Motorglider Activities are Alive and Well Worldwide

This has been a banner year for motorglider activities at the local, regional , national and international level. In the U.S. there were 2 national meets in addition to regional contests that permitted motorglider entries.

A Western U.S. soaring safari was held in late July-early August. This 13 sailplane safari group covered over 1,300 miles and had five motorglider entrants including a Jet Caproni.

The German Motorglider Club hosted its 8th Championship meet with 4 Classes and 50 entrants. Winning ships include: DG-600M, AS-H25E, Discus T and SF 25E.

Coverage of these events follows:

U.S. National Auxiliary-Powered Championships

Held at Marfa, Texas July 2-11. Final Standings:

Stdg/	A/C	Pilot	1	2	3	4	5	6	7	Points
1/	DG400	Stevenson	1	1	1	1	1	1	1	6194
2/	VentCM	Nelson	2	2	2	2	2	3	3	5740
3/	VentCM	Pollard	4	4	3	4	3	5	2	4980
4/	VentCM	Greer	3	3	4	3	4	6E	5	4689
5/	VentCM	Buck	5	6	5	6	5	4E	4	3779
6/	Pik30	Schurmeier	6	5	6	5	6	2E	6	3483

Task:	S	U	SD	U	S	P	P
Miles:	221		180		247		

S=Speed U=Unknown SD=Scratch Dist. P=POST
E=Engine run.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

JULY - AUGUST 1991

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1991 German Motorglider Championships:

Tasks for the Open Class I (over 18 meters) were from 188-405 miles with speeds as high as 75mph. Seven AS-H25, two AS-W22 and one Stemme S-10 competed for a total of 10 entrants.

In the 18 meter Class II there were 20 entrants with 4 DG-600, 5 DG-400, 7 Ventus Turbos, 4 Ventus CM. Tasks were from 134-326 miles. The best speed was over 70mph. Wilhelm Dirks won this class in a DG-600M.

There were 10 ships in the Standard Class (III) including 4 Discus Turbos and 6 AS-W24E. The Discus took the first 4 places with speeds up to 67 mph. 10 ships entered Class IV (Fixed engine). Tasks ranged from 80-110 miles and speeds topped out at 41 mph.

On day 4, none of the contestants were able to complete the task without use of the engine. The penalty for using the engine is not as severe as in the U.S. with points given for distance only based on the length of the engine run. As an Example:

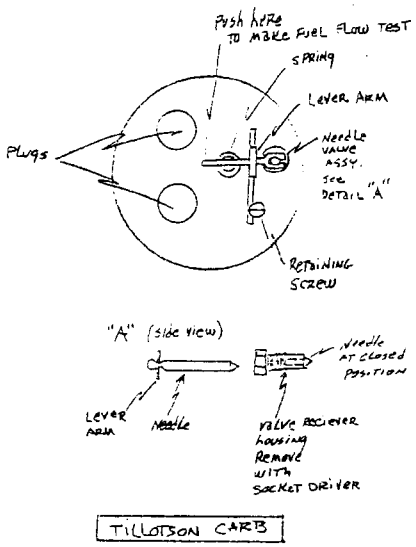
Pilot A had a 54.7 minute engine run and was awarded 620.5 points. (Task was 469.9km). Pilot B ran his engine 6 min. and got 886.8 points. [This appears to be a good incentive to continue the competition as all is not lost when the engine starts as is the case in the U.S.]

High Country Safari:

This was a 13 ship event covering 1,370 miles and lasting 11 days. Five motorgliders participated. The group soared from Minden NV to Elko, NV, American Falls, ID, Driggs, ID, Heber City, UT, Parowan, UT, Tonopah, NV and back to Minden. For the MG pilots there were 9 (36%) engine runs out of a total of 25 sorties. For the pure glider pilots there were 13 (39%) landouts out of a total of 33 sorties. The weather was mostly overdeveloped with only 2 legs that were blue. The longest leg was 245 miles. Field elevations were high..over 5,000msl for most of the course. The Pik 20E and DG-400 self-launched every day with the Ventus CM and Nimbus 3DM towing off at the higher elevations. Soaring the Tetons out of Driggs was one of the high (literally) points of the safari. Another is planned for 1992. Details to follow. See page 3 for safari summary.....

