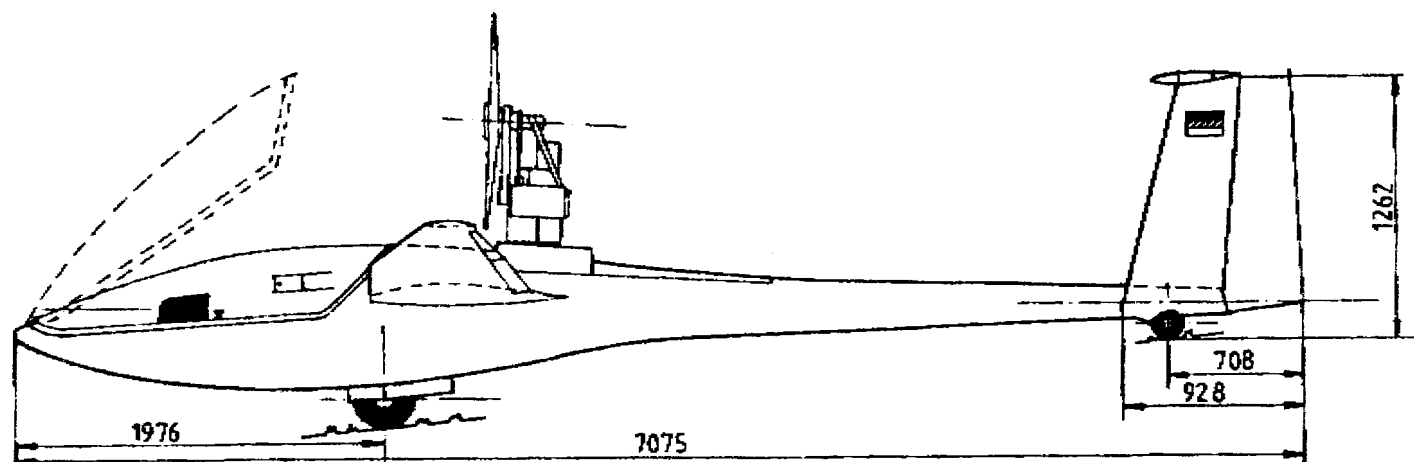


DG-800 18-Meter Self-Launcher Makes Maiden Flight



On 6 December, 1991 the new DG-800 took to the air. This new ship was developed in secret over the past year and represents the latest state-of-the-art in a high performance (50:1) self-launcher that has the capability to taxi and self-launch without assistance. The proven and powerful 43 hp Rotax 505 is used. Automatic ret/ext is standard.

See story below for details...

Self-Launching Sailplane Pilot's Assn. NEWSLETTER

NOVEMBER-DECEMBER 1991

Published Bi-Monthly by SLSPA, Inc. // Pete Williams, President and Editor // Jim Culp, Vice President // Issue # 23 Vol. III

DG-800 ANNOUNCED...

First deliveries of the DG-800 will be scheduled for the second half of 1992, according to Wilhelm Dirks. This ship has been rumored for the past 3 years. It incorporates the DG-600 wing, a modified fuselage, a steerable tailwheel, the 43 hp Rotax 505, a new glassfibre reinforced prop plus a noise damping fairing around the engine. Sea level climb is expected to be over 700 fpm. Unlike the DG-600M the prop door is closed after engine extraction. The 800 fuselage is about 2.2' longer than the 600M and the vertical fin and rudder and horizontal stab areas are slightly smaller than the 600M, possibly due to the longer tail moment arm. The wing is identical to the 600M.

18M Comparisons:

	DG-600	DG-600M	DG-800
Empty Wt.	590	701	723
Max. T.O. Wt.	1058	1058	1157
Water ballast (gal)	37	32	32
Max. Wing Load (* /sq')	8.3	8.2	9.1
L/D at 970 lbs.	50:1	50:1	50:1
Min sink rate (fpm)	96	100	100
Wing Ld. (200* payload)	6.2	7.0	7.2

DG-800 continued... According to Dirks the DG-800 is a multi-purpose self-launcher capable of serious competition, record seeking or fun flying. Price is unknown at this time but we have reports from England that several DG-400 owners are looking to upgrade to the 800. This has had the effect of raising the price for used DG-400s. Another source said the DG-400 will remain in production for some time to come.

