

Self-Launching Sailplane Pilot's Assn.

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JULY ~ AUGUST 1995 NEWSLETTER



Buying a Used Motorglider...

continued

This is the second part of guidelines for buying a used motorglider as presented in the May-June 95 Issue.

Prices

While there are exceptions, a well taken care of 8-10 year old ship with a retractable engine should run between \$45,000-\$70,000. Prices for used motorgliders with a fixed engine can vary from \$50,000-\$100,000 according to the type and the extent of instrumentation. Older sustainer engine ships can vary from \$45,000 to \$60,000. Ships only a few years old will be considerably higher as their initial selling prices were at or above \$100,000.

Resale

Generally speaking for ships 7-10 years old, the resale value has historically remained equal to the price paid. There are exceptions but most motorgliders and retractable engine sailplanes hold their resale value due possibly to the ever increasing cost and sophistication of the new models.

Listing of Used Ships

Normally found in Soaring Magazine, however some buyers have obtained lists of model types registered with FAA and have been successful in finding a seller who may or may not be an SSA or SLSPA member. Another source is fiberglass repair shops, who may be repairing a damaged ship.

Other Considerations:

High airframe and or engine hours are not necessarily a bar to selling if the craft has been properly maintained. This applies especially to single owner ships. According to most manufacturer's maintenance manuals, the sailplane airframe has a lifetime of 3,000 flight hours which can be extended to 6,000 flight hours following an inspection.

Engine overhaul according to the engine manufacturers can vary from 300-

500 engine hours. Major airframe repairs completed by qualified fiberglass shops should pose no problems providing the aircraft is weighed and appropriate weight and balance computations completed and entered in the logbook.

The best procedure is to thoroughly research the model being considered by writing the factory for all particulars of the required TNs and Tech Bulletins. Then contact a current owner who has owned and flown the ship for at least 3 years. SLSPA can assist in this matter as a list of "experts" by sailplane model is maintained.

SLSPA Member Don Engen Named NASM Ramsey Fellow...

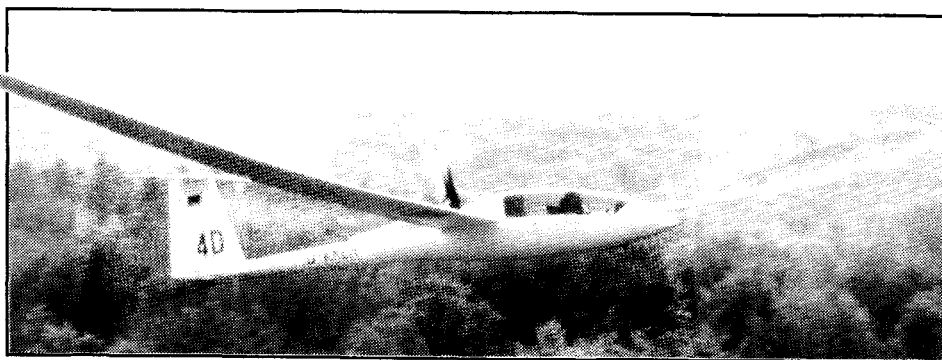
Retired Vice Admiral Donald D. Engen, USN is now on the board of the National Air and Space Museum and is writing a personalized pilot's view of Naval Aviation. Don has assisted SLSPA in providing FAA accident statistics on motorized sailplanes while head of AOPA Air Safety Foundation. Don is a sailplane pilot and part owner of an ASW-20 based at Minden, NV. Following his retirement he served 2 years on the NTSB and for 3 years was the Administrator of the FAA. He has been a member of SLSPA since 1991. He is also on the Board of Directors of SSA.

Source: WINGS OF GOLD, Spring 1995

Schempp-Hirth Nimbus 4DM Self-Launching Sailplane

A continued development of the 3DM Self-Launcher, the 4DM incorporates design features including a steel tube center frame, a one-piece canopy, a large 600 X 5 main wheel with disc brake, a six-piece wing with automatic hookups, a Discus style multi-stage swept back wing with dihedral wing tips, an interconnect between flaps and wing airbrakes to provide for a steeper landing approach with only a minor increase in speed, low wing flex during takeoff and landing. According to the factory, the 4DM has distinctly improved flight handling characteristics with control harmony comparably matching that of single seater sailplanes. The 26.5 meter (86.94 ft.) wing provides an L/D of 60:1 at an all-up mass of 1,808 lbs. Empty weight is 1,312 lbs. Wing loading varies from 7.7 to 9.4 lb/sq/ft. Ballast capacity is 43.3 U.S. gallons. Power is supplied by a 59hp Rotax 535C liquid cooled engine buried in the fuselage.

