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

Volume XIV Issue #86 ASA Web Site: www.motorglider.org **May-June 2002**

This aerial of Minden-Tahoe Airport is about 2 years old. More T-Hangars (center-right) have been built and the intersection of all runways is resurfaced. 2002 planned work includes sealing 16/34 (June) and paving a new taxiway (July?) from the T-Hangar area to 16/34-12/30 runways intersection. *Photo by Helmut and Ingrid Köhler.*

MINDEN-TAHOE SOARING FLIGHT OPERATIONS

The Minden Soaring Club (MSC) welcomes you to the Minden-Tahoe Airport! If you are a visitor you have already noticed that glider traffic is heavy here. In fact over 50% of all movements are glider related and the number of gliders based here grows every year. The busiest times are Noon to 2PM and 4PM to sunset. Tow planes, jet aircraft, singles, twins, helicopters, gliders, motorgliders and fire bombers share the tarmac, taxiways, runways and the airspace above this nontowered airport. With this diversity of aircraft types it is important to see and be seen and to announce your position and intentions using the FAA recommended procedures for nontowered airports (CFR 91). Most midairs occur during the final approach to a runway, so it behooves all pilots to exercise extreme caution while in the traffic pattern.

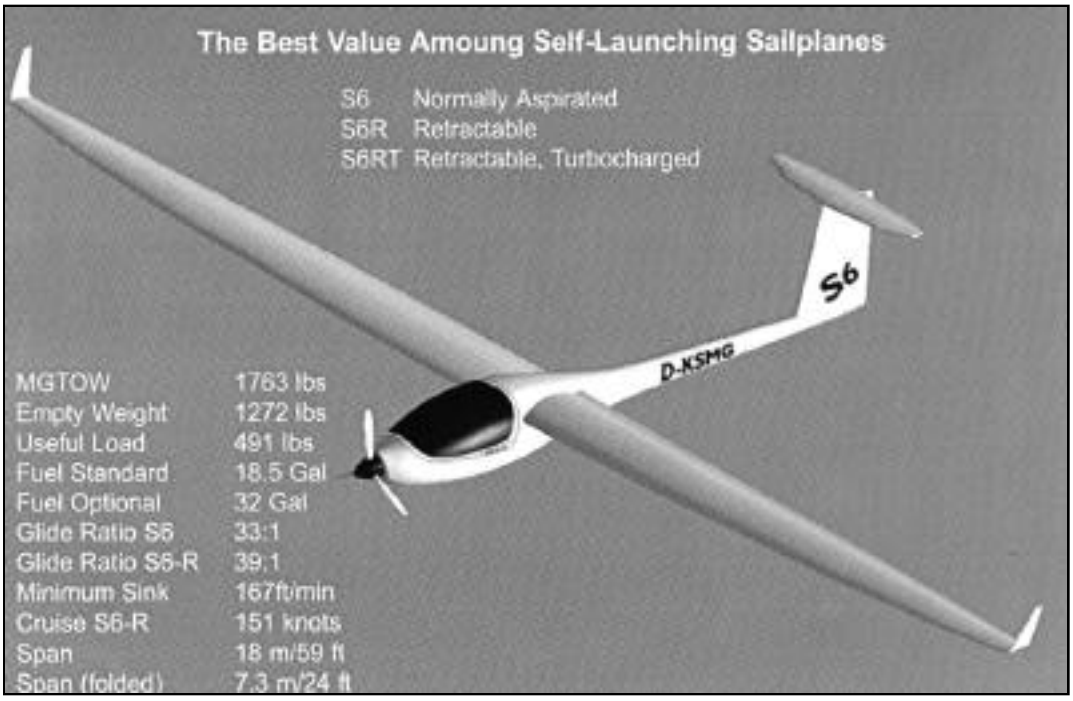
Tie down: Airport Operations 775-782-9871 for West side spots or Soar Minden 775-782-7627 for East side spots.
Oxygen: Soar Minden or High Country Soaring 775-782-4944.
Repairs: Mansberger Aircraft 775-782-7047 or High Country Soaring.
Water Ballast: Available at the fence near the DC Cafe.
Auto Parking: Near your assigned tiedown spot.
Glider Trailer Parking: Check with Airport Operations or Soar Minden
RV Parking: Check with the Minden Soaring Club.

