

SLSPA Activities at the 1991 SSA Convention

New Board Members.

The SLSPA Board of Directors was increased from 5 to 7 members with the addition of Bruce Templeton and Jerry Wenger. Other Board members are Jim Culp-Secretary, Tom Dixon-Treasurer, Alan Greer, Bud Schurmeier and Pete Williams, President and C.O.B. It is planned to retire board members after after 3-year terms and elect new board members annually to fill vacancies.

Non-Profit Status:

SLSPA, Inc. was approved by the IRS on 1-31-91 as a non-profit corporation under IRS Section 501(a) of the Internal Revenue Code as described in section 501(c)(3) "for scientific and educational purposes to encourage the design, development and safe use of self-launching and sustainer-engine sailplanes." As of Sep 1990, SLSPA is a Division of SSA.

Copies of the Articles of Incorporation and the By-Laws are available to SLSPA members. Please include \$2.00 to cover copy and postage costs.

Safety Seminar:

Approximately 65 persons attended the Safety Seminar where the results of the safety survey of 92 motorglider pilots was discussed. Jerry Wenger and Pete Williams made the presentation and distributed copies of the survey. Copies of this survey are available from SLSPA for \$2.00/ea. This survey covers in detail most of the operational and maintenance aspects of flying a motorglider and is considered a "must" for any pilot thinking about entering this sport.

Motorglider Luncheon:

43 pilots attended and a presentation was made by Don Pollard covering the 1st World Motorgliding Championships in France last year.

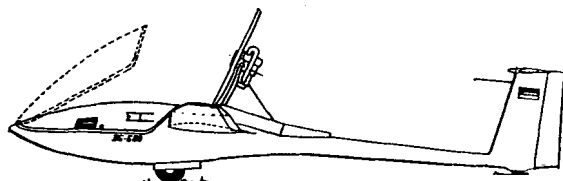
Self-Launching Sailplane Pilot's Assn.

N E W S L E T T E R

March-April 1991

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DG-600M Debut at SSA Convention:



Steele Lipe's new DG-600M was on the convention hall display floor fresh from the Houston port of entry. This beautiful ship has a very thin wing section using a full span flaperon for rapid roll rates and extremely low drag, according to Glaser-Dirks. The max. gross wt. is 1,167lbs giving a wing loading of 9.83 lbs/sq. ft. in the 15-meter mode. A 25hp Rotax 275 2-cycle single cylinder engine with a 3:1 reduction ratio swings a 4.6' propeller.

Time to Renew Membership!!

If your newsletter contains a Membership Renewal Slip, please complete the form and return with your dues as soon as possible. This will assure uninterrupted newsletters and establishment of your SLSPA membership through April 1992. Thanks! Membership to date: 220 worldwide.

Correction to Ventus CT/Solo Engine Tuning:

In Jan/Feb Issue Page 2 the change of jets in the Solo engine should have read " #112 Forward and #114 Aft" This correction courtesy Dipl. Ing. Eberhard Schott, Schempp-Hirth. Our apologies for this "typo" also to Paul Stone who provided the input on tuning.

WANTED:

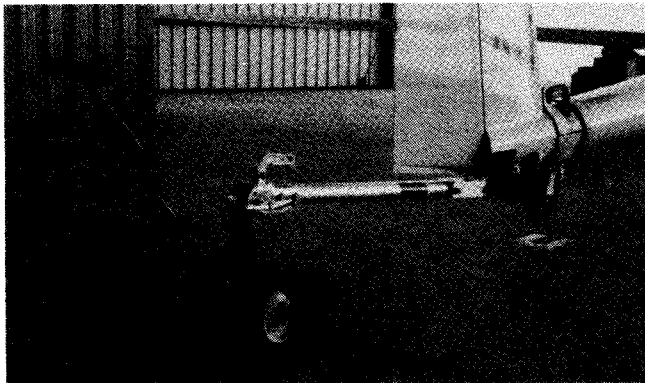
\$109 REWARD FOR INFORMATION LEADING TO THE PURCHASE OF A GROB 109 OR TIAFUN A OR B. Contact: Bill Starick 831 South Kline, Lakewood, CO 80266 303-985-2186.

