

Self-Launching Sailplane Pilot's Assn.

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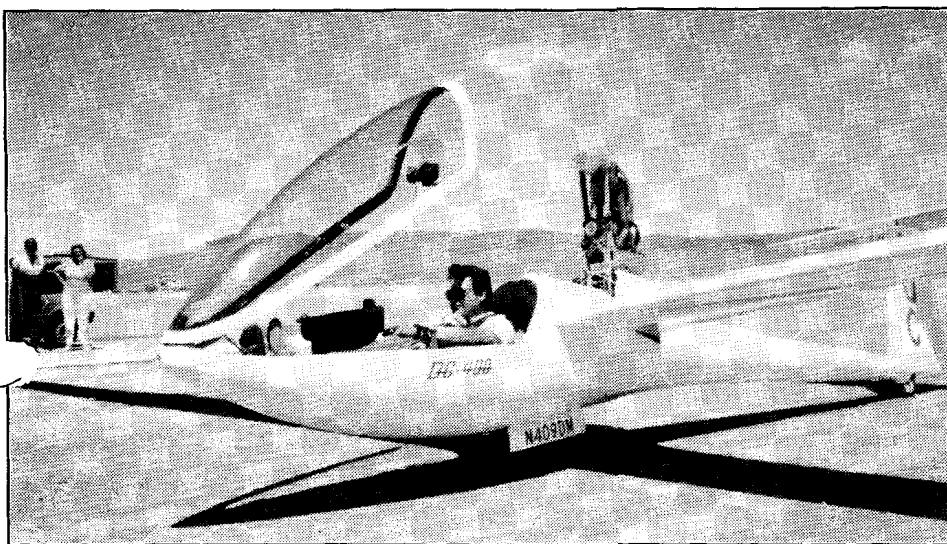


Dan Matzke Wins Western Hilton Cup!

On 15 September, 1995 SLSPA member Dan Matzke flew a 504.36 mi. FAI triangle out of California City, CA in his DG-400. His flight was officially confirmed by SSA on November 11 as the 1994-95 winning Western flight for the Hilton Cup with 469.05 points awarded (.93 handicap). There were four other Western entries with raw scores of 466.84/486/396.25 & 310.73 miles. Congratulations Dan! This is the

2nd time a powered sailplane has won the Hilton Cup. (Don Hurd won in his DG-400 in the late 80s).

The Eastern winner was Dave Stevenson flying an. AS-K21 294.24 mi (347.20 points awarded; 1.18 handicap) out of Albert Lea, MN. Dave's passenger was Conrad Suechting. Dave is a former member of SLSPA and one of the original founders.



Matzke Prepares to Self-Launch his DG-400 at Tontopah NV in June 1993 for a return flight to Tehachapi, CA.

ASA Activities at SSA 96 Convention Huntsville, Alabama

ASA President Stan Nelson has planned a full slate of scheduled activities for the 96 session including:

Thur AM 29 Feb-Glaser-Dirks Safety & Design with speakers Wilhelm Dirks and Oliver Dyer-Bennet.

Fri AM 1 March: ASA Breakfast with speaker Bob Moore. Subject: The Nelson Hummingbird Story. Following this breakfast the ASA Membership and Board of Directors will meet (0900-0930).

Fri AM 1 March: ASA Side-Session 1000-1100 featuring speaker Don Ballard's experiences on a trip to Finland and fly a PIK-20E followed by an open discussion.

SSA 96 will be held at the Von Braun Civic Center and the Huntsville Hilton

(1-800-544-3197). For speaker or exhibit information, call Rand Baldwin 205-881-0267 (eves) or 883-1170 (days).

Copies of Latest Survey Available

The Operational, Maintenance, Service, Repair and Defect Survey taken recently has been compiled and printed in booklet form. It covers the following sailplanes: Grob 109; Super Dimona; Taifun; DG-400/600M/800; Grob 103 Twin SL; Ventus cT & CM; Nimbus 3DM and 3T; ASH 25E & ASW 22 BE; PIK-20E & 30. Copies are available from the SLSPA Library postpaid for \$3 US; \$4 Canada; \$5 International. Write: Pete Williams 1033 Dresslerville Rd., Gardnerville, NV 89410 USA.

A Message From The President...

In reference to ASA's Position regarding the NPRM FAR Part 61 changes, Brian Utley and I met with SSA management in Chicago 3-5 November to begin development of a formal response to the FAA. The result of three days of meetings was an SSA/ASA Statement of Principles as shown on page 2. The postcard poll on this matter showed a majority of the members (75%) voted for no change in the present rules. I have also received many letters and faxes from ASA members indicating the overwhelming majority felt our organization has done an excellent job of providing safety and training information such as the booklet that Pete Williams published which includes the complete Aviation Circular 61-94 plus a training outline and endorsement sections. This booklet will now be included in all new member packages.