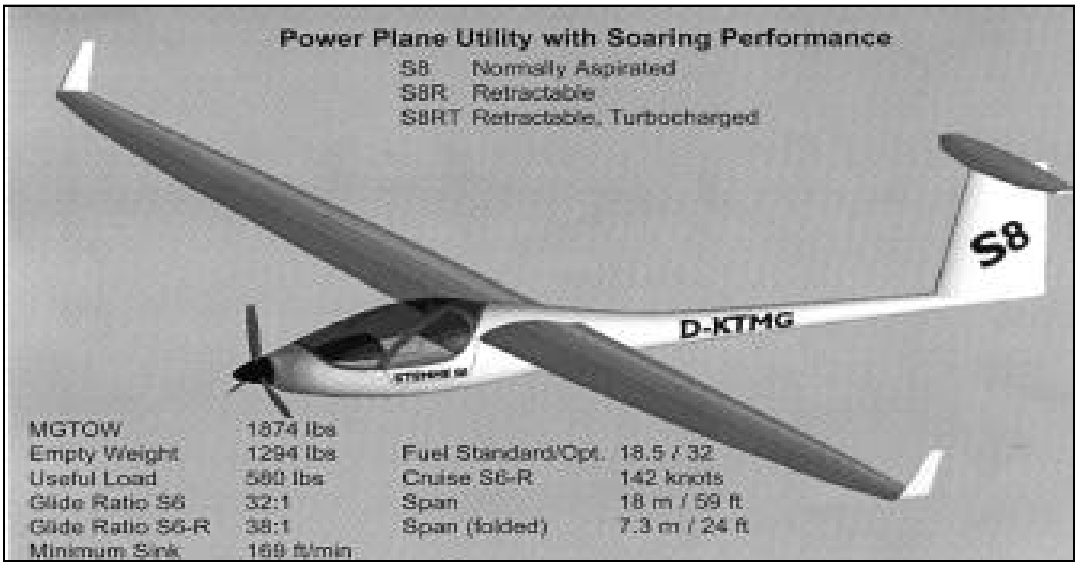
Avionics Repair: Chaparral Avionics 775-782-4587.
Airport Operations: Victoria Shomo 775-782-9871.
Minden Soaring Club: Andy McFall 775-782-7627.

VHF Frequencies: 122.8 MEV UNICOM (Hutt Aviation)
123.3 Soaring (Soar Minden)
123.5 Soaring (High Country Soaring)
119.325 MEV AWOS

Keep in touch with whats happening at the Minden-Tahoe Airport by logging in on the MSC Web Site: <www.mindensoaringclub.org>

THE MINDEN-TAHOE AIRPORT IS RECOGNIZED AS ONE OF THE BEST SOARING SITES IN THE WORLD. MSC ENCOURAGES ALL LOCALS AND VISITORS TO ADHERE TO AIRPORT REGULATIONS AND FLY SAFELY.





Stemme Broadens its Sailplane Line

In addition to the S10-VT, 50:1 high performance motor-glider, Stemme is introducing a family of new gliders with several options including turbocharged or normally aspirated engines; fixed or retractable tricycle landing gear; two or three-blade props and the S-2 pure glider. All S Line Stemmes retain side-by-side seating. Here are some details:

S-2 Glider: 20-meter span; fixed landing gear; L/D 47:1 at 60kts; Water Ballast;Wing loading 6.8-8.4 lb/sq/ft. Approx. price-76,845 Euros.