TILLOTSON CARBS/MECHANICAL FUEL PUMP/STARTER RELAY-----ROTAX 505

Tillotson Carb Fuel Flow Problems:
Pilot reports that rear cylinder flooded to the point of liquid lock (difficulty in rotating prop). Rear plugs removed and excess fuel drained out. Carb. Kit obtained from Glaser-Dirks USA. Removed face plate of membrane cover, membrane, needle valve spring and needle valve reciever. Reassembled and ran fine. Possible cause: grit at interface between needle valve and reciever causing constant flow of fuel into combustion chamber. Clean fuel, double filtered during tank fill plus a fresh filter in the fuel systemis a must. See diagram below:



TILLOTSON CARB

Vacuum-Driven Fuel Pump Oil Residue:
This pump is used on the PIK-20/30, DG-400 and 600M. It may also be used on the Rotax 235 in the DG-500 and Nimbus 3DM. It is connected with a hose to the crankcase of the engine and operates on vacuumpulses while the engine is running. The system is designed to vent via a very small hole located the flat part of the 90 degree elbowinstalled on the face of the pump. Oil residue emits from this hole during engine operation. Even tho it is a small quantity, it will accumulate on the inside of the fuselage wall in the DG-400 and eventually finds its way to the lower bilge; it sometimes exits at the bottom of the right wing underside. Greasy tape when derigging is the evidence or a thick oil residue in the bottom of the bilge under the fuel tank. To solve this problem pilots are wrapping the elbow with an absorbent cloth and using plastic ties to hold the material in place. So if your bilge is oily--you know where its coming from. The factory advises this is normal, but frankly, nobody wants that sludge in the engine compartment.

STARTER RELAY WIRING:
Pilot reported no engine crank during air start and made a windmill start. Subsequent investigation revealed one of the two small wires connected with spade connectors to the starter relay had broken. You can locate the starter relay (DG-400) on the left forward part of the engine mount 's base. It is a small box with a protruding lever/arm that is pushed to the open circuit position as the engine becomes fully erected. Look over the wires coming from this relay box. There should be no strain on them when the engine is fully up and no tangling with the flight controls when the engine is fully retracted.

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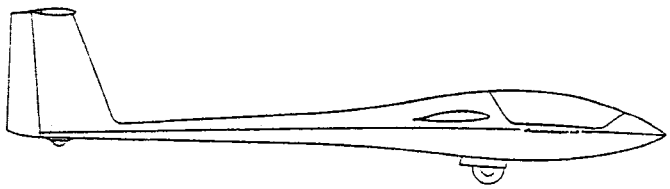
REPLACEMENT PARTS LIST FOR DG-400:
Available from SLSPA for SASE. Contains parts for electrical system, fuel system, engine, prop system, gas struts, wheels, special tools, wire, cables, marking paint and locktite. Prices are DM.

Hotellier Quick Disconnects:
For connecting airbrakes and ailerons on ships without auto control hookups. If the spring comes out, you MUST REPLACE complete unit. Oil face of ballseat. DO NOT oil sliding latch. A 1 mm spring pin is recommended to safety the sliding latch in its raised (locked) position. Hand pull these connections before EVERY flight.

WINDROSE NEWSLETTER AVAILABLE:
Homebuilt WINDROSE followers can write:
John L. Walkling, 10,000 Hempshire Dr.,
Knoxville, TN 37922

NIMBUS-4 Turbo Announced:
Schempp-Hirth will produce a sustainer version of the Nimbus 4, followed by a self-launching version. The "Turbo" version will have a SOLO engine type 2350 which will have a service ceiling of 8,202' and a sea level climb rate of 314fpm. This 86.28' wing spread ship weighs out at almost 1,800# gross and pushes 60/1 at 68mph. Al Leffler's pure sailplane version is now in the states and flying as of this writing.



Nimbus-4

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"I STILL ENJOY JUST THE FEEL OF FLYING IT"

As told by I. C. Currin.

"When our son was 17, he started flying lessons, sailed through ground school and had his pilot's license. I thought maybe learning to fly wasn't all that difficult and we should try it. We knew we had an age handicap, I was 58 and my husband was 62---really it was a challenge. But two seasons later we both had a license to fly a Cessna 172.

By then, we were intrigued by the idea of sailplaning, so we took off two weeks and went to Auburn, CA ,where Charles (Chuck) Burden was operating a glider school.. He had a Schweizer 2-22 and a 1-26, which we learned to fly. Returning to Oregon, we found a 2-33 in Portland which we acquired and brought to Klamath Falls.

