

U.S. Made Self-Launcher to Debut at SSA '90 Convention

Roswell, New Mexico

SR Aircraft will introduce an all fiberglass 15-meter sailplane at the forthcoming convention. This new single-place craft will be powered with a Rotax 377 in a pusher configuration with the 3-bladed 4 ft. propeller folding aft. A twin boom configuration, the "Aria" will feature a large cockpit and a heads up instrument display as standard configuration. L/D is expected to be in excess of 36:1 according to Sam Walker, President of SR Aircraft. Extensive use of carbon fiber construction techniques will provide a light and strong structure. 90 degree flaps will be interconnected with the ailerons. Empty weight is 630 lbs. and gross weight 880 lbs. This will provide a wing loading of about 8 lbs per sq. ft. at full gross. Vne is 120 kts and the stall speed is 36 Kts.

Engine instrumentation consists of two 2 1/4" dual reading dials for RPM, CHT, BATT, and FUEL. According to Walker, the Aria will be sold as a completed aircraft or a kit in the Experimental Category until FAA certification is completed. Airframe structural materials used consist of vinylester resin and unidirectional carbon fiber. When gelcoat is applied to a vinylester resin surface a chemical bond occurs which Walker believes is superior to the mechanical bonding of gelcoat to an epoxy resin surface. Walker also claims that vinylester has a better temperature tolerance than epoxy resin. For more information call or write: Sam Walker Pres. SR Aircraft, ENMU-R SBAC Box 6000, Roswell, NM 88202-6000. Tel: 505-624-7341

Self-Launching Sailplane Pilot's Assn. N E W S L E T T E R

January-February 1990

Published Bi-Monthly by SLSPA, Inc. // Pete Williams, President and Editor // Jim Culp, Vice President // Issue # 12, Volume I

World U.S. MG Team Additions...

We are advised that six U.S. pilots are now slated to attend the World's First MG Championships in Issoudun France scheduled for 30 June - 13 July. These pilots are:

Class 1: Ken Shea/Nimbus 3DT
Jerry Wenger/Nimbus 3DM
Bud Schurmeier/

Class 2: Don Pollard/Ventus CM
Roger Buchanan/Ventus CM
Allan Greer/Ventus CM

3rd U.S. National Auxiliary Powered Championships...

The site is Littlefield, TX from Aug. 5-11 with 4 Aug. designated as practice day. There is a distinct possibility that the U.S. World Team will be hard pressed to attend this meet. Bud Schurmeier advises that a minimum of 3 attendees will constitute a contest. This contest will be combined with the National Sports Class Championships. For more information contact: Red Rivers at 806-744-8766 or

write him at 2319 30th, Lubbock, TX 79411. This site is very similar weather-wise to Hobbs and consists of mostly flat terrain and easily identified N-S Section lines. Be advised, however to swing your compass as most small towns look quite alike from altitude.

Correction to Weight and balance made EASY in Nov/Dec '89 Newsletter:

Weight added Fwd. of Fwd. scale moves CG FWD.
Weight Removed Fwd of Fwd Scale moves CG AFT.
Weight Added Aft of Orig CG moves CG AFT.
Weight Removed Aft of Orig CG moves CG FWD.

Calendar of Events-1990

June 10-21...15 meter Nationals-Minden, NV.

June 28-July 9...Ameriglide (Pre-world Champs)-Minden, NV.

June 30-July 13...1st World MG Champs, France

July 28-Aug 12...Sun Valley Regatta, Sun Valley Idaho.

Aug 4-11.. U.S. 3rd Aux. Powered Nats and Sports Class Nats-Littlefield, TX

[See separate articles on Ameriglide and Sun Valley Regatta]

Sun Valley Regatta Announced...

Sailplanes, self-launchers and motorgliders are welcome at the Sun Valley Airport, Idaho Sat. July 28th thru Sunday Aug 12. Tom Dixon is the point of contact and is making all arrangements for accommodations at the Sun Valley Lodge. This is one of the most scenic areas for soaring and has been a well attended function in the past. Reservations MUST be made not later than Feb 15 with Tom to assure a discount. Contact Tom Dixon, 4261 Ginger Creek Dr., Meridian, Idaho 83642 or call him at 208-376-6718 (home) or 383-7913 (work). There will be a requirement for 121.7 and 125.6 ground and tower frequencies.



