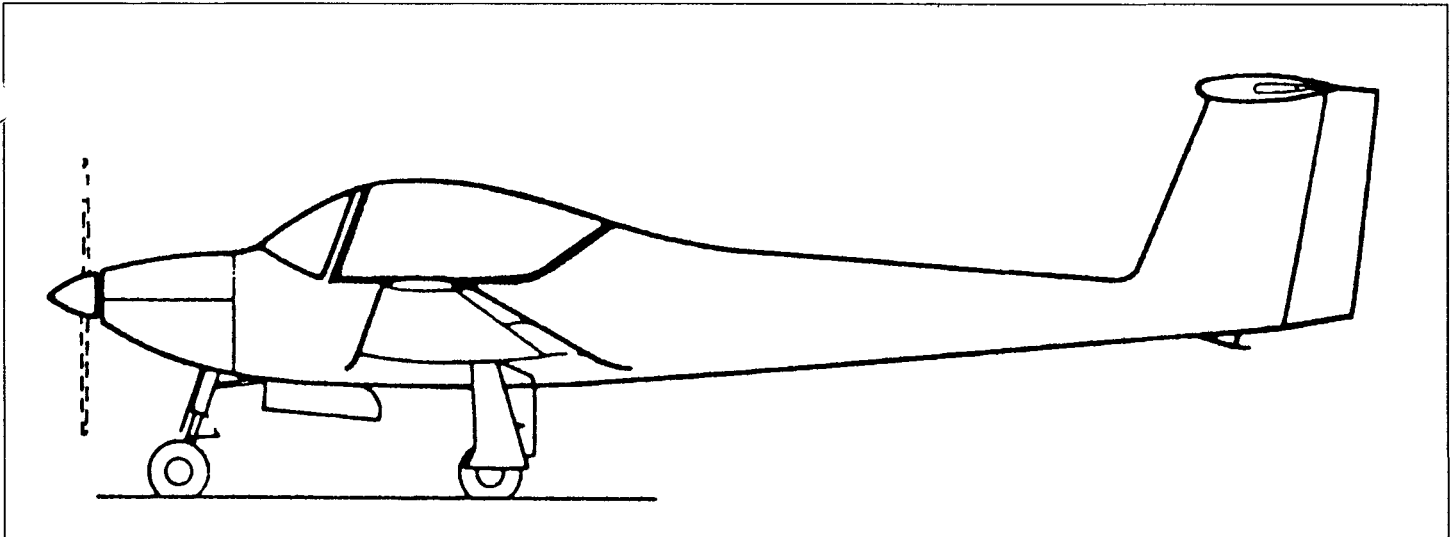


Valentin Taifun 17E Motorglider



The 17 meter Taifun motorglider is one of the few that have a fully retractable landing gear. This sleek ship has a Limbach L2400EB 90 hp 4-stroke engine with an infinitely variable pitch Muehlbauer propeller. It has a U.S. Standard Airworthiness Type Certificate. Current engine TBO is 450 hrs. Fiberglass/foam sandwich construction is used throughout. The wings are foldable allowing the craft to be stowed in a 32' X 11' space. Wing area is 189.4 sq. ft. with a max wing loading of 9.5 lbs/sq. ft. at 1,874 lbs. Max. T.O. weight. Empty weight is 1,345 lbs. Fuel capacity is 23.8 gallons (143 lbs). Range is 700+mi. at 127mph cruise. Takeoff distance is 754' at S.L./Standard conditions. Rate of climb is over 600 fpm. Best glide ratio is 30.1. Hydraulic actuated disc brakes are standard and the nose wheel is steerable. Flaps and ailerons are interconnected at -8, 0, +8 and +15 degree positions. The landing flap position of +30 degrees returns the ailerons to zero degrees. The instrument panel is ample in size for full IFR instrumentation. Used cost of a Taifun is in the vicinity of \$100,000.

Self-Launching Sailplane Pilot's Assn. NEWSLETTER

March ~ April 1995

Published Bi-Monthly by SLSPA, Inc • Stan Nelson, President • Bruce Templeton, Vice President • Issue #43 Vol. VII

New officers Selected at 1995 SSA Convention

At the SLSPA Membership and Board of Director's Meeting on 2 March, 1995 several organizational changes were approved. **Please note that these new procedures affect all existing and new members.**

President Stan Nelson
Stan will receive all requests for information on SLSPA from those desiring to become members.

