

APS NEWS

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

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March - April 2005

We have lost some friends...



Pete getting ready to fly - April 2004 Minden



Stan Nelson - ASA Safety Director

Peter A. Williams

Having known Pete for over 20 years, through the field of soaring, perhaps his life could be best summed up by his book, Self-Launching Retractable Engine Sailplanes. In it Peter wrote the following;

“Pete Williams’ flying career began at age 18 when he soloed a Piper Cub. His dream of becoming a Naval Aviator was realized with his first landing aboard an aircraft carrier at age 20 in 1947. In 1969, after a 21 year Naval Aviation career, he soloed an SGS-2-33 at Estrella Sailport, Airzona. Since then he has owned seven sailplanes, including two self-launchers. He is the founder and first president of the Self-Launching Sailplane Pilots Association., now known as the Auxiliary-powered Sailplane Association. The author of many articles, studies and surveys concerning powered sailplanes, he holds Certificates of Recognition from the Soaring Society of America and National Aeronautic Association for his efforts in organizing the sailplane movement in the United States. An active pilot four U.S. Motorglider Records, he has a total of over 8,000 flight hours, including 2,700 in sailplanes.”

Another author, Donald D. Engen, former head of the FAA, had this to say about Peter Williams;

“We flew together in our Navy years past, and more recently we have flown our gliders in formation in, over and around the grand soaring phenomena of Carson Valley, Nevada. This is his home and my home away from home. Loyally and strongly supported by his crew companion and wife Charmagne, Pete is a consummate professional when it comes to soaring. He is meticulous and accurate in his descriptions and in his sparing insightful words of wisdom.”

From his early years in a J3 Cub, through his naval career flying Curtiss Hellidiver’s, TBM’s, Skyraiders and Shooting Star’s, to his Libelle, DG-400 and finally his DG-800B perhaps Pete’s life could be best summed up by his comments of carrier launching a 3,000 hp Skyraider; “AD poised an instant before a “Cat” Shot. Full Power, Brakes Off; Pilots Helmet Against Head Rest... BANG!”

Pete was a man of well trained action, always moving forward through life, with a clear view of the distant horizon. With this, he was also blessed with a wonderful ability to express his wisdom with his fellow pilots.

Oliver Dyer-Bennet
AMS-USA

President’s Corner

I came away from the SSA Convention in Ontario, CA with mixed emotions. During the convention Pete Williams died on Friday as a result of being struck by a car on Tuesday evening. Pete was ASA’s Founder, APS newsletter editor and our mentor. Our thoughts and prayers go out to Pete’s wife Charm and their family.

Pete loved writing the APS newsletter and also carried a heavy load of ASA organizational responsibility. All of us at ASA will have to step up in order to continue the philosophies and objectives that Pete started.

On the other hand the Ontario convention was a huge success with over 2000 people in attendance. I have to congratulate Jim Skydell and his crew supported by Dennis Wright and Gaynell Temple and their crew at the SSA office for organizing a great convention. I believe their efforts in getting the program into the 21st Century were outstanding.

The Wednesday Soaring Software Academy was well accepted with sell-out crowds every session. This was a good program in that it helped pilots understand the nuances of different software and decide which one is right for their situation.

The reception to the Plane-Side presentations far exceeded our expectations. We had between 20 and 50 people at each of the 30 minute presentations. The original idea was to have this be a trial effort of about 3 sessions. We had 16 sessions involving 8 different motor gliders. Big thanks to all of you who pitched in to make this new idea work and possibly become a regular part of future conventions.

The ASA Board, for a number of years, has kicked around the idea of having a booth at the convention, but we always decided not to. This year a booth space became available at the last minute and we decided to try it. This was a fantastic experience from every angle. Everyone pitched in to help man the booth and I want to thank you all for spending time behind the counter. We got to meet a lot of our members that we might otherwise have not had the opportunity to meet. We signed-up over 20 new members and I want to welcome them to our organization. If there are any questions you need answered don’t hesitate to call or e-mail.

The booth also brought forth a member who is an experienced editor, and he offered to help in the capacity as editor of the APS newsletter. After a very short interview with the ASA Board, Gary Haynes hit the ground running and has everyone working on the newsletter. Thanks Gary, for stepping forward.

