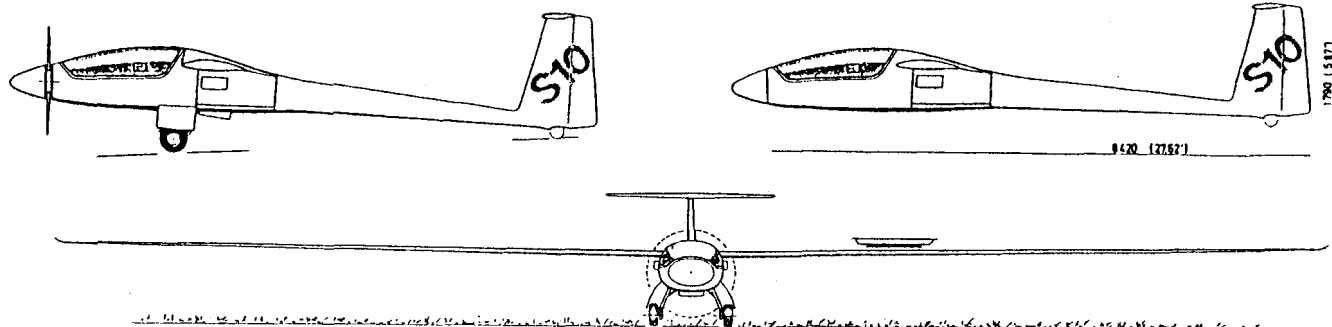


2-Place Stemme S-10 Retractable Propeller Self-Launcher



Built in Berlin, the Stemme S-10 "Chrysalis" is a unique concept in that the propeller extends and retracts into a domelike nose cone. It's ram aircooled, dual carb. four cylinder Limbach four-cycle engine produces 93 hp with a flexible coupling driving a 6.2 ft. composite shaft attached to a V-belt driven reduction gear box (1:18). The extended propeller spans 5.28 ft. Wing span is 75.5 ft. Empty weight- 1,410 lb. Max. TOW- 1,874. L/D-50:1 at 57kts. Sea level standard temp. takeoff performance at Max. TOW: Ground run to liftoff-850'; Over a 50' obstacle-1,496'; Rate of Climb-600 fpm. (Dry, level, grass runway calculations provided by the factory). Engine on cruise-121kts-Range-860 nm. U.S. Dealer: Stemme USA, 314-721-5904 (St. Louis, MO) Base Price including engine instrumentation-239,000DM. The S-10 is FAA Type Certificated.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

NOVEMBER-DECEMBER 1992

Published Bi-Monthly by SLSPA, Inc • Pete Williams, President and Editor • Jim Culp, Vice President • Issue #29 Vol. IV

COMPETITION RULES SURVEY RESULTS...

Over 90 pilots responded to this survey which asked the following questions:

1. Should self-launching be permitted if pilot so elects and CD concurs providing safety is not compromised?

Yes-96% No- 4%

2. Set a Time for Launch Engine Run?

Yes-61% No-39%

3. Penalize a Pilot for Stowage or Extraction of Engine while in a Gaggle?

Yes-81% No-19%

Comments:

Self -Launching

1. Set a time for self-launch engine run and penalize if tow plane release altitude or time exceeded whichever occurs first. The time factor needs to be a function of climb rate for the particular type of ship. A reasonable period of time (1-2 min.) should also be added for engine cool down and difficulties in stopping prop and stowing.

2. Self-launch permitted if pilot elects and craft to be staged at end of launch.

Stowage of Engine while in a Gaggle:

Permit stowage in a gaggle consistent with safety. Current rules provide for penalties if done in an unsafe manner.

Other Individual Comments:

1. Retain a separate MG competition.
2. No taping of engine doors shut or engine disablement for safety reasons.
3. MG should not be permitted to compete in sailplane FAI contests.
4. Rules must allow MG to compete in sailplane FAI contests if the MG movement is to continue to grow.
5. Tow planes stir up more dust than do motorized sailplanes.
6. Rules regarding what happens before the start gate is crossed should be primarily concerned with safety.

Editor's Note:

Consensus supports: Self-launch and establishment of engine run time for that type of launch; Stowage of engine outside a gaggle. The simpler the rules, the better to keep CD's work load low. Prior to SSA review of these rules in 1995, it is imperative that MG contestants entering Regional FAI contests and Sports Class Nationals, comply with all rules and fly safely and sensibly. It's up to us to demonstrate that the powered ship can be flown professionally and safely in competitions. Good airmanship requires a courteous and cooperative attitude. Granted there will continue to be resistance from a small and vocal minority that are convinced the MG has an advantage over the non-powered ship. But the hand writing is on the wall that the sport of competitive gliding is not and will not be limited to non-powered ships. As such, the motorized sailplane pilot is on the cutting edge of the future.