V.P./Secretary Bruce Templeton
Treasurer Steele Lipe
Membership Brian Utley
Brian will process all new memberships and maintain the master Membership Book. Change or corrections of address should be sent to Brian.

Safety Officer John Schmidt
Competition Rules Bud Schurmeier
Any member desiring the latest copy of MG Competition Rules should contact Bud.

Newsletter Editor and Publications Pete Williams
Members send all data to Pete concerning MG for sale, memorable flights, maintenance and servicing problems. Pete will continue to take orders for SLSPA Publications.

Checks for memberships, donations and publications should be made out to SLSPA, Inc. and sent as required to either the Membership Chairman (memberships and donations) or Newsletter Editor for publications or For Sale ads.

Addresses as follows:

Stan Nelson, President SLSPA, Inc.
P.O. Box 254245
Patrick AFB, FL 32925
407-254-1241

Brian G. Utley, Membership Chairman/SLSPA, Inc.
1930 SW 8th St.
Boca Raton, FL 33486
407-750-6876

Pete Williams, SLSPA Newsletter/Publications
1033 Dresslerville Rd.
Gardnerville, NV 89410
702-265-3877

Time to Renew Your Membership for 95-96!

If this newsletter (Mar/April 95) has a *red* slip in it, this is your *last* newsletter and you need to send your annual dues for \$20 U.S. (or \$25 International) to continue SLSPA Membership. Please send funds to SLSPA, Inc. c/o Brian Utley, 1930 S.W. 8th St., Boca Raton, FL 33486 USA.

If you have questions, please call Brian at 407-750-6876

German Gliding Championship 1995 will have mixed types...

The German Aero Club and Gliding Commission has scheduled a championship for the following classes:

Class I: Open Class with retractable engine and span of over 18M.

Class II: 18M-Class Gliders **with and without** retractable engine with wing spans of 15-18 Meters.

Class III: Standard Class gliders with retractable or foldable engine/propeller which meet Standard Class Definition.

The purpose is to select a German gliding champion in all three classes and **to test the capability of integration of gliders with retractable engines and pure gliders.**

This is a 13-day contest (4-16 June, 1995) with no handicap scoring. Eighty pilots will be accepted including foreign pilots. The site is Sonderlandeplatz Paderborn-Haxterberg.

Interested pilots contact:

DAec-Segelflugkommission

-Geschäftsstelle-

Postfach 1361

D-63141 Heusenstamm

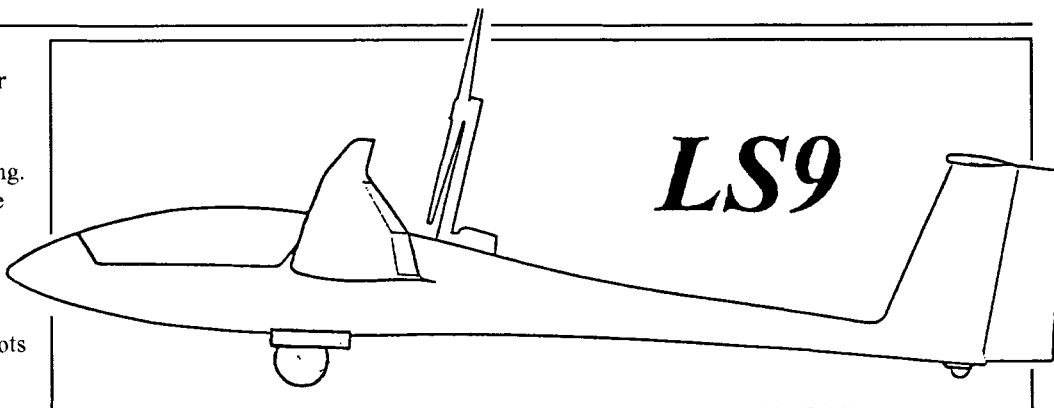
GERMANY

The registration fee is DM350. Closing date is 31 March/95.

Ed. note: The emergence of the 18 meter sailplane over the past 5 years has created a new competition category. The German Aero Club is to be commended for its leadership in hosting the world's first national competition with both motorized and pure ships with wing spans of 15-18 meters in a single class. The rules say that if a motorized ship does use its engine, points will be awarded to last turnpoint. Scoring is per DAec-Gliding Championships - copy not furnished to SLSPA. Starts will be by time cameras and finishes controlled from the ground, Radio Nav permitted (GPS).

