

Auxiliary-powered Sailplane NEWS

APS NEWS is The Official Publication of the Auxiliary-powered Sailplane Association, Inc.

Lloyd Atwell, President

ASA is a Division of the Soaring Society of America

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Mark Mason soars his PIK-20E over rolling hills sprinkled with the yellow and gold colors of Fall near Idaho Falls, Idaho.

2003 SSA CONVENTION REPORT

A warm thank you to our retiring President Dean Carswell. He has served as ASA president for three years. I cannot begin to note all of the valuable time and direction he has devoted to the ASA and SSA during his tenure. Dean has been a glider pilot since 1962 and a motorglider pilot since 1972, with over 3000 hours in both power and glider. He is editor of the 1997 Sailplane Directory and is a Soaring Safety Foundation FAA CFIG Recertification Clinic Instructor. He also developed the "Motor Glider Qualified Flight Instructors List." To say that we will miss Dean is an understatement. Fortunately he is still a member of the ASA Board, and currently he is serving as Vice-Chairman of the SSA Board. The ASA Membership, and Board of Directors thanks you, Dean, for your leadership as our Third President.

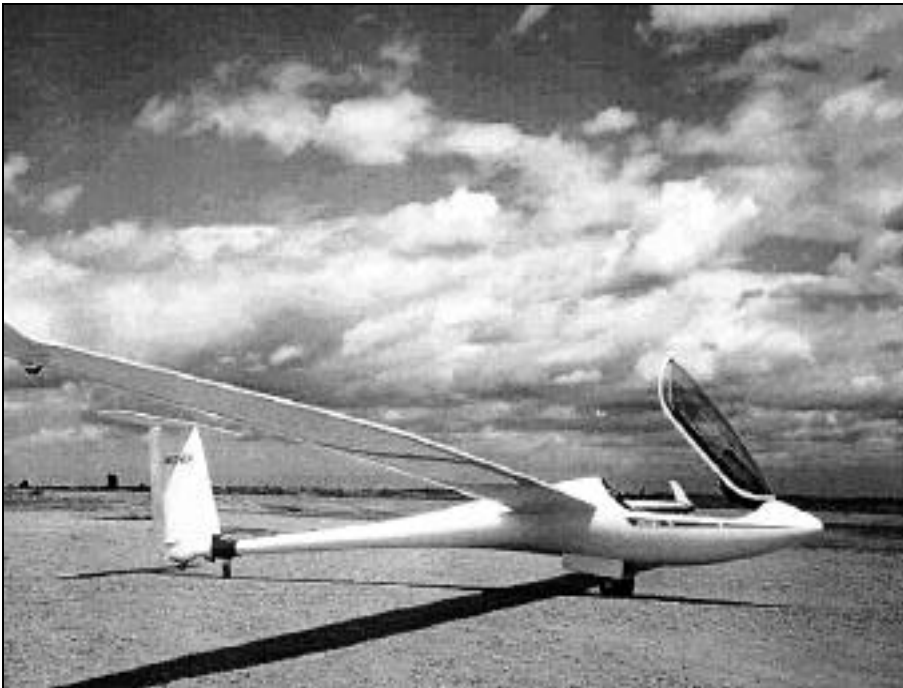
I had the opportunity to attend the Air Sports Expo (SSA Convention) in Dayton, Ohio, Jan. 23 - 25, 2003. The weather was cold but the hospitality was extremely warm. With a well organized program and long list of exhibitors it was often difficult to decide where to go next. For the first time, ASA sponsored two of the programs. The first was Gary Evans' discussion on the Operation and Upkeep of the DG808B's Solo Engine, and the second was Eric Greenwell's discussion of the Midwest Rotary Engine. Both presentations were well attended and well received.Continued on Page 5