1st World Motor Gliding Championship...

This meet was held in Issoudun, France 30 June-13 July 1992. There were 2 classes. Class I - Over 17 meters. Class II - 17 Meters and under.

Results:

Class I

1.	Lherm (France)	Nimbus 4	6629
2.	Bourgard (Belgium)	Nimbus 3T	6372
3.	Leidinger (Germany)	ASH 25E	6279
4.	Knauss (Germany)	ASH 22BE	6250
5.	Nurminen (Finland)	ASH 25E	5899

Class II

1.	Treiber (Germany)	Ventus CT	5105
2.	Huttner (Germany)	Discus BT	5009
3.	Guntert (Switzerland)	DG 600M 17	4893
4.	Clement (France)	DG 600M 17	4752
5.	Pronzati (Italy)	Ventus CM	4736

Congratulations to Jean-Marie Clement, an SLSPA member!

Did You Know...

Czechoslovakia sailplane factories include:

LET Kunovice3,000 Blanik L-13s produced. New Superblanik L-23 now in production.

Firma AreotechnikNow producing Vivat L-13 Motorglider

Orlican ChocenProducing Czechoslovakian Discus CS under license agreement with Schempp-Hirth. First flight-August 1990

There are 4,900 glider pilots and 90 Aeroclubs in the Czech & Slovak Federal Republic.

Sailplane Listing Update...

There are several additions, deletions and corrections to be added to the sailplane listing recently sent. We will republish and include in the Jan-Feb '93 Newsletter. Please send any changes you think are necessary to the specifications and indicate the source of these changes. We must have these changes not later than Jan 15, 1993. Thanks!

SLSPA Activities at SSA Convention...

The SSA National Convention will be held in Seattle on 25-27 Feb. 1993. There will be a seminar held by SLSPA at 10am Thur 25 Feb. This will be a panel discussion by a group of motorglider pilots moderated by Stan Nelson. The subjects will include flying and maintaining different types of motorized ships. This discussion will be of interest to pilots who are thinking about getting into motorgliding as well as those already in the sport.

On Sat. 27 Feb. SLSPA will host the Motorglider Breakfast. Our speakers will be Marc Arnold and Barbara Pfifferling of Stemme USA. They will provide first hand information on the new S-10 motorglider. In the same room right after the breakfast, SLSPA will conduct its annual membership meeting followed by the Board of Directors Meeting.

We look forward to seeing you at these meetings. I will also be available at Booth #36 on the exhibition center floor.

Ed.

USA Motorized Sailplane Orders...

SLSPA took a poll of the various sailplane dealers to determine the status of orders for motorized ships. The results are encouraging. Here's the rundown:

	<u>1993 Delivery</u>	<u>Delivery after 1993</u>
Glaser Dirks	2 DG-500M 5 DG-800	3 DG-500M

The DG 500M is now USA FAA Type Certificated. The factory advises by the end of 1992 a total of 31 DG-500Ms will be delivered world wide. Two 500Ms are now flying in the States.

Schleicher:	2 ASW 26E	13 ASW 26E
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John Murray advises engine selection for the 26E is imminent.

Schempp-Hirth:	1 Discus BT 1 Discus BM 1 Janus CM
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Totals:	12 for 1993	16 after 1993
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The rebuild of the DG factory after the fire is progressing on schedule. #117 DG-600M is out of the molds and the DG-800 molds are completed. It is possible that Al Martini's DG-800 could be at the SSA Convention in Seattle. A 500M will be on the display floor also.



Steve Drane's DG-400 sits beside a Grumman Gulfstream at Louis Scheiner Field, Kerrville, Texas.

SLSPA Membership Grows...

As a result of the 1 page ad in Sept 92 Issue of SOARING, SLSPA has 55 new members as of this newsletter. This includes seven new foreign members. Current membership is 266 including 24 international members. SLSPA recently made a presentation on motorgliding safety at the annual PASCO Safety Seminar in Pleasanton, CA and distributed copies of the Motorglider Safety Survey conducted in 1990. If any member would like a copy, please send SASE.

Welcome New Members!