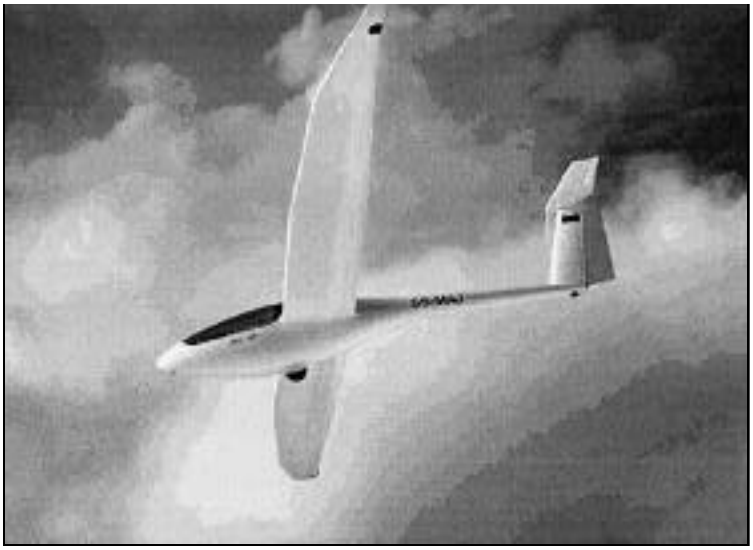
S-6 Soaring Motorglider: 18-meter span; L/D with 100hp engine and fixed tricycle landing gear is 33:1. Cruise speed with engine is142kts.With retractable landing gear L/D is 39:1 and engine-on cruise speed is 151kts. Base price starts at 134,945 Euros. The turbo charged engine version with a 3-blade prop is capable of towing gliders.

S-8 Touring Motorglider: 18-meter span; a much larger cockpit and baggage area; Twin doors for cockpit entry; Useful load -565lbs; L/D 38:1 with retractable landing gear; 32:1 with fixed tricycle landing gear; 100hp aspirated engine or 115 hp turbo charged engine. Power on cruise 142kts. Base price- 147,806 Euros.

All of the "S" model gliders have wings that fold to a 24ft span. All incorporate Stemme's new cockpit "safety cell" with more than double the strength required by regulations.

For more information contact
Stemme USA
190 Carondelet Plaza Ste 11,
St. Louis, MO 63105.
Tel: 314-721-5904
Fax: 314-726-5114
EMail:info@stemme.com

Editor's Note: This data taken from promotion materials. Prices, performance and specifications subject to change.



The APIS 15-Meter Self-Launcher
Submitted by Roger Mudd

Maiden Flight First flight was at the Lesce-Bled airfield on the 2nd. Of Feb. 2002 with Bostjan Pristavec as the pilot. Bostjan is the top contest pilot in Slovenia and holds several world records in the Apis WR FAI. The flight was made without the doors installed. The airfield is about 1600ft.msl but the temp was around freezing, so density altitude was not a factor. The climb rate was just over 3 meters per second, which is 600fpm. The prop is not yet optimized for the installation but when it is they expect to easily get 700fpm. Albastar designs and makes propeller blades so reaching the optimum blade shape should not be a problem. I got the following message from Franci Popit the engineer that is doing all the work on the engine installation. "This week I made a flight with the motorglider. I started in front of hangar, drive with engine to runway turn and climb. When I land, I start engine and drive to the hangar. Complete procedure I made without any help and it was easy."In other words it seems to be working just the way you would expect a motorglider to work. The airframe is trouble free, because it is a well designed and proven one. The engine installation breaks no new ground, as a glance at the photos will show. The extension/retraction is provided by a large electric screw jack with a gas strut to assist. The electronic control is quite simple, with built in safeguards. The engine bay doors are controlled by bungees to close and a guide bar on the pylon to push them open. I do not expect they will have many problems to solve in bringing it to production status.

Cost ex factory including standard equipment.Too early to tell but I think the market will be impressed. It will be competitively priced against what is out there now in the short wing segment of the market. The only std. equipment discussed so far is the ASI with proper markings and the engine control instruments. It is planed for them to offer a full service of instrument and radio installation, just as the other manufactures do.

Performance Estimates. The wing likes the higher loading that comes with having the engine installed. 40-1 is the advertised glide ratio and I have little doubt it will be achieved with a bit of sealing. At max gross weight the wing loading is still only 5lbs./sq. ft. and with the flaps it will climb well.

Date of expected first shipments. First shipments should be in the last quarter of 2002. I am not accepting deposits yet, I want to see how the development goes. However I'll put someone's name on a list and start from there when ordering. I will have a MG at the SSA Convention in Dayton.

FAA approval and registration. Experimental, "Homebuilt" if done from the kit otherwise "Racing and Exhibition". Slovenia does not have a bilateral agreement with the U.S. so Normal category is not available.

15-meter motorglider market. It is a market segment that the Germans have missed, and really do not see its potential. I believe that is a factor of the mentality of German engineers who are, after all, the driving force behind the manufactures.