The ASA Board and membership nominated and elected Steve Dee and Terry Edmonds to fill vacancies on the board. These are two knowledgeable members who will be invaluable in the day to day operation of the organization.

President's Corner (cont. from page 2)

The SSA is making an effort to better serve its constituency by forming a SSA Board Advisory committee. This committee is made up of representatives from the SSA Affiliates and Division Organizations of which ASA is one. Brian Utley, our ASA Membership director, has agreed to chair this new committee and will sit on the SSA Board in an advisory capacity.

We have entered into a new era of our ASA organization. We will continue to offer good and reliable services to our membership. We may start out a little shaky but with everyone stepping up to help we should be business as usual very soon.

Fly Safely,
Skip Atwell, Pres. ASA

Editors Notes

As you have learned elsewhere in this issue of the ASA newsletter we have lost a true friend and mentor to our sport and to those of us who fly sailplanes with auxiliary power systems. Pete was both a founder of the ASA and driving force in our niche of the soaring sport. His wisdom and penmanship will be greatly missed.

I offered to take over the editing of the newsletter at the board meeting held at the SSA convention. As a little background I currently fly a DG-808B out of the Boulder, CO airport nestled about 4 miles from the foothills leading into the Rocky Mountains.

My wife Kathy and I used to own several photo labs and published a quarterly newsletter to our customer list. I have also edited and published a newsletter for one of the local camera clubs where I live. So the job is no surprise.

As any editor will tell you, especially in a volunteer organization, getting content for a newsletter can be a daunting task. I sincerely ask that you help share your knowledge with your fellow pilots, now nearly 400 strong, by contributing to the newsletter. I can take submissions in just about any format. You can send files to asa_editor@mindspring.com. For larger files or images drop me an email and I will let you know the best way to get the content to me. If you would like to send a CD or DVD then send it to:

Gary Haynes
9205 Sagebrush Trail
Lone Tree, CO 80124
Best wishes for a great 2005 soaring season.

FROM THE DESERT BETA TEST FACILITY



TECH TALK

by Gary Evans

In this issue I will try to provide some comfort to those 800B/808B owners who have oil dripping from the fuselage bottom drain hole just behind the main gear. I will assume you have already looked for leaking fuel hose fittings but if you haven't please go out right now and do so before reading any further since that is such an obvious cause. While you are poking around all the assorted linkages in that compartment checking fuel fittings it would also be a good time to clean and lubricate the numerous ball joints and clean the bottom of the compartment.

Now if you're completed the inspection and haven't found any leaking fittings let's move on to what could be a very unexpected possible source of the oil.

The DG fuel system incorporates a very accurate fuel level gauge that measures the tank content by electronically sensing the liquid volume. The fiberglass tank is wrapped with copper strips, which are connected to a shielded wire that runs to a signal converter attached to the left side of the tank.



This is a picture of the converter, which is labeled as a Tank Oscillator. Run your finger across the bottom of the box and if there is oil you have found the source of the problem. The arrow points to the shielded wire that is the source of the oil.

What happens on some ships is that fuel will wick through the braiding to the box where the fuel will evaporate leaving the oil which will drip to the floor of the compartment. In time it will collect to the point that it runs out the drain hole. The fix is to remove the exterior coating from a section of the braiding and clean out the oil residue using a solvent just as carburetor spray cleaner. When the braiding is perfectly clean you then coat that section with pure silicone sealant (not silicone gasket cement) working it into the braiding and overlapping both sides of remaining exterior wire coating. This fix should stop the wicking of fuel.



Charm - Pete's number one crew

Pete's Last Mission

Peter A. Williams had his last mission Feb 11, 2005

A former member of the Naval Special Weapons Operations, Pete was part of the one-way squadron. Their job was to launch off of naval carriers, fly Douglas Skyraiders, propeller driven aircraft, deep into China, and deliver a Nuclear bomb by pulling up from ground level and lobbing the bomb up and into the target. Thence the squadron patch that said, "One Way."

Pete, the founder of the USA motorglider association, and current publishing editor, was on his way to man the ASA booth at the SSA, 2005 convention when he was struck and later died from injuries, by an automobile, in the Mojave dessert.

