30hp fuel injected 2-stroke will be installed to provide a higher power to weight ratio than the DG-400. Price is expected to remain under $35K.More details: 406-586-1560 EMail: soarmontana@mcn.net

European Pilots Flying LS-9 Self-Launcher

April 6, 1999: According to a report from Rolladen-Schneider, the three European pilot-owners of the new LS-9 self-launching sailplanes are very pleased with the handling and performance. R-S expects full certification prior to 2000 at which time the LS-9 could be offered to USA customers. The current production rate is one ship every 30-40 days. In its present configuration, the 18-meter span LS-9 is powered with a 53hp SOLO 2625 liquid cooled 2-stroke.This is the same power plant used in the DG-800B but with a different muffler configuration. The new LS-9 was on display in its full production configuration in April at the annual Friedrichshafen AERO general aviation exhibition. For more information on its availability for potential USA customers, contact the R-S dealer Mike Adams at 310-376-4590 (Manhattan Beach, CA)

LS-9 Prototype Engine Installation/Ewald

ASA 1998 Financial Report

Income:
Dues.....3791
Interest.....83
Sales.....102
Misc.....71
Total.....$4047

Expenses:
Bank Fees.....30
Publications...2481
Supplies.....37
Misc.....37
Total.....$2555

Profit.....$1492

12-31-98 Bank Bal..$5520

Submitted by Eric Greenwell

PRESIDENT'S MESSAGE continued from Page 1

Bud Schurmeier and several other motorglider pilots will he attending a Cross Country Camp in Ely, Nevada. High Country Soaring is hosting the camp and Carl Herold and other experts will be there to give pointers to the pilots in how to get the most out of flying in the fantastic Great Basin. We will have a report on that next time.

For the past two months we have had very wet weather in the Texas, New Mexico area. We are hoping for some dry weather for the Auxiliary-powered Sailplane Nationals at Hobbs, NM. which we will report on in the next Newsletter. Please take the time to review your Flight Manual Emergency Procedures Section this month.

Stan Nelson

DG Factory Newsletters Available on the Internet

The DG factory publishes a series of newsletters on the world wide web covering a variety of subjects including maintenance, upkeep tips and new developments. It is available to DG customers and other interested persons with an e-mail address.
For access to these letters and placement on the distribution list contact: K-F-Weber@t-online.de
Use the key words "Newsletters, please".

DG Owners Web Site

Marc Teugels, a Dutch air line pilot and a DG-400 owner, has established a DG Motorglider Owners Group that regularly exchange information about their ships. It is an "English Only" Internet group with lots of input from
active pilots who fly DG powered sailplanes. Access to the site is via <http://www.fly.to/dg-owners>. The password is "dg1000" all lower case. Marc requests that any problem be clearly detailed and to not just say "it does not work".

Spring Wire Locking Clip For Aileron and Spoiler Connectors_DG-400

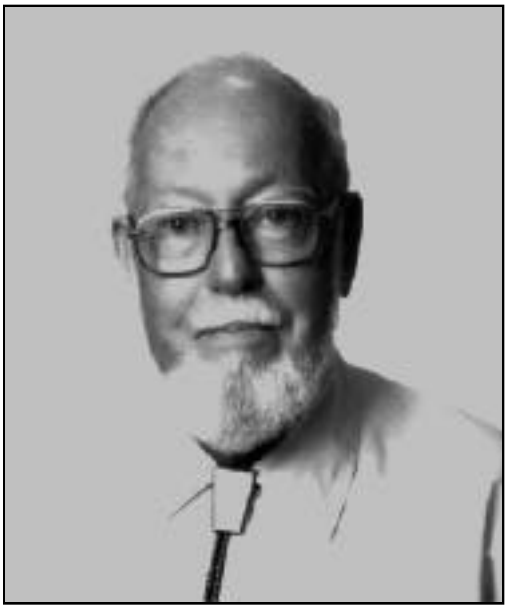
Rudy Allemann fabricated these piano wire locking clips to secure the Hotelier connection and found they are much easier to install as they allow removal by thumb pressure.
More details? Call 509-375-0722.

ASA members are encouraged to subscribe to MOTORGLIDING INTERNATIONAL, the journal covering all motorgliding activities worldwide. MGI is published jointly by SSA and BGA. Annual subscription is $34. Contacts: BGA at Kimberly House, Vaughan Way, Leicester, LEI 4SE, United Kingdom Fax: ++ 44-116-2515939, Email: bgahq@aol.com or SSA at P.O. Box 2100, Hobbs, NM 88241-2100 USA Fax: 505-392-8154, Email: Info@ssa.org

Alaska continued from page 3.... Boos said the dream of pure thermal flying ended at Watson Lake where the pilots began their first experience with no thermal, marginal VFR flying. On the July 19th flight to Whitehorse, Yukon (221mi) they followed the ALCAN highway with engines running under low ceilings, a headwind, rain and poor visibility. Low power settings made for not too smooth engine operations. Boos found a hole and climbed at full power to on top only to descended quickly as the overcast again became solid. They were carrying 12 gal of fuel which was consumed by continuous engine running after covering about 250 mi. So they had to be very careful to have a refueling field within that radius. They landed at Whitehorse, Yukon with almost empty tanks. To get to Northway, Alaska they launched at 8AM on July 20th and climbed to 13,000' where they enjoyed a view of the Alaskan Range on the left and endless tundra on the right. They had indeed reached Alaska when they landed at Northway before noon with almost empty tanks after covering 264 mi. At least they had escaped the afternoon rains. Pilots gathered around them asking where the tow plane was and were quite surprised to see the engines emerge from the fuselages. They enjoyed a Coke and BLT at the Northway Cafe. Talkeetna was the next target 262 mi away.

