Auxiliary-Powered Sailplane ***NEWS***

The Official Publication of the Auxiliary-powered Sailplane Association, Inc.
Dean Carswell-President
ASA is a Division of the Soaring Society of America
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President's Column

ote to you last year on a subject close veryone concerned with safety in our t, the fact that we sailplane pilots are attempting to fly our sailplanes when are not airworthy. Controls not ked up, or even parts not secured. e of us (even to most of our soaring ıds) are careless or stupid or perienced people. Yet we still manage et it wrong.

present 'system' is still failing us too ı. None of those who are no longer us, or who remain only after long and ful surgical procedures and recovery, ved their ships were unfit to fly.

all check our ships carefully before ıt, yet we are still sometimes getting ong. One time is too often. I have ı disappointed by the lack of ptance of the 'Critical Assembly ck' (CAC) procedure approved and mmended by the Soaring Society of erica and the Soaring Safety ıdation. This lack of acceptance has ı partly because, I believe, of an ınded argument of potential liability e whole recommendation is carried

AC involves each one of us coming up a CAC list for our ship - *not just a tive control check, but whatever is essential to stop us taking off out controls hooked up, or parts ing or improperly attached, or hing else vital*. Our CAC should be a ten list which we have in our hand e carrying it out. We then carry out a C after each assembly, and arrange for ıdependent verification of it by her person (that's why the list should ritten!). Once completed, we (the -in-command, not the verifier) make ırk on the wing root gap seal tape by of confirming that a CAC has been . The concept was (and still is) that providers and contest managers will se tows, or takeoff permission, to s without the mark. Notwithstanding ıssistance of the independent verifier, CAC, and the confirmation of it ng been done, remain the sole onsibility of us as the pilot in mand.

ther or not a CAC mark is required, ınderlying logic remains unaffected. is a better way of ensuring our ship to fly. Regardless of whether a mark quired or not, we can still ensure the utive task is carried out. Bottom line e do our CAC and have it verified – while we are about it, make sure we are disturbed or interrupted during the ess, otherwise start over.

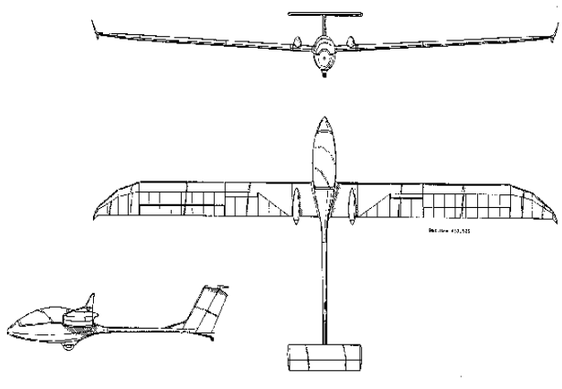
se take the time to review your own edures and make a CAC - **do this today. each day before flying, do it, and have it ied. It might just save a life - yours**.

Tom Seim (DG-400) takes a photo of Ben Barrantine's DG-400 (lower rig while soaring over Cedar Breaks National Monument, Utah during the Par Annual Badge, Record and Cross Country Soaring Camp.

The ESPRIT DD-1

A New Homebuilt Ultralight/Experimental Motorglider

This unique self-launcher is powered by twin pusher engines: 14hp Raket (Ultralight Version) or 15hp Solo (Experimental Version). The airframe is constructed entirely of aluminum with fabric covering and the cockpit is made of composite materials. Kits a manufactured at Esprit Aircraft's Florida Facility. Estimated completion time of the 4 construction project is 4-500hrs before painting.Tentative Pricing is $18,500 for the Ultralight and $20,500 for the Experimental.



Fabricating a PIK20E Instrument Panel Glare Shield

By Mark Mason

a neat thing last winter. The glare shield in my PIK20E was warped, cracked, drilled, lling apart so I decided to build a new one out of fiberglass. This launched a ng process that led to the library, a local fiberglass shop, and every article I could made a plug from the original plastic part. I repaired it as best I could, then I made a e mold from that. When the mold was done, I sprayed black gel coat in the mold ed by fiberglass layups. My first effort was good but heavy. My second shield was a lighter than the original. The second shield is in my plane now. It is not perfect se my old one was not perfect. However, it is so much better than the plastic one. ing 4 feet away it looks perfect. It is much stronger around the instrument panel and very clean, strong attachment method. It has been a fun project spanning 2 1/2 s. Composite technology is “so cool,” you can fabricate just about anything. Parts ve compound curves and angles, no problem! Old plastic parts can be remade with al effort and good results.The mold is made. The homework is done. If someone one I could make one without too much effort (for a reasonable charge).”

