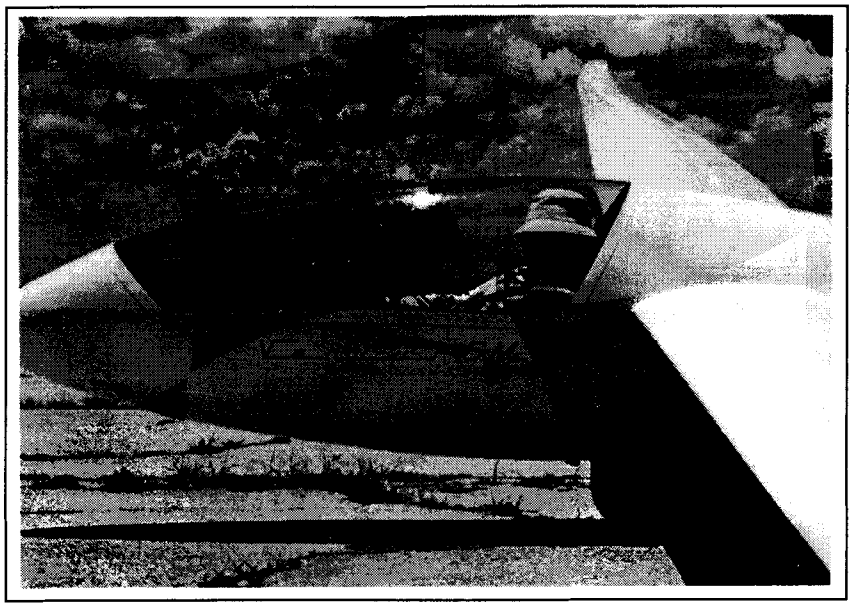
05-24-96

Auxilliary-powered Sailplane Association

Published Bi-Monthly by ASA Inc.- Stan Nelson, President - Bruce Templeton, Vice President - Issue #49 Vol.VIII

MARCH - APRIL 1996 NEWSLETTER



From the President, Stan Nelson, in his Ventus CM "ZO"

The SSA convention in Huntsville was an unqualified success. The local soaring community took advantage of the downtown convention center which was within walking distance of the Hilton hotel. Over 600 from the US and overseas attended for the exhibits and agenda including outstanding topics from 'gel coat' to flying in the French Alps.

The Aux-powered folks heard from Oliver Dyer-Bennett on "Glaser Dirks Safety and Design" and Don Pollard on "Flying the first PIK aux-powered sailplane in Finland". Over seventy enthusiasts showed up for the Aux-powered breakfast. The principal speaker was Robert Lee Moore discussing the attributes of the "Nelson Hummingbird" and his experience in finding one and preparing it for it's first flight in many years. Bob's captivating talk and slide presentation revealed many facts and technical data on the Hummingbird including the engine design philosophy, retraction and extension system and prop alignment mechanism illustrating that the ship was far ahead of its time. In fact, Charlie Rhoads of Naples, Florida, may put the engine back in production. It is a four cylinder, two-cycle engine with approximately 63 cubic inches displacement and developes 48 horsepower at 4600 rpm. Since it is a four cylinder, horizontally opposed engine it runs much smoother with less vibration than the usual two cylinder in-line two-cycle. With a roller bearing crankshaft and Nelson designed altitude compensating carburetor, engine starts at 15,000 MSL are no problem. The engine has powered gliders, helicopter research vehicles and homebuilts. It will operate in any orientation and has been proven practically bullet-proof.

Also at the breakfast meeting was Edgar Cramer of Schleicher Sailplanes, Dr. Reiner Stemme of Stemme sailplanes, Oliver Dyer-Bennett representing Glaser-Dirks, Steve Croan representing Windex, Mark Arnold, author of an article on flying a Stemme in the Rockies and Jason Gregg, author of an article on flying at the French Alps site of the future world championships.

The following was received from past president Pete Williams:

. . *IN APPRECIATION*

I want to express my appreciation to the ASA and SSA Board of directors and the NAA for the SSA Exceptional Service Award and the NAA Certificate of Recognition recently awarded to me at the SSA convention in Huntsville for my efforts in forming and governing the Self-Launching Sailplane Pilot's Association between 1985 and 1995. Many thanks also to Stan Nelson, President of the Auxiliary-powered Sailplane Association who graciously accepted the award on my behalf and forwarded the plaques to Gardnerville.

