

Safety Seminar Scheduled for 1991 SSA Convention

In November ninety-two SLSPA members who own a motorized sailplane were sent a questionnaire and asked to comment on operation and maintenance problems in their particular bird. The response has been good with lots of comments covering all aspects of owning and flying a motorized sailplane. This data will be tabulated into a report and presented at the next SSA convention in Albuquerque by Jerry Wenger. In addition, Pete Williams will make a presentation on Motorglider Accidents data encompassing 1982-1988. This report is being made available through Don Engen, President of AOPA Flight Safety Foundation and Al Blackburn, an SLSPA member.

1990 was not a particularly good year for motorglider accidents with two ships totalled during landing and

a third ship being struck by a bird while in flight. A fourth ship lost its propeller on takeoff. All pilots survived. The survey also brings to light several areas that can be improved in engine operation and reliability. As would be expected the most critical portions of the flight are takeoff and landing plus engine air starts. It is hoped that we can hold such a seminar every year at the convention with the prime purpose of informing motorglider pilots on what has happened and what can be done to keep each flight as safe as possible. If you are not planning on attending the convention, you can get a copy of the report/s by sending a SASE with \$1.00 in loose stamps. We expect the reports to be reproduced not later than 1 Feb. 1990. Safety is everyone's business. If you have an incident you would like to report, please send to SLSPA.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

November - December '90

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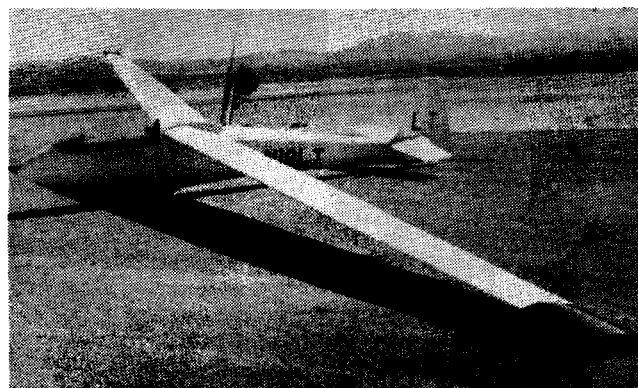
RETRACTABLE-ENGINE SAILPLANE LISTING..

This list is enclosed as a separate sheet and contains all of the current production ships on the market. Next newsletter a listing of production Non- Retractable Engine sailplanes will be enclosed.

Motorglider Entry in Sports Class Competition Sought...

As this newsletter goes to press, coordination is underway with Chris Hardenbrook, Sports Class representative on the SSA Competition Committee, to permit motorized sailplanes to enter in the Sports Class Nationals and Regionals. Dave Stevenson is spearheading this effort as he will be the CD of the '91 Sports Class Nats. Although all rules have yet to be finalized, the revised rules will permit self-launch and retrieve. Relights over the contest site prior to passing through the Gate will also be permitted. Once through the Gate any engine air start incurs zero points for the day. However, a landout is scored distance points only using the existing formulas for pure sailplanes. This will open up more contest participation by motorgliders. More to come...

Memorable Self-Launchers.....



This 15-meter Scheibe SF-27M is owned by John Mathias. He flew it out of Douglas County Airport at Minden for about 10 days in October. It was built in 1973 and has a 26hp 2-cycle, 4 cylinder Hirth engine. Retraction is manual and only takes about three cranks of a cockpit mounted wheel. It has a respectable 34:1 L/D and climbed as well as my DG-400 without the aid of flaps. The structure is steel-tube, fabric fuselage with wood-fabric wings and tail. Quite a package for \$13,000. No, it is not for sale! Ed.

FACTORY REPORTS

Glaser-Dirks:

DG-800 Project:

New design self-launcher will use Rotax 505A engine with 3:1 reduction and a steerable tailwheel.



DG-600M:

Climb performance and takeoff charts for DG-600M are on hand at SLSPA. Anyone interested send SASE. The 600M is certified for self-launch up to a weight of 970 lbs. (440kg) and can accept a tow up to 1157 lbs (525kg). According to Dirks, the DG-600M is to be regarded as a self-sustainer for operations out of high altitude fields at the maximum self-launch weight of 970 lbs. Some thought is being given to a more powerful version of the 600M.