Mason
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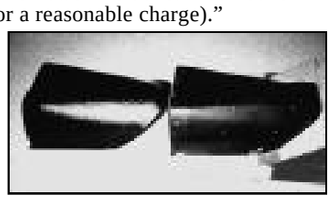
New Shield on the left



Need an FAA Motorglider Rating in the U.S.?

ou are considering flying a self-launched motor glider in the US, here are some questions and answers which you may find helpful.

o fly a self launched glider, can I do this if I hold a US pilot certificate with an ne [powered] rating?
lf launched glider is certified as a glider, so you require a glider pilot rating, Private mmercial. [FAR§61.3(a)]

quire a medical certificate to fly a self launched glider?
some insurance carriers may require one]. [FAR§61.3(c)(2)(i) and (iii); 3(b)(1) and (4)]

in a glider pilot rating, am I required to take a written test?
required to pass a knowledge test, but only if you **don't** hold a private or higher ne (or rotorcraft, powered lift or airship) rating. [FAR§61.63(b)(5)]

in a glider pilot rating, am I required to take a flight test?
ry applicant must pass a practical test. [FAR§61.63(b)(4)]

eady hold a glider rating on a private (or higher) pilot certificate, do I require a self h endorsement?
ess you held an **unrestricted** glider pilot rating before August 4, 1997. §61.31.(j)(2)]

s meant by an “unrestricted” glider pilot rating?
r pilot certificate issued prior to August 4, 1997 which does not contain a ction, e.g. “Aerotow only”.

an unrestricted glider pilot certificate, but surrendered it in exchange for one issued August 3, 1997 on completing an additional rating. How do I evidence the fact that I an unrestricted certificate prior to August 4, 1997?
ecords (consult your local FSDO) should show the date that you were issued your tricted certificate; if there is a problem receiving such a confirmation, you may be o confirm the position by logbook entries showing signoff for FAA practical t] tests by both aerotow and ground launch prior to August 4, 1997 followed by ise of privileges of both of these.

d, but do not have, a self launch endorsement, do I need to take a practical test to get

ever you do need to receive and satisfactorily complete ground and flight training an authorized instructor [self launch CFIG] in a self launched glider, and receive a ok endorsement to that effect. [FAR§61.31.(j)(1)(iii)]

are the details of the required ground and flight training published?
1.31(j)(1)(iii) is not specific, but the ground and flight training should include that ed by the relevant part of FAA Advisory Circular AC 61-94 - *Pilot Transition se for Self Launching or Powered Sailplane (Motorgliders)*. Also, the relevant cal test standards (for test in a self launch glider) are helpful.

ly want to fly a motor glider with a sustainer engine (one which cannot takeoff on its without an aerotow or ground launch), do I require a self launch endorsement?
will however require an aerotow or ground launch endorsement (whichever is priate) unless you had an unrestricted glider pilot certificate prior to August 4, [FAR§61.31(j)(1)]

quire a self launch endorsement **only** if I wish to exercise the privileges of a private gher) glider pilot certificate holder, e.g. carry a passenger?
ou require a self launch endorsement, you must have this in your logbook before solo for the first time in a self launched glider. [FAR§61.31(j)(1)]

sh to fly a self launched glider with an Experimental certificate, do I require a self h endorsement, assuming I do not hold an unrestricted glider pilot certificate issued to August 4, 1997?
exception for experimental aircraft in FAR§61.31(k)(iii) does not apply to the rements of FAR§61.31(j).

Parting Out PIK-20E

Rotax 501 with prop 97 hrs. TTE. Complete Set of Covers. Fuselage smashed. Wings repairable. Also pa for Schweizers and Blaniks. Contac Rainbow Flying Service. 509-765-1601 WA Email: ron@qosi.net

FOR SALE

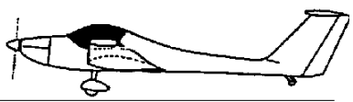
Fournier RF4, Single-place, Aerobatic, 105mph, 1200cc VW. 1-800-660-0846 mcconeghey@mail.com www.angelfire.com/ks2/motorglider

A SOLAR PANEL WILL

Keep your battery at peak perform while your bird is on the flight line in its trailer.12V and 14V single ba or two battery systems available. A solar powered vent will keep fresh flowing through your trailer. Conta FOR THE BIRDS for more details. Email: <ftb@pyramid.net> or Pho: 775-265-3877

Grob 109B Motorglider For Sale

1984, 900hrsTT, 26:1 glide, 100kts crui folding wings Std CofA. Comm, Transponder, encoder, lights, oxygen, barograph. Fresh Annual at time of sale. Beautiful machine. $58,000. Contact M Shade, Grob Systems. Bluffton, OH Tel: 419-369-1210, Fax: 419-369-3328



