

# 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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**January-February 2003**

## President's Message...

I want to thank the ASA Board and its membership for the opportunity to serve in this position. Many people have contributed to the success of the ASA and I hope that I might, in a small way, continue to make a positive contribution to our organization. Past presidents, Pete Williams, Stan Nelson, and Dean Carswell, the ASA Board of Directors, the Founders of the ASA, and the membership have all made great contributions in the direction the organization has taken; in particular, Pete Williams, who started and organized the ASA and continues to write the newsletter. He is an invaluable asset.

In my 25 years as a member of the SSA I have become more and more aware of the need and direction the SSA has taken, in our flying interest. Recently I had the opportunity to attend a Chicago Glider Council meeting and listen to Jim Short discuss some of the directions the SSA is taking on many current issues that affect soaring. I am thankful for Jim and the SSA's active stance on these issues, for without it our flying might in some way be curtailed. I am also thankful for our ASA membership. Its directions are varied, with competition, cross countries, and different types of planes; but its interest in safe motorglider flying is always of primary importance. I hope our safety record will continue to improve in the coming year. I encourage the ASA members to continue to feel free to write and submit articles and pictures to the Newsletter for all of us to share. Happy New Year to all of you and your families. I am looking forward to seeing you in Dayton.  
*Skip Atwell*



**Alexander Schleicher GmbH celebrated its 75th birthday on October 19, 2002.**

This issue of APS NEWS is dedicated to covering some of the historical highlights of Schleicher sailplane designs with emphasis on motorgliders. The image above shows the Schleicher sailplane aeronautical design engineering team: Michael Greiner, Gerhard Waibel and Martin Heide. APS NEWS thanks all of the gentlemen above for providing information on Schleicher motorized sailplane designs.

## Schleicher Motorglider Production

<u>Model</u>	<u>First Flight</u>	<u>Produced</u>	<u>Powerplant</u>	<u>Annual</u>
ASK-14	1968	66	26HP Hirth F10 K19	0
ASK-16	1971	44	67 HP VW-Limbach	0
ASW-22BE/BLE	1986	26	43hp air cooled Rotax 505A	0
ASH-25E	1987	67	25hp air cooled Rotax 275	0
ASW-24E	1988	54	25hp air cooled Rotax 275	0
ASH-26E	1993	172	50hp Midwest Wankel AE50	10-40
ASH-25M/Mi	1995	64	50hp Midwest Wankel AE50	10
ASW-22BLE /50R	1997	9	50hp Midwest Wankel AE50	1-3
ASW 28-18E	?	0	26HP Solo 2350	?
<u>TOTALS</u>		<u>502</u>		<u>21-53</u>

All ASH-25 & ASW-22BLE are now produced as Mi or 50R models. The a fuel injected AE50 engine produces 56hp.

Continued on Page 2.....

Perhaps Schleicher's most famous sailplane was the Ka series by Rudolph Kaiser of which 3,650 were produced. The average maximum takeoff weight of the Ka Series varied between 400 and 660lbs with an L/D of 26-33:1. Yet this diminutive 15-meter ship established many world and national soaring records when flown by renowned pilots Heinz Huth, Karl Betzler, Otto Schauble, Wally Scott, Hans Werner Grosse and Karl Striedieck. Schleicher's first all fiberglass ship, the ASW-12, at one time held all three world distance records. Only 15 were produced. A very advanced design for its time the 18.3-meter span ASW-12 featured camber changing flaps, no spoilers and tail drogue chute for landing approach glide path control. Its glide ratio at 56kts was 47:1. Schleicher currently employs 115 people at a 55,000 sq.ft. production facility. Over 7,500 sailplanes have been produced including 30 different models.



The ASK-14, left, was Schleicher's first motorglider. It was essentially a Ka-6E with a 2-stroke Hirth engine producing 26hp. The 2-place ASK-16, above, had side-by-side seating and a 67hp VW-Limbach engine. It first flew in 1971.

The ASW-22 shown on the right is a current BLE 50R model with the 50hp MidWest wankel engine. The first powered versions were BE models using an air cooled 43hp Rotax engine. The BE models were introduced in 1986.



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\*\* Includes 500 issues printed and postage costs. Issues can vary between 8 & 12 pages.