SPRINGTIME CHECK LIST:

- | | |
|----------------------------------|-------------------------|
| 1. Fuel tank and Filters. | 11. Pilot/Static System |
| 2. O2 System integrity. | 12. Check Lists |
| 3. Spark plug condition. | 13. Canopy |
| 4. Control system integrity. | 14. Emerg. Egress |
| 5. Annual Inspection. | 15. Battery |
| 6. Chute repack. | 16. Tires/Brakes |
| 7. Cleaning and lubrication. | 17. Starter |
| 8. C.G. confirmation. | 18. ADs/TNs |
| 9. Propeller condition. | 19. Carbs |
| 10. Electrical system condition. | 20. Ext/Ret. System |

THE SMITH TOW-DOLLEY...

Finally-a way to move your ship around that is simple and takes the back strain out of attaching to your auto tow ball. This unique device was developed by Richard Smith to move his DG-400 into and out of the hangar plus positioning the tow bar high enough to make easy transition to the car tow ball. The two main wheels and dual castors arrangement provides for unidirectional movement and accurate steering. Interested members can contact Dr. Smith at 405-751-1828 (OK) or SLSPA direct.



MIXED COMPETITION EVENTS...

This year for the first time, powered sailplanes will be competing alongside pure sailplanes at the U.S. Sports Class Nationals. Although the rules provide for a zero if engine started while on course, the very fact that powered and non-powered ships are competing together is a first for the U.S. In Europe this type of competition has been going on for several years, mainly because there are so many powered ships in that area. In fact, as time goes on the powered ships will eventually outnumber the non-powered ones as most of the production in Germany is powered either by a sustainer or self-launching engine. What does this all mean?

Jean Vuillemont, a leading proponent for powered sailplanes in Europe has been instrumental in getting this class of soaring recognized as a force to be reckoned with. Jean travels the competition circuit in Europe and helps solve scoring problems that have permitted the "impure ones to fly with the pure ones" on a fair basis. This teething period has not been without its problems but Jean forges on and along with Karl Abhau has been successful in developing rules that let both groups fly together.

The U.S. competition scene can learn much from what has evolved in Europe. The successful system i

is as follows according to Vuillemont as published in Volo a Vela, under V.I.P. International Gliding Club's logo:

"I think it is possible and essential to mix pure and powered sailplanes in all competitions except the World and European events. If the pilots of either type refuse to join in, a point will be rapidly reached where two separate communities exist, as has already happened in the USA. Neither party has enough pilots to afford this. My "pure" friends should realize that more powered sailplanes than pure sailplanes leave the German factories nowadays and eventually the pure community could someday be in the minority and rejected from motorized events. In summarizing the rules developed and as an assistance to contest organizers, the following has proved successful in mixed events:

1. Powered sailplanes must be fitted with a barograph capable of recording on paper the operation of the engine and the camera.
2. Turbo sustainer ships launched by tug shall provide proof of the correct operation of the barograph recording system with an engine run of at least 2 minutes at an altitude lower than the tug release altitude.
3. Powered sailplane may carry out several relights provided the engine is operated over the contest site and under the direct visual monitoring of a competition official.
4. Every engine lightup after crossing the starting line causes the pilot to be considered landed at the last correctly photographed turnpoint.
5. Any interruption of the barograph chart voids the day.
6. A contest official must sign the barograph charts before takeoff and after landing. He can request all needed verifications of the airborne installation and is allowed to request engine ground runs after landing.
7. Weight and balance maximums as authorized by the manufacturer unless runway length compels the contest officials to prescribe a common weight for all ships powered and pure"

FUEL-WISE UPDATE....

According to Wilhelm Dirks:

1. The only synthetic oil approved by Rotax is Castrol 2-cycle TTS.
2. Super Unleaded fuel [97 octane] mixed 50/50 with Avgas LL100 is recommended.



Use Avgas LL100 only when nothing else available and for a short time only due to build up of lead deposits.

AOPA Air Safety Foundation Aircraft Accident Summary Report for Motorgliders 1982-87.....

This report was compiled at the request of SLSPA by Don Engen, President of the Foundation. Below is a summary of the report and narrative descriptions of 3 accidents. We will publish other narratives in forthcoming newsletters. Copies of the complete report are available for \$2.00.