FOR SALE

Fournier RF4, Single-place, Beautiful B 1200cc VW.
Scheibe SF25C-2000, 2-place, dual main gear.
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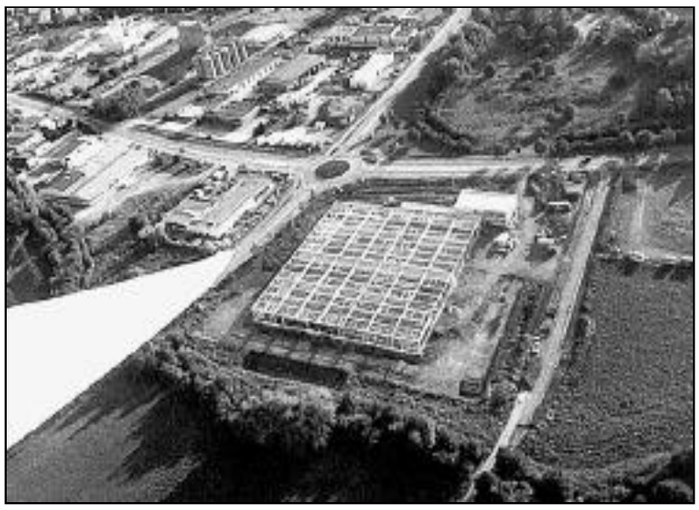
FOR SALE

2-Place Aerotechnik VIVAT Motorglider

1993 L-135EH 175hrs Total Time Transponder Mode C, COM, GPS Numerous Spare Parts, Trailer included, $55,000 O,B.O.
J.R. Owings 217-672-3729 (IL)



Above: DG's newly completed factory is now producing the full line of DG sailplanes. Below: An aerial shot taken from a DG sailplane of the new factory under construction.

The new DG factory has 187,000 sq ft under roof with 50,000 sq ft dedicated to production. There are 58 employees. Up to 20 sailplanes can be under construction at one time. The new facility is located near the original factory a short distance from the town of Bruchsal, Germany (pop. 39,000). As of Feb. 2001 DG was producing approximately 1 DG-500MB and 4 DG-800s per month.

Above: The Russia ACM-5 cockpit controls and instrument panel layout is neat and uncluttered.
Below: A Russian winter scene showing an ACM-5 during taxi or takeoff on a snow covered field using a ski. Perhaps a first for a self-launching sailplane.

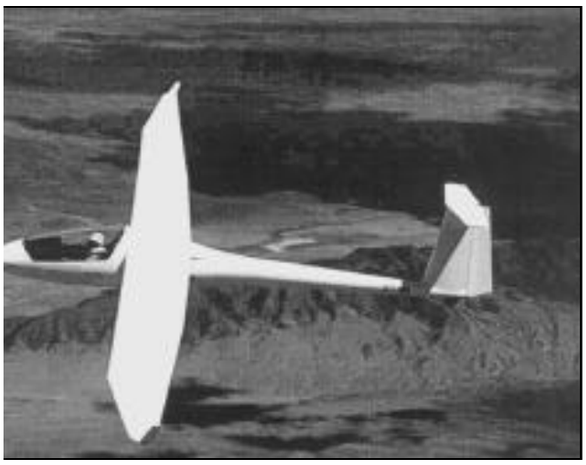
ELY CAMP 2000

A Daily Diary
By Terry Honikman

the Author: *Terry Honikman's first powered aircraft solo was iper JC3 Cub in 1962 at Cape Town, South Africa. His first solo was in a 2-33 in June 1990 at Dillingham Field in ii. He holds Commercial SEL, Instrument and Commercial r aviation ratings . In 1991 he formed a partnership in a a T210 and flew it about 200 hours per year primarily on ess trips until his retirement in January 1999. He has logged ights in his Stemme S10-VT since taking delivery in August His total flight hours are 400-gliders and 2,600-powered ıft.*

s Below:

Terry and Dan Matzke soaring over the Minden- Tahoe airport.
r: Terry's co-pilot,Debbie Kutch, photographs Bud Schurmeier Stemme while on a flight to Elko at the Ely camp.
n: Charles Thaeler III created this presentation of Terry's logger track from Monday's 521 km triangle flight mposed on the actual terrain.



Terry is a relative newcomer to the soaring scene and an enthusiastic supporter of motorgliding.Last summer he attended Tom Stowers Ely Nevada Camp where he flew hi Stemme further, faster and longer than he ever flew. He al completed one 300km and two 500km flights in search of I badges. A digest of his Ely Camp Diary is covered in this the next issue of the ASA Newsletter. This is his story:

"I already knew soaring out of Ely would be exciting and challenging having flown through that region in 1999. M Stemme S10VT was itching to show me what she could and Tom Stowers' Ely Camp 2000 was just the place to dc

Friday July 21, I motored the Stemme from my home field Santa Barbara to Tonopah to join with Bud Schurmeier in Stemme S10VT over Tonopah. After the rendezvous we secured our engines and soared for 50 miles landing at Ely about 5PM. Some 22 gliders and 6 motorgliders were scheduled to be at Ely. Four of the six motorgliders were Stemme S10VTs.

Saturday dawned with plenty of moisture in the atmosphere We were warned by weatherman Dan Gudgel about overdevelopment in the South and East, so Bud and I decic to try a route to Eureka, Hadley, Tonopah and return. We h not paid close enough attention to Dan's weather briefing w he advised that to the West, the air was drying. In addition there was a large fire which produced a smoke layer which blanked out the thermals South of Eureka. We soared the 5 nm to Eureka, and then about 20 miles toward Hadley, but time was short and our altitude low, so we returned to Ely.

