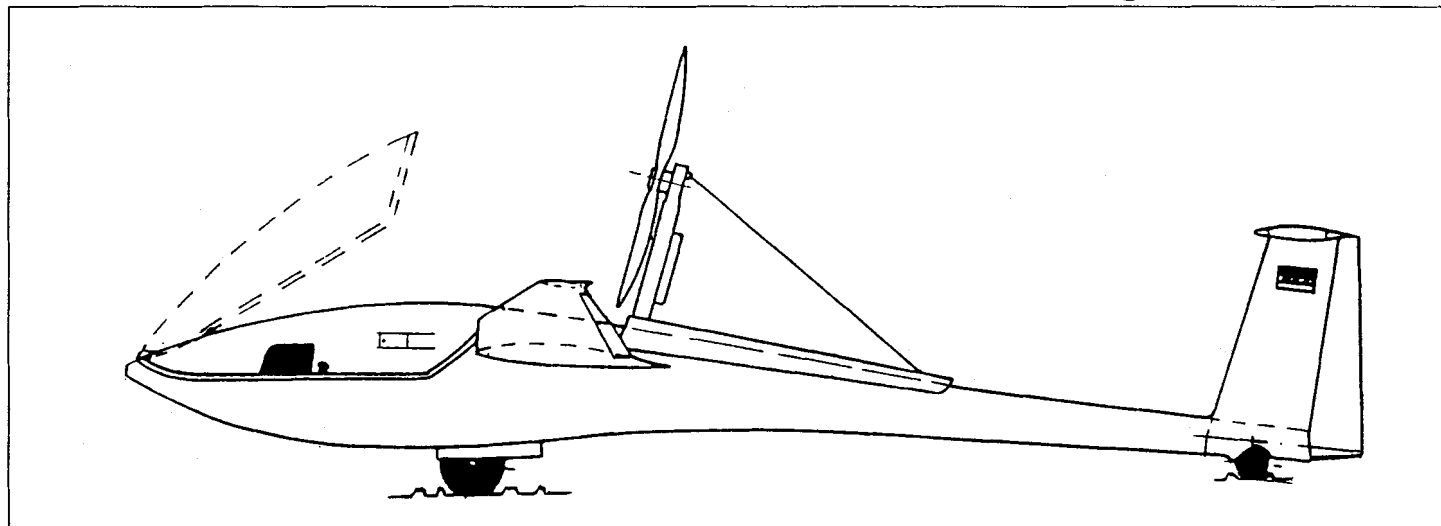


Glaser-Dirks DG-800B Self-Launching Sailplane



Glaser-Dirks new DG-800B is now flying with deliveries expected to begin in early 1995. This ship is essentially a DG-800 with the new MWAE 50 hp 2-cycle watercooled engine. The engine stays in the engine bay with only the propeller and radiator exposed on extraction. Gliding performance is 50:1 with 18 meter tips and over 45:1 in the 15 meter mode. For 18/15 meter versions: Empty wt. 714/723 lbs. Max TOW 1157/1157 lbs. Min. Sink 115/98 fpm at 43/41 kts IAS. Takeoff distance over 50' at 926 # is 787 ft. with a measured climb rate of 846 fp under standard conditions at sea level. Dirks reports that at 6,600 ft. msl the 800B was climbing at 594 fpm. Max wing load-10.1/9.1 lbs/sq. ft. The 600 ccm MWAE engine has a TBO of 500hr with no years in service limitation. The propeller is rigidly mounted to the motor. For retraction the engine rotates inside the fuselage. All parts that require service are accessible without removing the engine. The complete engine with all accessories (prop/drive belt/exhaust system) weighs 110 lbs. For more information, contact Glaser-Dirks USA 707-942-5727 (CA).

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

SEPTEMBER ~ OCTOBER 1994

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FAA Comments on Rotax Engine Overhaul ...