1977 LARK S2B-M2 2-place, dual controls, side by side motorglider: Airframe 600TT/Engine 35 hrs. Hopi Conversion modifies the Limbach for output of 82 horses. New paddle prop for improved climb. Dual ignition. 720 Chan Radio/full set of engine and various including T/B. O2 system./new Imron paint job. New tires, battery. 9 gallon tank with 10 gal. Aux. \$22,000 complete. Contact Tom Stowers/High Country Soaring, Minden, NV, Douglas County Airport 702-782-4944.

=====

DG-600M Makes First Flight...

On Saturday Nov. 12, Gerhard Glaser completed the first self-launch flight of the DG-600M, a motorized version of the DG-600. A Rotax 275 engine producing 25 HP powers this aircraft. Self-launch is possible with this small engine due to the extensive use of light weight carbon fiber-aramid fiber hybrid reinforced plastic materials. A weight gain of only 99 lbs over the DG-600 includes retraction system, batteries, engine and engine instruments. Max T.O. weight is 1167 lbs for flight in 15 or 17 meter mode. Certification is expected mid 1990.

AMERIGLIDE- MINDEN SUMMER '90

This is the wormup for the 1991 22nd World Soaring Championships and 80 contestants are already signed up! June 28-July 9 Bob Semans, the Competition Director assisted by Hannes Linke will task some of the finest competition pilots in the world. Carl Herold, Gary Kemp and Janet Clark head up the Contest Manager, Operations and Administration of this event. 120 entries will be accepted for the 1991 event. For more information contact WSC91, Box 41212, Reno, NV 89504. A Bulletin called Sierra Express has been prepared outlining soaring in the Minden area. This is a very comprehensive 32p. document that has everything anyone needs to know about soaring out of Douglas County Airport. *If any SLSPA member desires a copy send SASE with \$1 postage to SLSPA office and I will forward a copy. Ed*

ROTAX ENG BULL BUL/D ON CARB

ADJUSTMENTS FOR HIGH ALT. OPERATIONS....

Bert Puchler of Fairbanks AK has been kind enough to translate this info. from the original German. Several members asked for this document previously and it is being mailed under separate cover. Please send SASE with 50 cents postage and I will forward.

SSA '90 SLSPA ACTIVITIES...

The Motorglider Pilot's Luncheon will be on Saturday, Feb. 15th at 12 noon. Immediately following there will be a meeting of SLSPA Members followed by a Board of Directors meeting. SLSPA will be at Booth #404.

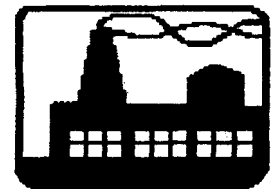
At the luncheon we plan on showing a video where a hi-tech computer hardware company shot extensive aerial shots from a helicopter of Andy Johnson-Laird flying his DG-400 out of Hillsboro Airport, Oregon. Following this video will be a short talk by Jerry Wenger and Don Aitken on record flying the Nimbus 3DM.

FACTORY REPORTS...

Glaser-Dirks:

Rotax Tech. Bull 505-05 of 6-30-89: Replacement of Piston Connecting Rod Bearings with Cageless Bearing Design. Wilhelm

Dirks confirms this bulletin and suggests the change be made prior to 100 hrs. See SEP-OCT 89 Newsletter for details. A copy of this bulletin is available. Send SASE and 50 cents postage to SLSPA. Rotax 501 and 505 engine S/N up to 3332827 are affected.



Dirks also advises there will be a Tech Note issued on Rotax engine mounting bolts inspection and replacement.

Winglets for DG-400...

Dirks stated the cost to strengthen the wing to take the increased loads imposed by winglets precludes offering winglet versions for DG-400 line.

Replacement of Fuel Lines in Rotax Engines..

Check your logbooks for the 5-year anniversary of your DG-400's manufacture. That is the date all carb. fuel lines must be replaced. You can order the kit of hoses all cut to proper length. This is a handbook maintenance requirement.

INFORMATION, PLEASE!!!