Editor's Note: The Apis 15-meter Self launch is produced in Slovenia by Albastar and marketed in the USA by Roger Mudd

Apis Sailplanes. Inc. 1940 Marion Williamsport Rd. Marion, OH 43302. Tel 740-387-1940. Email:<ApisGliders@aol.com> Continued on Page 4.....

Flying the Scheibe SF27M-C

This is an unusual glider, I think only two or three were made: it is called a Scheibe SF27 M-C. It was originally made in Germany for a Willibald Collee, then it belonged to a well-know British glider personality, Brennig James, who often flew it from Britain, under power, to glide in Spain and once even trailered it to Khatmandu! It is a much-travelled ship. I bought it from Brennig in 1985 and shipped it to Kenya.

The fuselage is the normal SF 27M steel tube and fabric with fibreglass nose section, to which has been added, with some modification, Open Cirrus fibreglass wings giving 18-meter span and performance equivalent to about 38:1. The retractable pod-mounted engine is a two-cylinder 2-stroke 650cc, 55 HP, made by Gobler-Hirth and driving a Hoffman propeller. Extension and retraction are by hand, with three and a half turns of a lever taking about 10 seconds, engine start is electric. Propeller alignment before retraction is with prop. brake, starter motor and mirror. It has dual ignition coils, a 30-liter fuel tank that gives a possible 2-3 hours powered flight duration and self-launches OK from our club strip here in Kenya at 6,000' ASL, even on hot days when density altitude is over 9,000'. Practically, the climb ceiling under power is 9,000 ASL. AUW is 942 lbs, it thermals at 50 kts and Vne is 108 kts in calm air.

I have only had to use the engine for a 'save' on two or three occasions as the conditions here are usually so 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 in-line cylinders gets 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.

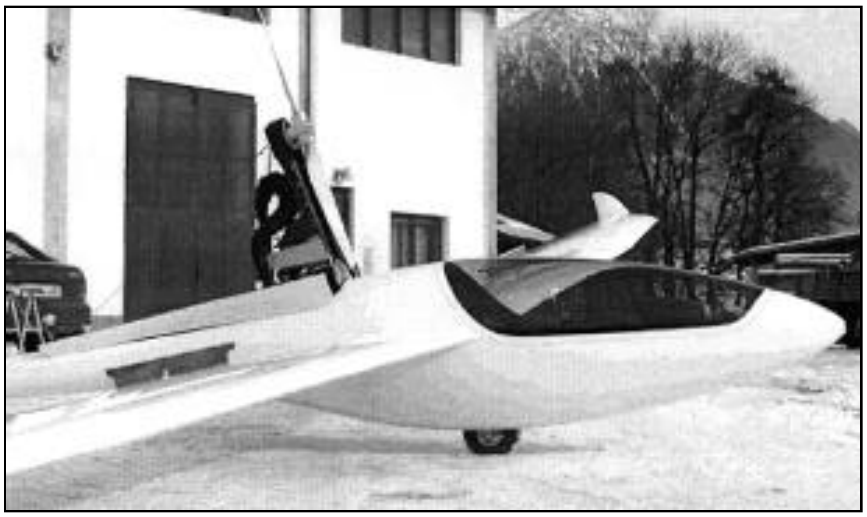
I hope this is of interest to you and other readers of ASA magazine. *Alan Binks/Nairobi, Kenya, Africa*

The APIS 15-Meter Self-Launcher

SPECIFICATIONS

Full Span Flapperons, Schempp-Hirth type spoilers, Automatic Control Connections, One-Piece forward hinged canopy. Fixed main wheel. Engine: 40hp Rotax 447 2-cylinder, air-cooled 2-stroke.

Max Gross Weight	661#
Empty Weight	425#
Useful Load	236#
Wing Area	132 sqft
Max Wing Loading	5 lbsqft
Vso at +10 Flap	29kts
Vso at Zero Flap	30kts
Va	72kts
Vne	121kts
Max L/D at 49kts	40:1
Min. Sink	108fpm
Wing Weight	82.5lbs
Flap Positions	+10.+5, 0, -3, -6
G Limits at Vso	+4, -1.5