Sunday's forecast was better so Bud and I selected an out an return task South to Cedar City, Utah. Launching soon aft noon, there was plenty of cumulus marking lift along the route and Cedar City was reached without problems. Bud h launched after I did and was about 30 miles behind me. So decided to extend to Zion while he caught up. The extra distance to Zion was not challenging as the cumulus contir right into the park. After turning over Zion, I retraced my route back to Cedar City when Bud radioed that he had tur back due to a lack of lift. I soon discovered the same probl and was down to a few thousand feet AGL. Finding lift wh low is always a problem and it took me an hour to reach 15,000 feet again. As I approached Wheeler Peak, Ed Peeri in Stemme 8AD called and we arranged a rendezvous. We flew together for about 30 minutes and found it to be easy keep station, especially if the lead ship uses more flap. Up landing at Ely, I had flown over 490 km (304.5sm) , enou for my first badge, the Gold Goal (300 km). Bud advised r that I had also qualified for Diamond Duration (5 hours) ar the Gold altitude (3,000 meters gained). My Volkslogger h logged the flight and Dan Gudgel had agreed to act as my Official Observer. It was a thrilling end to a day filled with exciting firsts for me, and I was ready to try the next task: Diamond Distance Triangle of 500 km.

Monday, after checking the Task Planner, we and found Ely Lincoln County - Eureka - Ely would total 521 km. Bud a I launched and John Ellis, a Yorkshireman flying LB (Nimbus 3D) started the same task about 15 minutes behin us. The first leg was due South under an almost solid overcast. The valley seemed to be working, but the ridge worked even better. With the McCready ring set to 2.5, I w finding 8 to 10 knot thermals, and making a ground speed about 100 knots. Half way to Lincoln, LB reported his position and was rapidly catching up to us. After turning a Lincoln, I remained on course crossing a wide, blue hole w plenty of altitude. Bud and John took a more conservative course and headed back toward Ely, planning to turn towar Eureka when there were more ridges to cross. John soon overtook Bud and remained higher and farther on course fo rest of the trip. My plan almost didn't work. I had expected arrive at the first cumulus over the next ridge at about 12,0 feet, but I was below 10,000 feet when I was finally able to circle under a promising cloud. That promise faded and I started searching for other lift. As I headed toward the hills was down to 8,500 feet when the first nibbles of lift started But after 45 minutes, I was still at milling around at 8,700 feet and seriously considering aborting the task.

.....*Ely 2000 Continued from page 4*

ugh it meant being beyond gliding range of Current, my airport, I turned to the Northeast toward some cumulus he valley floor. The climb was slow under these clouds, ter 30 minutes I was back up to 12,000 feet. Turning on e, I found several areas of wave rotor downwind of the Pine Mountains and was finally able to reach 15,000 feet. g this time I was listening to Bud and John trading on reports as they approached Eureka. There was one valley I had to cross before reaching Eureka and as we all rged on this turn point, John was 10 miles out, Bud was d I still had 30 to go. They were several thousand feet me and continued to gain altitude. Setting negative flaps ed toward Eureka. John turned first, I turned one minute nd Bud a few minutes after that. On the return to Ely, 57 ast of Eureka, I saw John, about 2,000 feet above me on al glide. Hoping that the Stemme had a superior glide o the Nimbus, I selected -5 degrees flap and rapidly t up and passed him. But my final glide went to pot in nk about 30 miles out. However as I flew under a line of lift was encountered. This lift was fairly narrow and I ed John that if he chose to fly through the virga, it would nly about 1 minute. He said it helped him as well.

vas not so fortunate finding only sink. Finally he had to s engine and motor back to Ely. I managed to reached Ely nd continued to lose altitude as I reported my landing ions to Ely traffic. As I entered a high left downwind n for runway 18, I saw the nose of a glider just in front of d only 20 or 30 feet above me dumping water ballast. My ne got wet. I then saw LB on underside of the wing as it d over me, it was John! Later he told me that he had me ht. I flew 521 km in 6.5 hours for an average speed of ver 80 kph (48 mph). The speed did not excite me, but g completed my first 500 km triangle, it was very ying flight.