WANTED:

GROB 109 A or B... Call Bill Starick at 303-697-6206

Schleicher AS-K16 Motorglider, Fournier RF-9 or Rayson AT-100 as a restoration project. Almost any condition acceptable. Must be affordable to a man with twin girls. Charlie Everhardt 7-4EST 504-862-1675

FOR SALE:

WINDROSE N91WR with Trailer. \$8,000 OBO John Walkling 615-693-5567

Following Items For Sale by Tom Dixon 208-376-6718
All prices negotiable

2 Kodak Instamatic Cameras-\$10

Cyl Temp Gauge 2-1/4" (0-650F/0-350C)-\$10

Thermos style vario Flask-\$15

VDO Tach (0-8,000rpm, 3-1/8")-\$25

A14A 02 Red/flow blinker/High press. gauge/Sierra Mask and bailout bottle-\$325

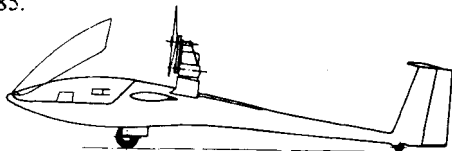
In-mask Diluter/Demand Reg./Normal and 100% Mask, hose and bayonet fitting-\$125

Radair 108 10 chan. crew radio for car with mount and 123.5/123.3 crystals-\$350

Winter Baro for motorglider with ignition mark 2,4-10 hr drum. Third arm for engine vibration extra paper rolls, felt ink, elec harness-\$500

12 gal H₂O bags with hoses, no leaks-\$200

DG-400: Low Time. Most Options. S-Nav 3.5. Dittle radio Minden-Fab Trailer @ 1 man rigging. All service done by Glaser-Dirks USA. \$65,000 707-942-5727 • FAX 707-942-0885.



Events Schedule

1993 MOTORGLIDER NATIONALS AT HOBBS

Bud Shurmeier advises the MG Nats will be June 22-Jul 1 at Hobbs, NM along with the Sports Class Nationals. Check the next issue of SOARING Magazine for details on entering.

1993 TAOS FLY-IN...

Jack McKenney advises the annual Taos Fly-In is scheduled for 12-19 June. More details, call Jack at 505-776-2558

1993 TONOPAH NV FUN-FLY AND RECORDS CAMP:

A survey of SLSPA members indicates that between 8-10 pilots are interested in attending this event. SLSPA is making arrangements with the local FBO and city authorities. Full details will be in Jan/Feb Newsletter.

AOPA Air Safety Foundation Aircraft Accident Report...

This is part of a continuing series as furnished by Don Engen and documented by AOPA. The date of this accident was 8-7-84

Aircraft Type: SF-27M (This is a 15 meter self-launcher with a Hirth Engine)

Flight Phase: Takeoff

WX: 6,000 scattered/Wind 230-05

Situation: Aircraft lost power after takeoff. Pilot stated launch roll seemed long but he failed to abort as this was his first self-launch and he was unsure of the operation. About 200 ft agl a turn was made to return to the airport. During this turn the engine began to sputter and manipulation of the throttle restored smooth operation temporarily but shortly thereafter the engine quit. A forced landing was made in an open field resulting in substantial damage to the aircraft. The pilot was not injured.

Cause: Fuel pump malfunction/failure. Pilot failed to abort takeoff.

Editor's Comments:

1. Did the pilot conduct a check of the integrity of his fuel pump during ground runup?
2. Evidently the pilot had little or no idea of the takeoff run required with the engine operating normally. Also he appeared to have no takeoff abort plan.
3. A turn below 500' agl with a defective engine is risky in that a stall can be induced without much warning.

Suggested Preventative Procedures:

1. This particular aircraft has a mechanical fuel pump that is geared to the engine. Prime is normally with a squeeze bulb bladder. *Know the minimum takeoff rpm at full power as specified in the handbook.*
2. *Know the takeoff distances as specified in the handbook for the field elevation, temperature and takeoff surface.*
3. *Have a plan to abort the takeoff after a certain ground run.*
4. *If airborne, have a plan in case of loss of power or complete engine failure. (This includes airspeed control and landing site selection)*

In many Self-launchers it is possible to check the mechanical fuel pump by turning off the electric-driven pump.

STUDY AND KNOW THE FUEL SYSTEM IN YOUR AIRCRAFT!

LATE BREAKING NEWS!

SLSPA has been advised that the change in rules to permit motorized ships to compete in the 1993 Regional FAI and Sports Class Nationals went forward from the Competition Committee for final approval by the SSA Executive Committee with the requirement that all launches will be by tow with no self-launch pilot's option permitted.

SLSPA has sent a letter to Gene Hammond and the SSA Executive Committee outlining the results of the rules survey of SLSPA membership with a specific request to approve self-launch as a pilot's option. The SLSPA Board of Directors supports the membership's position as determined by a recent telephone vote. As a Division of SSA, SLSPA's continuing obligation is to advise SSA management of the desires of the majority of our members. The Jan/Feb '93 Newsletter will contain the outcome of these events.

Peter A. Williams, Pres. SLSPA, Inc.