Editor's Note: It appears the initial production of the 18-meter generation of high performance sailplanes is being introduced as motorized versions. This should have an effect of higher speed records being set that can challenge the current non powered records. With Schleicher's new 18-meter ASH-26E in the wings, powered sailplane competitive events should see an increase in competitors including the big names in non-powered competitive events. It is interesting to note that the powered sailplanes are now becoming the driving force of the technology. There is also a trend to put higher hp engines in these ships without a significant loss of gliding performance. This will enhance launch safety and extend the independence that self-launchers enjoy.

PARTS SOURCE FOR ROTAX ENGINES...

Includes engine and instruments, ignition coils, CD parts and dual ignition conversion kits. This catalog is mainly for the ultra-light Rotax engines but some of the carb and electronic parts are the same as the prime propulsion Rotax Models 501 505, 275 and 535 used in sailplanes. Call: 1-800-LEAFINC or write:

Leading Edge Air Foils, Inc.,
331 South 14th St.
Colorado Springs, CO 80904

1992 Calendar:

Mar 5-7 SSA Convention/Charlotte NC
(SLSPA Safety Seminar)

June 16-25 15M Nats/Minden

June 17-24 MG Records Camp-Tonopah, NV

June 30-July 9 Sports Class Nats-Ephrata, WA

July 7-16 Open Class Nats-Hobbs, NM

July 19-Aug 1 High Country Safari, Minden

July 21-30 Std and Aux Pwrd Nats-Littlefield TX

DG-400 PROP SHAFT REMOVAL

Re: TN 826/25. Several pilots report this is more than an afternoon job and requires a helper.

There are 2 basic problem areas:

1. Getting the prop shaft out of the aluminum housing on the front support bracket. One pilot used a heat gun to expand the hole in the aluminum housing while tapping the prop shaft with wooden mallet or hammer with wooden plug. Another pilot used PB Blaster fluid to loosen the shaft. Removal of the tower prior to striking the shaft is recommended. Two pilots found some corrosion where the two dissimilar metals met.

2. The other work intensive area is removing the pulley and bearings from the shaft. Removal is via the threaded rear end of the shaft and requires heating the pulley/bearings on a hot plate. It is a good idea to remove the prop sensor unit when doing this work. Replace the bearings as the removed bearings take a beating.

Reassembly is easier and a bearing puller is recommended. For a "blow-by-blow" description by Wally Clark, send SASE and we will send you a copy of how he did it. To our knowledge only three pilots have accomplished this TN.

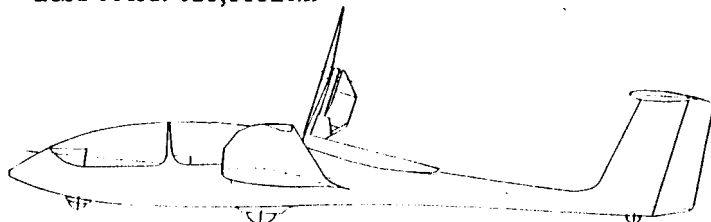
FIRST ASW 24E NOW IN U.S.

Jason Gregg is taking delivery of this standard class self-launcher in Jan '92. He will keep SLSPA advised of engine and flight characteristics and plans on entering the 15-meter Nats at Minden as a pure sailplane.

GROB 103 SELF-LAUNCHER UPDATE....

Mike Shade of Grob Systems reports that the new 2-place ship is now in production having passed LBA Certification with first deliveries in late December 1991. He is preparing quotes for summer '92 delivery and will (hopefully) have a demo ship at SSA Convention. For more information write or call him at: P.O. Box 225; I-75 + Airport Dr., Bluffton, OH 45817; 419-358-9015.
Specs:

Span.....59' Max. Wt....1562 lbs.; Payload..515 lbs.
Rate of Climb at S.L. 453 fpm. Engine: Rotax 505A (49 hp, aircooled); Glide ratio ...38:1@43kts.
Base Price: 125,000DM.