In August SLSPA contacted the Reno FAA FSDO and requested they investigate the overhaul requirement of 300 hrs. or 6-years for Rotax engines installed in motorgliders. Don Morgan of the Reno FAA FSDO originated correspondence to Bombardier-Rotax and the FAA Aircraft Certification Office in Brussels, Belgium regarding this matter.

In a reply from the Reno FAA FSDO dated October 14, 1994 the following information was provided:

1. For motorgliders that hold a Standard Airworthiness Certificate, the requirement for the overhaul at 300 hrs or 6 years since installation is mandatory but that any properly rated U.S. certified entity (A&P with A&I signoff) may perform the overhaul function OR the engine may be returned to the Rotax factory for overhaul. PROVIDED the maintenance records are completed in accordance with FAR Part 43.

This means all overhaul procedures (parts replacement, dimensional tolerances, disassembly and reassembly procedures) are to be followed per Rotax factory methods and specifications.

2. Bombardier-Rotax responded to FAA with a complete package of Parts Manuals and Repair Manuals and Technical Bulletins covering engine models 275, 235, 505, and 912. (As of this writing, the scope of the overhaul, parts to be replaced and the parts tolerances have not been provided and another letter has gone forward to FAA Reno to request such

data from B-Rotax. This information will be published as soon as received.)

3. For motorgliders entering the U.S. in the Experimental Category, the overhaul hour/time requirement is not mandatory.

4. The Rotax factory advised all engined returns to their factory for overhaul be sent through their distributor: Kodiak Research Canada, Ltd, 913 Kal Lake Rd. Vernon, BC V1T 6V4, Attn: Mark Paskevich Tel. 604-542-4151

Wheel Brake Cable Inspection...

Whether you have had problems stopping or not, this inspection can save you the trouble of no braking whatsoever when you really need to stop: Inspect both ends of the brake cable. At the wheel actuating arm the cable should be secure but not mashed to the extent that some of the cable wires are cut. At the actuating arm (attached to the spoiler linkage in many ships) make sure the wire is secure and that there are no frayed ends. The arm at the wheel brake should begin to apply wheel braking when the spoilers are about 1/2 to 2/3 open. Maximum braking should occur just as the spoilers are fully extended. One pilot reports that at the actuating lever connected to the spoiler linkage only 1 strand of brake cable was holding. Replacement brake cable is available from the factory or motorcycle shop. If your bird is an older one and you have no record of changing the brake cable, this inspection is a must.

Update on Starter Motor Gear Hangup-Rotax Engines...

Glaser-Dirks advises that the end play on the starter gear should not be over 1mm. If more than this, change to new starter or have old starter wormgear shaft replaced. Suggest add this item to 25 hr engine check.

Sailplane Operations—A Power Pilot's Briefing...

Attached to this newsletter (U.S. and Canadian members) is a handout that explains soaring operations to power pilots. This handout can be reproduced and made available to your local airport office and power FBOs flight planning rooms. Its purpose is to build goodwill and provide information to power pilots at fields where both soaring and power operations are in progress. If you fly out of this type of airport, please feel free to use this briefsheet to inform powerpilots about soaring operations. The Nevada Department of transportation has made this brief sheet available to all Nevada airports.

Motorglider Standing in 1994 Sports Class Nationals...

Held at Montague, CA July 12-20. Out of a field of 27 entrants Don Hurd in a DG-400 was 7th; David Volkmann in a DG-400 was 10th and Tupper Robinson in a DG-500M was 18th. With the handicaps of .91/.92 and .78 respectively, this is an excellent showing especially for the DG-500M which had the most severe handicap of any ship entered. It is also interesting to note that the winning ship, a Ventus C, has a handicap of .94 above that of the DG-400's .91/.92. It is reported that these handicaps are under study for revision for the 1995 season.

SLSPA Membership Age Survey...