y Dan Gudgel agreed to ride with me. I decided to fly the route again. This time, I would hopefully see the route gh a weatherman's eyes, and felt that I could learn more by ing the route. We launched after 1:30. Dan advised me s a weatherman and not a cross country soaring pilot and l not expect to add significantly to my soaring ability, but l give me a running commentary of what was happening in y. The thermals were short cycling, forming and ating rapidly because the air was very dry . So when I d for a developed cumulus 3 miles away the result was pty sky on arrival or maybe just a trace of dissipating . Dan suggested heading toward the initial tiny wisps they first appeared. The major difference between the g on the two days was that the second day I got high and l high under the cloud bases and flew at a lower MC g (1.5). So although I cruised at about 60 knots rather than 10 of the previous day, I ended up completing the same bout an hour faster. I was learning something! There was of virga to the East of Eureka and we were forced to fly using very few thermals during the last 40 miles on the e. Flying along the western edges of the hills kept us g along at near zero sink. As we approached Ely, the urge p soaring grew. However with 12 miles to go, we were to my personal limit of 2000 feet AGL and I reached for se cone handle. Just as I touched it, there was the est bubble, and we climbed 100 feet. I released the handle floated up another 100 feet. The glide-ratio-to-target on PS, which had been a high 58:1 was now down to 42:1. ill had one final ridge to cross. Another mile and another eet, and I had a feeling it just might be possible after all. ontinued to bump along and finally passed over the last with Ely in sight. We had the field made! A powered ft pilot decided that he had to land ahead of us but there lenty of lift in the pattern, and we had no difficulty in leting our landing in glider mode. As the tension of the) minutes collapsed, Dan and I looked at each other and d, savoring the pleasure of the flight. Our ground speed een just under 95 km/h or close to 58 mph. Suddenly the ht was shattered by the whistle of high speed wings as ynskey, from New Zealand, flying a Nimbus 3, flashed ead at about 200 feet, dumping twin streams of water t. Banking steeply full circle, he lined up with the runway e could hear the wheel chirp on the asphalt as he touched . Ray had just completed a 1000 km flight in 9 hours for erage speed of 111 kph or about 67 mph! Wow, what a t way to end the day!

Wednesday was a fun day with no pressure to complete any ba work. I decided to fly somewhere new and explore some mor the forbidding desert landscape. Since I had flown both Soutl West and in the East the previous year with Marty Hellman, decided to go North to Wells and Elko. Bud agreed to come along, and since she was not flying in her Stemme that day, Debbie Kutch joined me. Cloud streets allowed us the luxu high speed soaring while we climbed for much of the 120 nm to Wells. Along the way we flew formation and Debbie took photos of Bud in his Stemme. We flew through plenty of vir we descended to the warmer layers, and learned that snow is quiet when it lands on a glider. After turning at Wells, we bc had trouble finding lift on the way to Elko. With Bud about miles behind, we were a few miles South of Elko when we h Carl Herold in 1V, his Nimbus 3DM, reporting 25nm North Elko. 15 minutes later we were still scratching around at 9,0(feet when Carl called over Elko at 16,000. He told us about s lift 2 miles North of a lake, but we could not locate it. Then was gone, and Bud and I were left to fend for ourselves. Fortunately I had Debbie with me, and she did something I h only heard soaring pilots talk about. First she pointed out a devil a few miles from us. I could see it as well, but judged it was so narrow it would be useless to try to circle in it. B we were struggling, and I headed over to the thin brown line where we immediately found ourselves going up at 10 knots. learned that day that the dust is sucked right into the core anc diameter of the effective core is many times larger than the vi core. While circling, Debbie cried out, "look there - see all th debris!" I could not see a thing, as she motioned toward something. "Lets go over there" she said, and I wondered wh should give up a good thing for something I could not see. Because of her persistence, I did leave and go over to explore found this thermal was even stronger at over 14 knots average Soon we were at cloud base over 17,000 feet and ready to sh the virga over the Ruby Mountains. Not wanting to fly throu the virga, I selected -10 flaps and trimmed forward to lose sc altitude. The lift persisted. As we continued to climb, I made mental note to ask Carl about virga. Crossing the Rubys, we found the sky was scattered to blue. It was still 60 nm to Ely Debbie was flying along the ridges to the Northwest of Ely a she had climbed to over 16,000 feet before passing the contro me. With plenty of altitude, I again selected high speed flaps we screamed toward Ely at over 130 knots. The Stemme love fly fast, and yet our L/D never dropped below 40:1. We lande safely at Ely.

Wednesday evening, I was preparing my badge applications f Dan Gudgel to approve and sign. A careful examination of th turns showed that even though the Volkslogger had beeped a each turn, the gliders position was not within the correct sect for most of the turning points. Until then, I had been unawar the intricacies of the 45 degree sector rule and thus failed to complete the 300 and 500km badge flights according to the F rules. It was an important lesson to learn, and I feel ready to again with better understanding including adequate preflight planning!

Thursday there was no weather briefing, and I had to return to Santa Barbara for a family reunion. I did know that the airm was even drier than before and that the Southwest flow had increased to 20 to 30 knots between 10,000 and 20,000 feet. launched at noon into a blue sky and found a good thermal w of the airport. Passing 14,000, I decided that my first goal fo day would be Tonopah, 128 nm to the Southwest. I learned difficult it is to soar under a blue sky with lots of sink and c only guess that certain ridges would generate lift - I was wro least half the time. Occasionally a tiny puff of cu would beck me, and I would rush toward it only to watch it vaporize befc arrived. Three times I considered starting the Rotax engine, b each time it seemed that a bird or a dust devil showed up at j the right moment. Finally, Tonopah was behind me and I set course for Boundary Peak planning to soar the White Mounta to Bishop. I had reached Tonopah just before 4 PM and after battling the wind for the next 20 minutes, realized that I wo not reach my destination on time. So in spite of plenty of lif available, I started the Rotax and accelerated from an average ground speed of 30 knots to over 100 knots. After 10 minute power, I was about 5 miles East of Boundary Peak and level the peak at about 13,500 feet. Securing the engine with a larg mountain ahead is always an edgy thing to do, but I was sure I would find plenty of ridge lift ahead. As I neared the peak, ILEC indicated that the wind had shifted from Southwest to Southeast. It was now blowing parallel to the Whites and my