TAIFUN MAINTENANCE AND PARTS SOURCE:

Susan Shropshire has done a lot of spade work to determine how best to maintain her Taifun and reports the best source for Limbach Engine maintenance procedures and parts is:

Bud Upton, 13805 N. 152nd Ave., Sand Ridge Airpark, Collinsville, OK 74021 Tel: 918-371-3528. She also reports that FFT now owns the rights to manufacture the ship. FFT is located in Mengen, Germany, Tel: 07572 605-220 FAX: 07572-605-400. FFT manufactures the new Eurotrainer 2000A, a composite materials ship aimed at military and commercial flight instruction markets.

NIMBUS 3DM FUEL SYSTEM....

Pilot reports unable to completely drain fuel tank as tank appears to be not venting properly thru the vent hose exiting in the tail cone. A report has been sent to Schenpp-Hirth and 3DM owners should be aware this has the potential of becoming an in-flight problem resulting in fuel blockage to the engine. Update will follow.

SSA CONVENTION SLSPA ACTIVITIES:

1. Membership Meeting with election of 2 new board members and retirement of two members.
2. Safety Seminar-2 sessions:
18 meter Self-Launchers
Self-Launching Limitations
3. Board of Directors meeting.

SLSPA NEWSLETTER SUBJECTS INDEX

For May/June '88 thru Sep/Oct '91 (22 Issues)

Back issues available to members at 85 cents each or all issues for \$15. Prices include postage.
Non-member prices \$1/issue.

Aileron connection/DG-400	June 88
Aileron gel coat cracks/DG-400	May/June 89
Aileron throw checks/DG-400	Nov/Dec 88
Alcohol in Fuel test system	Sep/Oct 91
Airstarts/DG-400	May/June 88 July/Aug 88
Anti-rust maintenance	July/Aug 89
ARIA sailplane	Jan/Feb90
Automatic engine extension/retraction DG-400	May/Jun 90

Batteries DG-400	July/Aug88 Mar/Apr89 Mar/Apr90 May/June90
Batteries PIK-20E/30	May/June 89
Brake linings DG-400	Jan/Feb 89 Mar/Apr 89
BEA (DG400 Auto Engine Ext/Ret System) Problems	May/June91

Camera Mount Diagram	Jan/Feb 91
Canopy hinge support cracks DG-400	Jul/Aug 89
Carburetors DG-400	Jul/Aug 89
Combustion chamber damage Rotax	July/Aug 90
Cooling duct Rotax/DG-400	May/June 90
Cyl. Head Temp. probe Rotax/DG-400	May/June 88

DG-500 Engine failure	May/June 91
DG-600	Nov/Dec90 Jan/Feb 90 Mar/Apr 90 May/June 90
DG-800	Nov/Dec 90

Electrical Sys. troubleshooting DG-400	Mar/Apr 90
Elevator push/pull tube guides PIK-20E	Jan/Feb 89
Elevator trim problems/DG-400	Sep/Oct90
Emerg. Extension of engine DG-400	June 88
Engine bay doors PIK-20E	May/June 89
Engine bay fuel valve DG-400	May/June 89
Engine extraction relay DG-400	May/June 90
Engine extraction blocked DG-400	May/June 91
Engine failure Rotax	July/Aug 88
Engine/Prop doors DG-400	Mar/Apr 89

Fixed Engine Motorglider Listing	Jul/Aug 91
Flight training program	Nov/Dec 88
Fuel hoses DG-400	Jul/Aug 89 Jan/Feb 90
Fuel leaks Rotax 505	May/June91 Sep/Oct 90
Fuel/oil mixture Rotax	Jul/Aug 88
Fuel octane specs./Rotax	Mar/Ap91 Jan/Feb 91
Fuel Tank Drain Valve/DG-400	Sep/Oct91