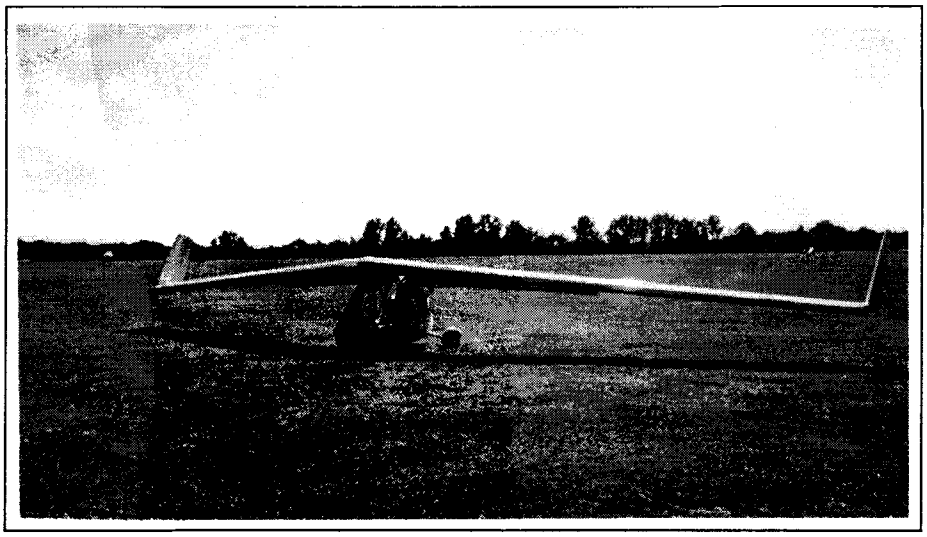
I want the ASA membership to know I am personally honored by these awards and the ASA's continued efforts to support and sponsor motorized sailplane activities. I also share these awards with the original founders of the SLSPA,namely:

Jim Culp, David Stevenson, Jacob Van Dyke, Jerry Wenger, Oliver Dyer-Bennett, Curtis Irwin, Frank Upchurch, Bob Gains, Egon Stockenbojer, Donald Aitken and Skip Atwell.

Without these founders and the support of many faithful members, SLSPA and ASA would not have evolved. Powered sailplanes are relatively new in the world soaring scene and the numbers have grown dramatically in the past ten years. I will continue active support of ASA, SSA and NAA to promote the knowledgeable and safe use of powered sailplanes in the arenas of competition, records and sports soaring.

Thanks,

Peter A. Williams



The Ultralight MotorSwift: A Different Look For Self-Launchers
Submitted by Arthur J Kover

A couple of years ago, I was looking for a very specific kind of sailplane. My 1-26 was just right for the kind of flying I do but I wanted a self-launcher. I also was not prepared to part with the cash that is demanded by high performance a self-launching sailplane.

The answer to this search came from an unexpected source: hang gliding pilots. From them I learned of the MotorSwift, an ultra-light flying wing sailplane which came equipped with a three-cylinder Konig SC-430 pusher engine delivering around 24 horsepower. The wing was the product of two hang glider pilots distressed by the low performance of conventional rag wing hang gliders. In conjunction with two aeronautics professors at Stanford, they developed the all-composite, rigid wing SWIFT, a foot-launched ultralight sailplane. The motorized version, the MotorSwift, weighs 234 pounds (qualifying it as an ultralight), has comfortable cockpit, uses conventional controls (with the exception of a rudder: yaw is handled by large winglets), and develops tested L/D at 41 mph. Its performance is very similar to a 1-26 except that it does not penetrate very well (because of a light wing loading) but most likely can outclimb a 1-26 because of its tight turning radius. Landing is of three relatively small wheels. easy to land on grass but not really great for rough fields. That shouldn't be a major problem for a self-launcher.

It can be bought from the makers factory built only and runs around $20,000 completely equipped. It is really a beautiful machine.

Specifications

Wing Span ---------- 39 feet
Wing Area --------- 135 sq. ft.
Aspect ratio ---------- 11.5:1
Weight
  Empty ---------- 234 lbs.
  Gross ---------- 450 lbs.
Limit load --------- +5.5/-2.7 g
Vne ---------- 65 mph
Va ---------- 60 mph
Stall ---------- 27 mph
Max L/D -------20:1 @ 41 mph
Min. Sink - 200fpm @ 35 mph
Take-off distance --------275 ft.
Climb rate ---------- 500 ft/min
Landing distance ------- 150 ft.

Available from:
Bright Star Gliders Inc.
48 Barham Ave.
Santa Rosa. Ca 95407
ph/fax (707) 576-7627

Notes from the editor

You may have noticed an improvement in the quality of the reproduction of this newsletter. I've acquired a new scanner and laser printer which, when combined with a better quality paper, greatly improves the output.

I'm obviously a bit new at this and I welcome your suggestions and criticism. The newsletter is the major element binding the organization together so it's important that we all contribute to making it the best possible.

You'll also notice a bit earlier arrival of this issue. I'm gaining on it and should soon be up proper publication date.

Corrections

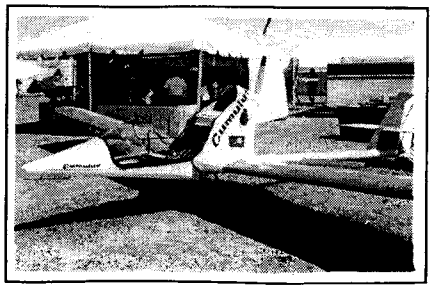
The last issue included a specification and performance summary which listed manufacturers. The correct address for Schempp-Hirth is:

Schempp-Hirth Flugzeubau GmbH
Krebenstr. 25
D-73230 Kirchhheim/Teck,
Germany
Fax: 011-49-7021-483908

GROB 109 NEWS

Deitmar Voitel received a letter from Grob stating that for the near future, production of the G109 has been discontinued. Restart of this series (time frame) is undetermined at this time.