SOARING IN NEBRASKA

This letter comes to you from a new member-Steve Loudori, Lexington Nebraska. That's right, Nebraska. We are located in a small rural town in south central Ne. My partner Harry Dorwart and I have enjoyed several years of flying a Blanik and K-8. We've been the only sailplaners in the area and have always struggled with tow problems. My father even towed with our Tri-Pacer. He retired last year because of age and health. We happened upon our Schiebe Super Falke "E" last fall and spent the winter obtaining our new registration and airworthiness certificate. I want to report that being a purist of soaring I was more than won over by our new motorglider. We feel we're especially lucky to find our "E" model of which there are only 2 in the U.S.. This model has the extended wing of 18 meters with about the same performance as the Blanik and K-8 we've been flying. Jump in and go, with no wait when conditions are at their best. After a short engine run of 10 to 15 minutes we average 2 to 4 hours of pure soaring flight generally with altitudes of 6-10 thousand feet agl, and then always landing with the engine off. We've estimated our soaring time was at least tripled from the years before, with total independence from all the problems of waiting or tows. All our time is directed toward soaring. We think it's the only way to go. Steve Loudon- e-mail; quality@loudons.com



Steve's Scheibe SF-25E Super Falke has folding wings and a 64hp Limbach Engine



Kempton Izuno's ASH-26E sits on the ramp at Tonopah, NV. Kemp has done a lot to promote the Tonopah location as a premier soaring site. He has already logged 50 hrs in his 26E, made two 900km flights and makes round trips between Hollister, CA and Tonopah. E: <Kizuno@aol.com>

Schedules

SSA Conventions:

2004-Atlanta
2005- California
2006-Texas

2004 Contests:

15-Meter Mifflin, PA 05-18-27
Sports Ionia, MI 06-15-24
Standard Lubbock, TX 07-20-29
Open/18-Meter Uvalde, TX 08-10-19

Battery Power Part II

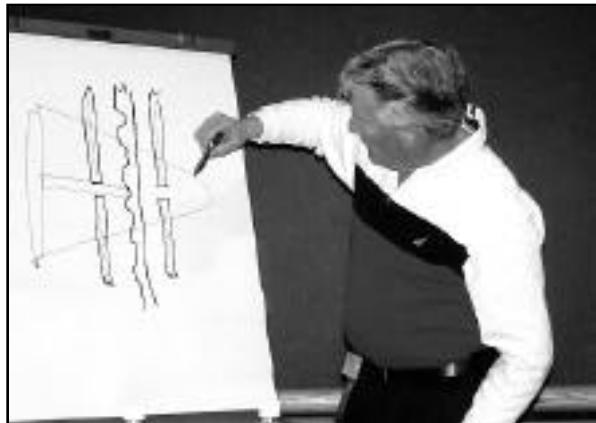
I look on the battery as a resource worth preserving. This may not be the preferred method by other pilots but when your low on battery power the extraction of the engine can be critical for a safe relight. On a typical flight I turn the VHF radio on every 30-45 minutes to advise my crew of my position. If I am out a ways, I ask for a relay. Within 20 miles of my landing field the radio is turned on to monitor traffic, enter the pattern and land. My battery voltage is typically 12.6-12.7 after a 4-5 hr flight. Radio chatter eats the battery power of the senders and the listeners. The use of Ham radio frequencies by some soaring pilots is certainly a step in the right direction.

About solar panels: I have not used a plug in wall charger for over 15 years. In essence my batteries are always on solar charge while the ship is on the ground. My ship is not equipped with solar panels on the fuselage or in the cockpit. In the no flying months my panel on the trailer keeps the battery charged. If solar panels are mounted on the instrument console or fuselage the batteries cannot be expected to fully recharge but will simply discharge at a slower rate. Deep discharging a battery by continued engine cranking during a start shortens battery life considerably. Waiting 3-5 minutes between cranking attempts allows the battery to bounce back. When starting the engine check the voltage value while the prop is cranking. It is important to remember the battery will be somewhat recharged during an engine run but it will not be completely recharged as it was before the start attempt.

A fully charged healthy 12V battery will show about 14V which is actually a "surface charge" and falls to 12.8 V as soon as a load is applied. This is normal. Some pilots use a load tester that measures cold cranking amps. The only checks I make (my batteries last about 4 years) is to note how fast they are being solar recharged and how fast they discharge when a load is applied (like raising the engine). If it is fast both ways then the battery's capacity to hold a charge is waning. Self launch pilots need to learn how to be misers as far as using battery power. It just makes good sense.

