

President's Message

Having just returned from the 2000 US Motorglider Nationals at Texas Soaring Association's field at Midlothian TX, I was reflecting on what I had seen.

Sunday was a hot difficult blue day with indifferent thermals. One contestant arrived back low down over the field - he had encountered heavy sink late on the final glide; the last leg was into a 10 - 15 kt. wind. Rather than make a rolling finish landing into wind, the pilot elected to continue down the field and make a low energy 180° turn to land downwind - in the process coming perilously close to rolling his ship into a ball.

Later inquiry strongly suggested that dehydration was a prime factor in the incident. This was despite reminders during the contest to beware of the extremely hot conditions and to drink plenty of fluids. The pilot's workload in the final part of the flight in hot difficult conditions led to preoccupation with matters other than maintenance of his fitness to continue the flight. To his credit, the pilot willingly admitted the shortcomings of the last few of minutes of his flight, and helped pinpoint dehydration as one of the proximate causes.

So here is the lesson: dehydration is insidious and debilitating; it can sneak up on even experienced pilots. In the conditions many of us fly at this time of year, it is a very real problem. We all need to take extra care and maintain adequate fluid intake. Fortunately, it isn't that hard - just do it!

AVOID DEHYDRATION and protect your most valuable asset - you.

Dean Carswell

Auxiliary-Powered Sailplane **NEWS**

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

Dean Carswell-President • Bruce Templeton-Vice-President

ASA IS A DIVISION OF THE SOARING SOCIETY OF AMERICA

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July-August 2000



Rolladen-Schneider's LS-9 Self-Launching Sailplane

According to the factory, the performance with engine retracted is identical to the LS6c-18. It has an electro-pneumatic stall warning system and its steerable tail wheel is integrated into the bottom of the rudder. The LS-9 is powered by a SOLO 2625-01 dual cylinder, watercooled engine producing 54hp. Empty weight is 826lb, Max wt is 1157lb. Best glide ratio: 50:1 and climb rate at sea level is over 780fpm. More Info? Contact Mike Adams 970-226-8550.

R-S web page is www.ls-flugzeugbau.de, Email is lsflug@cs.com

HAVE YOU RENEWED YOUR ASA MEMBERSHIP??

If your May-June Newsletter contained a renewal pink slip and you have not yet submitted it, please do so as soon as possible to assure uninterrupted newsletter mailings. Thanks!

