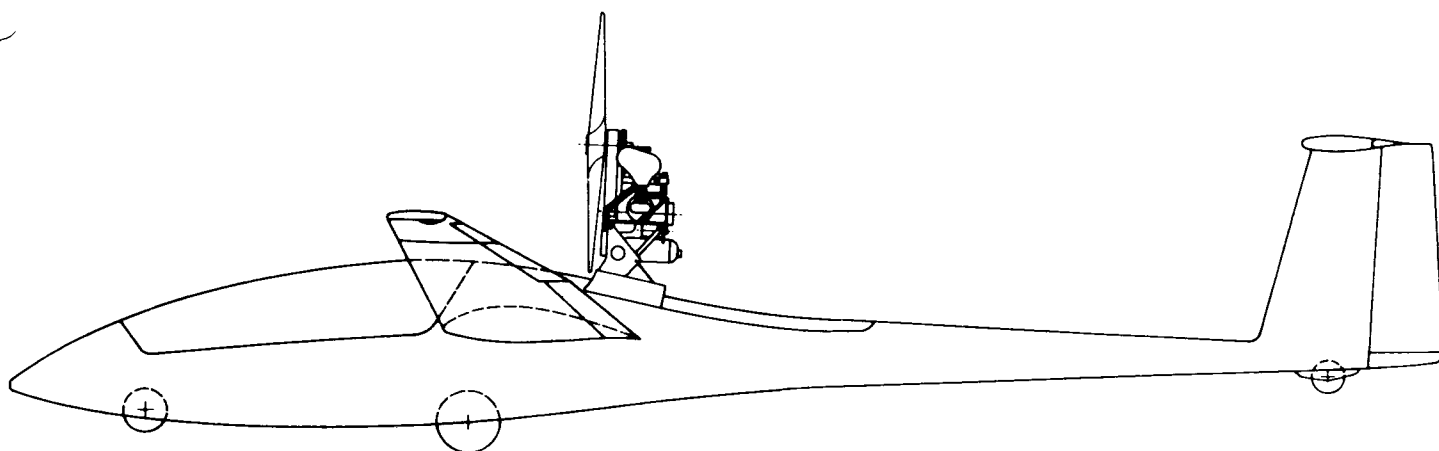


Rotax Powered 20 Meter JANUS-CM Self-Launching Sailplane



The Schempp-Hirth 2-place powered sailplane has a glide ratio of 42.5/1. The 60hp Rotax 535 is liquid cooled and provides a takeoff distance of 900' (standard conditions) with a climb of 500fpm. Empty weight is 1,047 lbs; max. weight is 1,543 lb. at a wing loading of 8.2 lb/sq. ft.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

JANUARY-FEBRUARY 1992

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NIMBUS 2M.....

Serial No.28. Open Class ship with 48/1. Rotax 505 engine for self-launch. TTA 600hrs/Eng. 10hrs SOH, Dittle Radio Rico, Ball, CHT,Tach,Tinted Canopy, Disc Brake, Steerable Tailwheel, Tip wheels, Assembly fixtures, 6.5 gal. fuel capacity, Eberle Trailer. This is a carefully engineered self-launching conversion licensed in the Experimental category. \$52,000 US. Please call for more information.

Bob Marshall
601 Sequoia St.
Brentwood, CA 94513 (SFO Bay area)
510-294-4700

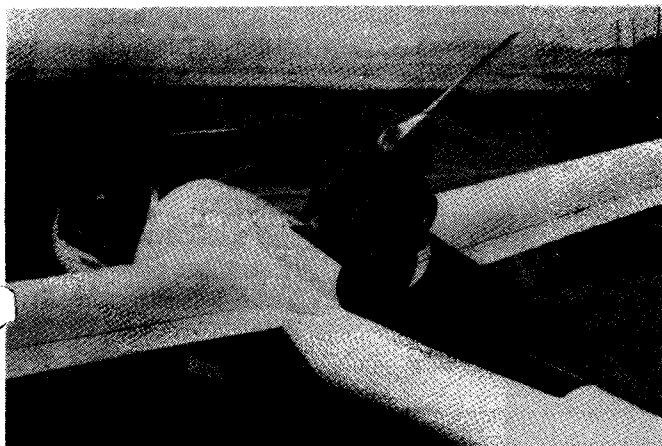
Paul Gaines is refinishing the wings on a DG-400 and will offer FOR SALE. This is a low time ship with 23 hrs. on the engine. A Cobra Trailer is part of the package. Paul is experienced with the Glaser Dirks factory fiberglass methods and this should be a beautiful ship. No damage history. More details at SSA Convention. If interested, call Paul at 803-478-8401.