Submitted by Pete Williams

2003 Dayton SSA Convention ASA Pictorials



Above: ASA's Gary Evans presents details on checking the drive belt tension of the Solo-powered DG-808B

Right: Schempp-Hirth's Solo-powered Ventus 2CM



Above: Former ASA President Dean Carswell, Tilo Holighaus, Schempp-Hirth President and Oliver Dyer-Bennet, DG USA Dealer at the ASA Breakfast.



Left: Eric Greenwell and Schleicher's leading engineer, Gerhard Waibel at the ASA Breakfast. Eric gave a presentation of the Wankel engine powered ASH 26E.



Right: Alisport Silent IN



Left: Rolladen-Schneider LS-8 Turbo.

All Images Courtesy of Skip Atwell



Left: Mt Robeson, 12,972ft 20 miles from Valemount.

Above: The Harbor at Seward just after takeoff from 500ft agl.

Below: Cache Creek runway. The end drops off 500ft to nice farm fields. "It was one of the safest fields I flew from"

An Alaska Motorglider-Vacation

Eric Greenwell and his wife Jan spent the better part of 5 weeks in May and June of last year exploring Alaska with their motor home and Eric's ASH-26E. His article covering the highlights of the trip was in November 02 SOARING. Some of the awesome scenery Eric flew over was most likely photographed for the first time from a sailplane. In all they covered 7,700 miles with Eric logging 11 flights. Eric's main comment was the fact that Alaska airfields are not all paved and those that were not are usually hard packed dirt or gravel making ground taxi a bit difficult due to the small size (4 inch) and weight footprint of the tail wheel. Otherwise, he reported the natives were helpful and friendly but Canadian mogas costs were high (over \$2.00/gallon). At my request, Eric provided images of participants side of this trip not seen in SOARING magazine. Ed



Above: 23ft motor home;
34ft trailer; 60ft glider.



Above: Testing runway surface hardness of packed dirt at Cousins Airstrip near Whitehorse. "I am using my scooter with exactly the same wheels by ASH-26E has for a tail wheel"

Right: "We eat at a cafe at Northway Airport, Alaska. No town just the airfield, cafe, motel and a few other buildings."



Below: Russia AC-5M belonging to Pete Brown and Jeff Blanks at Seward.



The ASA Breakfast was a sellout and well attended including the following dignitaries of the Motorglider movement.

Gerhard Waibel	Alexander
Schleicher	
Tilo Holighaus	Schempp-Hirth
Oliver Dyer-Bennet	DGUSA
Mr. Schneider	Rolladen-Schneider
Werner Scholz	Rolladen-Schneider
Mr's Benetti-Longhini & Balocchi	Alisport
Robert Mudd	Apis
Chuck Cheesman	Ximango
Ed Hollestelle	Solaire & LS-8
John Gauch	Diamond Aircraft

It was great to have all of these people join us as part of our membership breakfast and if I forgot to list anyone, I apologize. The convention floor had a number of motorized sailplanes and it was very interesting to see the new sailplanes and new motorgliders just coming on the scene.

Atlanta, Feb. 5 -7, 2004, will be the site of the next SSA convention. We are all looking forward to this for two reasons. First, this is ASA's 16th anniversary and the site of the first Self-Launching Sailplane Pilots Association meeting which later became the Auxiliary-powered Sailplane Association. And secondly, with a lot of help from Pete Williams, the ASA will be honoring Wilhelm Dirks DG's Chief Designer. Besides being a good location (warmer) and a good venue, this promises to be an exciting time for motor glider enthusiasts. Start planning now! Safe Soaring.

Skip Atwell, ASA President

.....OTHER CONVENTION HIGHLIGHTS.....

1. The establishment of an ASA officer position as "Touring MG Representative." This person would be responsible for gathering information for the Newsletter regarding the different types of touring motorgliders. Data on the various touring types can be gleaned from various news groups on the internet. Types could include the Stemme, Taifun, Ximango, Dimona, Diamond Katana, Grob 109 and the new Carat. Subjects for the articles can include engine, soaring capability and specific touring cross-country flights made. The board has several candidates in mind and will welcome a volunteer.
2. For ASA presentations at Atlanta it was suggested a safety presentation be considered in 3 sessions: Self-launching, sustainer and touring.
3. In lieu of an ASA Booth and to keep ASA at the forefront at the next convention a poster will be developed by Eric Greenwell. This poster will be displayed at each of the motorglider OEM's booths. It will invite new members and the idea has been accepted by the MG dealers and manufacturers who have a booth.
4. Dean Carswell, Eric Greenwell and Brian Utley were presented with plaques honoring their services and contributions to ASA over the years.
5. There is also an effort under consideration to schedule a session on the convention floor near a motorglider where the details of the systems will be addressed and questions answered.