Rollanden-Schneider Self-launcher Progress Report...

Mike Adams advises the 18 meter prototype LS-9 self-launcher is now flying. It has the Rotax 535 liquid cooled engine (hp unknown but most likely 45-48). Empty weight- 782.6 lbs. Max weight- 1157.4 lbs. The engine is buried in the fuselage. No details yet available for expected delivery or price. Interested pilots contact LS U.S. Dealer Mike Adams at 310-376-4590.



No Handicap Factors for Open Class MG at Minden/95...

Bud Shurmeier has advised that if three or more Open Class ships enter the Motorglider Nationals at Minden, an Open MG Class will exist with no-handicap scoring.

Questions? Bud Schurmeier 619-941-3703

Pilot Wanted for MG Nationals

Bob Smith wants a qualified contest pilot to checkout in his Stennene S10 and fly as PIC in the Minden MG Nationals 11-22 June. Bob will act as co-pilot and gain insights into contest flying. This is a great opportunity for some pilot to : 1. Check out in the Stennene S10 and 2. Fly the nationals with no handicap!

Interested? Call or write Bob Smith, Box 672, Ketchum, ID 83340, 208-726-4730

South Region 5 Accepts Motorgliders Class...

Brian Utley advises the South Region 5 contest to be held at Cordele, GA May 8-12 will accept MG entries as a Class to be scored using Aux-Pwr'd Rules.

For more info contact the Contest Manager:

Clyde Taylor


3911 Forest Dawn Ct.

Lithonia, GA 30058

404-985-2732 PM, 404-715-7227 Days

New Safety Publication Available from SLSPA

Stan Nelson has produced a 13-page booklet describing JAR 22 minimum airworthiness standards for powered sailplanes including takeoff and climb performance standards. The booklet describes procedures for Flight Planning, takeoff, aborted takeoff, loss of power and inflight starts. Copies are available from The SLSPA Publications Library for \$1. Send to Newsletter Editor Pete Williams.



62ND US NATIONAL OPEN CLASS CHAMPIONSHIP
8TH US NATIONAL AUX-POWERED CHAMPIONSHIP
SANCTIONED BY THE SOARING SOCIETY OF AMERICA
SPONSORED BY THE MINDEN SOARING CLUB
JUNE 11-22, 1995

FOR INFORMATION CONTACT:
RICK WALTERS 702-267-4497 • 702-265-4555 FAX
PAT PHILBRICK 916-622-9185
TOM STOWERS 702-782-4944

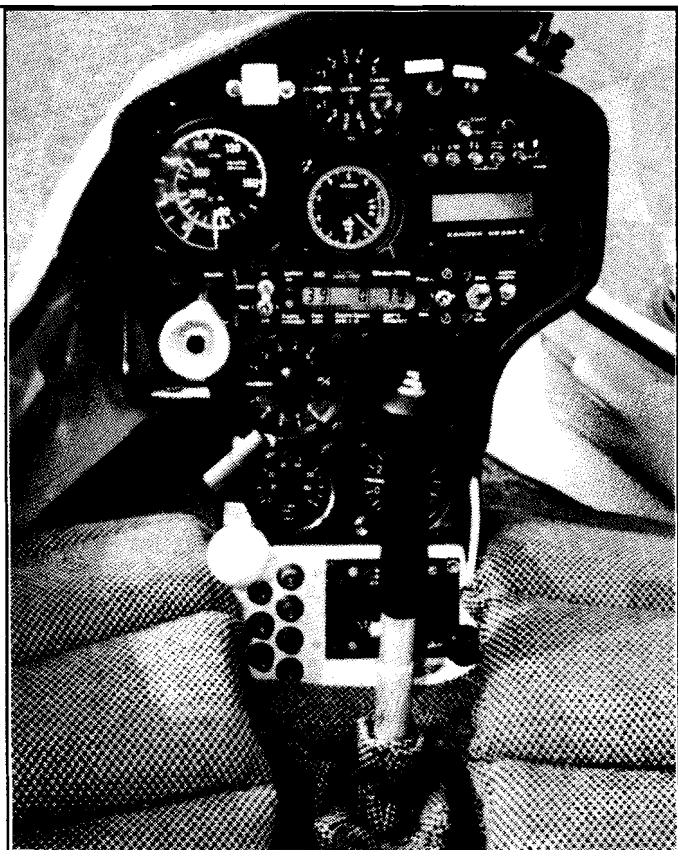
P.O. BOX 361
MINDEN, NEVADA 89423
USA

SLSPA Breakfast at Reno 95 SSA Convention...

