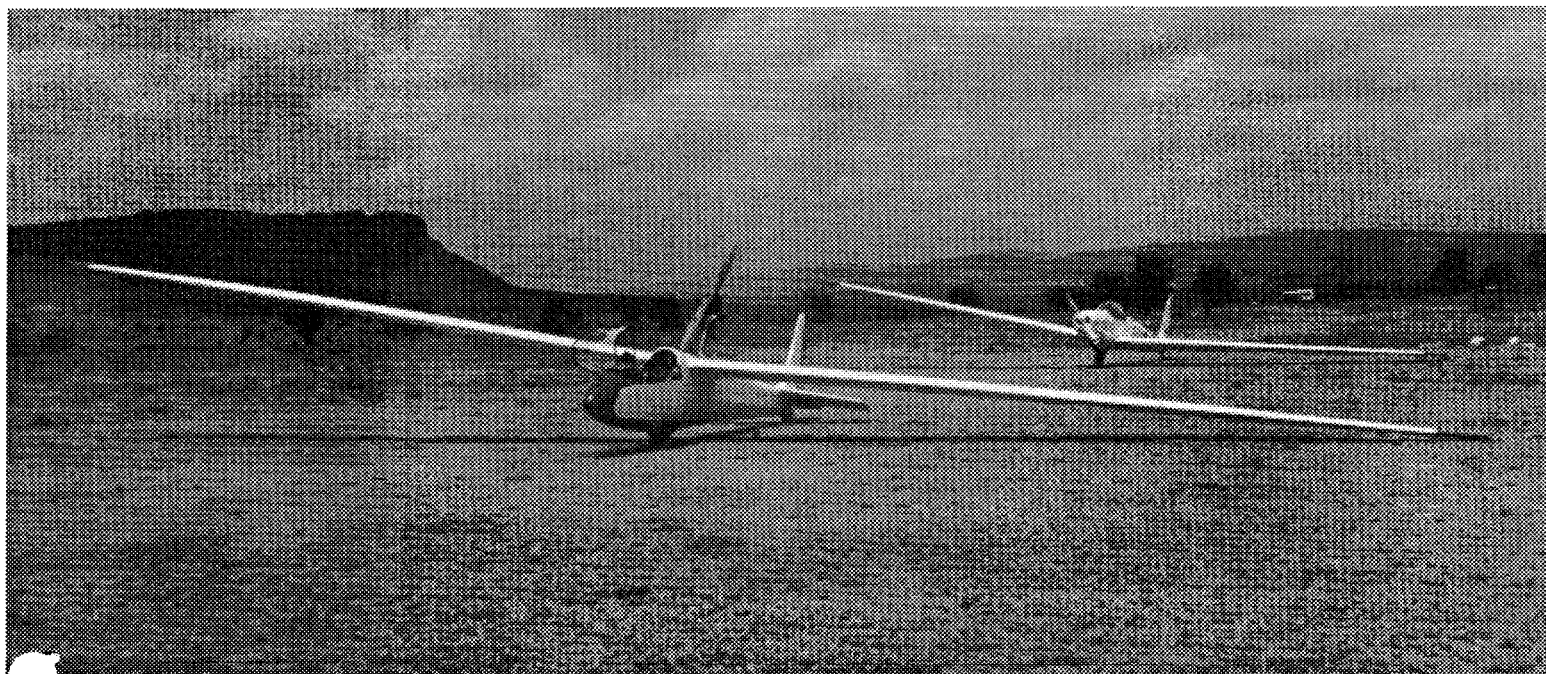


Auxiliary-powered Sailplane Association

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MAY-JUNE 1998 NEWSLETTER



ALAN BINKS WITH HIS SCHEIBE SF27 M-C

Alan Binks is a new ASA member from Nairobi, Kenya who has submitted the following article for publication. His sailplane is one of only two made in the world. Quite a fascinating story.

Alan Binks is a glider pilot with approximately 400+ hours, most of it gained in his self-launching sailplane. This is an unusual glider with possibly only two being made: it is called a Scheibe SF27 M-C. It was originally made in Germany for a Gillibald Collee, then belonged to a well-known British glider personality, Brennig James, who flew it from Britain, under power, to glide in Spain. He once trailered it to Katmandu, Nepal! It is a much-traveled ship. Allan bought it from Brennig in 1985 and shipped it to Kenya.

The fuselage is the normal SF 27M steel tube and

Fabric with fiberglass nose section, to which has been added, with some modification, Open Cirrus fiberglass wings giving 18-meter span and performance equivalent to a Standard Jantar, about 38:1. The retractable pod-mounted engine is a two-cycle 2 stroke 650cc, 55 HP, made by Gobler- Hirth and driving a Hoffman propeller. Extension and retraction by hand, with three and a half turns of a crank taking about ten seconds. Engine start is electric. Propeller alignment before retraction is with prop brake and starter motor. It has dual ignition coils and a 30-liter fuel tank that gives a possible 2-3 hours powered flight duration. Self-launches are OK from our club strip here in Kenya at 6,000'ASL, even on hot days when density altitude is over 9,000'. The climb ceiling under power is 9,000 ASL. All Up Wt. is 942 lbs. It thermals at 50 kts and Vne is 108 kts in calm air.