Parting Out PIK-20E

Rotax 501 with prop 97 hrs. TTE.
Complete Set of Covers. Fuselage smashed.
Wings repairable. Also parts for Schweizers
and Blaniks. Contact Ron Percy at
Rainbow Flying Service. Moses Lake WA
509-765-1606 Email: ronp@qosi.net

Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI motorglider
1507 Browning Ct. Andover, KS 67002
Cell phone 316-409-9624
Email: <davemcconeghey@hotmail.com>
Web: <www.angelfire.com/ks2/motorglider>

FOR SALE....DG-800B

1996, 500hrs TTAF, 50hrs TTE. Fully Instrumented
with GPS and 02 system. 50hp MidWest Engine. 15
& 18 Meter Wing Tips. Engine and gel coat in excel-
lent condition. Cobra Trailer. \$115,000. Ed Shilen
903-887-9720 (TX)

Ventus Bt FORSAIE

NDH, Cobra, instruments, oxygen, logger, winglets
on 16.6 tips, new gelcoat, profiled. 970-898-4453
(CO) <gjk@fc.hp.com>



Commemorate Kitty Hawk

This transcontinental glider race (June 19-July 4,
2003) is open to 20 motorgliders. There are 10 task
legs starting in the Los Angeles area and ending at
Kitty Hawk. For details contact Jim Payne
<JPaviation@aol.com>



JET POWER FOR THE VENUS C?

Jochen Ewald sent APS News the above image regarding a test of sustainer jet propulsion on a Ventus. The power plant is a modeller's engine that produces 26lbs (12kg) of thrust. No details available but the low drag pylon appears to house a fuel cell. Could this be the new Ventus C4T?



Apis M15-Meter Self-Launch USA Delivery

ASA member Don Pollard of Winter Haven FL will take delivery of the first USA Apis M in March or April 2003. This is Works No. 5. of the Slovenia-built ship. The M has the well proven Rotax 447 40hp twin cylinder 2-stroke power plant, automatic controls hookup, steerable tail wheel, an all composite airframe, and flap-perons. Climb rate at sea level takeoff is close to 800fpm. Vne is 121kts and L/D 40:1, Empty wt: 425lbs and Max Gross 661lbs. Ex-Factory price is about 40,000 Euros, A trailer is available for \$4,000. For more info, contact US Dealer Robert J. Mudd at <Robertmudd1u@aol.com> or <www.apisgliders.com>

A New Propeller for the Russia AC5M

Gene Hess, one of the guys with a Russia AC5M here (Richland, WA) damaged his propeller while test running the engine on the ground (it hit one of the little doors near the engine mast). It's going to cost him \$220 for a replacement, and the propeller was in stock at Ard's place in Montana, so just UPS shipping and here in a week. The heartbreaking part? That's what happens to us guys with the German gliders, when we realize \$220 doesn't even cover the shipping for a replacement propeller, and it takes a week just to order it. Gene Hess says "I think it is a good idea to place the propeller story in the NL but please make sure that the reason for the problem (the owner failed to reinstall the door stop.) is brought out in the article. You might add that Bill Ard has always been very helpful to this Russia owner."

Submitted by Eric Greenwell

Editor's note: Last year I purchased a new prop for my DG-800B from the Technoflug Factory which cost \$2,000 plus boxing and shipping-about \$350 and a 6-8 weeks wait!!

TAOS SOARING CAMP 2003

The ASA is sponsoring a camp in Taos, NM. This year the Malcolm D. Stevenson Trophy will be awarded in Kitty Hawk to the highest placing motorglider competing in the "Return To Kitty Hawk". There is interest for a Soaring Camp as an alternative for those who are not flying in the Kitty Hawk event. I have been flying at Taos since 1984 and it is a fantastic place to fly !! The Taos Soaring Camp is from the 15-21 June.