A wide chord Technoflug propeller provides for a takeoff run of 804' at standard conditions clearing 50' obstacle at 1,328' at a climb rate of 512 fpm. The 12V/24ah battery system is charged during engine run by a generator. Only the propeller, pylon and radiator are exposed to the slipstream during engine operation. The cockpit also has many improvements for pilot comfort. For more information contact the factory or U.S. Dealer Tom Knauff at 814-355-3483.



Last Chance for Membership Renewal

If your newsletter has a RED SLIP in it, this will be the LAST one you will receive. Please remit \$20 US Membership or \$25 International ASAP and send to the membership Chairman. Otherwise, we will have to remove your name from the active membership list.

Minden '95 National Soaring Championships

Wind, rain, snow, cold and overdevelopment dominated the scene at Minden, NV where 23 Open Class and 14 motorgliders gathered to compete. After Day 1 on 13 June, the weather turned sour with one low after another passing through the area. Finally on 17 June the ships were gridded and launched every day for the next six days for a official contest period of 7 days.

Summary of Auxiliary-Powered Class Tasks and Daily Winners:

Day	Task	Winning Speed (Hdcp)	Pilot/Ship
1.	210.28 sm AST	55.51 mph	Volkman/DG-800
2.	Speed Only POST	31.03 mph	Aitken/DG-400
3.	Speed Only POST	94.62 mph (wave)	Utley/Ventus CM
4.	167.14 sm AST	67.57 mph	Utley/Ventus CM
5.	194.36 sm AST	56.48 mph	Volkman/DG-800
6.	234.02 sm AST	61.24 mph	Greenwell/ASH-26E
7.	179.26 sm AST	69.52 mph	Volkman/DG-800

For those pilots who have flown Minden regularly, the speeds were low as the weather did not permit flights above 12 - 14,000' msl except for Day 3 which was an excellent wave flight day with most pilots pushing the 17,500 msl lid. It was on this day that Bud Schurmeier landed his PIK-30 out in a mining tailing pit area and injured his back. He was helicoptered to the Washoe Medical Center in Reno and was found to have an injured spinal disc. Bud is mobile but must wear a removable back brace. The accident occurred after Bud had been ridge soaring and encountered severe sink. He had started his engine but was unable to overcome the sink resulting in a very hard landing. The PIK-30 had a fractured fuselage at landing gear area and a broken canopy. The engine mounting post was also damaged. Swift action by a ground search crew with GPS and a cellular phone played an important part in this rescue. Bud's location was finally pinpointed when he fired a yellow flare.

A proper survival kit for flight over the western deserts cannot be over emphasized: Water, Warm Clothing, Whistle, Flares, Signal Mirror, Food, First Aid Kit, Emergency Landing Transmitter.

An aircraft dispatched to the scene could not locate the sailplane eventhough Bud had provided a GPS position. This position was of real help to the ground search party as it got them within 8/10 of a mile of the location. Another factor to consider is the engine had been cold-soaked at 17,000' and may have taken more time to crank and start.

We are all thankful Bud survived this event and wish him a speedy recovery.

Penalties for the contest period:

29 engine runs
9 improper turnpoint photos
5 exceeded start time interval
1 exceeded weight limitations
3 inoperative baro

Final Scores

Pilot	Aircraft	Points	State
1. Volkman	DG-800	5270	CA
2. Pollard	ASH-26E	4530	FL
3. Aitken	DG-400	4137	CA
4. Nelson	Ventus CM	4125	FL
5. Utley	Ventus CM	4123	FL
6. Dyer-Bennet	DG-500M	4111	CA
7. Williams	DG-400	3172	NV
8. Greenwell	ASH-26E	3117	WA
9. Robinson	DG-500M	2996	CA
10. Moore	PIK-20E	2907	WA
11. Willis	PIK-20E	2694	FL
12. Seymour	DG-800	2528	NV
13. Van Dyke	DG-800	1703	MO
14. Schurmeier	PIK-30	500	CA

Congratulations to David Volkman for his first National Contest win!
SLSPA management is considering Hobbs, NM for 1996 as a stand-alone event.

Open Class Results: (Top 5)...