Pete Williams  
APS NEWS Editor

## FLYING THE ASH25

Stan Nelson has authored an excellent paper on flying the ASH-25 with particular emphasis on the use of spoilers and flaps, critical airspeeds and flight control deflections. Send a SASE to APS NEWS for a copy.

## RECENT SERVICE INFO BULLETINS FOR ALL DG-800B/808B & 500MB SERIAL NUMBERS

DG has issued the following Service Info Bulletins:

\*Repair of Starter Ring Gear Connection..No.48/02 dated 6-27-02

\*\*Inspection of Coolant Pump....No. 49/02 dated 7-12-02

Applicability:

\* If damage suspected or bolt found in the engine bay.

\*\* If coolant temperature exceeds 95C during climb and there is adequate coolant in the system

You can download these bulletins from the DG Web Site at  
<[www.dg-flugzeugbau.de](http://www.dg-flugzeugbau.de)>

## A Practical L/D Test of my DG-808B

By Gary Evans

There were several Internet posts earlier this year regarding the L/D on the 800B and the replies never really totally answered the question so I decided to conduct my own test when conditions would permit. The thermals here in Arizona are just about gone now so I gave it a first try on Saturday 11/02. The day was mostly overcast with surface west wind of 5mph. There was light thermal activity below 5,000ft asl so I took a power climb to 8,000ft asl and made a straight run of just less than 20 miles. At the end I powered up to 8,000ft asl again and made a second run in the opposite direction. Speed was held as accurately as possible to 59 KTS indicated with flaps at -5 with small control inputs. As you can see from the attached data the GPS ground speed average showed 68.85 KTS. Altitude and temperature data was taken from the flight recorder file. There are a couple of things on my glider that could have degrade performance slightly as noted in the data sheet but other than that it was clean and well taped. During the test the front vent was always open and the side flip vent was open about half the time.

The calculated average L/D came out to 47.2, which I term a practical test result. I am confident that it could be improved by having everything perfect (atmospheric and aerodynamic) but this is more likely what I should expect under normal operating conditions. This information is the result of a casual test run under less than ideal conditions and should not be taken as definitive proof of performance. It was only conducted to improve confidence in my choice of the flight computer polar for everyday flying. Anyone who wants a copy of the CAI file of the test can E-mail me. It would be interesting to see comparable GPS based user data on the other brands of 18-meter motorgliders and I would expect a similar conclusion. Any volunteers?  
<[garyevans@cableaz.com](mailto:garyevans@cableaz.com)>

## A Dream Come True

Soaring Over Yosemite Valley in a Stemme SVT-10

By Martin Hellman

Ever since I first flew over Yosemite Valley in a motorglider, I have dreamed of being able to soar there. I don't mean just shutting down the engine at 16,000 feet, gliding for a while enjoying the fantastic views and then turning the engine back on. I mean really soar. But usually cloud bases were below 10,000 feet, not allowing much breathing room to the National Park Service mandated floor of 9,000 feet. And lift under the clouds has not been reliable, at least in comparison to areas east of the Sierras. On July 17, 2002, conditions were different.

I had flown to Tonopah, Nevada, to visit the 15 meter Nationals tagging along with Kempton Izuno in his new ASH26. Kemp, along with Bill Seed and Pete Williams put Tonopah on the soaring map in the early 90s. The weather forecast did one of its flip-flops and what was supposed to be 1,500 km conditions suddenly made me want to head for home before thunder storms developed that afternoon. I launched at noon and was prepared to use the engine to make sure I would arrive at the Sierras before the route became impassable. A thermal took me to 2,000 feet agl where I stowed the propeller. The day was in the early stages of over development and there were clouds, and lift, in almost any direction. With no lightning yet and several miles between dark shafts of rain, I headed for the Hawthorne airport in California. Arriving at about 3,000 feet agl above the field I proceeded west. After losing 1,000 feet in sink, on came Mr. Rotax.

I power climbed over Lucky Boy Pass and came out on the west side of Mt. Grant. After shut down I headed toward Hilton Ranch but found no lift. On came the engine again as I headed on a course midway between Bryant and Lee Vining airports. Potato Peak, was not working in this messed up weather, so I shut down the engine when I had Lee Vining made with a good buffer. A thermal that took me to 13,000 feet gave me some hope that I might be able to soar across Tioga Pass at the east end of Yosemite National Park and make it out to the west side of the Sierras without using the engine. A minimum altitude of 14,000 feet is required before leaving the safety of Tioga Pass and Lee Vining airport.