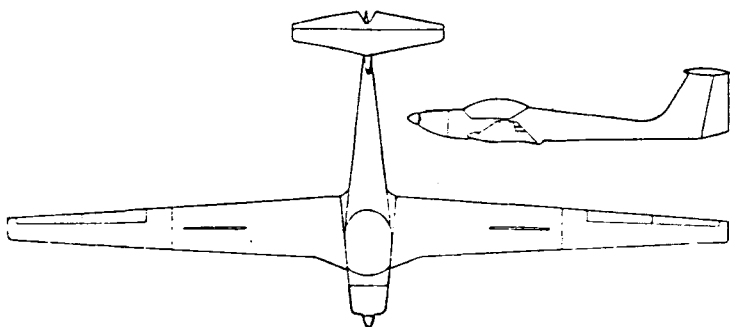
142 SLSPA members selected at random:

Age Groups	Percentiles	Number
30-40	16	25
41-50	24	33
51-60	28	39
61-70	26	37
71+	6	8

Average age	54.5 yrs
Youngest	30
Oldest	78

40% are under 51 and 60% are over 51.

(Old dogs can and do learn new tricks.)



*New Super Ximango Motorglider from Brazil.
Details in next Newsletter.*

Swiss Pilot Sets Records at Minden, NV USA...

SLSPA member Ludmilla Zweifel of Aarau Switzerland has submitted claims for 5 Swiss National Records for Feminine Motorglider Class during a 2 month stay at Minden in July and August. These records include Altitude, Gain of Altitude, 100km Speed Triangle, 500km Out and Return Speed and Out and Return Distance of 511km. These records were set flying a DG-40017M. Ludmilla, a mechanical engineer, used a remote start gate for the speed and distance records employing a Phototime Camera that marked the barogram and indicated the time on the film. Mrs. Zweifel, a native of Hungary, has been flying sailplanes since 1949 and is the only female motorglider pilot in Switzerland. She plans to return to Minden in 1995 to continue record flying.



Ludmilla Zweifel and her DG-40017M "KL"



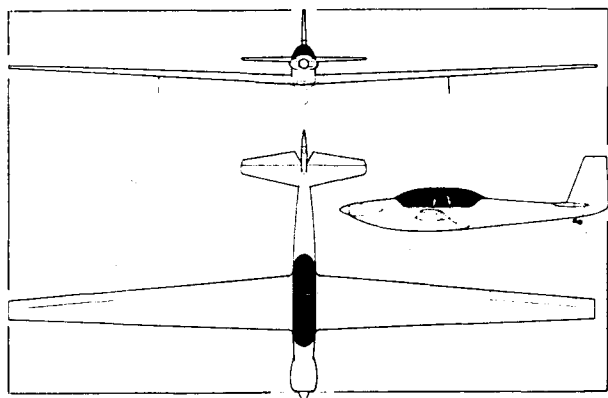
*Dean Carswell's Stemme S10 at a Fort Worth, TX airport.
Dean reports the S10 has been relatively troublefree.*

1996 National Contest Sites

May 14-24 15 Meter Mifflin County Airport, Reedsville, PA
June 25-4 July Sports and Open Classes. Hobbs, NM
July 2-11 Standard Class Moriarty, NM
to be scheduled Auxiliary-Powered Class

For Sale

Sporivia "Sperber" RF5B 17 meter 2-Place tandem motorglider. 1835cc engine, 3-position prop, retractable gear, folding wings, 27:1 L/D. \$32,500 OBO Fred Toczko 602-456-2286 (AZ)



On Self Launch Soaring...