The New Light Self-Launching Sailplanes

In the past 3-4 years there has appeared a new generation of motorized sailplanes that can be best described as single seaters with a maximum gross takeoff weight of 300kg (661 lbs.) The useful load varies from 236-265lbs. For the most part these new ships have fixed landing gear; no water ballast provision; a glide ratio of 31-40; wing spans of 12-15M and a price range FOB-Factory of $35-38,000 for a ready-to-fly ship with airspeed and altimeter.Options including a trailer, additional instruments and shipping can add $4-8,000. Kits are offered by some factories and can reduce the cost about $10,000. All ships are composite construction. Engines include both dual and single cylinder 2-stroke types with power outputs from 25-40hp. It is believed these motorized sailplanes do not pose a threat to the mainstay ships produced in Germany. In fact this “Light Line” appears to be creating its own market niche as it is aimed at the recreational soaring pilot who has always desired to self-launch but was held back by costs. This appears to be a logical evolution of self-launching sailplane development made possible in part by small powerful engines and strong but light carbon fiber structures. Some of the wings only weigh 60lbs and all controls hookup automatically on most ships.
Some of the firms offering these ships are:

APIS 15M Self launch; www.apisgliders.com, Email apisgliders@aol.com (US Dealer)
ALISPORT Silent IN; www.alisport.com; Email info11@alisport.com (US Dealer)
Russia AG-5M; www.russiasailpanes.com Email soarmontana@mcn.net (US Dealer)
CAVOK-10; www.flycavok.com Email info@flycavok.com (US Dealer unknown)

The APIS and Cavok appear in this Issue. The July -August Issue will cover the Russia and the Silent IN

President's Message

The summer soaring season is getting into full swing. What are you doing with your ship? If you are ranging far and wide and honing your cross-country speed, more power to you. Are you staying close to your home field and tentatively, perhaps unsuccessfully, attempting to venture further, or worse, just falling out of the sky and re-starting your engine? If so there are ways to help widen your horizons.

The SSA now has a web based cross-country program – see the *Cross-Country Handbook for Students*. It can be accessed by going to the SSA webpage, www.ssa.org, selecting the "Safety Foundation" link, then going to "Distance Learning". Find yourself a *soaring* instructor – yes, they are out there! Become familiar with the constituent techniques needed for cross-country soaring. They can be taught and learned – it's not some black art that can only be picked up by osmosis standing close to some cross-country ace.

Better still, get a group of similarly inclined pilots together. Get your club or local operator to sponsor a cross-country camp and enlist the help of a soaring instructor. Now is the time to acquire the skills you lack, or work on those that need improving. The result should be more enjoyable and rewarding soaring. If you have already embraced this message, what about entering the 2002 Motorglider Nationals? They are taking place in Steamboat Springs CO on June 11 thru 20, 2002 (practice days June 9 & 10). Contact Susan McAllister for details – contest@soarsteamboat.com or (970)-846-5024. Unlike most national contests, they are a relatively relaxing low-key affair. Newcomers are welcome, and the more experienced contestants will be pleased to give you help. Give it a try!

Safe soaring!

Dean Carswell

ASA 2001 Financial Report

(Yearly Cash Basis)

Income		
Dues	6920	
Interest	75	
Sales	433	(1)
Total	7428	
Expense		
Newsletter	5197	(2)
Roster	728	(3)
Supplies	908	(4)
Miscellany	119	
Total	6952	
Net	476	
Bank Bal. 12-31-01	8634	

(1) ASA publications sales and classified ads income
(2) Professional printing and mailing costs of Newsletter
(3) Payment for printing 2 ASA Rosters (500 each 8pages)
(4) Copies of past issues, postage, booklet reprints, etc.

Submitted by Eric Greenwell, ASA Treasurer

Parting Out PIK-20E

Rotax 501 with prop 97 hrs. TTE. Complete Set of Covers. Fuselage smashed. Wings repairable. Also parts for Schweizers and Blaniks. Contact Ron Percy at Rainbow Flying Service. Moses Lake WA 509-765-1606 Email: ronp@qosi.net

Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI motorglider
1507 Browning Ct. Andover, KS 67002
Cell phone 316-409-9624
Email: <davemcconeghey@hotmail.com>
Web: <www.angelfire.com/ks2/motorglider>

FOR SALE....DG-800B

1996, 500hrs TTAF, 50hrs TTE. Fully Instrumented with GPS and 02 system. 50hp Mid-West Engine. 15 & 18 Meter Wing Tips. Engine and gel coat in excellent condition. Cobra Trailer. $105,000. Ed Shilen 903-887-9720 (TX)