Reno 95 had to be one of the best SSA Conventions on record. Attendance was high... over 600 delegates, twenty sailplanes were on display and 45 exhibitors were present.

SLSPA member Steele Lipe gave a talk on the use of oxygen. Stan Nelson, SLSPA's new President gave a talk on flying self-launch sailplanes safely. At the SLSPA Breakfast over 77 people were present, including 40 SLSPA members. At this breakfast, Stan presented Pete Williams with a plaque of appreciation for his tenure as founder and president of SLSPA over the past seven years.

John Schmidt, Stan Nelson and Pete Williams met with Gene Hammond, SSA's Soaring Safety Foundation chairman to review the FAA A.C. 61-94 covering the recommended training procedures for transition to self-launching sailplanes. John Schmidt, SLSPA's Safety Chairman will be reviewing this A.C. with input from Williams, Nelson and Tom Knauff. The objective being to assist FAA in updating this document with SSA input to preserve the intent of the A.C. to not establish a powered glider rating.



DG-500M Cockpit Instrumentation...

Seen above is a shot of Tupper Robinson's DG-500M front cockpit controls and instruments. The long LCD readout in the center is the DEI (Digital Engine Instrumentation).

The LCD readout displays: Fuel Quantity, RPMs, Battery Volts, CHT.

Colored LEDs indicate: Ignition ON/OFF; Engine Extension/Retraction; Engine Door Position; Start Warning Light; Propeller Position Warning Light.

Switches select: Ignition ON/OFF; Ignition Test Circuits 1 & 2; Batt/CHT; Total Electric system or soaring instruments only; T.E. or Static pressure for variometer.

A Special Thanks...

I would like to take this opportunity to thank all of the members of SLSPA past and present for their support of this organization. The charter upon which SLSPA was founded is to assist pilots who fly or desire to fly motorized sailplanes. I also want to express my gratitude to the new management of SLSPA for their willingness to become involved and make a contribution to this movement. A special thanks also to Stan Nelson for crafting the beautiful plaque.

Pete Williams

For Sale

VENTUS CM 17.6m. Immaculate. NDH. TTA-95hr, TTE-14hr; Peschages VP6E large screen LCD; O₂ Dittle FSG71, Baro Camera; Tinted Canopy; Cobra Trailer; one man rigging. \$90,000 US. Fritz Bortenlanger, Calgary Alberta. Tel. days: 403-236-8262 (Canada)

NIMBUS 3DM. Perfect. Low engine and airframe hours. Cobra trailer with rigging aids and tow-out gear. Two full panels with S Nav and 760 ch. radio. Parachutes and barograph. New C of A. Contact Phil Lever. Corbridge, Northumberland, UK NE45 5PZ. Tel./Fax 0434 672236.

PIK-20E, 125 hrs TTA, 45 hrs. TTE. Excellent condition. Automatic prop. stop. Full instruments with Winter mechanical vario. Ball electric vario. Edo 720, Oxygen. Minden trailer w/one man rigging. \$45,000. 206-868-2025 (WA).

SLSPA Administrative Operations for 1994...

The newsletter master files contain 42 Newsletters published since May 1988. Each newsletter initial printing is 350 with 100 reprints made from time to time. Each new member gets 6 newsletters and can order back copies at 85 cents each.

In addition to sales of newsletter reprints, SLSPA has available copies of all Rotax Engine Repair and Parts Manuals plus Tech Notes and Bulletins. Also available are copies of the Safety Survey conducted in 1990; a 12-page booklet titled 'FAA Advisory Circular AC-61-94 Pilot Transition Course for Self-Launching or Powered Sailplanes (Motorgliders)'. A Newsletter Index is published about two times per year. A 24-page booklet is also available titled 'The DG-400, A Pilot's Introduction and Orientation'.

A Pitney Bowes postal meter is used for mailing. Average time required to publish and mail one newsletter issue is 20-25 man hours.

