

Self-Launching Sailplane Pilot's Association

N E W S L E T T E R

JAN-FEB 1989

Pete Williams, President and Editor//Jim Culp, Vice President//Issue #6, Vol. 1

115 MEMBERS NOW ON BOARD!

1988 was a banner year for the startup of SLSPA. We now have 31 DG-400, 15 PIKs, 5 Ventus, 2 Oqars, 3 Grob 109, 3 Scheibe, 1 ASK-14, 1 Hobbyliner, 3 Strojnik, 1 Lark, 1 HP-14, 1 Taifun 2 Moneri and many homebuilders and members who are in the process of buying an SLS. Several power pilots have joined as a result of a small ad in Private Pilot and Kitplanes. For the most part the majority of the membership are experienced power pilots who are also soaring pilots or desire to become soaring pilots.

1989 SSA CONVENTION SLSPA ACTIVITIES

Plan on attending the 1989 SSA Convention in Los Angeles Feb 23-26. SLSPA is scheduled for the following activities: Motorglider Competition Pilot's Breakfast-Thur 23rd.; Care and Feeding of the DG-400-10AM Thur 23rd.; Motorglider Pilot's Breakfast-Fri 24th.; SLSPA Membership Meeting-Sat. 25th at 3PM followed by BOD Meeting.

Mr David Law, VP of USAIG's LA Office is planning on attending. SLSPA has been in contact with him to review insurance rates for SLS pilots. We have provided him with the statistics of our member's experience which he is making available to all USAIG branch offices. Law is interested in learning more of our sport and hopefully insurance rates can be reviewed with an eye on adjusting rates. He has been invited to the Motorglider Pilot's Breakfast.

Our speakers are Bud Schurmeier (Competition Pilot's Breakfast) who will bring us up to date on the latest rule changes. Oliver Dyer-Bennet will speak about the maintenance of the DG-400 and Les Arnold will speak at the Motorglider Pilot's Breakfast concerning the Humming Bird and its development.

MEMBERSHIP RENEWAL

Enclosed find a Renewal Application covering April '89 thru Mar '90. Please submit as soon as

possible to keep current. Our policy is to renew every April. New members joining prior to April will receive all 6 newsletters. If you desire copies of old newsletters, please let us know. We will mail them out with the latest newsletter to keep postage costs down. Extra logo decals are now available at \$1.00 each.

MOTORGLIDER RATING CERTIFICATION

There is some confusion on how to go about this. FAA rules seem to vary from region to region. As many of you know, the FAA is in the process of rule making on this subject and SSA and SLSPA representatives will hammer out the rules sometime this year. SLSPA member John A. Heitz went thru the process recently and has some words of wisdom: "Check FAA Advisory Circular #61-94. Any CFIG can get checked out in a motorglider as long as the CFIG checking him out is current in that type of motorglider. An FAA designee is still probably needed to give the CFIG a check ride. The student will need 15 hours of dual instruction prior to solo. He must then make 10 solo takeoffs and landings before an FAA Designee can give him a check ride. However, this varies per Region. I suggest calling CFIG Bob McNeil (214-722-5501) or Willard D. VanWormer (913-727-6072) an FAA Designee for motorgliders. I got my rating in a Grob 109 in less than a week, so don't get discouraged and call me if you need help: John A. Heitz 417-887-5333 or 417-831-2000."

The \$64 question is how do you get checked out in a single-place SLS? Hopefully answers will be forthcoming from the new FAA rules. In the past as many of you have done, you simply got a checkout from a CFIG that had time in that type and flew under his supervision from the ground. Individual responsibility still requires a thorough reading of the Aircraft's Manual and following the instructions of the manufacturer. Ed.

PIK-20E2F/30 SERVICE BULLETIN #35

Mike Adams of PIK Pacific sent SLSPA this Bulletin. It involves inspection/lube/adjustment of the propeller drive gear bearings. PIK pilots please send me a self-addressed stamped envelope and I will send it to you. It is dated Sep. '88 and must be done at next 25 hour maintenance check.

FACTORY REPORTS AND MAINTENANCE



GLASER-DIRKS:

DG-400-

Brake Linings- The minimum thickness allowed is 2 mm on main wheel. Correct inflation pressure of the main wheel assists in maximum braking effect. Double check the freedom of the brake cam arm. Hard braking can glaze the surface of the shoes making necessary removal and cleaning with sandpaper. Adjust regularly per Manual.

Propeller Bearing Lubrication- These are sealed bearings and according to Dirks no failures reported. No lube necessary.

Access to Engine Bay Fuel Cock-Best to remove wings and baggage compartment floor.

DG-500 News-Flight tests on #3 to be completed by end of 88.