Ventus Bt FOR SALE

NDH, Cobra, instruments, oxygen, logger, winglets on 16.6 tips, new gel coat, profiled. 970-898-4453 (CO) <gjk@fc.hp.com>

DG-500MB20 For Sale

189 hrs TTAF, 39 TTE, Mint Condition, Fully Equipped, Cobra Trailer. $145,000. MG checkout available. Contact Jim Leedy at <LEEDY@aol.com>
or Bob Moore at 509-967-3773 for details. (WA)

PIK -20E FOR SALE

1979; 254HRS TTAF; ROTAX 501
OXYGEN, FACTORY TRAILER.
PARACHUTE.....$43,000
303-790-1907 <isoarc6@IN2L.com> (CO)

Web Sites and Email Addresses

ASA: www.motorglider.org
SSA: www.ssa.org
Gliding Magazine (International): www.glidingmagazine.com
DG Solo Users Group: DGSoloUsersGroup@yahoogroups.com

Please Note!!
ASA Publications, Pete Williams has a new Zip Code as of 1 July, 2002
1033 Dresslerville Rd.
Gardnerville, NV 89460 USA

Pilot Profile of ASA Member Chuck Rausch

Born in Detroit Michigan, Chuck got his first passenger ride in a C.A.P. Cessna 120 flying out of Detroit City Airport in July 1951. Later he got rides and some instruction in a Piper J-3 equipped with floats. While in high school he completed the Airframe portion of the Aero Mechanics curriculum and worked for a couple of aircraft maintenance firms prior to attending Wayne State University, Detroit. He soloed in June 1957 in a WW2 Army Recon Piper L-4 Grasshopper. After graduating from Wayne State, with a B.S. degree in Aero Engineering in 1963, he accepted a position as a Flight Test Engineer, Flying Qualities and Performance Branch, Naval Flight Test Division, Naval Air Test Center, Patuxent River, MD. Some of the projects he was involved in were PC-3 structural demonstration, T-28B acceptance tests, F-8E cruise performance and A-3J JATO modifications. After being assigned to the Carrier Suitability Branch he was involved with projects in the A-7E, EA-6B, F-4 and the AV-8A and B Harrier shipboard trials. As a NATC Flight Test Engineer he was required to complete the academic portion of the Navy Test Pilot School which included supersonic rides in a 2-place Chance Vought F-8 Crusader.

In 1980 he went to work for the Air Force involving operational testing of silo based ICBM missile and launch hardware problems. Chuck retired from Government Civil Service in January 1997.

Aircraft and gliders owned include Luscombe 8A, Scheibe SF-24, Piper PA-18A, IS28B2 Lark Glider, Cessna 170B and currently two motorgliders, a PIK-20E and a DG-505MB. Chuck first soloed in Schweizer 2-33 and 1-26 gliders at Elmira, NY in July 1967 and has logged 1,700 power hrs, 500 glider hrs. and 800 motorglider hrs.

Editor's Notes: Chuck has provided several papers to ASA regarding various problems and fixes he has made to his PIK -20E and more recently his DG-505MB. These dissertations are available from the ASA Publications Office. They include:

DG 500MB:

1. Understanding & Trouble Analysis of a Dual CDI Ignition System This paper applies to most CDI systems. Diagrams.

2. Flap and Spoiler Controls Interference; Added Safety Lock for Wing Extensions; Instrument Panel Revisions; One-Man Rigging System Revisions. This is a 4-part paper with photos.

PIK-20E;

1. Analysis of Landing Gear Collapse. This includes the cause and the fix.

2. Aft Elevator Push/Pull Tube Guide Bearing Repair. Includes photos.

3. Failure of Engine Deployment Chain at Rear Sprocket.

Please send a self-addressed envelope (large preferred) with 2 first class stamps for a copy of each dissertation by title/s above. Example: 500 1 - 2; PIK 1 - 3

A BELT TENSIONING GAUGE FOR DG-800/808B DRIVE BELTS

By Gary Evans, DG-808B, GE1

This gauge was designed and tested in January and posted at the DG Solo Users Group on 1/27/02. As I was not interested in manufacturing I passed the question on to my local machinist. He made a second gauge to check material and labor cost and has offered to deliver copies anywhere in the USA for $50.00. There is no profit built in the price beyond his own materials and labor. Anyone interested should contact him directly. His name is Chris Reno and his address is shown below. The following instructions are provided with each gauge. This device is to assist in measuring drive belt deflection on DG-800/808B belt drives. No guarantee of results is expressed or implied. It is the users responsibility to verify that the gage is adjusted and used in accordance with the factory maintenance manual to achieve the recommended belt deflection of 6 - 11mm at an applied force of 22lbs.