Subject data for the newsletter is gleaned from the airframe and engine factories, submitted by individual members and compiled from other sources such as *Sailplane and Gliding*, (England), *Volo a Vela* (Italy), *AOPA Pilot*, *Air Sports International* (FAI), *West Wind* (PASCO), etc.

SLSPA always needs input from its membership. If you have had an interesting flight, maintenance problem, or have a safety note to pass on, please let us know. Photos are particularly welcome.

In 1994, 84 new members joined SLSPA. Total paid membership is 306. Total circulation is 329.

SLSPA, Inc. 1994 Financial Statement

(12/31/94)

Income: From Dues, Publications Sales & Donations\$6,414.10

Expenses:

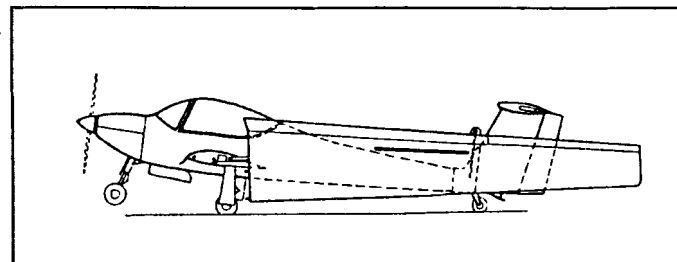
Office Supplies/Telephone/FAX/Bank Charges\$501.69
Fees/Dues/Subscriptions 155.00
Postage 1,228.25
Printing 2,304.11
Travel (1994 SSA Convention) 1,166.26
SLSPA Decals and Patches 737.12
Total Expenses\$6,029.43

Assets (cash in bank as of 12-31-94)\$2,838.05

Liabilities 0,000.00

SLSPA Sailplane Fleet...

DG-400 35	PIK20E/30 18	ASH-26E 4
DG-600M 2	Nimbus3DM 4	ASH-24E 2
DG-800 8	Nimbus4DM 1	ASW-22BE 1
DG-500M 1	Nimbus4M 1	Taifun 3
Grob 103SL 3	Ventus CM 6	Misc 21
Grob 109 14	Ventus BT 5	
Stemme S10 3	Ventus CT 2	TOTAL 134

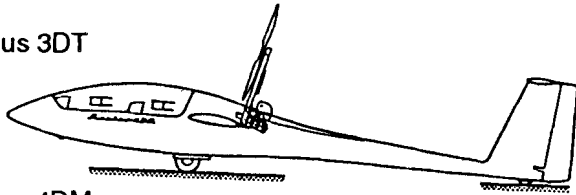


VALENTIN TAIFUN 17E. N9MA, S/N 1090; always hangared; 225 total hrs. 94hp Limbach with variable pitch and full feathering electric prop; Full IFR panel (Loran and intercom). One person ground handling equipment; 30:1 L/D; retractable tricycle gear; side-by-side dual controls. \$97,000. Call Dr. John at work 503-234-1531 or home 503-775-5004. Portland, OR.

Principal Motorgliders in use today (not to scale)