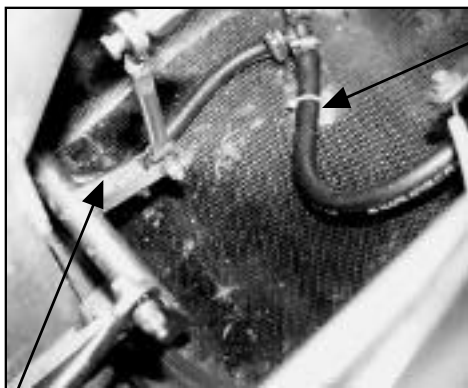
Y2K MOTORGLIDER NATIONAL CHAMPIONSHIPS

TSA, MIDLOTHIAN, TEXAS OFFICIAL SCORES

July 17-26, 2000

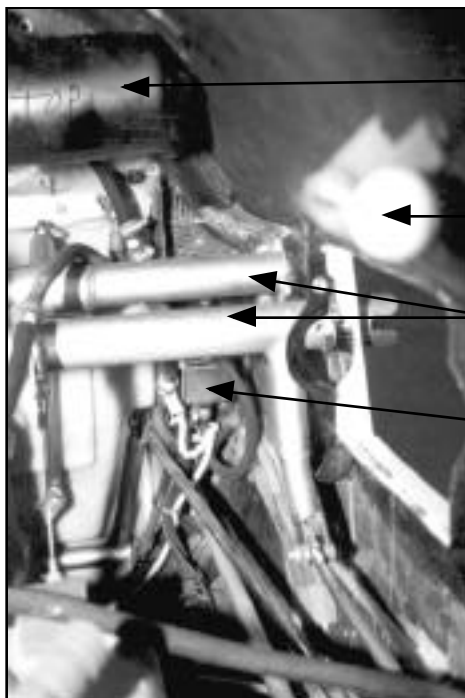
Rank	CN	Name	Plane	Pts
1	61	HOWELL	VENTUS BT	4963
2	WJ	WALSH	VENTUS 2 C	4493
3	EY	McALLISTER	S-10-VT	4419
4	TM	SHILEN	DG800 B 18	4261
5	FD	GROSS/SCHULZE	VENTUS BT	3629
6	PAP	PETMECKY/ROBE	ASH25M	2768
7	VO	McWHORTER	VENTUS CM 2242	
8	E8	ESTRADA	ASH 26E	1125
9	N2O	McKINLEY	ASW 24 E W	406

Photos on Page 3; Story on Page 6.....



Tie wrap secures hose to bottom of bay.

Aileron control arm. Movement is vertical and should clear all hoses at bottomed position.



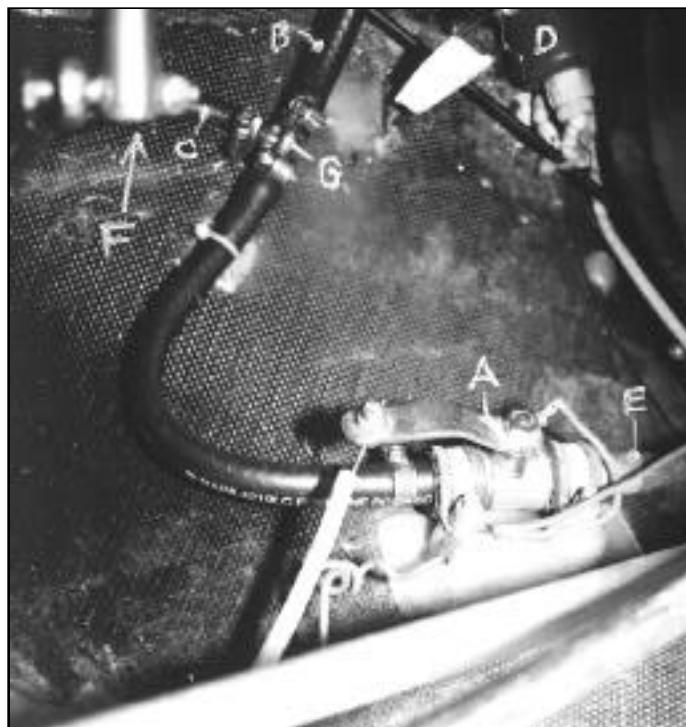
Electric Screw jack Motor for raising and lowering the engine/prop mast.

Wing Pin securing rod.

Aileron & Spoiler Torque Rods.

Electric Fuel Pump.

This view is looking aft from cockpit



DG-800B Fuel System Integrity-Part II

This is a follow up of the May-June Issue which contained information about inspecting and servicing the fuel system located forward of the firewall. The photo above, (shot through the left wing spar opening), is a partial view of the area showing some of the hose runs and associated parts of the system. See the Maintenance Manual for a line diagram of all hose runs including hose sizes and lengths. What is seen above:

- A Fuel Shutoff Valve controlled by cockpit lever.
- B Fuel inlet hose from tank.
- C Fuel hose leading to Pressure Sensor.
- D Fuel tank quantity Pressure Sensor.
- E Hose outlet from shutoff valve to fuel filter.
- F Aileron control arm.
- G Plastic "T" fitting.