SUMMARY:

17 Accidents

4- GROB 109 1-RF5B 1-Nimbus 3T

4-DG-400 1SF-27M 1-JS-28M2

4-PIK-20E 1 Taifun 17E

Probable Causes:

PILOT:

1-Taxi

3-Takeoff/Climb

1-Approach

1-Go Around

2-Maneuvering/Low Level Flight

1-Hard landing

2-Landing-Other

1-Midair Collision(Fatal)

MECHANICAL:

2-Powerplant

2-Fuel System

OTHER:

1-Undetermined

Narrative:

Grob 109 prop hit high grass and a bump in the ground during takeoff roll after pilot lost directional control and veered off the moved runway. Wind 9kts. Takeoff continued and aircraft turned downwind. Prop vibration was excessive and pilot shut down engine and feathered prop at 100' agl. While lining up with runway, aircraft collided with trees and stalled into the ground. Pilot total time-573 hrs. 22 in Type and 15hrs in last 90 days. Serious injuries to pilot and minor to passenger. [How could this accident been prevented or damage and injuries minimized?]

DG-400 was taxiing when left wing tip caught in high grass and the aircraft veered to the left and penetrated a barbed wire fence. Total time-400hrs. 10 in type and 10 last 90 days. Substantial damage to aircraft. Runway was 2,500 long and 50' wide, dry asphalt. Wind 180 at 10. [How fast was this guy going to cause substantial damage?]

PIK-20E made a power on approach and elected to waveoff at 400'agl. Engine would not develop full power and pilot made a 180 turn to attempt a downwind landing. Unable to reach the runway, the pilot landed on the airport in rough dirt/grass area, dragging a wing tip. Pilot said the cause of the engine failure was a clogged fuel filter. [Wonder when the fuel filter was last changed?] 615 total hrs/25 in type/5hrs last 90 days.

CRACKED DG-400 PROP SHAFTS

Glaser-Dirks reports they have dye-penetrant inspected prop shafts of some older DG-400s and found no cracks. Wilhelm Dirks requests detailed reports of cracks be sent directly to him. We expect a decision from the factory soon concerning actions to be taken in inspecting this part.

Correction for Takeoff Distances...

In the Retractable Sailplanes Listing previously published, please make the following changes:

DG-600M 15 and 17 Meter T.O. Run and Over 50' obstacle distances are for off of a grass runway.
Ventus CM 17.6Meter over 50' Obstacle-change 1,300' to 1,608'

U.S. OPEN CLASS MG CHAMPIONSHIPS AT MINDEN...

May 27-June 5 SSA Sanctioned. Entries include:

Ken Shea-Nimbus 3T

Jerry Wenger-Nimbus 3DM

Al Blackburn-Nimbus 3DM

Carl Herold-Nimbus 3T

Al Leffler-Nimbus 3DT

Al Martini-Nimbus 3DM

Operations will be out of High Country Soaring.

More Information: Ken Shea 916-283-3388

4th U.S. National MG Championships, Marfa TX

July 2-11. Possible entrants:

Don Pollard-Ventus CM

Dave Stevenson-DG-400

Roger Buchanan-Ventus CM

Bob Bridges-DG-400

Harold Buck-Ventus CM

Bud Schurmeier-PIK-30

Rick Howell-PIK-30

Pete Williams-DG-400

Richard Smith-DG-400

Alan Greer-Ventus-CM

Don Aitken-DG-400

Stan Nelson-Ventus CM

Mark Macauley-DG-400

Oliver Suddard-DG-400

Ernesto Estrada-Ventus-CM

Peter Blacklin-DG-400

Steele Lipe-DG-600M

Bob Moore-PIK-20E

This is quite an impressive lineup compared to the first contest in Uvalde in 1988 (Buzzin Dozen).

More information: Bill Shurley 915-387-5133.

ECONOMY AIR RACE

Alan Greer has requested that any pilot flying a "travelling sailplane" like the Grob 109, Taifun, Lark, Scheibe and other fixed engine sailplanes to please contact him if you are interested in flying at Marfa in what is called "Economy Air Race Class". This would be an unofficial class but would afford the opportunity to compete based on speed and fuel consumption. This class has flown in Italy with great success and Alan has all of the details. Contact him at 904-589-9552 and be a part of the First U.S. National Economy Air Race.