High Alt. Jets/Rotax	May/June88 June88 Jul/Aug88 Sep/Oct89
Hotellier Quick Disconnects for Control Sys.	Jul/Aug91 Jan/Feb90

Insurance	May/June88
Landing gear retraction DG-400	June88 July/Aug88 Sep/Oct88

Magnetos/Rotax	May/Jun88 Nov/Dec88 Jan/Feb89 May/June89
MG Competition in Sports Class Contests	Nov/Dec 90
Mikuni Carbs/Rotax	Sep/Oct89 May/June89
Motorglider checkout procedures	Sep/Oct89
Motorglider listing by types	Sep/Oct89 Nov/Dec 90
Muffler springs/Rotax/DG-400	Sep/Oct 89

Newsletter Index	Nov/Dec 91
Nimbus 3DM flight procedures	Jul/Aug 90
Nimbus 4T	Jul/Aug 91
Non-retractable Engine Sailplanes Listing	Jan/Feb 91

Parts source list (carbs & ignition-Rotax)	Sep/Oct90
PIK-20E maintenance tips	Mar/Apr89
Piston conrod bearings/Rotax505&501	Sep/Oct88 Nov/Dec88
Prop brake system/PIK20E/30	Sep/Oct89 Jan/Feb90
Prop mounting Rotax/DG-400	Jul/Aug88
Prop shaft failure Rotax 505/DG-400	June88 Jul/Aug88
Prop shaft inspection/replacement Rotax/DG-400	Mar/Ap91 Jul/Aug90
Prop support mounting bolts DG400	Sep/Oct91
	June88 May/June88
	Jul/Aug89 Mar/Apr90

Replacement Parts List/DG-400	Jul/Aug 91
Refueling safety	May/June89
Retractable Engine Sailplane Listing	Mar/Apr90 Nov/Dec90
Rotax engine repair/parts/opsmanuals-all models	Sep/Oct88

Safety Survey	Nov/Dec90
Safety Survey Booklet available	Mar/Apr91
Scheibe SF-27M	Jul/Aug90 Nov/Dec90
Schleicher ASH-26E	Sep/Oct91 May/Jun91
Selflaunch technique	Jul/Aug89
Selflaunch precautions	Sep/Oct91
Serv. Bull. #35 PIK-20E/30	Jan/Feb89
SOLO Engine tuning (Ventus CT/CM)	Jan/Feb91
Spare parts list DG-400	Jul/Aug88
Spark plug problems/Rotax/PIK-20E	Jul/Aug89
Spark plugs/Rotax/DG-400	Nov/Dec90 Jul/Aug88
Spoiler/Aileron connections DG-400	May/June90 Jul/Aug89
Starter gear cracks/DG-400	Jul/Aug89
Starter relay problems/DG-400	Jul/Aug91
Starter removal/repair/DG-400	June88
Starter/Rotax	May/Jun88
Static system leaks	Nov/Dec89

Tailwheel, ball bearing type/DG-400	Sep/Oct91
Tailwheel mounting/DG-400	June88
Tailwheel tow dolly fabrication/DG-400	Mar/Apr91
Tillotson carbs	Jan/Feb91 May/June88 Sep/Oct88 Sep/Oct90
	May/June91 Jul/Aug 91

TN listing for DG-400	May/Jun90
Transition to motorgliders FAA requirements	Jul/Aug90
Type Certification for Experimental sailplanes	Nov/Dec88
Type Certification/PIK-20E	May/Jun90

Ventus CM engine tuning	Sep/Oct90
Ventus CM Specs	May/Jun90
Ventus T Tech Tips	Jan/Feb89

Weight & Balance	May/Jun89 Jul/Aug89 Nov/Dec89 Jan/Feb90
WINDROSE sailplane	Sep/Oct 91 May/Jun89
Winter inspection checklist	Nov/Dec89
WOODSTOCK SL sailplane	Sep/Oct89