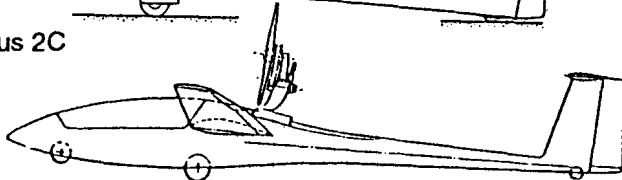
Nimbus 3DT



Nimbus 4DM



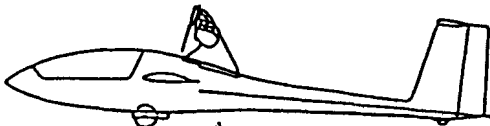
Ventus 2C



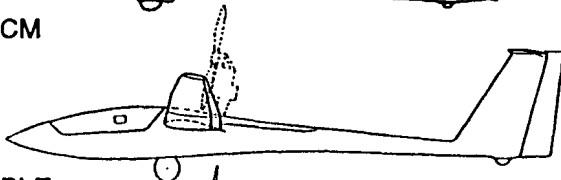
Janus CM



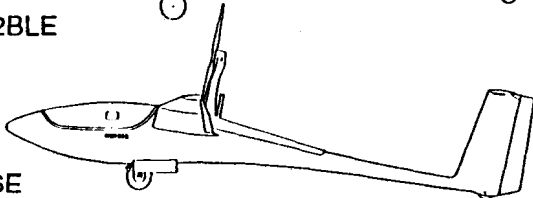
Nimbus 3DM



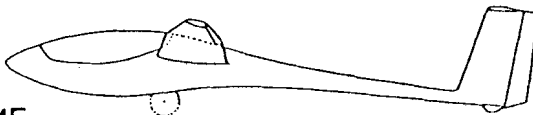
Ventus CM



ASH 22BLE



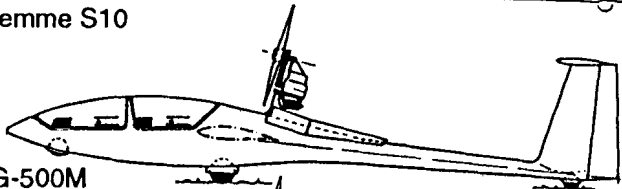
ASH 26E



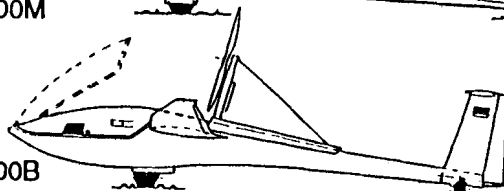
ASW 24E



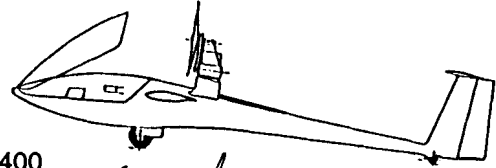
Stemme S10



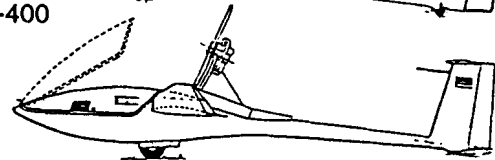
DG-500M



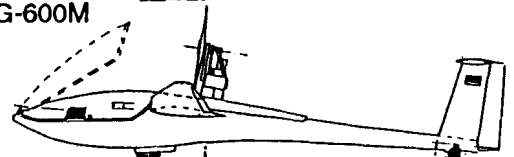
DG-800B



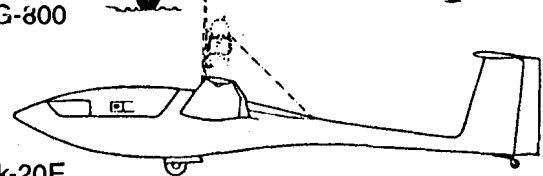
DG-400



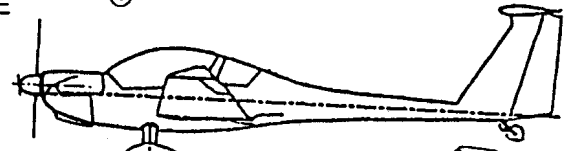
DG-600M



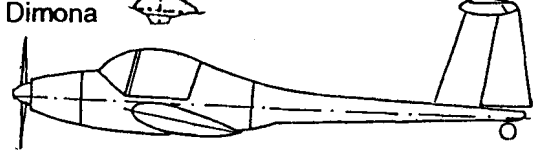
DG-800



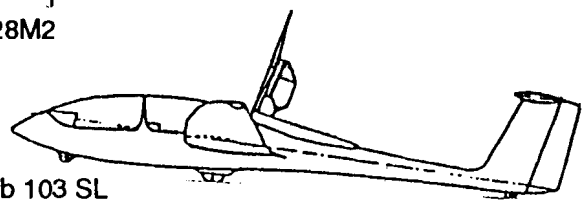
Pik-20E



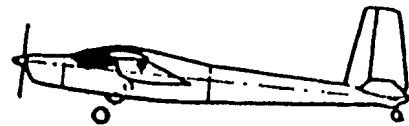
Super Dimona



IS 28M2



Grob 103 SL



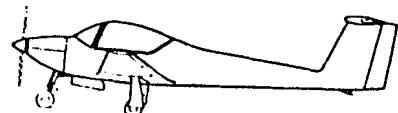
Vivat



Super Ximango



Scheibe SF 25C



Tiafun



Grob 109

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May/June '88 thru Jan/Feb '95 (42 Issues)

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