Pete has been an inspiration to us all, and as the founding father of the SLSPA/ASA he has left us a large, and positive, legacy to follow.

Oliver Dyer-Bennet
AMS-USA

Stan Nelson

Regretfully, Stan Nelson, Director of Safety for the ASA, passed away on March 12th after a year long battle with cancer. As a long time member of the ASA (he joined in 1988) and as past President Stan will be missed.

As Stan's military and NASA career came to a close he turned to soaring as a new found opportunity to satisfy his love of flying. He was a winner of the Seniors Championship in 1995, set a national and a number of state records and participated frequently in Motorglider Nationals.

He also found time to contribute to the National Aeronautics Association by joining the Contest and Records Advisory Board in 1998 and became Chairman of the Contest and Records Board in 2001.

His military career was highlighted by the Distinguished Flying Cross for service in Vietnam. Completing his military career in 1972 he immediately joined NASA and served 21 years as NASA pilot and Chief of Aircraft Operations at the Kennedy Space Center. He was also the rescue helicopter commander during the Shuttle Challenger accident.

Stan is survived by his wife Suzie and a son and daughter.

Stan will be missed.

Brian Utley

Stan Forward Nelson

December 31, 1933- March 12, 2005

Beloved by Suzie Nelson and children Neal and Dorothy.

Born in Framingham, Ma. Stan joined The USAF October 1951 at age 17. He trained as an airborne radio mechanic at Scott AFB, in Illinois. He was assigned to the 92nd BW, Fairchild AFB, Wa, in June 1952 and served as a gunner on a B-36D crew S5OBO. Stan flew the first nonstop Trans-Pacific flight in B-36s to Kadena, Okinawa during the Korean War. He entered pilot training November 1953. Stan was a distinguished graduate from Williams AFB jet pilot training, Class 55-I, in February 1955.

Assigned to Mather AFB, Ca. Stan was part of the Flight test section. He transferred to Germany 1959 where he was promoted to captain. His next assignment took him to the Belgian Congo and later India in 1961. Stan then did an educational tour and attended University of Nebraska and the University of Colorado, receiving a master of science degree in 1966.

After graduation he transferred to Vietnam in 1967 and received the DFC for the Ranch Hand missions over the Mekong Delta. Stan retired from active duty in August 1972 as a lieutenant colonel after 21 years service with the USAF.

His retirement was shortlived. Almost immediately after leaving the USAF Stan joined NASA in September 1972. He was Commander of the "Search One" rescue helicopter at Kennedy Space Center during the Challenger tragedy January 1986. He continued as Chief of the NASA Aircraft Operations Office, Kennedy Space Center until he retired a second time after 22 years of service with NASA in 1994.

Not one to slow down Stan became the airport manger at the Taos Municipal Airport in Taos, NM. Stan retired "again" after several years at the airport.

Stan is past president of Auxiliary Powered Sailplane Assn., Performance Soaring Inc., and the Order of Daedalians. He flew several national soaring records in the Rockies from the White Sands Soaring Club. He held the position of chairman of the National Aeronautic Assn., Contest and Records Board, Washington D.C. a position once held by Orville Wright.

Suzie Nelson

Having worked with Stan on the ASA board, safety and motorglider handicapping, and having flown against Stan in some of the Motorglider Nationals, brings a couple of nice memories of who Stan was.

Minden, Nevada, Motorglider Nationals: Its late in the day and after finally making the last turn point at Lee Vining we grab a late afternoon thermal, climb to 12,000 ft and start back north to Minden. About half-way back, as the day is dying, we see Stan in his Ventus CM, 1,000 ft. below us, heading south to Lee Vining. No hope for Stan, but we give him a nice wing rock. Stan, being the kind of guy he was, gives up some precious altitude and answers back with a quick wing wag.

Arlington, Texas, SSA Convention:

Stan speaking eloquently about serving in the Air Force and flying as tail gunner in a B-36. Stans humorous descriptions of flying in the lumbering, and very loud B-36 and taking the sled ride back, way back, to the tail gun position, left us glider guiders in stitches. Stan also described the time he was flying the medical emergency helicopter at Cape Canaveral, when the space shuttle, Challenger, came apart during its launch. A sobering experience to be part of.