Pilot Profile

James E. Leedy is a family physician in Richland Washington. He owns and flies a Taifun and is a partner with Bob Moore in a DG-505MB. Jim first soloed a glider in July 1992. His first self-launch was in his Taifun in October 1996. He has 120 hours in gliders and 575 self-launching hours. He is checked out in Blaniks, Grob 102 & 103 and the PIK-20E. His most memorable flight was in the Minden wave in 1993 flying a Grob 103 to 25,000'. His reasons for flying a motorized sailplane are freedom from tows and the ability to fly cross-country.

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Web Site Numbers

NAA- <http://www.naa-usa.org>

SSA- <http://www.ssa.org>

ASA-<http://www.motorglider.org>

FAI- <http://www.fai.org>

EAA- <http://eaa.org>

Eric Greenwell is the ASA Web Master. You can email him at egreewell@prodigy.net



Rollerblade Skate Wingtip Wheels

It is possible to upgrade wingtip wheels to the more durable plastic wheels used on in-line rollerblade skates. The 57mm "Bullseye" wheel is shown above mounted in the large wingtip wheel enclosure on a DG-800B. Most sporting goods outlets will have a large variety of wheel sizes and colors including dual roller bearing sets and adapters that are easily pressed into the wheel's center. As it turns out, the original 6mm bolt holding the wheel in place fits perfectly. Since the plastic wheel width is narrower than the factory wheel, spacers are required to center the wheel in the mounting enclosure. Wear is negligible compared to the rubber compound factory wheels.

REMEMBERING WAYNE MARTIN

ASA member Wyburn Wayne Martin lost his life on May 21, 2000 while landing his PIK-30 at Minden-Tahoe Airport. He was an avid self-launching enthusiast having flown from Minden during the past 10 years in his PIK-20E. Wayne had recently purchased Bud Schurmeier's PIK-30, and had completed several flights in this ship. He was an active member of the Minden Soaring Club and always flew on High Country Soaring's Safaris. His PIK was seen on a low final glide, landing short of Runway 30 and penetrating the airfield's perimeter fence. The engine was retracted and ran ok after a ground test by the FAA accident investigators. Our hearts go out to his wife Katie and his son, two daughters and eight grandchildren. Wayne was a genuine encouragement to all who knew him. He will be missed. *Ed.*

Y2KMotorglider Nationals



Above: Tim McAllister taxis his Stemme S-10-VT.

Below left: Bernie Gross of the Gross/Schulze team in the Ventus BT.

Below right:



TeST-8DM at the factory in Dobrovskeho, Czech Republic. Ing. Zbynek Jaros reports over 50 flight hours in this 2-place self-launcher. He calculates a glide ratio of 29-30. Powered by a Rotax 503 (46hp), the climb rate at maximum gross weight (958lb) is 394fpm. It has dual main wheels and a shock absorbing nose wheel...all non retracting. The 15.6 meter wing has an area of 142 sq.ft. resulting in a wing loading of 6.7 lb/sq/ft at max gross. Price is about \$26,000 not including shipment For more information contact: TeST spol.s.r.o.Dobrovskeho, 78612 00 BRNO, Czech Republic Te/Fax 011-420-5749073; Email: zjaros@chepos.cz

Publications Available from ASA

Rotax 501/505/535 Pilots Manual.....\$2ea
 Rotax 501/505/535 Repair Manual.....\$3ea
 Rotax 501/505/535 Parts Manual.....\$4ea
 Self-Launching Sailplane Operation.....\$4
 DG-800 Pilot's Brief.....\$3
 Flying the DG-400\$3
 Safety Survey of Motorgliders.....\$3
 Powered Sailplane Maint/Service/Repair &
 Defect Survey.....\$3
 Incident/Accident Survey.....\$3
 Safely Flying Self-Launch Sailplanes.....\$3
 SOLO 2350C Engine Service Manual.....\$4
 FAA AC61-94 Checkout in Motorglider.\$1
 Send check to ASA Publications c/o Pete
 Williams 1033 Dresslerville Rd.
 Gardnerville, NV 89410