Any response to a large government organization has to be very well thought out, well reasoned and tight. We wanted to retain the Grob 109, Taifun, Ximango, Dimona, Vivat, etc in the glider category.

To do this means that those pilots must be glider pilots with a glider category rating, to be consistent. Our steering committee is now busy drafting a detailed response to each paragraph to assure the principles are firmly established in the new FAR 61.

I want to personally thank all of the members who responded. Every letter and fax was saved and every telephone conversation noted. We are still open to input. The ASA believes that the adoption if these principles will insure our safety and training programs are of the best possible quality to lead the organization into the next century.

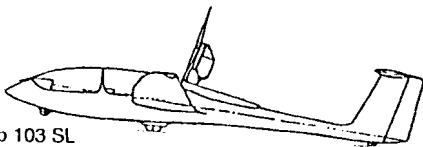
Stan Nelson, President
Auxiliary-powered
Sailplane Association.



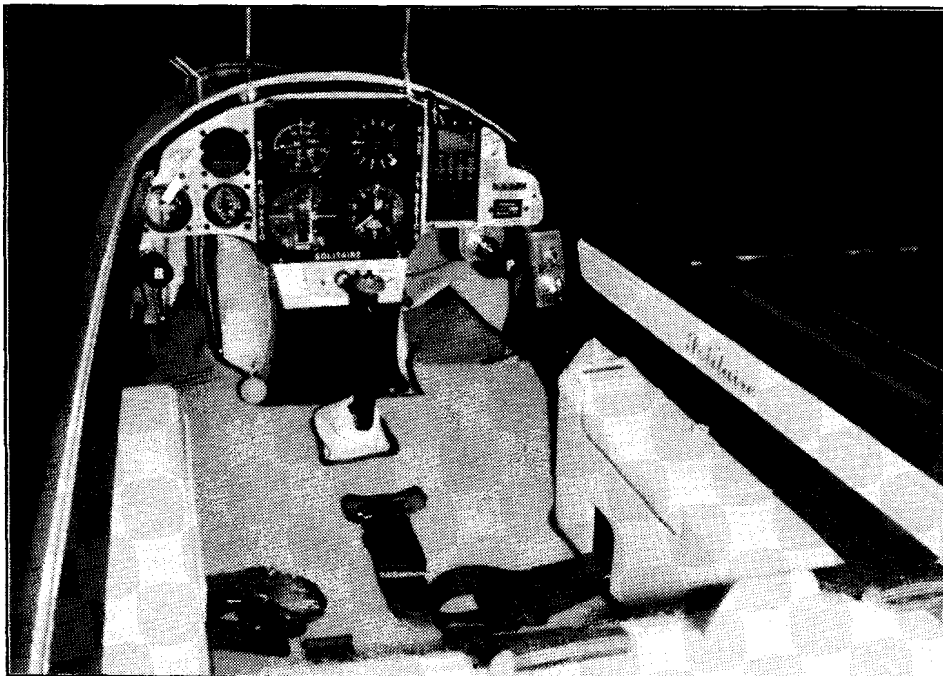
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Proposed NPRM
Statement of Principles
November 5, 1995

1. ALL POWERED SAILPLANES ARE GLIDERS (Ref: FAR 1.1).
2. ALL POWERED SAILPLANE PILOTS ARE GLIDER PILOTS.
3. ADDITIONAL TRAINING REQUIREMENTS EXIST FOR PILOTS WHO WISH TO FLY UTILIZING AUXILIARY ENGINE POWER.
4. AC 61-94 WAS CREATED BY FAA / SSA WITH THESE REQUIREMENTS IN MIND.
5. AVAILABLE DATA & FLIGHT EXPERIENCE INDICATES THAT NO SERIOUS SAFETY PROBLEM HAS ARISEN SINCE THAT TIME.
6. WE BELIEVE THAT THE AC 61-94 WITH CFIG ENDORSEMENT HAS BEEN INSTRUMENTAL IN ACHIEVING THIS RESULT.
7. WE FURTHER BELIEVE THAT THE FLEXIBILITY PROVIDED BY THIS VEHICLE (AC 61-94) ALLOWS US TO RESPOND IN AN EFFECTIVE AND TIMELY MANNER TO THE EVOLUTION OF THE OPERATING ENVIRONMENT.
8. THE SSA / ASA PROVIDE THE STRUCTURAL AND COMMUNICATIONS VEHICLE FOR THE IMPLEMENTATION OF POWERED SAILPLANE TRAINING.