Maintenance Items-

Failure of DG-400 Komet Trailer Spar Dolly: Look for hairline cracks at weld junction at top plate. 2 failures reported. If cracks found-weld doubler over failed area.

Failure of DG-400 Fuselage Dolly in Komet Trailer: One reported failure where fuselage tipped sideways and rested against the wing. Failure occurs at center upright support. Look for hairline cracks. Weld a bar stock steel doubler across the failed part.

Carb Switch on PIK-20E: One member switched from Tillotson to Mukuni (as used on new DG-400s). He reports excellent results.

Tire Wear on PIK-20E: One member reports tires wearing out quickly (main wheel) and wonders if others are having same problem. He thinks it is because we taxi with a wing down. Any comments? Perhaps low tire pressure could be the cause.

PIK-20E Elevator Push-Pull Tube Guides: These are 3-roller guides that were found loose in their mountings allowing excessive play of the elevator push-pull tube. Inspect by removing the engine rear compartment vertical cover. If found loose, access is by cutting a hole in the horizontal structural stiffener beneath of the tip of the retracted propeller. Repair with bolts and blind nuts. They are normally secured with pop-rivets. *I suggest advising the factory so a TN can be issued. Ed.*

DG-400/Rotax 505 Electronic Box failures: Word comes from a member in New Zealand that they have had 4 failures and that the cost of a new box is \$650!! Neville Swan reported he dug into a box and found the problem in a PC board. Said he had a friend draw the wiring diagram! Since the electronics is encapsulated with RTV compound, this can be a real chore. Another failure is

reported by a US member who found the replacement cost to be about \$300 thru a Rotax parts distributor who gets his parts out of Canada. When asking the DG factory what to do with the failed box (40 hrs), he was told to throw it away that it was "expendable"! We are not sure who makes this "box" for Rotax even tho it is labelled Bosch. This member is sending the box along with a failure report directly to Rotax and requesting an analysis. There is no good reason for such equipment to fail without warning and to be so designed that it cannot be repaired. In our modern PC age, how many PC boards do we see changed out after only 40 hours use. There is room here for product improvement.

1989 U.S. NATIONAL AUXILIARY POWERED SOARING CHAMPIONSHIPS....

July 18-27, 1989 with practice days 16-17 July. Hutchinson, Kansas.

This contest is fully sanctioned and approved by the SSA Competition Committee. Again as in Uvalde, the motorgliders will share the contest site with the Open Class ships. Also, a Regional Contest will run concurrently and a total of 65 entries will be permitted. It is imperative to enter as early as possible as the Nationals contestants will be given preferential entry priority up to 60 days prior to the contest. For details contact the Contest Manager Bob Leonard at 12001 Beaumont St. Wichita, KN 67325, 316-722-2183 or 316-946-7069. The Best Western Sundome will be the official motel and can be contacted at 316-663-4444. **Please mark your Renewal Application Form YES! if you intend to enter this contest!!!**



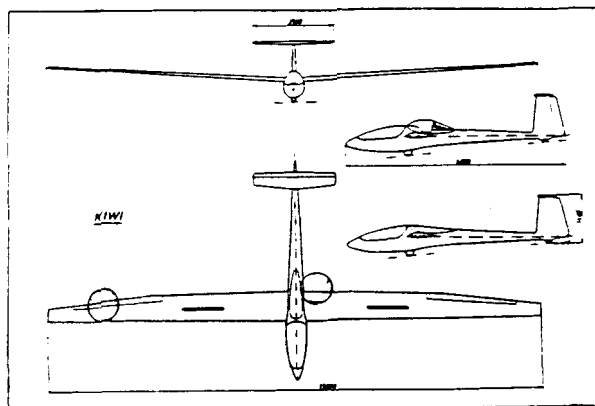
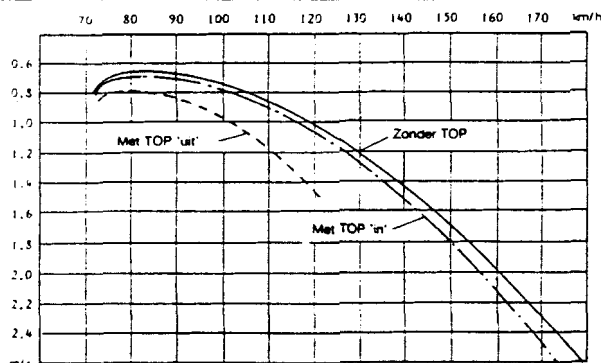
FOR SALE... Ogar Motorglider. Call Neil Palmer at 818-913-4484.

DG-400 ENGINE MECHANIC... Hyman Baker A&P/CFIG P.O. Box 67235, Orlando, FL 32867 407-277-0192. 25 Hr inspections and service work.