Instructions for Use

1.Using an accurate scale verify that the bolt head lifts off handle at 22lbs force. Adjust preload tension as required by making adjustments on the nut.

2.Verify that the first mark (the mark nearest the end of the probe pin) is flush with the outside of belt cover when positioned correctly (see 3, A & B below). If the mark does not align, make a new mark and offset the other marks accordingly or return the probe for a custom marked version. If a custom probe is desired, please removed standard probe (unscrew), clearly mark the corrected position of the first mark and return with a self address stamped envelope (SASE) to:

Chris Reno
1621. North Ellis Street
Chandler, AZ. 85224
clr@fastq.com.

The cost of 1 custom probe is included with your original purchase price.

3.**To measure belt tension:**

A) Insert the probe in the factory recommended screw hole in the belt cover.

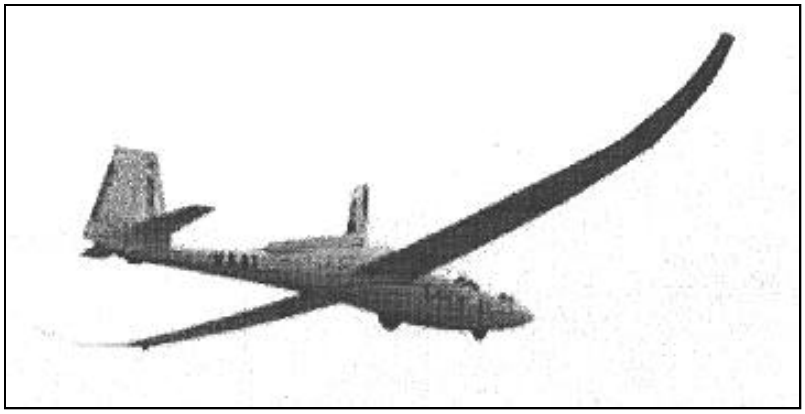
B) Rotate the prop as required to align the probe between teeth at a right angle to the belt.

C) Using both hands on the handle apply force to the probe until the bolt head just lifts off the handle (22 lbs).

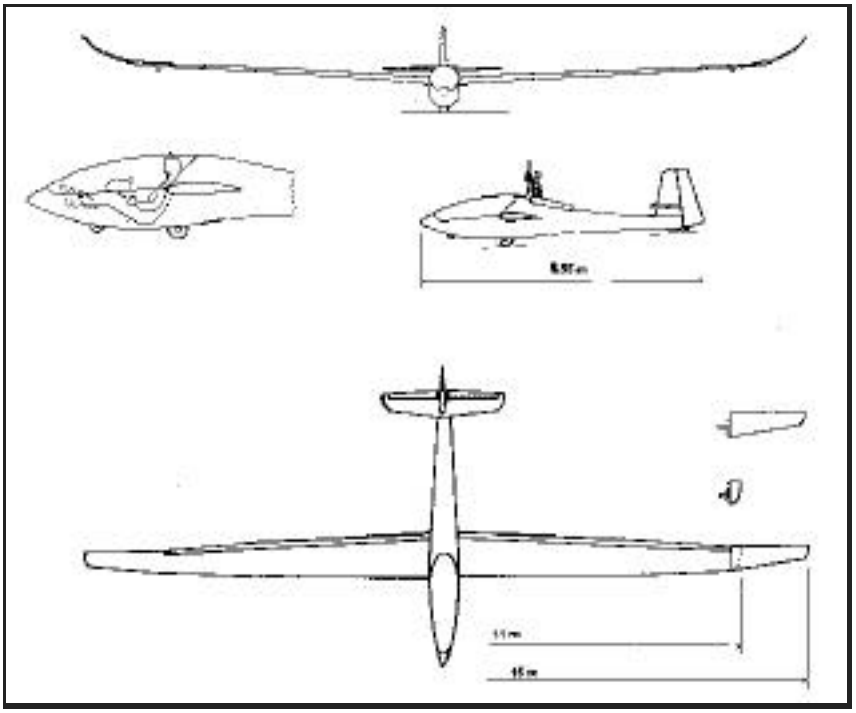
D) Verify that the belt deflect is between the factory recommended 6 - 11mm.