Gimmey	Nimbus 3
Leffler	Nimbus 4
Payne	ASH-25
Bush	Nimbus 3
Buchanan	Nimbus 3

Gary Ittner set a new contest speed record of 114.35 mph on Speed Only Post Day 3 in the Sierra wave. (Ventus C/A 17.6)

For Information on building a Self-Launcher contact Dan Armstrong, *Sailplane Homebuilders Assn.* 21100 Angel St. Tehachapi, CA 93561 • 805-822-8852

Wanted:

A partial built motorized sailplane kit or rebuildable motorglider. John Walking 615-675-5335 (TN)

For Sale:

Grob 109A 1984 N39264 S/N 6157; Always Hangared. 265TT. 80hp Limbach with new (1993) Paddle Prop; Loran; KX155 @VOR Head; Intercom; Transponder/Mode C. \$41,500 Nick Trombetta FAX: 805-325-2303, DAYS: 805-871-2208 (CA)

Grob 109B 1984, 620 TT; 90hp; 3-position prop; hangared; clean; King KX-155, KT-76A Trans-cal Mode C; Northstar Loran; David Clark Intercom, audio vario; July Annual. \$69,500. Doug Hunter 603-926-8881 (NH)

Janus CM 1984; s/n 12; 42.5 glide ratio; 60hp Rotax 535; A/F TT-300; Eng; 40; NDH; Tinted canopy; Hydraulic brakes; Leather/Fabric interior; turbulators and seals; always covered; dual 14V batt; Engine EGT; Zander 820 computer; Ball Vario/audio; Terra 720; 02; wing wheel and tow arm. Optional: Bose headset/Vertical compass/parachutes. Logbooks and maintenance records available. 145,000 DM Jamie Sada 52-8335-5256 60 FAX 52 8335-5265 Home: 52 8356-1800 (Mexico). U.S. mailing address: 14422 Industry Ave. Ste 7-903 ITC Park, Laredo, TX 78041

PIK-20E 125 hrs TTA; 45 hrs TTE. Excellent condition; Automatic prop stop; Full instruments @ Winter mech vario; Ball Electric Vario; Edo 720; 02; Minden trailer with one-man rigging. \$45,000 Erling Bjornrud 206-868-2025 (WA)

Polar Fire Ignition Box: For Rotax 505, 535, 275. Used and operable \$250 + S/H. Tupper Robinson 408-395-9576(CA). These are as scarce as hen's teeth. First come-first served.

Stan Nelson Places First in 5th Senior Soaring Contest...

In a 3-day contest in mid-March at Seminole Gliderport, near Orlando, Florida five motorized sailplanes competed with 21 pure gliders. This included Stan Nelson/Ventus CM; Don Pollard/ASH-26E; Ed Shilen/Ventus CT; Ernesto Estrada/ASH-26E and Russ Perkins/Ventus CM. The pure sailplane pilots included well known contest pilots including Rudy Mozer, Carson Gilmer, Dick Mockler, Doug Jacobs, Ed Byars just to name a few.

Stan's win in a motorized ship is a first for this annual event. Pollard placed 3rd, Shilen was 7th, Estrada was 8th and Perkins was 16th. Not a bad showing for the motorized pilots.

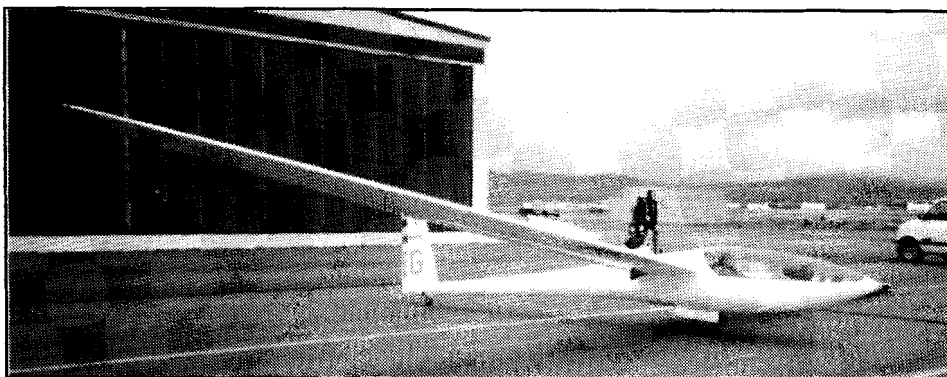
New Pilot Reports Column...