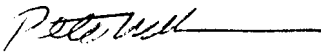
Grob 103 SL



Cockpit and Instrument Panel of Chuck Howard's beautiful red and white Rutan Solitaire currently in the finishing stage. More info: 919-776-0453 (NC)

Jack McKenney New ASA Newsletter Editor

Effective 1 January, 1996 Jack McKenney will become the ASA Newsletter Editor. As your newsletter editor for the past 7 1/2 years, I want to thank all of the persons who have contributed stories and information that make this newsletter possible. This is the 47th Issue. I encourage all members to continue submitting timely information to Jack concerning their experiences in flying motorized sailplanes. To my knowledge this organization is the only one of its kind in the world where pilots who fly a particular class of sailplane have joined together to share experiences and promote soaring with an engine onboard. I will continue submitting regular articles to Jack. I will also continue to serve as the ASA Publications Chairman and maintain the library of pubs that have been generated over the years. This organization has come of age and I am privileged to continue to be part of it. As you all know, SLSPA will become ASA at the 96 SSA Convention. The new management of ASA is dedicated to the growth of our organization with particular emphasis on safety and training. I will continue to do all I can to support their efforts. My current project is completing a reference book called The High Performance Self-Launching Sailplane, hopefully to be published in 1996. Thanks again to all of you.



Peter Williams

The Soaring Pilot's Personality...

Dan Matzke, a licensed psychologist, has conducted studies of the personalities of soaring pilots over the past several years. His latest research involves an update using a web posting requesting soaring pilots to respond to 10 questions. A total of 32 pilots responded from 7 nations including the USA. Dan reports an analysis of the Four Letter Personality Types (Keirsey Temperament Sorter) revealed two quite different types of personalities in a close 50/50 ratio. These types are coded INTJ and ESTJ (psychologist jargon) for Introverted, Intuitive, Thinking, Judging and Extraverted, Sensing, Thinking, Judging.

The INTJ projects an aura of self-confidence sometimes mistaken for arrogance. They know what they know and will be able to tell you immediately if they can help you and how. They are perfectionists with an air of independence free of the constraints of authority, convention or sentiment for its own sake. They are known as "systems builders" who are unsparing of themselves and others on any project. Anyone (including superiors) considered to be "slacking" will lose their respect. The INTJ are known to make critical decisions without consulting anybody. Typical career choices for this type are engineering, law, and management.

The ESTJ thrives on order and continuity. An extravert, they focus on the organization of people. They are content to enforce rules dictated by tradition or handed down from higher authority. They are joiners with a central focus on family and family events. They are outspoken about principles and able to make tough calls. Occupations are teaching, banking, political office and management. Send SASE to Pete Williams for a complete report of Matzke's finding.

Comments: By now the reader has most surely "typed" not only himself but other persons as well, pilot and non-pilot. Perhaps the question is how do we maximize the good traits and tame the bad ones, so the INTJs and ESTJs can work together for the common good? ED.



Super Ximango

Soaring in Greece...

Constantine Avgerinos of Nea Erithrea, Greece (NE of Athens) sends this report. I fly a DG-400 that was purchased used in 1994. It was trailered from Northern Ireland to Greece and has been well utilized since with some 200 hrs. and 10,000km per year. I previously owned a DG-100 from 1976-1988 but the novelty of flying the same courses from an airfield near Athens wore off. I averaged about 35 hrs and 2,000km/yr. The DG-400 has let me explore gliding possibilities in all of the country without any dull moments.

The soaring season here starts in early March with wave and thermals. I try to keep below 6,000 meters (-20°C) and avoid rapid descents out of the wave to keep from cracking the gel coat. Medium heights (20,000' and under) keeps me in stronger lift and permits higher speeds. By mid-July a NE prevailing wind of about 25km reduces thermal activity in the eastern part of the country so most cross-country flights at that time of the year are made in Northern Greece with cloud bases up to 11,000' msl and thermals averaging 600 fpm. So far I have had to use the engine 4 times to avoid an off field landing. Each time the engine started immediately.

SOURCES...

Sportavia RF-5B/4D-Parts/Info/Manuals
E.I.S. Aircraft GMBH
Flugplatz Dahlemer Binz
D-53949 Dahlem, GERMANY
TELEFAX: 011-49-2447-8113

VW Aircraft Conversions:
Great Plains Aircraft
P.O. Box 545
Boy's Town, NE 68010
402-493-6507

Home Built Self-Launching Sailplanes:
KITPLANES December 1995 Issue has a complete listing of powered sailplane kits.

'96 Aux-powered National Soaring Championship Site Approved...

Hobbs NM has been approved by the SSA Contest Board in conjunction with the Sports and Open Classes.
Practice Days- 16-17 June
Competition Days- 18-27 June.

Doris Miller is Contest Coordinator-
505-392-7449

As a matter of interest, the 1997 Sports and Open Class nationals are now scheduled for Minden, NV-June 17-26.

Powered Sailplane Authorities...