Bernie Gross and Stan Nelson have made their Pawnee tow plane available starting on the 8th of June for those who desire to fly for two weeks. The Jim Crisp Memorial Soaring Fiesta will be held at Taos 12-15 June. Contact Terry Blankenship: TBlankenship@csi.com if you desire to fly during that period.

We will be sharing the airport with the Jim Crisp event so tie down space will be limited. We will coordinate to make sure there is available space for the gliders. Angel Pala and Terry Blankenship have held the Jim Crisp Memorial Soaring Fiesta for a few years. They have arranged for discounts at local hotels. There are also many private homes and condos available for rental. We will have fun, badge and record flights. There are many other activities in Taos: Golf, Hiking, Rafting, Site seeing, Eating (great restaurants) and Shopping. Please contact me if interested. Rick "FD" Howell 972-245-0830; e-mail: <PatRickHOWELL2@compuserve.com>

ASA Finances Summary for 2000, 2001 & 2002

Note: ASA now has some multi-year liabilities because dues can be paid for several years, so the bank balance is not as "fat" as it appears.

1. Yearly cash basis
2. 2002 Dues reflect some multi-year payments
3. Includes professional printing and mailing
4. Includes payment for roster sent out late in 2000
5. Payment made in 2001 for 2000 roster
6. Includes copies of past issues, postage, booklet reprints, etc.
7. Revised to include same items as 2001 figure

Eric Greenwell, ASA Treasurer

PILOT PROFILE

Carl Herold



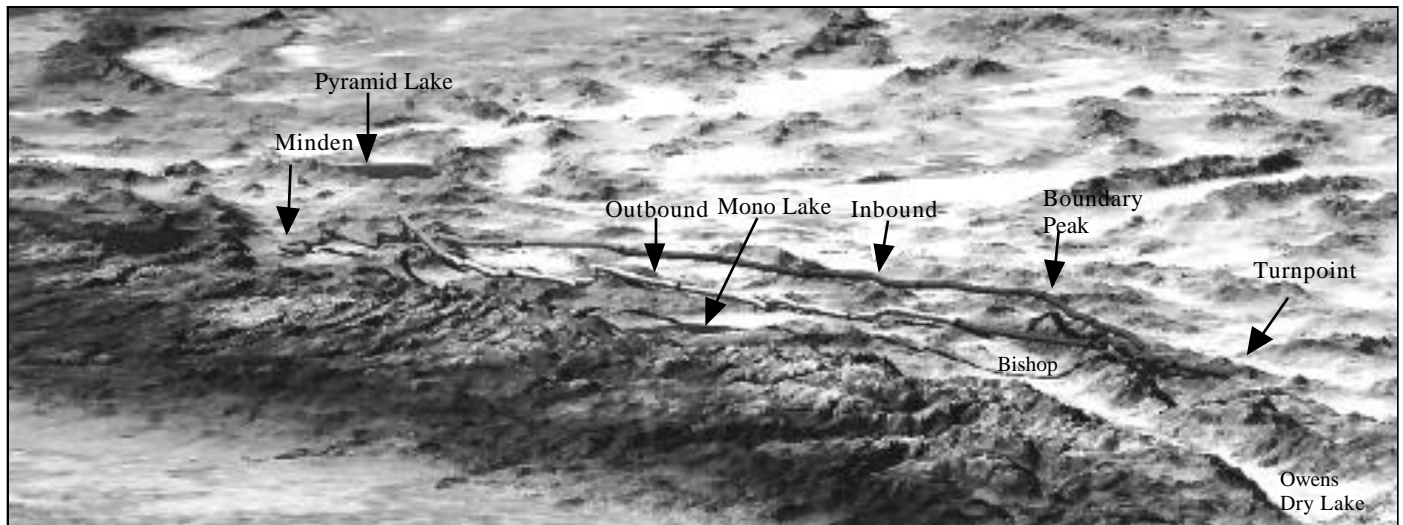
Carl Herold is well known in the USA and world soaring community. In his 43 years as a soaring pilot, he has made significant contributions to the sport and at age 70 continues to do so. This pilot profile cannot do justice to all of his soaring accomplishments but will address Carl's entry into motorized soaring. He has 893 hours in engined gliders (13 models), 4812 hours in pure sailplanes (45 models) and 2948 hours in powered aircraft (cum 8656 hrs). In 1997 he purchased his first high performance retractable engine Open Class sailplane, a Nimbus 3DM from Al Blackburn. After engine exhaust, intake and propeller modifications to increase takeoff and climb performance his 3DM has stabilized into a reliable machine capable of high density altitude operations out of the Minden-Tahoe Airport.