When one spent some time with Stan, one was left with the strong impression that Stan had a deep and loyal love of aviation and that Stan had been a part of its rich history.

Oliver Dyer-Bennet
AMS-USA

5000 Km through Brazil

Pt 2 by Thomas Milko

JACOBINA (BA) – JUAZEIRO DO NORTE (CE) 16/09/2003 – 460 km

We arrived at the airport at 8:30 am, with a totally overcast sky, after drying the wings from the overnight moisture, it started to rain again. It was not a light rain, but at 10:00 the sky showed signals that the rain was moving away, but slowly. At 11:30 we took off. The DG500 was the first and behind I saw the Nimbus 4DM zooming, the Jumbo glider with 2 very happy and heavy pilots. Due to the 26.4m wing, they did some maintenance, ripping off some of the weeds that could entangle the long wings.

After reaching 900m I cut the engine, higher than the 600m when we normally stow the engine, as the sky still did not look very promising. Departing from Jacobina is always a bit more challenging, as we need to cross a mountain range, and then fly a mix of dynamic lift and thermals, at least it was my second passage through this area, which made me feel a bit more reassured. However Flavinho, flying the Nimbus, was not very comfortable, and we flew together. The farther we got from Jacobina the better the weather. At the beginning cloudbase was at 400-500m vs, the valley, we were at 200-300m agl. But at the end the flight it became more and more easy. Crossing the São Francisco river was as always a great sight. We arrived safely at Juazeiro do Norte.

JUAZEIRO DO NORTE – SÃO PAULO – JUAZEIRO DO NORTE

I left the glider tied down at the airport with the excellent Jaxida Cover, and went back to São Paulo. Seating at the first row of a Boeing 737-300 which made the Juazeiro do Norte – São Paulo in a few hours, much faster and less fun vs. the long glider navigation the days.

CAMPINA GRANDE (PB) – JOÃO PESSOA (PB) 29/09/2003 – 370km

After almost 2 weeks in São Paulo, I flew back to Juazeiro do Norte, 2 days before the closedown of the airport for a 1 month runway asphalt replacement.

The weather this year was not so super to be able to break speed or distance records, therefore I decided to explore new regions never flown before by a sailplane. Even though the DG500 was already flying for almost 30 days non-stop, meaning not one day of bad weather, which is very common in this very dry part of Brazil.

At noon I took off, and decided to go against the prevailing easterly winds of 30-35km/hour, and with thermals between 2 and 3 m/s, I headed to the state capital of Paraíba. Initially the idea was to explore the low mountains of the dry region, but I found them to be too small and uninteresting. Then I decided to over fly the big coastal town of João Pessoa, and fly back to my departure airport. The average speed was very low, as the closer I got to the sea the weaker the thermals and the lower the cloud base.

The view was so fantastic that I started to consider to land at the nice aeroclub airport. I flew over the famous Tambaú hotel (which is built right on the beach and is circular). When I flew over the aeroclub I saw around 100 persons watching me from the ground, which was weird as my glider made no noise and I was unannounced. It turned out that most of these people were on the first day of a Simulation Flight meeting of the state! Powerful PCs were installed at the hangar and they were all flying in the computer.

JOÃO PESSOA (PB) – NATAL (RN) 31/10/2003 – 140km (300km flight)

After filling the flight plan by phone, I took off in less than 200m, with the sea level and headwind the 50hp DG's engine makes it a great climber.

With the tailwind it was very fast to go back to the hinterland, where the good thermals are, away from the humid influence of the sea. From the 600m initial cloudbase I had more than 2000m agl after Campina Grande. Initially I



was heading for Paus dos Ferros, which had an unlisted asphalt runway, which can be an excellent place to make long distance flights to the west. I entered the restricted military area of Maxaranguape, not knowing that it was a restricted area, I found this out only after asking the ACC if I could land there (...). I received a big NO and was asked to bug off as they were having military shooting activity.

I headed for Natal Int'l airport. I needed to negotiate with the Tower to land on the runway closest to the parking area. After landing there was still 2,5km of runway in front of me. I started the engine and taxied behind some Boeings that were at the jetways.