It is suggested that you contact them or the US dealer for further information on the situation.



President's Report
(continued)

Among the many sailplanes exhibited was Ed Shilen's new DG-800B. This beautiful aux-powered 18 meter sailplane is chock full of innovations. The engine and prop installation is unique in that they both pivot as one unit so in the extended position the normally buried engine rises a few inches so that the cylinder head is just at the top of the engine bay but still hidden inside the engine compartment. Components such as spark plugs etc. are readily accessible. The two cylinder, two-cycle engine is made by Mid West Aero in England. It also features and automatic engine retract system which activates when the ignition switch is turned "off" and the prop aligned.

Also exhibited was a Stemme S10 with Dr. Stemme and Mark Arnold and staff available to answer questions. The ship was artistically displayed with one wing folded and the other extended demonstrating the capability of stowage in a standard "T" hanger. Information about the upcoming high altitude "air-sampling" project in the Himalayas using a turbo powered Stemme was revealed. Persons interested in participating in this project should contact Stemme. The S-10 has unmatchable all around features such as open-class soaring, side-by-side seating, a buried but accessible Limbach air cooled, 4-cycle engine, disappearing controllable pith prop, high engine-n cruise speed and range, good taxi capability and great looks. Dr. Stemme is planning a turbo-charged version which will enhance the high-altitude performance.

The "Windex" fuselage was displayed and Steve Coan, the US rep., was on hand to answer questions about performance, price and build time. It can be built as a sailplane or self-f launcher with a vertical stabilizer mounted engine. We are very interested in ships such as the Windex which develop an entry level market to introduce more people to our sport. Many ultra-light pilots may move into soaring if a self-launcher with super light weight, an L/D of over 20 and price under $20,000 were available.

Since small Rotax engines are scarce and may not be produced in the future, many manufacturers are seeking alternate engine sources. A new "Solo" engine is in the works for the Ventus 2CM. It is water cooled and buried in the fuselage as in the current design trend for noise reduction.

A great deal of credit must be given to the manufacturers who spend a huge amount of time, effort and money to develop powered sailplanes for such a small world market. Having been involved with powered sailplanes since the purchase of a Ventus sustainer in 1985 and having had an opportunity to visit many manufacturers, I can say that the new ships are "light years" ahead of the original versions. There have been improvements in engine performance, electrical and fuel systems, wheels and brakes, engine retraction and prop alignment systems and greatly improved engine "on" and "off" performance. The ships now being produced by Schleicher, Glaser-Dirks, Schempp-Hirth, Stemme, Ximango, Rolland-Schneider, Taifun and IAR-Brasov Lark are truly dream machines that expand the joys of soaring to and site having a suitable runway. Each has it; own special features that enable the pilot to soar unencumbered by the requirements of a tow plane or soaring operation. It's no wonder that the majority of new sailplanes now being produced are powered.

The banquet was a real success with a very humorous talk by Michael Bird of "Platapus" fame about his many experiences in the US flying his ASH-25. Our Pete Williams was recognized by both the SSA and NAA for his outstanding contribution to the "Self Launching Sailplane Pilot's Association" as founder and first president, membership chairman and newsletter editor. Stan Nelson accepted both awards, an "Exceptional Service Award" from the SSA and a "Certificate of Recognition from the NAA on Pete's behalf. Pete --- we're proud of you.

Next year's convention is in Dallas. I hope to see you there.

FOR SALE

DG-400 S/N 4-99, TTE 31 hrs., TTAF 165, tinted canopy Endurox, water, wing fuel tanks, Dittel with boom mike, Peschges VP3E with two indicators, Schueman 'B' box on Cambridge, Bohli compass, Aerograf.
Costabel trailer -- always covered.
$65,000. G. R. Hagan @ (303) 239-8730 (Eves) CO

Stemme S-10/V no. 90N -- 9 hrs. TTAF
Heads -up display, solar panel, oxygen, variable pitch prop, Garmin 100 GPS, artifical horizon, transponder.
Located in Sun Valley, Idaho - available immediately and priced less than replacement cost. Bob Smith @
(808) 879-6661 Ph. @ fax until June 1
(208) 726-4730 Ph. 726-7290 fax after.

ASW-24E S/N 24854, Built 1992, 15 hrs. TTE, 100 hrs. TTAF, Schleicher factory winglets, L -Nav w/G meter, Cambridge GPS flight recorder, sage CVA mech. vario w/averager, Dittel 71M w/boom mike and phones, oxygen, 4 gal., 25hp Potax, Cobra trailer and rigging aids. Annual: 1/96
$89,000 Ron Day @
(818) 706-2269 home
(818) 879-9934 fax