.....*Ely 2000 continued from page 5*
ıately each canyon generated its own lift and soon I was above the Whites and
d directly for Bishop. More surprises - there was plenty of lift in the middle of
lley and as I passed Bishop, I was still above 13,000. On came the Rotax and
nt the speed. At 16,500 feet, the wind was once again Southwest but my
d speed was now 125 knots. There was a huge fire near Lone Pine, but it was
lear of my route. I arrived at Santa Barbara at 6:35 PM after 6.7 hours in the
ıe total distance was 430 miles for an average speed of 64 mph. I later
d by the time Bud returned to Hemet on Saturday, the fires had developed to
int where his entire route was under smoke plumes and he had to use the
: the whole way with a fuel stop at California City.

aring experiences at Ely 2000 have taught me a lot. In addition to viewing rugged and beautiful territory, I learned about using fast cycling clouds. ıed about flying in virga. I learned about low and maximum L:D final glides. ıed about thermaling in and around dust devils. I learned to keep a sharp eye ıer traffic when approaching the landing area with a minimum of energy for round. I learned about getting high and staying high. I learned that a slower ıermal cruise speed can result in a higher overall ground speed and a shorter nroute. I learned that knowing the FAI turnpoint sectors is necessary when for badges or records using a flight recorder. Add to all of this the helpful structive camaraderie of kindred spirit soaring pilots and you have a ıg combination." Terry Honikmann

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GARIEP 2000
South Africa's Long Distance Soaring Camp
A Report by Peter How

's Note: The landing field at Gariep Dam is located near the Orange River about ı southwest of Johannesburg, South Africa. Every year many European and glider from all over the world gather there in December to fly for fun or badges or sh long distance records. Some say the soaring conditions in this area are s best equalling or surpassing Australia and USA's Great Basin. Its counterpart USA are the Parowan and Ely Soaring Camps. Below is a digest of Gariep 2000.

as our longest camp ever and had the most consistent long period of good soaring
r. **It attracted 41 pilots over a period of 50 days!** 23 gliders and self launchers visited
ıp, some being flown by a number of crews. As "chief" observer, I ended up
sing about 6 record claims, all Japanese and Hungarian. We had pilots from
ny, Japan, Slovenia, Britain, Hungary and of course South Africa. Many were our
d repeaters and all the new visitors said that they would be back. Some pilots
l as early as the beginning of December. Erazem Polutnik, and his friends from
ia brought a new ASH25M and Lazlo Hedigus's Nimbus 4T from Hungary in their
ıer. Please contact me if you want to ship your glider to Gariep for the 2001 camp.
ve containers in Europe and people to load them for you.

ther was particularly good at the beginning and at the end of the camp. There were
w clouds this season. Many days were blue and long tasks were flown without
. Despite this, 6 1,000km tasks were flown, with many exceeding 800km. Some
st 500 and 750 km triangles were flown. On blue days, excellent and very
sque flying were possible in the mountains to the east, where there always seemed
louds. With very few clouds to the west, it remained daylight very late and we flew
PM most days. Temperatures were often over 100F on the ground, providing
to 17,000 feet or more. This resulted in high true airspeeds so the strong winds
really slow our task speeds very much. On the windy days, over the flat areas,
ls were not very frequent, but when there was an obstacle like a small hill – wow!
ent up like a rocket. The new weather forecasting service presentation was very
and the thunderstorm predictions were very useful, giving the pilots confidence to
e far away from base on the days when there were big cumulus.

ere only 6 out landings and, except for a cracked wheel door, no damage. I only
ed my engine once this year. There are many outlanding fields, if you plan your
ath well ahead. Christian Sporl introduced us to AeroKurior's On-Line Contest,
k the responsibility of collecting the igc logger files and sending them to the
f course at this time of the year, our two competitors were Bitterwasser and
lia. In future years this should become an important feature at Gariep, since it
the flights on handicap against the distance flown. The further you fly, the more

vents were as much fun as the flying ranging from evening pool briaas to sit down
s next to the mighty Orange River. At Gariep there are numerous of other activities
ilot or his family when the weather is not perfect. Half of the group chose to stay in
ıouses in the town. Besides a big saving, these accommodations are very
table and quiet. As usual the local towns people went out of their way to help our
We plan to make the camp longer and to add some infrastructure to the airfield,
s shelters and trees. This is the premier gliding area in the southern hemisphere
encourage more pilots to attend. As long as we keep the attendance high, the costs
ry reasonable and its a place where the whole family can enjoy themselves. For
nformation about Gariep or our 2001 camp, please contact:

low
27 11 805-1491
27 11 805-5745
afriair@cis.co.za

Gariep Dam as seen from Erazem

German-Made Retractable Engine Sailpl
Production
An Overview

ASA Publications completed a survey in October 2000 of the output of the 5 Germa factories producing self-launching sailpla While not all details requested were provi by each factory, there was enough information provided to publish some relatively accurate figures as far as USA deliveries. The below figures do not inclu sustainer engine sailplanes.