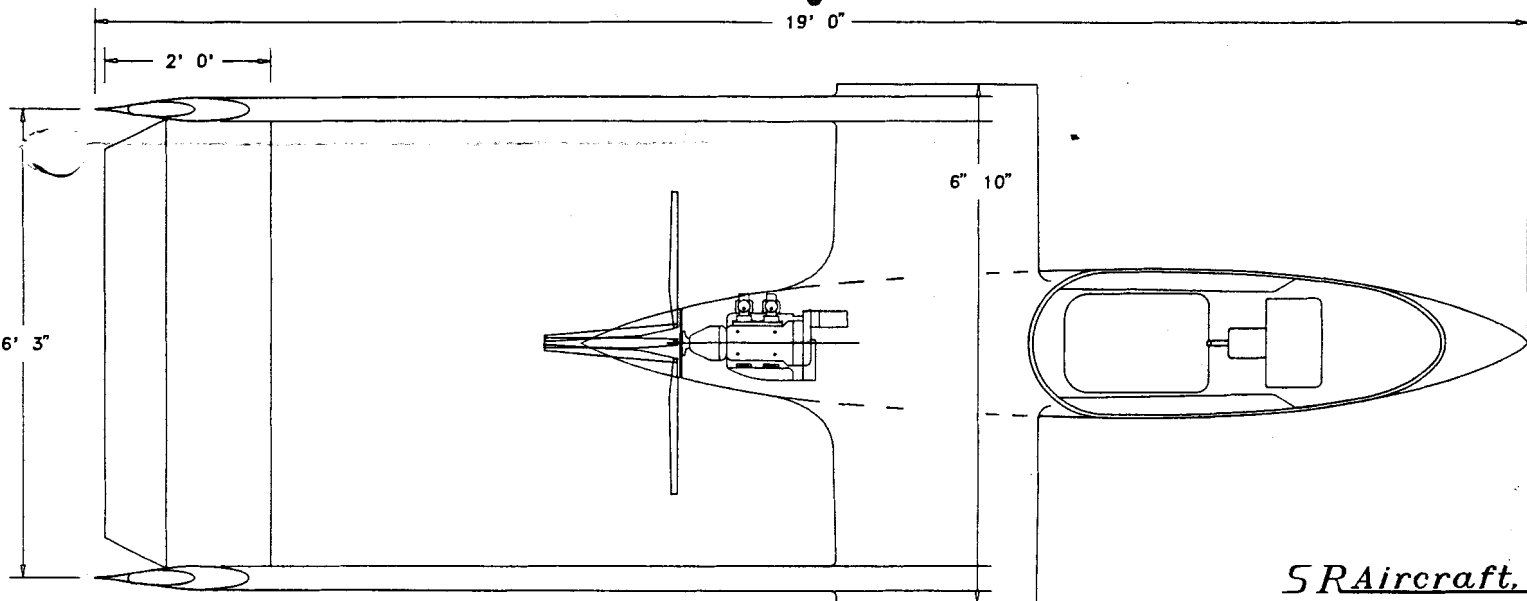
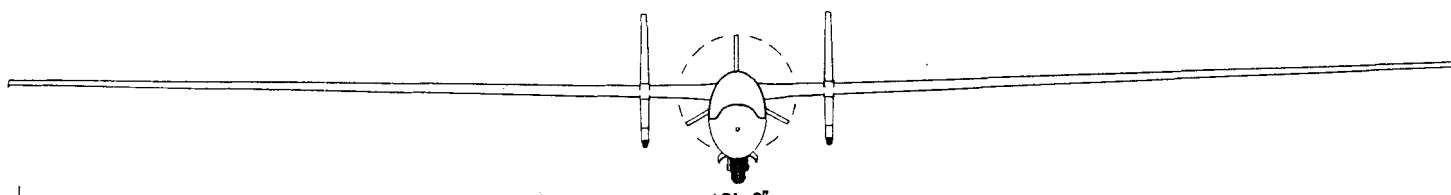
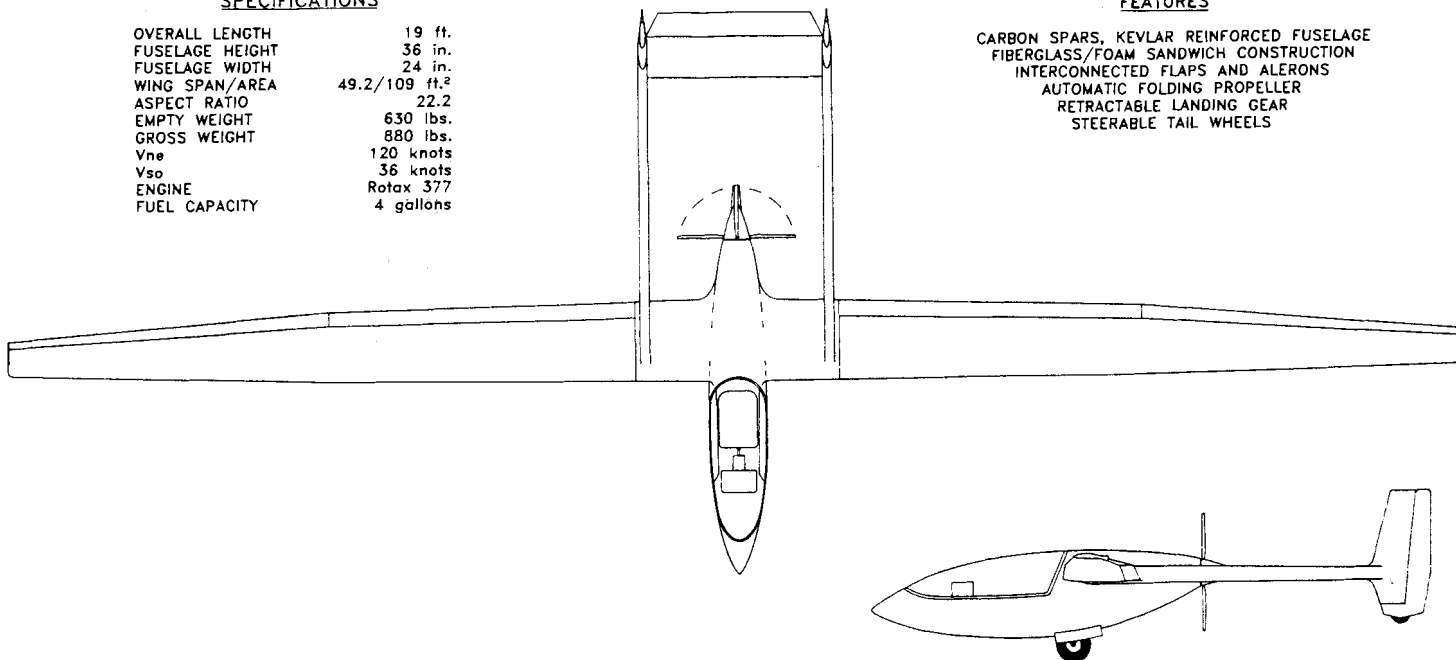
SLSPA needs more feedback from its members, especially in the area of maintenance and service tips for the Ventus CT/CM, Grob 109, Nimbus 3T/CM, PIK-20E and any other self-launcher. Memorable and record flight information is welcomed as are safe operating tips, availability of parts, special projects & anything else that will advise, interest or assist other pilots. Just send it and we will publish it. Thanks.

SPECIFICATIONS

OVERALL LENGTH	19 ft.
FUSELAGE HEIGHT	36 in.
FUSELAGE WIDTH	24 in.
WING SPAN/AREA	49.2/109 ft. ²
ASPECT RATIO	22.2
EMPTY WEIGHT	630 lbs.
GROSS WEIGHT	880 lbs.
V _{ne}	120 knots
V _{so}	36 knots
ENGINE	Rotax 377
FUEL CAPACITY	4 gallons

FEATURES

CARBON SPARS, KEVLAR REINFORCED FUSELAGE
FIBERGLASS/FOAM SANDWICH CONSTRUCTION
INTERCONNECTED FLAPS AND ALERONS
AUTOMATIC FOLDING PROPELLER
RETRACTABLE LANDING GEAR
STEERABLE TAIL WHEELS



SR Aircraft, Inc.

Shipping Address: 75 UNIVERSITY AVE.
ROSWELL AIR CENTER
ROSWELL, NM 88201
Phone (415) 880-1885

Mailing Address: EMMU-R SBAC BOX 8000
ROSWELL, NM 88202-8000
Phone (415) 880-1885