Most of his flights are with a passenger Carl calls "Honorable Ballast" and a 4-5 hour cross-country FAI record attempt flight is the norm. Carl's ability to find and use lift of all types is very similar to the late Klaus Holighaus' uncanny method of squeezing lift out of any bump that comes along. Numerous soaring records (national and world) held by Carl attest to his soaring know how. He holds USA Diamond Badge #40 and completed his 1000km flight in 1985. Carl's reason given for flying his self launching Nimbus 3DM sailplane is "its great for sharing the wonders of a super glider with rated glider pilots"

GPS Flight Recorder 3-Dimensional Graphics Available

The graphic below was produced by Carl Herold. Carl has been offering this service for several years now. It is a 4-color graphic that accurately depicts any flight recorder trace over the topography flown including enroute thermal turns. Carl can control the viewing angle to optimize the flight trace including a ground shadow. Each hour of flight is in a different color with 10 minute ticks. This particular flight was on 2 September 2002 when I made a 500k O/R in my DG-800B from Minden-Tahoe Airport. This was a very satisfying flight because the inbound final glide leg of 160sm was made in straight ahead flight without any thermal turns for a ground speed of 90mph. Eight thermals were used on the outbound leg. There were no wave conditions but thermals were very strong. This made possible a cruise-climb from 14,000 ft just after the turn point to 16,800 at Boundary Peak (100 mi out from M/T) and to continue the final glide ending at a Start/Finish gate near Minden-Tahoe. Pilots interested in documenting a record or special flight can order a 4-color print from Carl suitable for framing. Just send a copy of the logged file to <CDHEROLD@charter.net>

Submitted by Pete Williams



Schleicher's Power System Presentation at Dayton by Eric Greenwell Available

This very informative talk given by Eric covers many specifics about the ASH-26E Wankel power plant from general maintenance to the cooling system and beyond. For instance, do you know that Diamond Aircraft now owns Mid-West Engines and is moving the the factory to Austria? Send a SASE with two first class stamps to Pete Williams at 1033 Dresslerville Rd. Gardnerville, NV 89460 for a 6-psgr copy of this talk.

ASA Mission

The Auxiliary-powered Sailplane Association, 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, 9541 Virginia Ave. South Bloomington, MN 55438 Pho: 952-941-5683 EMail: <Utleyb@aol.com>

USA Dues: \$20-1 yr, \$38-2 yrs, \$55-3 yrs.

International Dues: \$25-1 yr, \$48-2 yrs, \$70-3 yrs.

ASA Officers

President: Lloyd Atwell262-348-9488

Secretary: Lloyd Atwell.....262-348-9488

Treasurer: Eric Greenwell.....509-943-9065

Membership: Brian Utley942-941-5683

Safety: Stan Nelson.....505-776-5080

Asst.Safety: Oliver Dyer-Bennet..702-942-5727

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

Competition: Rick Howell.....972-245-0830

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TeST employees gather for a New Years portrait in the 11,367 sq. ft. facility near Brno, Czech Republic. Marketing Manager Zbynek Jaros is on the left. The company has been in business since 1992 and has produced 172 sailplanes including motorized versions. Zdenek Teply, Design and Production Manager expects the TST-10 15-Meter self launching all composite sailplane to complete its maiden flight with its 40hp Rotax by the time this Newsletter is published. More to come.



Oliver Dyer-Bennet, USA Carat Dealer, sent APS NEWS this picture of the first production Carat taxiing out for takeoff from an airfield near the AMS-Flight facility at Ljubljana, Slovenia. First USA delivery in April 2003 followed by one per month. Oliver says the expected L/D is 38:1.

In the May-June 2003 APS NEWS

An Update on the ETA Self-Launcher (below) and Survey Results of USA AC-5M (Russia) owners.