SOAR AT TAOS.....

Jack McKenney is putting together a fun fly at Taos, NM scheduled for July 12-19, just before the MG Nats at Littlefield. Soaring conditions are super at this location with a 90mph 300km flown last year by Ventus b/T. PIK 20Es and DG-400s have no trouble launching from this field. Tows are available. If interested: Jack McKenney

P.O. Box 488
Arroyo Seco, NM 87514
505-776-2558

Jack also advises he has developed a check list for the PIK-20E in 3"X4" plastic laminated form. Send SASE.



More on the New GROB 103SL...

Mike Shade of GROB Systems provides updated input on the new self-launcher from GROB:

- * Cost is 149,500 DM
- * Engine is 48hp air-cooled Rotax 503A.
- * Fuselage is stiffened due to engine bay opening.
- * Carbon-fiber construction throughout most of airframe to save weight.
- * Nose wheel is steerable but without large angles so wide radius turns can be made to get clear of the runway.
- * Full functioning controls are in both cockpits. The rear cockpit has a priority switch to control who has the con.
- * Engine extraction/retraction is totally automatic using one switch.
- * The propeller is novel for a retractable self-launcher...it is electrically controlled and has two blade positions-climb or cruise. This, according to GROB, will permit the pilot to power out to the soaring site of his choice or come home when the soaring conditions are poor.
- * With 19 gallons on board in 2 separate tanks, the power on range is 250mi.
- * It is in series production with LBA certification soon and FAA certification by the Spring of '92.
- * USA deliveries can be expected in March of '92.

Editor's Note:

A privately-owned GROB 103SL is expected to be based at Minden by May of this year.

DG-600M Self-Launching Handbook Data:

The factory advises that "self-launching max take off weight is 970 lbs (440kg) and that prior to take off the handbook must be consulted to ascertain that runway length is adequate taking into account surface conditions such as grass or rising runway. In case of doubt, choose a safe tow."

SPRING CHECK LIST:

1. Fuel tank flushed.
2. All TNs incorporated.
3. Battery system operational.
4. Extension/retraction system checked.
5. New spark plugs.
6. Carb and fuel system checked.
7. Propeller free of nicks and delamination.
8. Prop. Brake operable.
9. Prop bolts torqued.
10. All connections and bolted parts checked.
11. Control connections properly mated and secure.
12. Wheel brake and spoilers operable and adjusted.
13. Engine runup/taxi/shutdown and walk around.
14. CHECK LIST..Don't takeoff without it!!

"THE SOARING PERSONALITY"

SLSPA member Dan Matzke completed this research in 1983 concerning the personality characteristics of soaring pilots. Dan is a Ph.D. and a pilot/owner of a Grob 109. He is also a recognized photographer. Dan and wife, Julie live in Palmdale California.

"It was found that soaring pilots as a group (both sailplane and hang glider) are psychologically healthy, well adjusted and highly functioning. No evidence of pathology was found. Evidence was found which indicated that soaring pilots are similar to other high risk-takers such as parachutists and rock climbers. However, they are significantly different from other pilot groups.

Soaring pilots, as a group, scored significantly different from the norms for adult males on a total of 18 out of 33 scales analyzed. These included scoring higher marks on scales measuring levels of personal adjustment, self-confidence, ideal self and leadership. Soaring pilots also scored higher on scales measuring the need for Achievement, Exhibition, Autonomy, Dominance, Change and Heterosexuality. They scored lower on scales measuring the need for Agression, Order, Deference, Support and Inferiority.

As compared to general aviation and Navy jet pilots, soaring pilots scored significantly higher overall on scales measuring Autonomy and Nurture, and lower overall on scales measuring Agression, Order and Deference.

In comparing sailplane pilots to hang glider pilots, a significant difference was found on only 3 of 33 scales analyzed. Sailplane pilots were found to be more persevering, disciplined, analytical and intellectual, whereas the hang glider pilots were found to be more relaxed, easygoing, spontaneous, and imaginative.

An analysis comparing accident-free pilots to accident-involved pilots found that accident-involved pilots scored significantly higher on the scale measuring Exhibition. A trend was also noted suggesting a higher level of Dominance in the accident-involved group."

Editor's Note:

Is it possible that pilots who fly with an engine onboard are a separate group of wimps as compared to pure sailplane pilots? Even the eagles know when to flap their wings now and then. Oh well, lets keep on keeping on. Have a safe season.