Within a year Burden had moved his operation to Klamath Falls and for several years we had an active group there. We had a towplane, which his son flew, his two Schweizers, and he also used our 2-22 for instructing. It was a fun time and we all learned a great deal about flying---especially the real basics!

One serious setback-an arsonist tried his best to burn down the hangar where the 2-33 was stored. It was orignally a WW2 Navy building. He didn't quite make it, but our plane was one of three badly damaged. Burden brought it for salvage and rebuilt it, after which it flew better than ever.

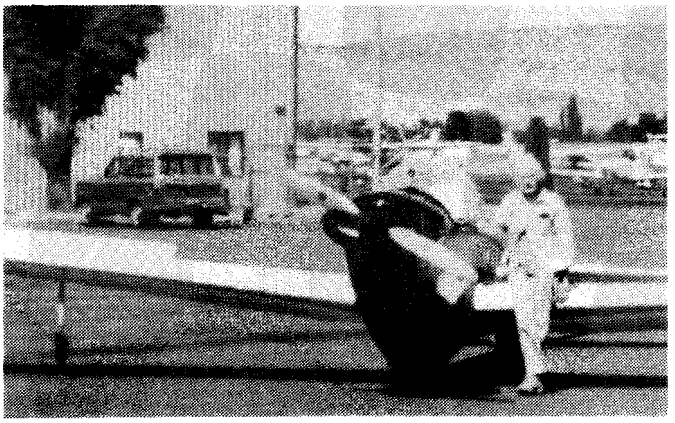
About 1974 my husband started thinking about getting a motorglider and (with Burden's help) we contacted Graham Thomson in Santa Monica. He arranged for delivery of two Scheibe SF-28A powered gliders from Germany to be shipped by boat to Oakland. On their arrival there we were joined by Graham Thomson and Mr. Scheibe's daughter and son-in-law, the Gads. He was their chief engineer and test pilot, fortunatley he also spoke English.

He had the papers for the transfer of ownership in his pocket and without them we could not even get the containers off the dock. We made it to Fremont, put it together, test flew it. Chuck Burden with me as passenger headed north for home. This was a fantastic experience, especially when we found some wave climbing up over the Shasta dam area.

And I have been enjoying flying it ever since. Our season is short here, but we have all three kinds of lift and that trustworthy VW engine is there when it's needed. We share our airport with National Guard F-4s and F-16s, helicopters, 2 commuter lines and other assorted ships. The tower is very patient with us, which we appreciate.

Because of problem with one eye, I am not qualified as PIC, but I have another local pilot who is and we enjoy the season (thank goodness it is a tandem!) and we never get too far from home. Also, my son, the pilot still flies it. It has been a wonderful experience, and I still enjoy just the feel of flying it "

Ed. Note: Mrs. Irene Currin is nearing 80 years-young. She is a member of SSA & SLSPA. It's people like her that keep the vitality in this sport. Her ship is S/N 5757 built in 1974. It has 350 airframe hours and 295 engine hours.. Irene soloed in Oct 1970 and currently has logged 260 self-launching hours.



Great American High Country Soaring Safari

DAY/DIST/DEST.	Steort Kestrel A6	Abhau V/CM BM*	Bradford Ventus BV	Reiser Caproni JC*	Barnett ASW20 0Z	Treinis LS4a W4	Martin Pik20E 3L*	Martini N 3DM 4AM*	Thomson Discus 4T	Hupe LS3 45	Williams DG400 5N*	Reese LS3a 51	Kaiser LS3a 7H
1/245/Elko,NV		C	C		C		C	C		C	C		C
2/206/American Falls, ID		T	L	CE	T		T	CE		L	T		L
3/108/Driggs,ID	L	CE	C	CE3.	A		CE	C		C	CE		T
6/226/Heber City,UT	L	T	L	X	L		L1.	CE	T	L	C		L
9/196/Parowan,UT	L	C	C		L	C	L	CE	C	C	CE1.	L	L
10/231/Tonopah,NV	X	C	C		C	C	L4.	C	C	L	C	L	L2.
11/158/Minden,NV		C	C		C	C	T	C	C	X	C	C	X

C=Completed Leg/CE=Completed Leg Engine Run/L=Landed Enroute/T=Trailered leg/X=Left Safari A=Aerotowed
1.=Engine problems 2.=Navigation Problems 3.=Airframe problems 4.=Crew Car problems. * = Motorglider