E) If required adjust belt tension as per the factory maintenance manual.

More on the CAVOK-10 Self-Launcher



This new 15-meter motorglider made its first flight in December,2001. Developed by a Swiss company, it has been designed to JAR 22 standards.Of all glass-fiber construction, the finish is polyurethane paint. The ex-factory costs expected to be in the approximately of 40,000 Euros. For more info contact: <info@fly-cavok.com> or Fax 011-41-2170-22851.



Technical Data

Wing Spans	15M	11M
Max T/O Weights	595#	528#
Empty Weights	353#	331#
Wing Areas	96.8 sqft	86 sqft
Wing Loading	6.1psf	6.1psf
Vso	39.7 mph	39.7 mph
Va	93.2 mph	124 mph
Vne	136.7 mph	155 mph
Glide Ratios	40:1	33:1
Max Pilot Weight	242#	198#
Engine	Single Cylinder liquid cooled 2-stroke with Fixed or Retractable Prop Pod.	
Landing Gear	Fixed Non-Retractable	

ASA Member's Sailplanes a Review

As of December 2001 there were 178 powered sailplanes owned by ASA members. This is 51% of the 350 members. Eleven of these member-owners were outside the USA. The breakout of Turbos/ Selflaunchers/ Motorgliders is 9/128/41 (5%/72%/23%). While not all powered sailplane owner are ASA members, it is believed the ratios are representative.

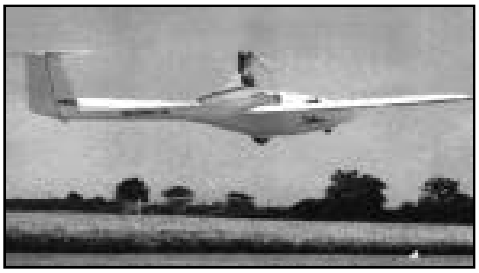
Selflaunchers:
58 DG
23Stemme
12 Russia
9 ASH-26E
5 Ventus CM
4 Ventus 2CM
3 Grob 103 SL
3 Nimbus3DM
2 Nimbus 4DM
2 ASW 22 BLE
1 Nimbus 4M
1 SF-27M
1 HP-18 (Top)
1 ASW-24B
1 Silent N
1 Strojnik SA-2A
1 Windex

Turbos:
6 Ventus BT/CT
2 Discus BT
1 ASH 25E

Motorgliders:
9 Grob109
9 Taifun
7 Katana
6 Ximango
5 Vivat
2 Super Dimona
1 Frigata J6
1 Scheibe 25
1 SF-28A

EMail Messages-A Request

ASA Publications, its officers and directors receive many eamail messages. Many of these are from non-members who have called Soaring Magazine regarding motorglider matters and are referred to an ASA official. Most all of the time the Email address is the only address we get. It is most helpful that anyone contacting ASA by Email should give us their mailing address so information can be mailed to them promptly.



The Silent IN Motorglider shown here during self-launch will be featured in the July-August 02 Issue. This ship joins the CAVOK-10, Russia, and APIS as a new breed of Light Self-Launchers with max gross weights of about 650 lbs and a price range of $35-39,000. Glide ratios are 31-40. Construction is composites.

ASA Mission

The **A**uxiliary-powered **S**ailplane **A**ssociation, Inc. was founded in 1988 as a non-profit organization to encourage the design, development and safe use of motorgliders, self-launching and sustainer engine sailplanes.

ASA Membership

Membership in ASA is open to anyone interested in powered sailplanes. Write or call: Brian Utley, ASA Membership Chairman, 9541 Virginia Ave. South, Bloomington, MN 55438 Pho: 952-941-5683, Email: Utleyb@aol.com Annual Dues: $20 USA, $25 International

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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 coordinates 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 best for accurate scanning. If submitting text on a floppy 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 processing software. Photos are always welcome and will be returned promptly.

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

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Auxiliary-powered Sailplane NEWS

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