Starting with the Sep/Oct '95 Issue, each newsletter will contain a Pilot Reports section covering various types and models of motorized sailplanes problem areas, safety and maintenance tips and operational information. To provide input for this column, all owner pilots will find a YELLOW FORM enclosed in this newsletter. PLEASE complete this form regarding your experience with your ship and return ASAP. We will share this useful information via the newsletter and at the same time keep the factories advised.

Thanks. Ed.

Sailplane Listing...

This newsletter contains a listing of most Retractable Engine Sailplanes and Motorgliders available today or in current production. OEM's and Dealers are requested to review this data and send any additions, deletions and/or corrections to SLSPA Newsletter editor.



Alan Grisemer and his DG-400 at Douglas County Airport, Minden, NV USA

German Nationals Motorglider Contest

Held 3-17 June at Paderborn, Germany, this meet was the first nationals to incorporate the following classes:

Standard	11 Entrants
18-Meter	31 Entrants
Open	17 Entrants
Total	59 Entrants

In the 18-Meter Class there were 21 motorgliders and 10 non-powered sailplanes.

Lineup: Of the 49 powered entries there were 34 Self-Launchers (69%) and 15 Turbos (31%).

The Open and Standard Class had 4 contest days. The 18-Meter Class had only 2 contest days.

Top Five	Standard	18-Meter Class	Open
1.	Discus BT (T)	Ventus CT (T)	Nimbus 4T (T)
2.	ASW-24E (S)	DG-600/18(N)	ASW-25MB (S)
3.	ASW-24E (S)	Ventus C (N)	ASW-22BLE(S)
4.	ASW-24E (S)	LS-6 (N)	ASH-25E (T)
5.	Discus BT (T)	DG-600/17(N)	ASH-25M (S)

(N) = Nonpowered

(T) = Turbo

(S) = Self-Launcher

More on Ignition Boxes for Rotax Engines...

To date it has been unknown if the Ducati Ignition Boxes used on the Rotax 503 (ultralite engine) would also work on the 505 and 535s. They are about 1/2 the cost of the Ducati boxes available from Glaser-Dirks or Rotax. They are identical in size and configuration. One of our members purchased these boxes from Leading Edge Airfoils in Colorado Springs and installed them on his 505 (DG-400). He reports that the engine runs and checks out on ground runup but cuts out after a short period. The reasons are unknown but evidently the encapsulated electronics are not compatible with the coils and CDI ignition setup located behind the flywheel on the 505 and 535 engines.



Eric Greenwell taxis out for a launch in his ASH-26E at MINDEN '95 Nationals.

Publication Date

The new simplified 3-column format for the newsletter was designed by Editor Pete Williams and Art Director Chris Olesen. Headlines are Helvetica Bold. Body copy is Palatino. Stock is Evergreen Recycled Matt, 70#. This layout permits more copy per newsletter while maintaining readability and clarity. Copies printed - 450

Dixon

Fixed Engine Motorgliders

Make/Model	Span	Wing/Ld.	Empty/Gross	L/D	Engine/HP	Climb/fpm xx	T.O. Run xx	Useful Load	Pwr Load	Range (sm)
Aerotechnik E-13E Vivat	16.8M	7.3	1102/1587	24	MIKRON/65	490	897'	465#	24.4	287
Aeromot Super Ximango AMT-200	17.47M	9.29	1331/1870	31	ROTAX 912/80	590	N/A	539#	23.4	800
Fournier RF-10	17.5M	8.46	1170/1700	30	LIMBACH/80	600	N/A	530#	21.25	620
Scheibe SF-25C 2000 Falke	15.2M	7.3	925/1430	24	LIMBACH/80	624	330'	505#	17.87	435
Brasov M2A (IS 28 M2)	15M	8.57	1234/1675	27	ROTAX 912	846	820'	441#	20.9	485
Hoffman H-36 Dimona	16M	10.0	1140/1680	27	LIMBACH/80	560	600'	485#	21.0	680
Hoffman HK-36R Super Dimona	16.2M	10.30	1201/1698	28	ROTAX 912A/80	830	575'	497#	21.22	630
Grob 109A	16.6M	8.28	1280/1820	30	LIMBACH/80	530	1410'	540#	22.75	540
Grob 109B	17.3M	9.16	1367/1874	28	GROB/90	650	643'	507#	20.82	735
Taifun	17M	9.54	1260/1808	30	LIMBACH/80	630	657'	548#	22.6	658
Hobbyliner HB-23	16.4M	8.16	1278/1675	N/A	VW/98	750	525'	441#	17.09	500

All motorgliders are 2-place ships. XX = Sea level @ 15C @ Max. Gross Wt.; N/A = Info not available.
Performance and Specifications compiled from manufacturers handbooks and may vary from actual performance.