DG:
Total Worldwide.....607
USA only.....80
Monthly Production Rate.....5
Average Delivery Time.....6-12 mo

Schleicher:
Total Worldwide.....363
USA only.....23
Monthy Production Rate (est).....1
Average Delivery Time (est).....12m

Stemme:
Total Worldwide.....140
USA only.....60
Monthly Production Rate.....2-4
Average Delivery Time.....4-6 mo

Schempp-Hirth:
Total Worldwide (est).....300
USA only (est).....10-15
Monthly Production Rate (est).....2-3
Average Delivery Time (est).....2-3yrs

Rolladen-Schneider:
Total World wide (est).....10-15
USA only.....0
Monthly Production (est).....8-10/y
Average Delivery Time (est).....1 yr

Grand Totals:
Worldwide(est).....142

The Fregata J-6 Motorglider
Submitted by the US Dealer for the Frega

I own and fly the only Fregata J-6 the USA and have been given authority to represent this motorglider in the USA by J & Aero Design of Lódz, Poland. I h also been in frequent er correspondence with Mr.Wojce Jeziorski in Warsaw, Poland.

I have over 30hrs in the J-6 and provide information to anyone wish to buy and import a J-6. performance figures of the J-6 published in ASA Newsletter of Feb 2001 are correct.The current p FOB Factory is $35,000 and a cus made trailer is $4,500. Shipping c are about $3,500. If you desire to my J-6, I can offer it for $41, including the trailer. It is registered Experimental.Time from order of new J-6 to ready for shipment is ab 4-6 months. Interested persons contact me at:
Andrew Ross, P.O. Box 188, W Lebanon. NY 12195 Tel: 518-7

ASA Mission

xiliary-powered Sailplane Association, Inc. ınded in 1988 as a non-profit organization to age the design, development and safe use of liders, self-launching and sustainer engine ıes.

ASA Membership

ership in ASA is open to anyone interested in d sailplanes. Write or call: Brian Utley, ASA ership Chairman, 1930 S.W. 8th St.,Boca FL 33486-5205 Tel: 561-750-6876 Fax: 561-58 Annual Dues: $20 USA, ernational

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Publishing Information.....

Pete Williams, ASA Publications Manager, is the Editor, and Print Production Manager for the newsletter. As such, he supervises and coordina with a printer located in Minden, Nevada. The Newsletter is mailed from Minden.

Contributors are requested to submit hardcopy typewritten or keyboarded text .12pt font size is for accurate scanning. If submitting text on a flo disk, please advise the word processing program used.Text may be edited as required to fit the newsletter. The newsletter is produced on a Macintosh G-3 using AppleWorks word process software. Photos are always welcome and will l returned promptly.

The newsletter is delivered to the printer the last in Jan; Mar; May; July; Sept & Nov. ASA desires on what the members want in this newsletter and are doing all we can to keep it informative and interesting. ***It's your newsletter, so please l hear from you!***

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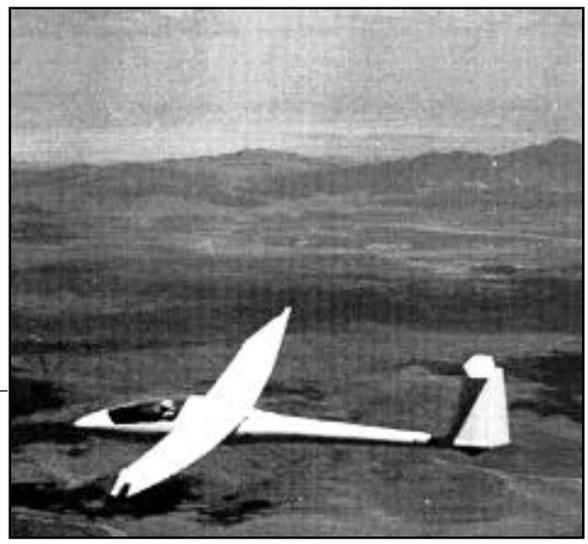
50 cents/word, prepaid for 2 insertions.
Contact Pete Williams for Display Ad sizes and

Bud Schurmeier soars his Stemme high above some awesome scenery during the 2000 Camp at Ely Nevada.
Photo by Debbie Hutch in another Stemme piloted by Terry Honikmann.
Story on page 4.



Editor's Note: The Reader Survey response regarding the size of the Newsletter was 55%. There was not a significant positive response for retaining the new Legal Size format. Therefore, the July-August 2001 Issue will return to the original 8.5X11" format. Thanks to those who responded. Ed.

uxiliary-powered Sailplane
NEWS

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Auxiliary-powered Sailplane Association, Inc.