***Is Minden the Motorglider
 Capitol of the World?***

*In 1990 there were 5 powered
 sailplanes based or operating out
 Douglas County Airport, Minden, NV
 USA during the soaring season.
 On 15 July 2000, 10 years later,
 there are 27 !!*

ASH- 26E. 2
 DG- 400. 4
 DG- 500. 3
 DG- 800A. 1
 DG- 800B. 5
 Grob- 109B. ... 1
 Nimbus 3DM .. 2
 Nimbus 4DM .. 2
 Nimbus 4M ... 1
 Stemme. 3
 Ventus cM ... 1
 Ventus 2cM .. 1
 Ventus cT. ... 1

*The reasons for this growth vary but
 has a lot to do with the excellent
 service and repair capabilities
 available from High Country Soaring
 and Mansberger Aircraft. It is also
 the outstanding soaring weather, the
 wide, hard surface runways and paved
 parking ramps at the Minden-Tahoe
 airport which allow easy taxi for
 takeoff or after landing. Many
 pilots checking out in self-
 launchers for the first time are
 taking delivery of their ships and
 completing transition training in
 their new powered ship at Minden. In
 addition to the motorglider fleet
 there are approximately 60- 70 pure
 sailplanes based at Minden-Tahoe
 Airport. If any reader knows of any
 sailport/airport that exceeds these
 numbers, please advise the editor.*

Rotax Powered Scheibe SF 25 C "Falke"

ASA member Peter Selinger of Stuttgart Germany recently informed us of a Rotax 912 powered Scheibe based at Jan Scott's famous Flying Cow Farm airfield in Virginia, a few miles east of Frederick, MD. This farm airfield is home to many vintage sailplanes and offers a nostalgic return to the days of grass strip airfields dedicated strictly to soaring activities. Below is an image and text taken from the farm's web site <www.flycow.com>



The Falke is the most popular motorglider in the world. Over 1200 have been sold worldwide. In 1997, the type was upgraded with a reinforced fuselage and either a 80 HP or a 100 HP engine, and thus became certified as a glider tug. It will tow a fully loaded ASH 25 and clear a 50 ft. obstacle off a grass field 2,000 feet long. Our SF 25 C has a 100 HP Rotax engine with an electric constant speed full feathering propeller. It will cruise at over 100 MPH using only 3 gallons per hour, and has a range of almost 600 miles. With the engine shut down and the propeller feathered, it will soar and glide about like a Schweizer 1-26. As any L/D can be simulated by using partial engine power, it is also an excellent trainer for any type sailplane. The side-by-side seating offers good visibility and with the low engine noise, conversation is easy.

Specifications:

Engine: Rotax 912S 100 HP Liquid/Air cooled
Propeller: MIVIA/175 Electric Constant Speed
Fuel: Lead Free Super Auto Gas. (91 oct.) or 100LL
Span: 50.2 ft.
Length: 24.9 ft.
Gross Wt.: 1430 lbs.
Max Load: 460 lbs.
Top Speed: 97 kts.
Stall Speed: 35 kts

Flying Cow Field Lovettsville, VA 39 15.5N 77 39.15W. Listed on Washington Sectional as Scott. Text and image courtesy Jan Scott

FOR SALE: 1998 AMT-200 SUPER XIMANGO MOTORGLIDER

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News & Views

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First Impressions of the DG-505MB

I enjoyed a 2-hour flight in Jim Leedy's/ Bob Moore's new 505MB and found it to be a very easy and docile aircraft to fly and thermal in spite of turbulent wave and rotor conditions over Minden. Jim and his friend Glen Reiboldt spent 4 days in late May flying the 505 mostly in wave conditions reaching 20,000 ft while cruising over the Sierras. The engine noise level is very low in the cockpit and all systems were operating normally. It handles well in cross-wind takeoff and landing conditions and climbed out at about 350-400fpm. Taxiing is a real pleasure in this aircraft. The overall impression was one of smoothness and simplicity. I also had the opportunity to fly alongside the 505 in my 800R. Ed Images by Charm Williams