NATAL (RN) – CURRAIS NOVOS (RN) – CARUARU (PE) - 01/10/2003 380km

I had some trouble with the TWR as the ACC Recife didn't want to accept my flight plan as I filled for a flight without a fixed altitude. As the Tower insisted it was just to warm to be sitting in the plane with the canopy closed, I opened it, turned off the engine, and waited for them to decide my fate. Meanwhile a big fuel guzzler was behind me with 200 passengers onboard. At last I was only able to take off after telling them that I would maintain 4,500ft. Of course, once in the air I did not maintain a fixed altitude for a second, but this didn't worry the controllers. They even allowed me to climb in a thermal on the downwind leg. After leaving the Natal TMA, I turned off the transponder, as it eats up very quickly the battery. I flew over Currais Novos, the little town where I departed in 2002 and made the first and only (to this time) 1000km flight in Brazil. Then I headed south to Caruaru.

Near Caruaru I started to hear on the radio, "slower... slower... it's too fast" !!!! Hm, very familiar. It was Ângelo, onboard his KW-1. Moments later I saw the 15m wooden glider soaring, and I was very happy. Caruaru has the only gliding club on the whole North and NorthEast region of Brazil, which is more than half of Brazil's territorial extension. The club was founded in 1945 but the gliding operation is only 2 years old, and has only 1 biplace and 1 monoplace, but hopefully it will grow. They currently operate only during weekends. It takes about 1 ½ hours by excellent highway from Recife. I left the DG again alone, at the club's hangar, and flew back to São Paulo.

RECIFE – SÃO PAULO – RECIFE – Boeing 737-700 by Gol Airlines.

CARUARU – ARACAJU (SE) 02/11/2003



Now all I wanted was to ferry back the glider home, but I had more than 2000km to make, and in early November, the weather started to be wet, and I opted for a more easterly route, near the beach instead of flying inland.

The arrival at Aracaju was very nice. I should have landed at the big airport, as it was near the nice beach. But decided for the small aeroclub strip, as there is never bureaucracy there. Charging my batteries was not a problem, and I got a taxi that whisked me to a small hotel near the beach.

ARACAJU – MORRO DE SP (BA) 03/11/2003

It was a slow flight again, heading to Feira de Santana. Exiting Aracaju TMA was less trouble, of course I lost radio contact with any controller, and the flight was again over more humid terrain with unlandable terrain, with small hills and no airstrips or even crops to outland on. I found myself low for 2 times (300m) but I was able to climb back engineless. Most of

the time I could see the sea on the far away horizon, the main problem was the total lack of landable areas in the region. The flight was difficult, always between 500 and 1000m agl, and with the high clouds on the horizon, I was sure that I could not make it to Ilhéus. I decided to turn east and head to Cairu (Morro de São Paulo). I saw two airfields, both private, and decided to land on the grass one, as it was near the beach and to the small town. This time my reception committee was a big barking dog which wanted to play with me. I had landed at Caiera farm, owned by an Italian, which changed the coconut farm to a nice little hotel. So 300m from my glider I was installed in my accommodation.

MORRO DE SÃO PAULO (BA) – ILHÉUS (155km with engine) – CARAVELAS (355km with engine) – 07/11/2003

I had 4 days of tropical rain. Of course I enjoyed my stay, but with the sun coming out, I decided not to wait a single day to depart. After the farewell photos, I took off at 11am, climbing directly to 3.000m asl/agl, it was going to be a long day for the little 54hp engine. The cloud cover was 2/8 at 1000meters agl. But slowly it was getting more dense, so ground contact was getting scarcer. I fired the engine for the 2nd time at 700m, and I practically flew through the cloud cover climbing again, so for the first time in this long trip I used the artificial horizon. It was a thin layer, and became VFR on top. Again at 3000m I could see no end to the white blanket below me, the sun was shining from the top, and from the reflected white clouds, it was so strong that I felt like I was being "baked".

Then I started to be worried. I had only 8 liters left (1/3 of the main 22 liters fuel tank), I was near Ilheus (the only airport with fuel in the vicinity), and I wanted to fly directly to Porto Seguro. I remembered not having checked the wing fuel connections on my pre-flight, so I wasn't sure I would be able to refill the main tank.