Homebuilding Books and Publications: John Roby, 3703 Nassau Dr., San Diego, CA 92115 619-583-4264.

INTERESTING SELF-LAUNCHERS...

Valentin KIWI-A fiberglass 15M Ka-6 in the SL Mode. The concept is to use the sailplane either as a pure sailplane or motorized using the TOP 3-cyl. Konig engine. The fuselage has a built-in saddle to accommodate installation of the TOP engine. Total additional weight with TOP and fuel is 40kg. KIWI has a fixed gear, no flaps and features automatic controls hookup. The spoilers are Schempp-Hirth. The engine is raised electrically and has a 3-bladed folding prop. L/D declines only 2 points with engine extended. A beautiful recreational machine at a reasonable price. L/D 35:1 Cont. on p. 3..



VALENTIN "KIWI"

For more information contact: Valentín Flugzeugbau GmbH, Flugplatzstrasse 18, D-8728 Hassfurt, West Germany.

MOTORGLIDER COMPETITION IN VIRGINIA

Submitted by Allan Greer

The Region 4 South Contest held at New castle, VA last September is one of the few regionals that has a class for motorgliders. Three motorgliders entered with Don Pollard flying a Ventus TB, Don Coriolus-PIK-20 and Allan Greer in his Ventus TB. According to Allen, on a weak day several of the Standard class birds were down in a field near the first turn point and the downed pilots were talking with the local farmer when Allan came in very low and snapped a turn point photo, extracted his engine, started and droned off toward the next turn point. The farmer seeing all of this asked the grounded pilots what that was. The answer was "Oh, it's just one of those wimp motorglider pilots." To which the farmer replied, "Well it looks like he is having more fun than you are!"

On the next contest day the motorgliders covered as much as 388 miles at speeds of up to 90 mph. The next 2 days were weak however the motorgliders did get around the course.

All members who are competition types are urged to work with your local regional contest committee to establish a motorglider class. This means explaining the scoring rules and making it easy for them to score motorgliders. Three entries are needed to make it an official contest, so look at the SLSPA Roster and contact those nearest you to enter. Copies of the rules are available from

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

FOR SALE.. Ventus Turbo B S/N 57, 250 TT, 14 hrs-Eng Komet Trailer, Full competition equipped-\$45,000
904-383-8142-days/904-589-9552-nights.

VENTUS TURBO B TECHNICAL TIPS

Fuel Octane: 94 ROS recommended in Manual. very few, if any auto fuels in the USA have this rating. Suggest use Aviation Low Lead 100 to protect the engine from detonation. It does have a 10:1 compression rating.

Oil: Factory recommends Castrol TT 2-stroke oil which is not available in the USA. Suggest a 2-stroke oil recommended for motorcross bikes available at your local motorcycle shop. One pilot claims Steihl chain saw oil to work fine at the high heat conditions imposed by a 2-cycle engine.

Decompression System: Double check your system to make absolutely sure that the valves close. Sometimes the little aluminum bar that connects the 2 decompression valves is fitted too tightly. Open up the holes at the end of the link to give about 2mm increase in diameter. This will prevent the valves from "hanging up" on the link.

Sponge Rubber Engine Rest: This quickly wears out from being struck by the engine during retract. Replace with urathane rubber available from your local screen printer.

Bleeding Fuel Line: Do this before EVERY flight. Erect engine, turn fuel valve ON and pump the pressure dome a few times. When you insert a paper clip into the bleed hole at the rear of injection cylinder, you should hear a "squish" Do this 3-4 times until the "squish becomes more fluid."

MOTORGLIDERS-THE WAVE OF THE FUTURE

Taken from Volo A Vela (Italian Soaring Magazine Oct-Nov 1988 Courtesy of Roberta Fischer V.I.P. International Gliding Club, Varese, Italy. Author: Jean Vuillemot.

"One out of two sailplanes delivered today has an engine on board. If these pilots are barred from conventional competitions they will form a dissident group. In 5 years this group will be stronger than that of the "pure" sailplane pilots. The survival of the "pure" glider pilots will be decided by their "powered" brothers. The advent of the auxiliary powered sailplanes cannot be considered an attempt on the integrity of our sport, so noble and pure, but an inevitable evolution which pays its toll by providing tremendous advantages:-Independent takeoff; -disappearance, or at least marked reduction of outlandings, thus far less accidents and incidents. After 20 years of flying gliders, I am now a DG-400 pilot and after flying Riete, I realize that the risks I take are the same. When low, I have to decide where to land and if the engine can be extracted successfully. If it does not then I have the additional problem of getting it stowed to get rid of the 15:1 glide ratio. There are more problems to solve and the challenge is even greater. Where is the psychological advantage claimed by my "purist" brother?"