Automatic Engine Extract/Retract System for DG-400/Rotax 505.....an Update

Called the "BEA", a retrofit system is available from Glaser-Dirks. In essence the system operates thru the master engine switch which when turned on automatically extends the engine or, when turned off automatically stops the engine, brakes the prop to a halt and centers it, then retracts the engine. SLSPA has copies of Tech Note 826/23 working instructions that describes how to retrofit this option. Copies available-send SASE with 50cents postage.

The Development of Motorgliders..Part 2

These comments are by Piero Morelli concerning IGC President, Peter Ryder's summary statements on motorgliders dated Jan. 12, 1990.

"The number of competing countries appears to not be a problem as in the Issoudun World Meet 33 competitors from 12 countries attended. Rules should be revised so motorgliders (MG) can compete alongside pure sailplanes. The problem of the sustainer engine motorglider not being able to be used for motorglider record flights is still with us. The rules need to be examined again and pros and cons factored in to make it possible to go for either a pure sailplane or motorglider record with appropriate scoring safeguards."

"The high cost of motorgliders is a fact but there are some lowering of operational costs (tows and contest infrastructure) by the use of motorgliders. The travelling motorgliders (Grob 109, etc) have been shut out of competitions mainly due to the rules not offering a real incentive for this type of motorglider."

"World Record Suggestions: Abolish the requirement for self-launching and permit both self-launchers and sustainers to seek F.A.I. records in the Motorglider Class."

"Championships Suggestions: Permit Motorgliders and pure sailplanes to fly in the same championships using rule revisions that eliminate motor advantage and still permit self-launching and retrieve. Continue with motorglider only championships and revise rules so that the "travelling" motorgliders can compete also. Perhaps an Economy Race as held in Italy with the prize going to the best ratio of fuel consumption and speed."

New Equipment: The new digital barographs requires that technical requirements be established and rules for use in competitions be modified to permit use. Certificating authority remains an unanswered question. Also more precise and clearer documentation for record and badge flights is necessary. Proposals and recommendations need to be submitted to the IGC on all of these matters by the motorgliding community from all countries." Piero Morelli, Issoudun, July 5, 1990

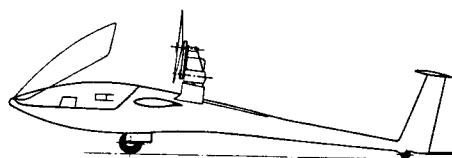


HOFFMAN DIMONA H-36//150hrs TTA&E
ADF/X-PONDER 720 Comm/ELT/Strobe+Landing
Lites/Intercomm/Vario/VOR All ADs/Hangared/No
Medical Req'd...\$53,000 Mike Kelly
508-371-0936 (MA)

E-Z Rig Dollies for one man rigging. Make Offer.
G.B. Foote/ P.O. Box 495 Contoocook, NH 03229
603-746-4525

GLASER-DIRKS USA:

DG-400



DG-400-over 275 sold worldwide. The acknowledged leader in a self-launching sailplane with excellent ground handling and performance. Rotax 505 engine.

DG600M-the self-launching high performance race leader in the 15/17M class. Carbon fiber-aramidfiber construction. Rotax 275 engine.

DG-500M-2-place self-launching sailplane with watercooled Rotax 535 engine.

FULL SERVICE SHOP FACILITIES-Any type of repair, parts, service or maintenance, engine or airframe for DG Sailplanes.

USED DG SAILPLANES BUY/SELL SERVICE- We have the contacts with DG owners and prospective buyers to locate the DG you are looking for or to sell your DG.

Contact: Oliver Dyer-Bennet 5847 Sharpe Rd., Calistoga, CA 94515 Pho: 707-942-5727//FAX: 707-942-0885.

Maintenance Tips : Always gap new spark plugs to specified gap for the particular engine. Install using a torque wrench and apply 8-10 ft/lb torque.(The DG-400 Manual specifies 21 ftlb which according to Oliver Dyer-Bennet, is excessive.)

DG-400 tailwheel axle bolt; Looking forward toward the nose, the bolt head should be on the right side and the nut on the left. This arrangement will tend to keep the nut from loosening.

SLSPA NEWSLETTER SUBJECTS INDEX

For May/June '88 thru Nov/Dec '90 (17 Issues)

Back issues available to members at 85 cents each or 6 issues for \$3.75 or all 17 issues for \$11. Prices include postage. Non-member prices \$1/Issue.