I heard a commercial Boeing 737 flight on final approach to Ilheus, and they confirmed seeing the ground at 3000 feet (1000 meters). I started a slow glided descent, and the 1000m cloud layers I flew through took a few agonizing minutes. At last at 1100m I could see the ground again, and my heart started to beat normally again. I speeded my descent, and Ilheus Control asked me if I was declaring emergency. I said "NO" !!! After my touch down I could see the fire brigade and an ambulance coming after me, just after I cleared the runway (in glider mode). All lights were on gleaming, and people were tense. The fire truck came very fast coming up the runway, and after talking to me radioed back telling everyone "The pilot is ok, the aircraft seems to be also ok".

Flight plan to Caravelas 355km away, with only one alternative, Porto Seguro, which had low stratus clouds, however the destination was looking better with broken at 3000meters. The weather started to improve, and when I spoke with radio Comandatuba (a luxury hotel south, with it's own asphalt runway, but no fuel) the weather was better. Last climb, and I was at gliding distance to Caravelas.



It was not a soaring day, I did not catch even 1 thermal, it was all on the iron thermal (engine), with a steady headwind during the whole day.

CARAVELAS – VITÓRIA – UBÁ 08/11/2003 604km

During this leg a 20-30km/h tail wind helped me to arrive ahead of schedule. I even thought of reaching Rio de Janeiro, making a 700km day trip!

At 60km before Vitória, I had a weak thermo wave, at last I did not depend on the engine to resume the flight. Some lenticular clouds could be seen, but I couldn't use them very well, it was only 11am!

At last I decided to head to the aeroclub airstrip, where I arrived high. I was greeted by parachutists and ultralight people. I was slowly getting near home, seeing some sport aviation again, not only Boeings. I could even talk a bit about soaring, as this aeroclub used to have a gliding activity, lately dormant, but who knows in the future? With favorable wind and a few thermals I had flown 330km with only 10liters of avgas, not so bad. I was slowly switching back to glider mode again, but I still used a lot the engine during this leg.

With a better weather, I decided to go inland, which has a very bumpy landscape, and very scarce outlanding possibilities. The flight was a mixture of thermals, but I used the engine twice. Not even with a single engine airplane would I feel very comfortable in the region, as it's very rugged.

I saw CBs on the horizon, and saw that I was not going to make to Juiz de Fora. So I decided to land at Ubá.

Control told me to contact UBá radio, which was very strange, as it's a very small strip, with no air traffic.

After clearing the runway I was "welcomed" by SRPV-RJ, they told me the President of Brazil was there. I thought the President is in Africa, but the Vice President was there.

UBÁ – JUNDIAÍ – 09/11/2003 - 480km

At 10:00 am I took off, to 3000m, on the engine, and than slowly I was able to soar ahead again.

Unlandable terrain below me, full of hills, I saw the excellent runways of São Lourenço and Caxambu (this one far from town), even had a few morning CBs. I entered a few clouds, using the artificial horizon, as thermals were not exactly booming.



The President's "Ride"

Later I decided to ridge soar above the Mantiqueira range, which at least gave me the safety of the good runways lower in the Vale do Paraíba. I saw Guaratinguetá far away, whilst soaring conditions were improving a new forming CB still allowed me to soar quickly under it. I headed to Ipuã, where the CVV-CTA soaring club operates a SZD Junior. After climbing with them in a thermal, I went back to the mountains to Bragança. Again inside a cloud I climbed to 3000m, and headed home. Though São Paulo TMA control wanted me to fly low in the VFR corridors, after some negotiation, they allowed me to do a long final glide.

At last PP-XEZ was home after a 2 month trip, where I came home by Boeing twice. Again this was a great soaring trip, only possible with such a fantastic glider as the DG800b.