They launched at 2PM in hope of seeing Denali, the highest Alaskan Peak. Climbing to 11,000' in 3m/sec lift was the best they could do as they flew along the sides of peaks whose tops were in the clouds. As they climbed under power for the final glide, Denali's 20,324' summit appeared rising between the clouds on their right. An awesome sight, never to be seen again on this safari. They had planned to soar the mountain the next day but this was canceled when oil was seen dripping from Boos ship. They had now covered 3,700 mi. While Boos was waiting for the engine part from the factory, Fritz Schneider continued exploration of Alaska by flying to the Bering Strait via McGrath, Unalakleet, Nome and Wales. Fritz was successful in seeing the border of Russia when he made the turn point at Diomed Island. He returned to Northway via Fairbanks arriving on 27 July with a faulty carburetor. After repairing the oil tubing with the help of Talkeetna mechanics, Boos flys to Northway via Nabesna to join Fritz. Karl Dros, a Schleicher motor expert, was dispatched from Poppenhausen arriving on 30 July in Northway. Fritz engine was soon turning full power but Karl was not totally satisfied as he did not bring a regulator which he thought needed replacement. The pilots decided to head for Galveston. *To be continued.....*

Pilot Profile



Robert Lee Moore has 5,000 flight hrs with 2,500 in gliders, and 2,500 in motorgliders. At age 17, Bob soloed in the summer of 1938 in a Dixon Primary. He had his first self-launch at age 59 in 1980 in a PIK-2OE. He holds several motorglider state records and enjoys wave soaring. Bob has promoted the motorglider cause for many years and is known as one of America's founding fathers of motorgliding.

A Brief Soaring Autobiography

By Bob Moore

Robert L. (Bob) Moore (78) discovered soaring in a memorable June, 1929 National Geographic. First (unsuccessful) serious attempt to fly was in a crude Chanute-type hang glider at age 13. A little later, while in high school in Texas, he and friends built a successful Dixon primary and flew it till 1941 when WW-11 put an end to recreational flying in this country. Shortly after the War, he helped organize a glider club in Richland, WA (around a TG-3) and has been at it ever since, while trading up through a series of mostly second-hand gliders and logging over 5000 hours, many memories, and meeting a host of new friends and outstanding people. He holds U.S. Diamond Badge #13 (International #l13). He has helped form and run several glider clubs, has flown in and run soaring contests, has set a few records, has trained numerous glider pilots (including one National Champion), and was a past Director and Vice President of SSA. He was long intrigued by the freedom that Self Launch would afford and in 1978 ordered one of the first PIK20E's. He has flown it over 2,500 hours, has also owned and flown a Nelson Hummingbird, and (with partner Jim Leedy) expects imminent arrival of a DG505MB20. He recounts many of his soaring adventures in an autobiographical book **As I Knew Him** (a few copies still available at cost from the author). Soaring continues to be the major obsession of his life (his "substitute for sex"!). He hopes he can continue flying for at least another ten years and, with the two-place DG505MB, introduce numerous friends to the beauty and joy of soaring.

Bob is a retired Research Chemist living in West Richland, WA.

ASA Mission

The **A**uxiliary-powered **S**ailplane **A**ssociation, Inc. was founded in 1988 as a non-profit organization to encourage the design, development and safe use of motorgliders, self-launching and sustainer engine sailplanes.

ASA Membership

Membership in ASA is open to anyone interested in powered sailplanes. Write or call:
Brian Utley, ASA Membership Chairman,
1930 S.W. 8th St.,Boca Raton, FL 33486-5205
Tel: 561-750-6876 Fax: 561-393-7458
Annual Dues: $20 USA, $25 International

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Publications: Pete Williams.....775-265-3877

Newsletter published Jan/Feb,
Mar/Apr,May/June
July/Aug, Sept/Oct, Nov/Dec

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Publishing Information.....

Pete Williams, ASA Publications Manager, is the Editor, and Print Production Manager for the newsletter. As such, he supervises and coordinates with a printer located in Minden, Nevada. The Newsletter is mailed from the Taos, NM address.

Contributors are requested to submit hardcopy typewritten or keyboarded text . 12pt font size is best for accurate scanning. If submitting text on a floppy disk, please advise the word processing program used.Text may be edited as required to fit the newsletter. The newsletter is produced on a Macintosh G-3 using AppleWorks word processing software. Photos are always welcome and will be returned promptly.

The newsletter is delivered to the printer the last week in Jan; Mar; May; July; Sept & Nov. ASA desires input on what the members want in this newsletter and we are doing all we can to keep it informative and interesting. It's your newsletter, so please let us hear from you!

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Auxiliary-powered Sailplane Association
c/o Stan Nelson, Publisher
P.O. Box 1155
Taos, NM 87571

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July-August 1999 NEWSLETTER

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