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S.L.S.P.A., INC.
c/o PETE WILLIAMS
1033 DRESSLERVILLE RD.
GARDNERVILLE, NY 89410

Retractable Engine Sailplanes

Make/Model	Span	Wing/Ld.	Empty/Gross	L/D	Engine/HP	Climb/Wpm xx	T.O. Run xx	Over 50' xx	Starter	Alt/Gen
00	15M	9.83	661/1058	42	ROTAX 505/43	687	679'	906'	ELEC.	YES
DG-400	17M	8.91	670/1014	45	ROTAX 505/43	726	502'	797'	ELEC.	YES
DG-600M	15M	9.83	672/1157	44.5	ROTAX 275/24	396' 3.	911' 3.	1823' 3.	ELEC.	YES
DG-600M	17M	9.28	683/1157	48.5	ROTAX 275/24	426' 3.	886' 3.	1772' 3.	ELEC.	YES
DG-500M (2)	22M	9.24	1157/1819	47+	ROTAX 535/60	490' 2.	N/A	N/A	ELEC.	YES
ASW-24E	15M	10.24	606/1102	43	ROTAX 275/24	452' 1.	656' 1.	1312' 1.	Manual	N/A
ASW-22BE	25M	9.42	1124/1654	60	ROTAX 505A/49	433'	N/A	N/A	ELEC.	N/A
ASH-25E (2) (S)	25M	9.42	1157/1653	57	ROTAX 277/24	157'	—	—	Manual	NO
NIMBUS 4T (S)	26.4M	9.17	1124/1763	60	SOLO/25-27	N/A	—	—	N/A	N/A
NIMBUS 3DM(2)	24.6M	9.7	1290/1764	57	ROTAX 535/60	433'	885'	1310'	ELEC.	YES
JANUS CM (2)	20M	8.2	1047/1543	42.5	ROTAX 535/60	354'	920'	N/A	ELEC.	YES
VENTUS CT (S)	17.6M	8.6	637/948	48	SOLO/20.8	290'	—	—	NONE	NO
VENTUS CM	17.6M	8.7	661/948	48	SOLO/25-27	400'	920'	1380'	ELEC.	NO
DISCUS BT (S)	15M	8.7	606/992	42+	SOLO/20.8	N/A	—	—	NONE	NO
PIK-20E/30	15M	9.63	660/1036	41	ROTAX 501/43	550'	763'	1476'	ELEC.	YES
PIK-30	17M	8.86	682/1014	45	ROTAX 505/43	605'	687'	1328'	ELEC.	YES
STEMME S10(2)	23M	9.3	1400/1874	50	LIMBACH/95	690'	984'	N/A	ELEC.	YES
GROB 103/SI(2)	18M	8.3	1048/1562	38	ROTAX 505A/49	453'	N/A	N/A	ELEC.	YES

(2)= 2-PLACE; (S) = SUSTAINER ENGINE; 1. 815%; 2. 1609%; 3. 970%; xx = At Max. Gross; 15C/ Sea Level; N/A = Info. not available.
Takeoff Distances for positive flap/hard surface/no wind. Data compiled from manufacturer's handbooks and may vary from actual performance..

DG Sailplanes:

Glaser-Dirks Flugzeugbau
Postfach 4120
7520 Bruchsal, Germany

US Dealer:

Glaser-Dirks USA
Oliver Dyer-Bennet
5847 Sharpe Rd.
Calistoga, CA 94515
707-942-5727

ASW/ASH Sailplanes:

Schleicher Segelflugzeugbau
Postfach 60-Zuhorn 1
D6416 Poppenhausen, Germany

US Dealer:

Eastern Sailplane
John Murray
Heath Stage Rd.
Shelburne Falls MA 01370
413-625-6059

Nimbus/Janus/Ventus

Discus Sailplanes:

Scharpp-Hirth Flugzeugbau
Krebenstr. 25
D-7312 Kirchheim Tek
Germany

US Dealer:

Knauff & Grove
1913 Fairwood Lane
State College, PA 16803
814-237-4760

PIK-20/30 Sailplanes

Laures, X.
c/o Isoire Aviation (SIREN)
B.P. # 1
63501 Isoire, Cedex, France

US Dealer:

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

Stemme Sailplanes:

Stemme GmbH
Gustaf-Mayer
Allee 25
1000 Berlin 65
Germany

US Dealer:

Freedom Sports
c/o Steve Coan
General Delivery
Maui, Maui HI
96713
808-248-7435

Grob Sailplanes: Burkart Grob Flugzeugbau
Postfach 1267, Am Flugplatz
8939 Mattsies, Germany

US Grob Dealer: Grob Systems, Inc.
1075 + Airport Dr.
Burlington, OH 45817 419-358-3660