Craig Shaber's ASH-26E on the tarmac at Minden. Craig is an investment banker living in San Diego. He also owns a Nimbus 4D. He has 2,500 hours, 500 of which are in sailplanes which includes the following models: Grob 103 & 102; Janus; 1-26; 2-32; 2-33; 1-34; Zuni; ASW-24; Nimbus 3D; Nimbus 4D & 4T and ASW-26E. He soloed in a glider in August 1987 and is currently in the process of getting a commercial helicopter rating.



Tim O'Donnell and his 1963 Sisu-1A during a visit to Minden.



"I started soaring in 1981. In 1983 I began looking for a ship of my own. I wanted a Ka-6 but a friend drew my attention to a Sisu-1A that was in San Diego. Not knowing a lot about the Sisu, I traveled to San Diego to check it out. As soon as the owner took it out of the trailer I forgot about a Ka-6 and started to feel for my checkbook. Here was a sailplane whose image was burned into my mind as a kid who read everything he could about soaring and from the very first page of the Joy of Soaring, this image was the epitome of form following function. I bought Sisu-1A #4 from Gary Sada, who was the third owner. Bill Ivans was the original owner." Tim O'Donnell

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Motorglider Nationals 19-26 July, 2000 Midlothian, Texas

The Contest

Seven of eight days flown. Five different daily winners. Our first foreign entrant. The burden of the 2000 Aux-Powered nationals was the heat. The contest started with blue days and 105 degree temperatures. The soaring improved all week and finished with beautiful clouds at the end. We had 5 different daily winners: **61 (Howell)**, **PAP (Petmecky & Roberts)**, **EY (McAllister)**, **FD (Gross)**, and **TM (Shilen)**. We did prove that we could thermal with 1-26's (well, sort of). I could put my left wing in the circle, but found it best to just fly around them. We could outclimb the 1-26's just after takeoffwhile the engines where still running! **Hans Schulze** (from Germany) joined us at the contest this year. I believe that he is the first foreign pilot to fly in the Aux-powered nationals. We have not decided on a contest site for next year, but the crews and pilots have voiced a desire for a cooler area and scheduled days off (to rest and recreate). We are open for suggestions and hope to have more foreign entries next year and also non-powered guest pilots are welcomed. Our sincere thanks to TSA and all of the hard workers that made this contest possible !!

The Pilots

E8/ASH 26E - Chicho Estrada, Florida: The Day 1 task was short because the day started so late. Chicho and found the thermal of the day (7 knots) and finished 1st & 2nd for the day. Chicho is a very good pilot and I enjoyed the time we flew together, but the weather was too hot and Chicho had to retire after two days. I like to think we make each other fly faster.

PAP/ASH 25M – Phil Petmecky and Rokki Roberts, Texas: They had a tough handicap to overcome but won Day 3. I give them credit for the win, but they became my heroes for their performance after an unfortunate gear collapse at the end of Day 1. I'm sure they were not happy, but without complaint, they went to work and fixed the gear. When I grow up I hope to be so cool when things go wrong....great win.

EY/S10-VT – Tim McAllister, Colorado: Tim was the winner of Day 4. It was a PST and we were surprised that we were able to fly. The rain quit and skies cleared just in time (get the idea....tough!). Tim flew a very steady contest and never had to use his engine. I suggest a call to Tim and wife, Susan, when in Steamboat Springs, Colorado. They operate Steamboat Springs Adventures and Tim will show the area to you from above.

FD/Ventus BT – Bernie Gross, Arizona and Hans Schulze, Germany: Bernie is my partner in "FD", but he and Hans would not let me join their winning team. Bernie had honored the 55 mph speed limit for years, but no longer. He won Day 5 when I was just happy to have just finished. He also let me know (many times) that he finished higher on the score sheet on two of the days that he flew. To my knowledge, Hans is the first foreign pilot to complete in our National MG contest. He finished well on the sixth day. The task was another PST but he had a great time and finished third for the day.