Rudy Allemann recently purchased a DG-400 and has been flying it regularly. Excerpt from an article by Rudy published in **Towline**, a NW glider bulletin, follow:

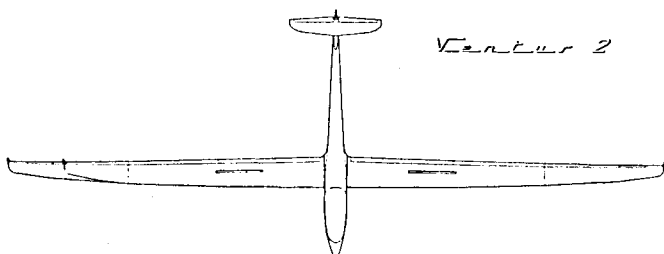
"...the self-launcher offers a vivid imitation of proper gliding (a non-powered ship). Flying the MG, I have the same worries, but with a wing loading like that of my ASW-20 with half water. I don't have the range of confidence of staying up. With the 20 loaded with water I could fly with some confidence into 80% cloud cover and feel that if I found a snatch of 100fpm I could drop the water and make it through. But with the motorglider I wouldn't have done it. The problem is that one can't be sure the motor will start in the air. I try to fly such that the engine will save me from a retrieve when it starts — after I have landed at an airport! If it starts shortly before landing at the airport... so much the better.

"The high wing loading gives me a feeling of helplessness against weakening conditions. In the PG (proper glider) I could drop water and stay up. I now need stronger lift than I used to need. I have to hope now for stronger lift and hope that the engine will start if I intend to foil a landout. In a PG as the lift deteriorates and you get low one still has the hope that you will find sustaining lift. With the MG this part of hope gives up earlier and at a higher altitude because of the extra weight which can't be dumped. I cannot agree that the motor has eliminated problem solving, risk taking, or uncertainty. **It certainly has not eliminated the joy!**"

Editor's Note: Rudy is a mature PG pilot and might be classed as a purist who switched from a PG to a MG. But he still exudes the joy of pure soaring including the fun, challenges, uncertainty and problem solving.

Updated SLSPA Roster...

Please look over the enclosed roster and send any changes, additions, deletions to SLSPA, Inc.



Winter Check Lists:

- ☐ 1. Fuel Tank Drained.
- ☐ 2. Engine "pickled" with 2-stroke fogging preservative oil (available at boat dealers). *
- ☐ 3. Carbs and exhaust stack/s taped shut.
- ☐ 4. Seal all openings to inside of fuse and wings for protection against rodent nests.
- ☐ 5. Lube all control fittings and wing pins.
- ☐ 6. Wax the trailer and cover trailer tires if left outside.
- ☐ 7. Install a solar-powered vent to keep moisture down and air circulating in the trailer.
- ☐ 8. Air all tires to maximum.
- ☐ 9. Plug batteries into a solar panel with a charge controller.

* Run engine at idle while injecting fogging oil directly into the carb/s throat and then turn off fuel cock and let the running engine empty the fuel lines.

1995 Aux-Powered Nationals...

There are now 18 pilots who have indicated an interest in flying the nationals at Minden 11-20 June 1995. The below listing are the pilots who have not yet responded:

Ron Day.....	ASW-24E
Don Pollard.....	ASH-26E
Bill Seed.....	DG-600M
MacSween.....	DG-400
Ecklund.....	Ventus CT
Wenger.....	Nimbus 3DM
Howell.....	Ventus BT
Mozier.....	ASH-26E
Clark.....	DG-400
Estrada.....	Ventus CM
Suddard.....	DG-400
Buchanan.....	Ventus CM
Seymour.....	DG-800
Willis.....	PIK-30
Perkins.....	Ventus CM

Entry Application:
Rick Walters, CD
P.O. Box 361
Minden, NV 89423
702-267-4497

Copy of Rules:
Bud Schurmeier
6552 Indian Hill Way
Fallbrook, CA 92028
619-941-3703

Full details on flying this Western Mountain Area are available in a 23 page document from SLSPA including topography, meteorology, turnpoint list and locator, sectional charts needed, equipment info and accommodations. This document is a reprint of "Sierra Express" used in the Ameriglide international contest in 1990. It adequately describes the area and the weather of this local in detail. SLSPA will send this data postpaid to any pilot requesting same...just ask for a copy of Sierra Express.