No lift, so on came the engine. Given the great gliding performance of the Stemme and its turbo-charged engine, I only needed a five minute run to regain the altitude needed to make the Mariposa, CA airport to the west with a good safety margin. By now Half Dome was in view. Scattered clouds continued to the west, making for an easy passage. Life was getting better, enhanced by views of the high country in the east end of Yosemite. Even in mid-July snow was still present on many peaks below me. Once I arrived at Tenaya Lake, I had a clear shot to the town of Mariposa, CA. Before leaving Tenaya Lake I enjoyed a view of May Lake, a few miles to the northwest. I was now over Yosemite Valley and had enough altitude to make a few turns before prudence dictated continuing west in the direction of Mariposa.

It had been a long day, but I decided to take a few more minutes to enjoy the view. So on came the engine, but this time for fun, not out of necessity. I climbed from 10,000 feet to 14,000 and shut down. Here I could hang out for about twenty minutes before having to proceed. At first, I slowly lost altitude. But at 12,000 feet, lift was encountered in the blue, that indicated localized wave. Lenticular clouds, about five miles to the north, lent credence to that theory. The lift was weak at first at 1 kt on the averager, then improving to 2 kts and occasionally 3. Passing through 15,000 feet, I felt comfortable attempting a move toward the lennies to the north. I pushed the nose over to 100 KIAS to get through the sink. As I approached the lennies, positive lift was encountered. I slowed down and explored. The lift was close to the lennies, and they looked truly awesome as the sun filtered through the ice crystals, it took on an otherworldly cast. I must be in heaven, certainly soaring heaven.

Having lost about 2,000 feet in the dash for the lennies, I watched my averager go to 2 kts, then 3, and then 4. I was back to 15,000 feet in five minutes! At 17,000 feet lift was only a fraction of a knot, so I selected a course for home. It was possible to make the 120 nm to my home field at Hayward without an engine run, but I knew that a slight head wind would require either some additional lift enroute or an engine run. Near Modesto, at 5,000 feet it was getting hot in the cockpit, so I opted for a ten-minute engine run to cooler altitudes. At more than 500 fpm in cruise climb, there was ample altitude to make Hayward without another engine run. The extra altitude also allowed a higher speed final glide, a welcome gift after a long flight. Naturally, soon after shutting down, I encountered lift! More wave near Tracy. I did one turn to make sure and even without centering, it was over a knot on the averager. Could I have made it home without that last engine run, realizing two dreams in one day? Doubtful. But it's nice to have another unrealized dream left to fulfill on another memorable day.

To aid other pilots who might want to explore this Yosemite wave, the winds were from 190 degrees magnetic at 10 kts at 12,000 feet and 190 mag. at 20 kts at 17,000 feet. The first localized wave that took me to 15,000 feet was at N37° 46.3' W119° 34.0'. A south wind would seem to favor wave over the cliffs that form Yosemite Valley since they run almost east-west. My total time and distance for the flight was 5.7 hrs (.9 engine hrs) and 335sm.

## Fuel Hose Integrity

As the fleet of DG-800B, 808B and DG-500M and 500 MBs age there are fuel hose connection concerns that must be addressed. The following recommendations are applicable to all types of motorgliders especially those using metal hose clamps on the fuel lines.

The DG factory recommends a new hose set be installed every 6 years. This is not an easy job. It is discussed in detail in the May-June 2000 ASA Newsletter.

Fuel leaks can occur anywhere in the system and when they do the place to inspect for the DG 800B series is the CG tow hook as leaks always migrate to this area. The indicator is an oily tow hook as the fuel evaporates rather quickly leaving the mixing oil as residue. Add this to your pre-flight inspection.

After changing fuel hoses on my 800B piece-meal over a period of 3 years (I have the oldest 800B produced in 1994) my recommendation is to change **all of them** when the **first leak** is discovered. Leaks on my ship started 4 years after factory installation. There are many reasons for this including climate, temperature, sharp bends on the hoses and vibration just to name a few. Hose clamps can be over tightened resulting in cuts in the hose material.

I finally changed to SAE hoses which have thicker walls and reinforcing fibers. Yes, they are harder to push on and bulky but since changing I have experienced no leaks. In the refueling hoses area (on top of the fuel tank) the thinner walled factory hoses must be used. Some pilots have used the thin walled flexible amber colored plastic hoses with satisfactory results but clamping these hoses requires care.