WJ/Ventus 2CM – Jim Walsh, Florida: Jim is learning his new Ventus very quickly. He finished 2nd to "FD" on Day 5 by .45 mph. I am sure that I was looking up when I saw "WJ" during the contest. Steady flying culminated in a 2nd overall finish.

TM/DG-800B – Ed Shilen, Texas: Ed has not slowed down. As evidenced by his 68 mph last day win. Ed finished 4th overall and would have been much higher if an engine run was not necessary on Day 5.

N2O/ASW 24EW – Colin McKinley, Virginia & VO -Judge McWhorter, Virginia: Colin and Judge both had mechanical problems during the contest. They also worked very hard and had some highlights. Colin reported that he had flown further in blue conditions than ever before. Judge solved his problems and flew a very good task on the last day.

61/Ventus BT-Rick Howell: I was fortunate to win and believe that it is more important to survive the weak days. I'll remember that the next time I'm climbing at 70 ft/min at 1200 ft AGL for 15 minutes. Thanks to Dave Smith for lending me "61". Thanks to John Good and Cambridge for the loan of a GPS-NAV.

Submitted by Rick Howell

DG-400 Aileron Disconnect Alert

Tom Seim's report follows: Last weekend the left aileron of my DG-400 was found disconnected after a 5 hour flight. It is not known when the aileron disconnected (it could have been as late as the last part of the landing roll out). The glider did feel like it had somewhat slower roll rate than usual, but not excessively so. The mechanism that disconnected is the L'Hotellier ball fitting on the aileron. It had completely unthreaded itself, which takes about a dozen turns. The glider had been preflighted and the aileron checked for continuity and free play (it was normal). I recommend that all DG owners/users inspect these fittings before the next flight and each time you assemble the glider (I don't know if all DG models use this same aileron drive, but they probably do). This is easily done before the controls are connected when the aileron can be moved to its full maximum downward position. If there isn't any paint marker on the fitting put it on (fingernail polish works well).

Mansberger had this aileron off the wing 3 years ago, so it was OK then. He also said he has seen other 400s with loose ball fittings on the aileron. Hard to say if a positive would have caught it (I wouldn't count on it, visual is the only certain way). Putting mylar strips on the aileron covers up the fitting, precluding inspection; I recommend leaving that part of the aileron uncovered if mylar strips are used. DG's locking washer doesn't work and isn't to be trusted: my preference would be to safety wire the thing. My S/N is 4-149, 1986, 450 TT, 62 ET.

Tom Seim Email: tom_systek@msn.com

FOR SALE - Grob 103C Twin III

S/N 35041 N103JM New 1993. Single owner/pilot. 167 hr TTAF. 45 hr TTE. Current annual Excellent condition. NDH All maintenance by Grob Aircraft Systems Custom Cobra trailer. Polyurethane painted exterior surface for outside tiedown. New Mylar gap seals Dittel FSG71M Radio Tranciever with boom mikes, head sets. Cambridge L-NAV and compatible Cambridge GPS. Becker Transponder with ACK encoder ATC 2000-(2)-R Solar battery charging system.

Equipped with removable hand controls for disabled pilot. Hand controls are FAA certified with the aircraft. By removing the vertical rudder control lever on the left side of the cockpit and the détente plate for the spoiler handle nearby, the sailplane is ready for flight in the normal mode. This transition is mechanically simple and can be made in a few minutes by a non-rated individual.

Bruce McGhie
 860-873-8446
 Email: bmcghie@snet.net



Russia Motorgliders Soon to Arrive in the U.S.