2004 Financial Report

Submitted by Eric Greenwell, Treasurer

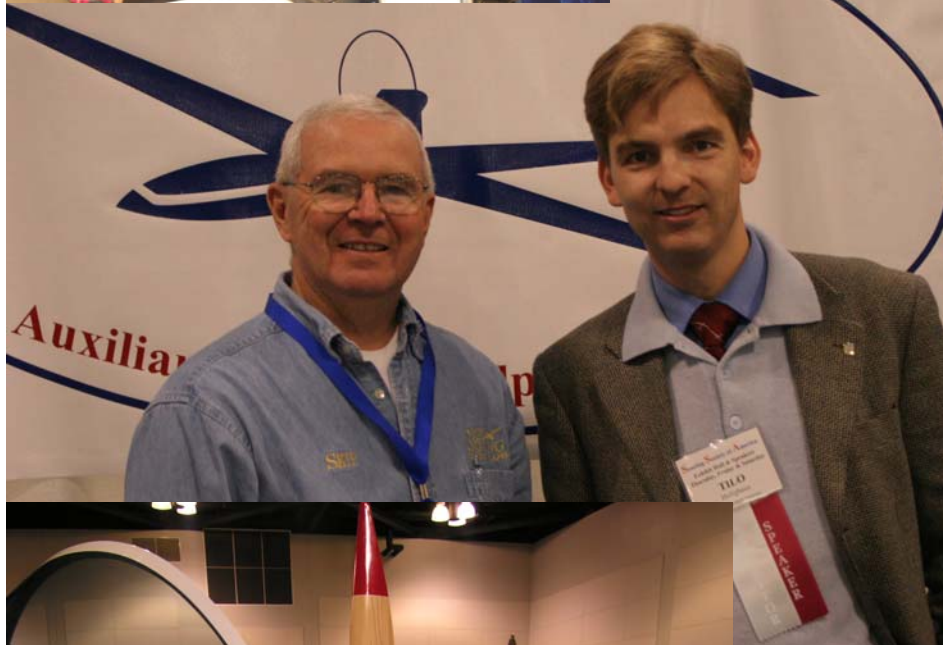
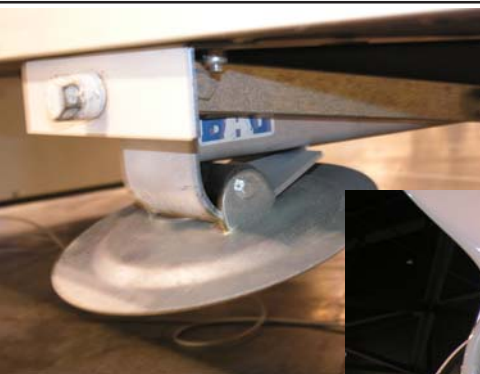
Income	
Dues	\$5,785
Interest	\$40
Sales	\$420
	\$6,245
Expense	
Newsletter	\$3,869
Roster	\$400
Supplies	\$327
Misc.	\$614
	\$5,210
Net	\$1,035
Bank Bal.	\$13,514



Chris Klix- PacificAeroSport

SSA Convention 2004





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
Ph: 952-941-5683 email: <Utleyb@aol.com> USA Dues \$20/yr, \$38/2 yrs, \$55/3 yrs. International Dues \$25/yr, \$48/2 yrs, \$70/3 yrs.

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APS NEWS Publication

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Dave McConeghey 316-409-9624
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PIK-20E

1979 454 TTAF Rotax 501 Oxygen,
Factory Trailer, Parachute \$38,000
303-790-1907

GROB 109A

1983 TTAF 550, NDH, GPC/COMm, Illec Vario
Transponder, Turn Coordinator, Strobes
\$45,000 602-770-9245 (AZ)

DG-808B

2002, SN 8-248B, TTAV 12, 15-18 meter wings with winglets,
leather interior, Cobra trailer, One man assembly, full
instruments with transponder, IPAQ, O2, Fully Loaded DG
& always hangared. Price \$125,000 US (FL)
Russel Steiner 954-630-8574 or <russ1085@bellsouth.net>

DG-800B

18M, 767TT, 113TTE, Midwest, LX5000, AR3201, Cobra w/
one man, Jaxida covers, O2, full instrumentation. Gel coat
perfect, spare parts, NDH, TLC by Original owner.
(ed note: This was Pete Williams glider and is excellent
condition. See photos in this issue.)
\$95K Call Tom Stower 775-782-4944 (NV)

Late Breaking News?

Discuss proposed changes to the
ASA 500 long distance trophy.

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