Of course the answer to doing away with circular metal clamps is swaged clamped hose fittings that screw together. Some are found in Schleicher motorgliders fuel hose systems. Since we are dealing with a potential fire hazard, it is imperative that fuel hose connection integrity is checked regularly and especially at Annual Inspection time.

Submitted by Pete Williams

### **Mark Mason Makes a Wing Camera Mount for His PIK-20E**

I didn't invent this mount. I copied it from Dave Sharp. He is famous for his Hang Gliding Magazine cover shots. He is now flying sailplanes out of Moriarty, New Mexico and he made his mount to fit their Grob 103. I used 6 layers of carbon fiber and epoxy for the structure. The pylon is a carbon graphite down tube from a hang glider. Foam is contoured to an aerodynamic shape before the last layers of carbon fiber are laid up. I used the wing for the mould. The pylon is directly above the wing spar. The camera is a Canon T-50 with an electric release and auto wind. The lens is 28mm. I have a 50mm lens that I am going to experiment with. I made two camera mounts. One is mid-span and one wing tip. I have not felt any change in the wing during any phases of flight. You just forget it is out there. I trigger the camera with a switch on the stick. It is very convenient, as you can fly, frame up the picture with the opposite wing and push the button as needed. It adds a new dimension to soaring. You don't need a good XC day to take cool pictures. Your sailplane is in all of them of course. *Mark Mason* <airmason@ida.net>



Camera Wing Tip Mount



Mark over Idaho Falls

### **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  
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509-765-1606 Email: ronp@qosi.net

### **Powered Sailplane Instruction & Delivery**

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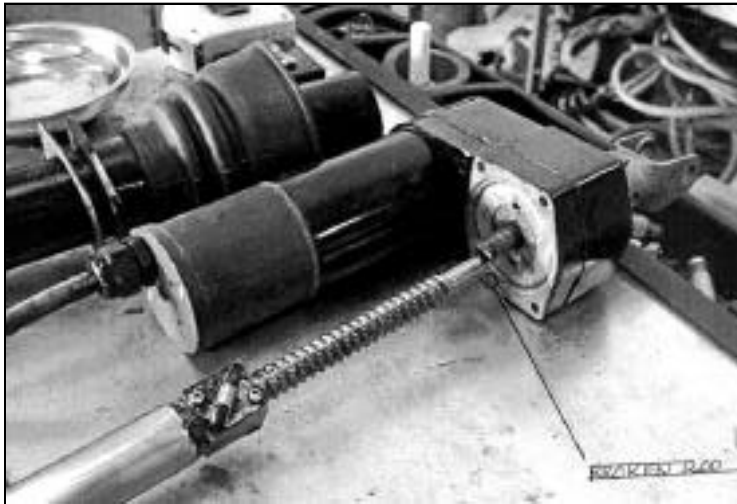
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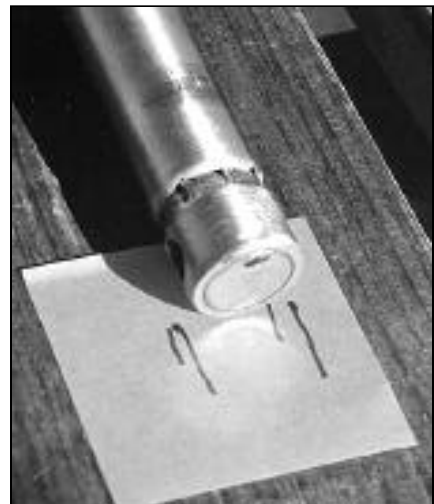
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on 16.6 tips, new gelcoat, profiled. 970-898-4453  
(CO) <gjk@fc.hp.com>

### **DG-505MB Screwjack Worm Gear Rod Failure**



**Above Left:** Image of Jim Leedy's DG-505MB screwjack shaft which was found broken near the pin hole connection to the drive motor gear box. This failure occurred in flight when the engine was stopped prior to retraction resulting in the engine mast and propeller free-falling aft which damaged the prop and one engine compartment door.