I have had to use the engine for a save on only two or three occasions as the conditions here are usually good, but on one of those occasions the engine failed to start due to a disconnected throttle cable. An out landing resulted, with damage to the fuselage and gear due to hitting a hidden rock. Otherwise, it continues to operate reliably as long as careful attention is paid to cylinder head temperatures; the rear of the two inline cylinders get hotter than the front one and after continued climb conditions, the temperature quickly goes over the limit. Return to level flight solves the problem. I usually launch on the winch with the engine out and running at full power. This gives me a good 1,300' from which to start thermal search and engine use is normally less then five minutes, thereby minimizing the risk of overheating.

REPORT ON MOTORGLIDING

(P. Morelli-IGC meeting March 1998)

From Helmuth Lehmann, responsible for motorgliding in the German Aero Club, the following information has been received.

In 1997 for the first time qualification championships under integration rules have been run in Germany for both 18m and Open Class. They raised great interest among the pilots.

The championships took place in three different air fields in Lusse, Northern Germany, the two classes flew together, in Southern Germany the 18m Class flew at the Klippeneck, the Open Class in Aalen.

For the first time in the Open Class the Aux-powered sailplanes could be flown at the max all-up weight of the Flight Manual. The reason for this was to verify what the influence of the gross weight on the performance in a championship could be. At the end it was clear that the results were much more affected by the pilot's skill rather than by the motorglider gross weight.

On the basis of these results the Gliding Commission of the German Aero Club was requested to abolish the weight limit of 750 kg in the Open Class Integrated Championship, thus allowing the participation of all existing open class motorgliders. A compromise was reached; for the time being only the 2 seater motorgliders, flown

with two persons aboard, may exceed the 750 kg limit, water ballast being prohibited.

On the basis of the experimentation with the integrated classes carried on in Germany in the past few years and of the indications from a meeting of experts of the German Gliding Commission, the opinion is expressed by the German Aero Club that the Open Class should now become internationally an integrated class.

The proposal is based upon the following considerations:

1. The decreasing number of Open Class participants and the international competitions shows that the Open Class has limited possibilities to survive as a class of plain gliders.
2. The experimentation with integrated classes in Germany has shown a 100% increase of competitors in the qualification championships and a 50% increase in the German Championships.
3. According to data provided by the two actual German manufacturers of Open Class gliders, 90% of the gliders produced are delivered with an engine installed on board.
4. Outlandings with 25m span gliders are becoming more and more a problem. Moreover, in a situation of steadily increasing road traffic it cannot be expected that the presence of long trailers be tolerated for long.
5. As in the case of the 18m Class, the rules for the integration should allow the use of the engine only for self-launching or for retrieving after a GNSS outlanding.



The proper attitude when working on a ASH-25E.

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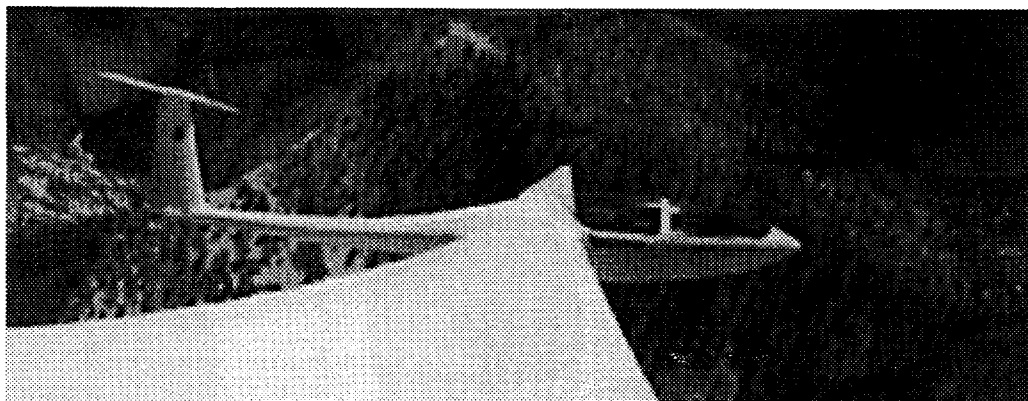
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* NOTE: This story was originally written as a
sequel to *Jonathan Livingston Seagull* by
Richard Bach. However, the publisher and
author would not sanction a sequel, and forbid
the use of the character names. So, to avoid
copyright infringement and litigation, the names
of the characters and the story line were changed
in the present version of the story.



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