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LYING A DG-800B: FIRST IMPRESSIONS

llowing comments are Steve Dashew's
:sions of flying the DG-800B. He has over 400
of glider time in his logbook (no power) with
f it flying an SZD59 in the acro (short-wing)
He has also recently accumulated 12 hours in
es and a Katana with CFIGs. Steve is a yacht
er who has sailed more than 200,000 miles over
ars and authored several books on the subject.
st self-launch flights were made out of El Tiro
port and Pinal Airpark, Marana, Arizona. He
s wife, Linda, live in Tucson, Arizona. Ed.

cked up the DG in Port Hueneme, CA and Hank Marlow was most in getting it through customs. There was a bit of a struggle with ting the correct paperwork for registration with the FAA, and the hiness certificate, but three days after arrival at the docks, having ted a cockpit sign off, I was legal to fly. In general, the ship is ly easy to fly, and with a few caveats, noted below, it does not have any bad habits. I weigh about 220 pounds including ite.

ws with the CG Hook: This was my first experience with a CG ok. On my initial flight I was surprised by having to use rably forward force on the stick to keep the nose down, and n that, and a small amount of cross wind, the first takeoff was not In spite of full forward trim, firm forward pressure on the stick was d at speeds below 70kts. This was most disconcerting on my first . We removed the side panel which exposed the trim adjustments ved these out their limits, per the manual, which solved this n. Note: with the DG 800 you must press or pull on the green trim th your finger while actuating the stick trim control lever to obtain um trim range. On my second flight, again aerotow, with the pitch ontrol I was able to concentrate on the CG hook issues. There seem ree distinct phases on tow. With both wheels on the ground there control - but don't oversteer. Second, on the main gear things are ly OK, but the plane is a little skittish. Third, if you get hit by a ind take care with the amount of angle as the plane seems to want on a large angle to the tow plane very quickly - it is almost like kiing and cutting across the wake. Once the tow plane it up to in our case 65 knots, control seems pretty much like other ships I own. Rapid application of power by the tow plane helps a lot at the ng of the tow.

Wind Issues: For beginners, like me, I would recommend not self- ng with a cross wind, and making sure there is a head wind, or at lm conditions. Also, having the tow plane accelerate rapidly helps. ight launches I was comfortable with cross wind conditions. My lf-launch took place with seven to eight knots of beam wind. There inite tendency to weather cock, so hold the tail wheel on the ground ong as possible.

On my first flights I did the usual stall series and tried skidding ss controlled turns in landing trim (flaps +8, gear down). At speeds as 43 knots there was no tendency to drop into a spin. Stall g was quite noticeable, and then the nose would drop.

g Gear Lever: In landing one needs to take care that the black gear all the way forward and locked in the detent. The handle is not see, and it would be easy to make an embarrassing mistake! I have rking brake" option, where full extension of the spoilers locks the brake. It takes a bit of extra force to overcome this "locked" on. It is not difficult, but it did take me by surprise on the first when during final for a few seconds I had full spoilers deployed.

's: After 12 flights as a glider (with Pete Williams figuratively my hand), I extracted the engine after a high tow, lit it off, and feel for pitch attitude, noise, and vibration. This all seemed forward, so I proceeded to self-launch. My first flight was with trim, as indicated by the manual. This required considerable l force on the stick to keep the DG on the ground prior to rotating at s (it tries to fly sooner). On the second flight I moved the trim 0% of the way forward, so that I had to pull the stick back for the oll, and then could let it drift forward as the glider gathered speed the ship on the ground. This worked better for me.

ncy Procedures: I went through the various emergency procedures ir including manual extraction/retraction and starting by diving to s. All seem to function per the manual. Sink with the engine out running is about the same as half spoilers – about six knots down ots IAS. Stick forces in the air are lighter than I had expected, and not take a great deal of rudder to stay coordinated.

er Service: I must say that I truly enjoy the way the DG-800B owever I would be remiss if I did not mention that, in my lar case, the initial dealings with the factory customer service have ss than a totally satisfactory experience. My recommendation is any nsidering buying a glider from DG, be sure and talk with other plane owners first to familiarize themselves with the factory ures regarding after delivery customer service.

n Dashew
<stevedashew@earthlink.net>

ESPRIT .....Continued from page 1

ESPRIT SPECIFICATIONS

	Ultralight	Experiment
Wing span	43	43 ft.
Length	21	21 ft.
Wing area:	105	105 sqft
Empty wei-ht	254	330 lb.
Max. Gross:	485	550 lb.
Useful load:	220	220 lb.
Engines:		
Ultralight	Twin RAKET120cc 14 HP e	
Experimental	Twin SOLO 210cc 15 HP ea	
Propellers:	Composite - folding	
G-loads:	+4, -2, plus 1.5 safety factor	
Stall speed:	25	30 mph
Max VNE:	80	90 mph
Glide ratio	26:1	28:1
Sink rates :		
Ultralight	2.5 ft/sec -40mph	
Experimental	2.8 ft/sec -46mph	
Climb Rate:	1000	850 ft/min
T.O. dist:	250	300 ft.
Landing dist:	350	400 ft.
Fuel capacity:	5	6 gal.

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