The late Chuck Rausch\* removed the screwjack from his DG-505MB and made the following discoveries: "I may have discovered the cause of the Leedy failure as there is a misalignment of the tubular "rod" which the worm gear drives on my actuator. This, I think, would cause a bending stress in the worm gear that would reverse as the shaft rotates and tend toward a fatigue failure which is indicated in the observed failure of the Leedy unit. I am convinced that my actuator would have failed as Leedy's did at some future time." **Above Right:** Image of Chuck Rausch's DG-505MB screwjack extended extremity with marks showing a "wobble" as the shaft rotates. The DG factory has all of Chuck's and Leedy's text on this situation.



*\*It is with great regret I must report that Charles F. Rausch died from a massive heart attack on 13 October, 2002 at Rosachi Airport, Smith, NV after completing a successful test flight in his DG-505MB. Chuck made several technical paper contributions to APS News. A retired NASA engineer, Chuck was meticulous in his analysis of problems. He will be missed. Ed.*

## Pilot Profiles



### Gary Evans

Born with the dream of flight but thinking the fun days were over Gary did not pursue the interest until reading of the new sport of Hang Gliding in Popular Mechanics magazine. Gary's aviation experience began with the purchase of a Hang Glider in 1974. In the following 17 years he toured mountain-flying sites throughout the U.S. and Puerto Rico in pursuit of the dream. In 1979 he was tempted by the new Ultralight craze and designed and built his own aircraft, which subsequently won the first EAA Ultralight Grand Champion award at Oshkosh in 1980. He retired from business management in 1996 and chose soaring as his next life goal. Starting with a map of the U.S., a search for an always-open airport, warm weather and golf relocated Gary and his wife Sandy to Mesa, Arizona where they reside today. He currently fly's a DG-808B out of Estrella Sailport.

*Editor's Note: Gary first soloed in December 1997 in a Schweizer 2-33. He has 312 hours in gliders including time in 2-33, 1-26, 1-34, Katana and his new DG-808B. His reasons for flying a powered sailplane are convenience, freedom and insurance against landing out.*

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### KITTYHAWK MEMORIAL FLIGHT SEEKING 20 MOTORGLIDER ENTHUSIASTS

Between June 17 and July 4, 2003 50 gliders will soar from the Los Angeles area to Kittyhawk, NC to commemorate the Wright Brothers flight. Ten legs are planned with stops at Las Vegas, Phoenix, Las Cruces, Hobbs, St. Louis, Indianapolis, Dayton, Roanoke and Richmond.

SSA is seeking at least 20 self-launching sailplanes to participate in this historic event. Interested pilots should contact SSA or email Jim Payne at <JPAviation@aol.com> by March 31st. It is possible to participate in a portion of the planned legs.



### Rita Edris

Rick took this photo at Ephrata while I was preparing for a take off. I had been flying hang gliders for thirteen years when for my husband Rick's inspiration I learned to fly sailplanes and I received my glider pilot license in May of 2000 at Turf Soaring. I have 220 hours in sailplanes, most of them in our PIK 20D.

In September 2002 I got my motorglider training and sign off from Andrew McFall at Soar Minden. I had my first flights in our DG 808B in Ephrata. I'm happy that now we both are able to fly at places or at times when towing is not available for example most airports here on the west side of the Cascades or Ephrata on weekdays. I'm looking forward to longer XC flights next season as the DG's better performance and the possibility of self retrieve should make it easier to stretch flights farther. (I might even be able to keep up with Rick.) Hopefully the experience will help when I will be flying the PIK. I hope flying in either gliders I will have as much fun and as safe flying and meet as many nice people as in the last two and a half years.

*Ed Note: As far as I can tell Rita is the first woman to fly the DG-808B in the USA, maybe the world for that matter.*

### Tom Vayda

Tom took delivery of his new DG-808B at the Minden-Tahoe airport in September 2002. He received his checkout in a DG-500M from Andrew McFall of Soar Minden and was coached by Andrew in rigging and preparation of the 808 for flight. He plans to leave Tango Victor at Minden returning in his

Bonanza from Utah to soar,

soloed in a Blanik in 1984 at Orland Airport, CA. His first self-launch was in a Motorfalke at Chico, CA in April 1984. He has a total of 3,480 flight hours, 360 in a pure glider and 120 in powered gliders. He also has 1,200 hours in hang gliders. Glider flight time includes Schweitzer 2-33, 1-23, 1-34, Genesis II, LS-4, Discus B, Grob 103, Diamond Extreme and DG-500M. His most memorable flight was over Lake Tahoe in the Minden Wave. His reasons for flying a self-launcher are independence, safety, safari and the challenge of flying a complex aircraft. He is a self employed Computer Consulting Engineer/Professor.