Manufacturers:

Aerotechnik: (Vivat)
Airport Kunovice
686 04 Uherske Hradiste
CZECHOSLOVAKIA
FAX: 011-49-42-632-5128
HOAC: (Super Dimona)
A-2700 Wiener Neustadt
N.A. Ottostrasse 5
AUSTRIA
FAX: 011-49-2622-26780

Fournier Aviation: (RF-10)
26. rue de la Republique
78100 St-Germain-En-Laye
FRANCE

Burkhart Grob Flugzeugbau: (G-109)
Am Flugplatz
8939 Mattsies
GERMANY
FAX: 011-49-8268-9980

Scheibe Flugzeugbau GHHB:
8060 Dachau
Aug.-Pflatz-Strasse 23
GERMANY
FAX: 011-49-8131-6985

FFT: (Taifun)
Mengen
GERMANY
FAX: 011-49-7572-605400

Brasov: (IS 28 M2)
Romanian Aeronautical Ind.
ROMANIA
HB Brditschka GMBH: (Hobbyliner)
Str. 42-46
4053 Haid
AUSTRIA
Aeromot Aeronaves Motors, S.A.
(AMT-200)
Aeroporto Aeronaves Salgado Filho
CAXIA Postal 8031
CEP 90201-970-Porto Alegre RS-BRASIL

Dealers: US/Canada/Europe

Moravia, USA Ltd.: (Vivat)
P.O. Box 8067
Wichita, KS 67208
FAX: 316-636-9718

Aeromot (AMT-200)
express Desion, Inc.
P.O. Box 609, Redmond, OR 97756
503-548-2723

Brasov: (IS 28 M2)
Flite-Lite, Inc.
11037 SW 40th Ct.
Davie, FL 33328
FAX: 305-473-1234

Solaire: (Super Dimona)
Mike Slingluff
41 Cottonwood Lane
Hilton Head Island,
SC 29926
803-689-5421
FAX: 803-681-6828

Grob:
Grob Systems, Inc.
I-75 & Airport Dr.
Bluffton, OH 45817
419-358-9015

Hobbyliner:
HB-Aircraft USA, Inc.
150 E. 74th St.
New York, NY 10021
212-517-1625