The first shipment group is not yet on the water and, in fact, has not yet been test flown. Quoting Vladimir: "I am sorry for upset you, but actual term of dispatch of the current order is September. I realize disappointment of the customers and probability that the part of them can lose patience, but I think superfluous haste can do much harm to us. Unfortunately the formation of new production model has demanded much more time, than I have guessed. There is one more cause of delay: our Moscow branch of AviaStroitel is moving to a new place."

Since the arrival of the exhaust manifolds the flight testing this summer has been to tweak the motor for best performance, try alternate carburetors and work on inlet duct design. Since an alternate prop greatly improved higher altitude climb rate, they have also been trying a variety of propeller pitches for the best performance on the production ships. They have outfitted the prototype with cylinder head, exhaust gas and motor compartment heat sensors to determine how the MZ-34 does in sustained climb and under cruise conditions (he mentions a sustained climb to 10,000' causing no overheat); also to determine the cold air-start procedures and necessary cool down cycle before stowage.

I am still waiting for contracts for a couple of these ships, but to date we have 26 members in the motorRussia squadron (vs 39 in the U.S. unpowered fleet). More when I have it.

Bill Ard, Russia Sailplanes, July 2000

RESTOP 1 DISPOSABLE TRAVEL TOILET



This is a disposable urine bag measuring 11.5X6 inches containing a powder of polymers, enzymes and deodorizers that turns the urine into an odorless gel on contact. The unique funnel is designed to prevent spills and is zip-lock sealed. A version called Flight Extender is currently in use by many military pilots including the Blue Angels. A compact 2"X 6" package, it is easily stowed in a glider cockpit. It can be disposed of like normal trash, just like a baby diaper and is landfill friendly.

Price is \$3.99 for 2-pack box. Contact Ray Pettersen, Restop Consumer Division toll free 1-800-924-6665 or Email at Ray@whennaturecalls.com or write RESTOP Products Division, American Innotech, Inc., 501 South Andraesen Dr. Escondido, CA 92029. Web: www.WhenNatureCalls.com

FOR SALE- 2-Place



This is a beautiful white and blue Ogar with new rubber, new fabric and a restored propeller. Has 80 hrs on the 65hp engine and airframe. It is flight ready with a current annual. Only-\$30,000. Contact Lynda Pellegrin 1245 Kings Rd. Morgantown, WV 26508 Tel:304-296-0071 Email: lynda@sbccom.com

Fuel Lines Alert-ASH26E

A fuel leak was discovered forward of the firewall. Investigation revealed one end of one of the swaged fittings had not been swaged. The collar showed no evidence of being clamped against the fuel hose. This 26E has been in service for several years. ASH 26E pilots are encouraged to inspect all fuel lines fittings forward of the firewall prior to the next flight. Schleicher is also encouraged to establish a Quality Control Inspection of this critical area prior to engine installation and to add such an inspection to the Annual Inspection.

ASA Mission

The Auxiliary-powered Sailplane Association, Inc. was founded as SLSPA 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, 1930 S.W. 8th St., Boca Raton, FL 33486-5205
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Publishing Information.....

Pete Williams, ASA Publications Manager, is the Editor, and Print Production Manager for the newsletter. As such, he supervises and coordinates with a printer located in Minden, Nevada. The Newsletter is mailed from Minden.

Contributors are requested to submit hardcopy typewritten or keyboarded text . 12pt font size is best for accurate scanning. If submitting text on a floppy disk, please advise the word processing program used. Text may be edited as required to fit the newsletter. The newsletter is produced on a Macintosh G-3 using AppleWorks word processing software. Photos are always welcome and will be returned promptly.

The newsletter is delivered to the printer the last week in Jan; Mar; May; July; Sept & Nov. ASA desires input on what the members want in this newsletter and we are doing all we can to keep it informative and interesting. *It's your newsletter, so please let us hear from you!*

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50 cents/word, prepaid for 3 insertions.

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July-August 2000 NEWSLETTER

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