Over the years SLSPA has developed a list of pilots who are considered "experts" on particular ships. The list below represents, but is not limited to, pilots who have the experience to answer most questions concerning a particular ship or model.

Grob 109.

...Ted Off (805-988-0300-CA)
...Keith Boyer (619-435-9068-CA)

Super Dimona

...Martin Hellman (415-857-1377)
DG-400/800
...Oliver Dyer-Bennet (707-942-5725-CA)
...Pete Williams (702-265-3877-NV)

DG-600M

...Steele Lipe (916-863-6576-CA)
DG-500M
...Tupper Robinson (408-395-9576-CA)
...Oliver Dyer-Bennet (707-942-5725-CA)

Ventus cT

...Ed Shilen (214-875-2440-TX)

Ventus cM

...Stan Nelson (407-242-5902-FL)
...David Noyes (614-447-1060-OH)

Nimbus 3DM

...Jerry Wenger (307-754-5784-WY)
...Al Blackburn (703-734-3843-VA)
...Al Martini (415-435-3153-CA)

ASH-26E

...Don Pollard (813-956-9113-FL)
...Eric Greenwell (509-943-9065-WA)

ASW-24E

...Jason Gregg (904-273-9049-FL)

ASW-22BE

...Dan Somers (814-238-4190-PA)

PIK-20E/30

...Bud Schurmeier (619-941-3703-CA)
...Jack McKenney (505-776-2558-NM)

If any pilot above desires his name to be removed from this list, please advise the newsletter editor.

For Sale:

DG-400 S/N 108 TTAF 750, TTE 5 since factory overhaul. Excellent gelcoat. Tinted canopy. O2. Well equipped. Butler chute. Komet Trailer. Rolly Clark 706-342-3878 (CA), leave message. \$63,000

Schiebe SF-27M: 34:1, New paint and Annual. Trailer. \$18,750 or will trade for Grob 109A or H-36. Art Burch 406-755-8095 (MT)

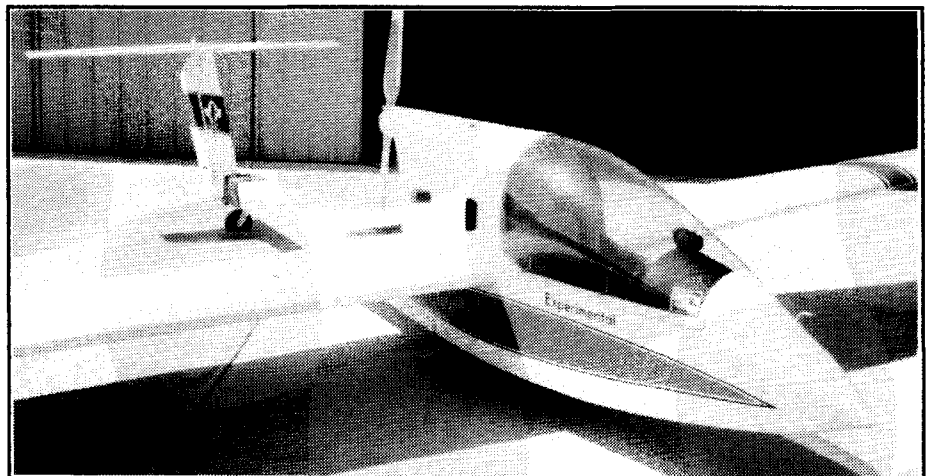
Grob 109: 1982, TTAF 750, TTE 570; GPS, Mode C, Paddle prop, Radio & Intercomm, new landing gear, canopy cover and battery. \$43,000 Dan Buldini 617-662-4994 (MA)

Grob 109A 1984 N39264 S/N 6157; Always Hangared. 265TT. 80hp Limbach with new (1993) Paddle Prop; Loran; KX155 @VOR Head; Intercom; Transponder/Mode C. \$41,500 Nick Trombetta FAX: 805-325-2303, DAYS: 805-871-2208 (CA)

PIK-20E: 1979 Original owner, TTAF 644, TTE 88, Cambridge@Audio, 02, Fresh Annual \$42,000 Owner is Robert Tawse (OH), contact Tom Knauff for more info at 814-355-2483

Ventus cM: TTAF 310, TTE 27, Ser.#36, immaculate condition, full instruments, SNav, GPS, Dittel, Cobra Trailer \$75,000 Roger Buchanan 813-784-5421 (FL)

Ventus cT: Nice Condition, Has won two national MG Contests. Winglets; 15M Tips; Well instrumented; Cobra Trailer. Ed Shilen 214-875-2440 (home) 214-875-1442 (office) TX



Richard Coleman's Home Built FREEDOM FALCON. Wood and Fabric. 42' Span. Rotary 35hp engine. More info: 310-396-6276 (CA)