Fournier:
None Listed

Taifun:
None Listed

Scheibe:
None Listed



Retractable Engine Sailplanes

Make/Model	Span	Wing/Ld.	Empty/Gross	L/D	Engine/HP	Climb/fpm xx	T.O. Run xx	Over 50' xx	Starter	Alt/Gen
DG-400	15M	9.83	661/1058	42	ROTAX 505/43	600'	679'	906'	ELEC.	YES
DG-400	17M	8.91	670/1014	45	ROTAX 505/43	700'	502'	797'	ELEC.	YES
DG-600M	15M	9.83	672/1157	44.5	ROTAX 275/24	396' ³	911'	1823' ³	ELEC.	YES
DG-600M	17M	9.28	683/1157	48.5	ROTAX 275/24	426' ³	886' ³	1772' ³	ELEC.	YES
DG-500M ²	22M	9.24	1157/1819	47+	ROTAX 535/60	490' ²	N/A	N/A	ELEC.	YES
DG-800	18M	9.10	723/1157	50	ROTAX 505A/43	728' ⁴	N/A	885'	ELEC.	YES
DG-800B	18M	9.10	723/1157	50	MWAE 50T/50	845' ⁵	N/A	787' ⁴	ELEC.	YES
DG-800B	15M	10.6	714/1157	45	MWAE 50T/50	750' ⁵	N/A	787' ⁴	ELEC.	YES
ASW-24E	15M	10.24	606/1102	43	ROTAX 275/24	452' ¹	656' ¹	1312' ¹	ELEC.	NO
ASW-22BE	25M	9.42	1124/1654	60	ROTAX 505A/49	433'	N/A	N/A	ELEC.	N/A
ASH-25E ^{2, s}	25M	9.42	1157/1653	57	ROTAX 277/24	157'	—	—	MANU.	NO
ASH-26E	18M	9.22	772/1159	50	MWAE 50R/50	600'	N/A	N/A	ELEC.	YES
(WANKEL)										
NIMBUS 4T ^s	26.4M	9.17	1124/1763	60	SOLO/25-27	N/A	—	—	N/A	N/A
NIMBUS 4M	26.4M	9.2	1279/1764	60	ROTAX 505A/43	354'	983'	1633'	ELEC.	YES
NIMBUS 3DM ²	24.6M	9.7	1290/1764	57	ROTAX 535/60	433'	885'	1310'	ELEC.	YES
NIMBUS 4DM ²	26.5M	9.1	1312/1764	60	ROTAX 535C/59	550'	N/A	N/A	ELEC.	YES
JANUS CM ²	20M	8.2	1047/1543	42.5	ROTAX 535/60	354'	920'	N/A	ELEC.	YES
VENTUS CT ^s	17.6M	8.6	637/948	48	SOLO/20.8	290'	—	—	NONE	NO
VENTUS CM	17.6M	8.7	661/948	48	SOLO/25-27	400'	920'	1608'	ELEC.	NO
VENTUS 2M	18M	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
VENTUS 2T ^s	18M	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DISCUS BT ^s	15M	8.7	606/992	42+	SOLO/20.8	N/A	—	—	NONE	NO
DISCUS BM	15M	10.2	694/1157	42+	ROTAX 463/48	690'	656'	1148'	ELEC.	YES
PIK-20E	15M	9.63	660/1036	41	ROTAX 501/43	590'	777'	1505'	ELEC.	YES
PIK-30	17M	8.86	682/1014	45	ROTAX 505/43	700'	684'	1151'	ELEC.	YES
STEMME S10 ²	23M	9.3	1400/1874	50	LIMBACH/95	600'	984'	N/A	ELEC.	YES
GROB 103/SL ²	18M	8.3	1048/1565	38	ROTAX 505A/43	336'	954'	1640'	ELEC.	YES

FOOTNOTES: ² = 2-PLACE; ^s = SUSTAINER ¹ 815#; ² 1609#; ³ 970#; ⁴ 992#; ⁵ 926#; xx = At Max. Gross Wt.; 15C/ Sea Level; N/A = Info. not avail. Takoff Distances for positive flap/hard surface/no wind. Data compiled from manufacturer's handbooks and may vary from actual performance.

Manufacturers & Dealers

DG Sailplanes:

Glaser-Dirks Flugzeugbau
Postfach 4120
7520 Bruchsal,
GERMANY
FAX: 011-49-7257-8922

ASW/ASH Sailplanes:

Schleicher Segelflugzeugbau
Postfach 60-Huhnrain 1
D6416 Poppenhausen,
GERMANY
FAX: 011-49-6658-8940

Nimbus/Janus/Ventus

Discus Sailplanes:
Schempp-Hirth Flugzeugbau
Krebenstr. 25
D-7312 Kirchheim Tek
GERMANY
FAX: 011-49-7021-3809

PIK-20/30 Sailplanes:

Lauras, X.
c/o Isoire Aviation (SIREN)
B.P. #1
63501 Isoire, Cadex,
FRANCE

Stemme Sailplanes:

Stemme GmbH
Gustaf-Meyer
Allee 25
1000 Berlin 65
GERMANY
FAX: 011-49-30469-4649

Grob Sailplanes:

Burkart Grob Flugzeugbau
Postfach 1257,
Am Flugplatz
8939 Mattsies,
GERMANY
001-49-8268-9980

US DEALER:

Glaser-Dirks USA
Oliver Dyer-Bennet
5847 Sharpe Rd.
Calistoga, CA 94515
707-942-5727
FAX: 707-942-0885

US DEALER:

Eastern Sailplane
c/o John Murray
P.O. box 753
Waynesville, OH 45068
513-897-5667

US DEALER:

Kanuff & Grove, Inc.
RR#1 Box 414
Julian, PA 16844
814-355-2483

US DEALER:

Bud Schurmeier
6552 Indian Hill Way
Fallbrook, CA 92028
619-941-3703

US DEALER:

STEMME, USA
2110 S. Brentwood Blvd.,
Suite 21B
St. Louis, MO 63105
314-721-5904
FAX: 314-726-5114

US DEALER:

Grob Systems, Inc.
I-75 & Airport Dr.
P.O. Box 225
Bluffton, OH 45817
419-358-9015
FAX: 419-358-3660