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### A Sahara Motorglider Safari

German pilots Winfred Boos and Fritz Schneider document a 4,036 mi. marathon safari from northern Italy to Algeria and back flying ASH-26Es. Its well worth the read about conditions enroute and the incredible amount of bureaucratic delays at airports in Algeria. Sickness, damage from landouts, and engine problems were endured as well as poor hotel accommodations and sleeping under the wings make this an epic story of grit and determination. You can join them in this safari at Wind, Sand and Soaring. <www.glidingmagazine.com>



Martin Heide's beautiful 25-meter span Open Class ASH-25Mi climbs out under power. The first powered 25s had a 25 hp Rotax sustainer engine (ASH-25E) and were first produced in 1987. Later models used the 50hp MidWest wankel (ASH-25M) and the current Mi version has the 56hp fuel injected MidWest wankel. This supership continues to set distance and speed records.

The single-place 15-meter ASW-24E came on the scene in 1988. It was self-launch version of the standard class ASW-24 sailplane. Designer Waibel won the 1993 OSTIV award for a significant contribution to cockpit safety.



Martin Heide's ASH-26E has set a standard for a self launching retractable engine 18-meter sailplane. The marriage of the 50hp MidWest engine to the airframe has proven to be maintainable and reliable. Pilots like the ergonomic and roomy cockpit where all engine controls come to hand naturally.

Waibel's new FAI-Standard Class ASW-28 (right) will soon be earning its "wings" in competitive events. The good news is it will be followed by a 15/18-meter version with a sustainer engine called the ASW-28-18E. This sailplane is Schleicher's 2nd sustainer engine powered model since the ASH-25E.





## 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.

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

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

Membership: Brian Utley .....942-941-5683

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

## APS NEWS Publication

Contributors please submit copy and materials to:

Pete Williams, Editor, APS NEWS

1033 Dresslerville, Rd. Gardnerville, NV 89460 USA

Pho: 775-265-3877 Fax: 775-265-6179

email: sls0526@pyramid.net

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## What's New?

It occurred to me recently that my flight habits using a motorized sailplane are becoming repetitious. Pre-Flight Inspection, Start the Engine. Taxi out and self-launch. Find a thermal. Shut off the engine and retract. Climb in a thermal. Depart for a task or fly locally. Return to the field and land. In essence I have been flying my powered sailplane much the same as I flew non powered sailplanes with the exception of using the engine to launch and on occasion save the flight if lift was lost. While there is nothing wrong with this routine, I was missing valuable opportunities to do what I first did when I started flying a powered sailplane. And that is to go somewhere to a strange field, land and relaunch or maybe hop over to another airport and return to the home field or perhaps spend the night and return the next day. I recall when I first started flying a powered sailplane there was this great urge to get away from the home field and explore other landing fields as well as convective areas that were unreachable in a regular glider.

On one particular flight, after securing the engine, I headed East and landed at an airport about 200 miles away where I spent the night. The next day I self-launch in mid-morning, climbed high, secured the engine and took a direct route to my home field crossing over some very forbidding territory. I found myself looking down on a short rough strip on a cliff where I had previously landed out in a pure sailplane and I thought of the time and effort of the retrieve. Yet there I was looking down at this spot and thinking how great it is to not have to do that any more. I made one air start in the smooth morning air, climbed, secured the engine and arrived over my home field at high noon just as the first lift was beginning and my purist glider friends were pushing their gliders out for tows. My landing was greeted with more curiosity than applause.

I have noted that most powered sailplane newcomers and some of the old hands take advantage of the freedom a motor affords to make safaris to strange fields. This keeps them on their toes as far as navigation and sharpens the mental alertness required to enter different landing patterns and land at strange fields. So what's new with your motorglider routine? Perhaps its time to get out of the rut we all tend to get into. Be sure and plan your excursions in advance. Know where you are going and keep your crew or Soaring FBO advised. Or, better yet, file a VFR Flight Plan. *Pete Williams*

**Schleicher**....continued from Page 7

## The ASW-28-18

On the right is the 2-cylinder SOLO 2350 engine used in the ASW-28-18. It produces 18 hp at 3,800rpm. The 3.94ft prop is windmilled for an air start and the engine has no throttle control.

