

# APS NEWS

*The official Publication of the Auxiliary-powered Sailplane Association, Inc.*

Volume XVIII Issue #117

ASA Web Site: <[www.motorglider.org](http://www.motorglider.org)>

Sept - Oct 2007



Cloud Streets at Parowan - Terry

## In this Issue:

Hand Grenades on your trailer????

Safety Column

Tech Talk - How to use Google Earth with information on seeing your ICC files

A California Flight by Martin Hellman

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## Newsletter by E-Mail?

No More Snail Mail.

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## **President's Corner**

### **President's Corner**

I want to thank everyone who responded to the ads that I placed on “Wings and Wheels”. We sold our glider to the first person who called and “FD” is now flying in Houston. My partners and I flew “FD” for 16 years. I’m now in recovery (from the fact that I don’t have a glider) and again thanks for the calls from many others who inquired about my health. My health is fine. I did fly Bob Gibbons Ventus cT yesterday and other club members have added me to their insurance, so I will have gliders to fly.

The fall weather has been good in Texas, so after a poor summer we have been having good flights into the fall. I encourage a few flights around the pattern during the off season just to remain current.

The ASA will have a booth at the Convention in Albuquerque.  
Please stop by the booth and plan on coming to the ASA breakfast.

This is a “don’t miss” event because there will not be another convention for 2 years.

Great Soaring !!

Rick “FD” Howell

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### **Call for Entries**

**Really need you help. As members you have the stories and photos that make a great newsletter. This is the lightest issue that I have published since I became the editor.**

**There are lots of flights out there. Lots of digital cameras. Send me your pics and flight tales. I can fix the photos and do edits of your articles. Whatever it takes.**

# SAFETY COLUMN

**Oliver Dyer-Bennet, CFI/CFIG**  
**Safety Director ASA**

Devoted to the enjoyment and safety of the sport of high performance powered sailplanes and motorgliders.



Today's safety column will use information directly from the Soaring Safety Foundation, safety advisory 00-1. Glider Assembly Procedures.

It is the responsibility of the PIC, pilot in command, to determine if the aircraft is in condition for safe flight, (FAR 91.7). During assembly of the glider, the PIC assumes that responsibility.

During the assembly procedure, no outside distractions should be allowed. It is difficult to keep observers from attempting conversation or asking questions about your cool glider, but such action has frequently been the cause of incomplete and or inaccurate assembly. Both the PIC and or the crew person, or assistant, can be of great help by gently deflecting this unintentional interference, perhaps by suggesting that the outside observers should quietly watch how a beautiful glider is put together.

To ensure the glider is properly assembled, the manufacturer's checklist should be followed, and a positive control check performed.

The assembly should proceed in a relaxed and unhurried manner, and never be rushed. Rushing the assembly has resulted in improperly assembled gliders and subsequent accidents.

To enhance the assembly of the glider, a check list should be used. It is also a good idea to have another person double check the critical assembly items, in an orderly manner. If such a person is available, the PIC may benefit from explaining to the

2nd person how each part is installed and attached. This procedure would allow for a 2nd set of eyes and a complete review, by the PIC, of the assembly procedure.

Depending on the glider, the following is a list of assembly items that need to be properly installed and secure. It is a good idea to take items from this list that are unit specific for your glider, and to make up your own assembly list.

- Main wing pins(s)
- Automatic connector(s)
- Drag spar pin(s)
- Control rods attached
- Ailerons, spoilers, drag devices, flaps
- Hotellier connectors
- Spring-loaded connectors
- Locking collars
- Safety pins, locks, installed
- Outer wing panels installed correctly
- Control rods attached and properly secured
- Horizontal tail properly installed
- Elevator control rod attached & pinned
- Rudder cables attached, pinned, and free.
- Canopy latched correctly

After assembly a good positive control check is the next bit of business.

In a future issue of the APS News we will go into what makes up a good positive control check.







## TECH TALK

by Gary Evans

### Goggle Earth Flight Simulator

While you are sitting around this winter instead of just thinking about flying why not try virtual flight on some of your favorite cross country glider routes or maybe over fly your old home town to see what has changed.

For less than a \$20 investment this is now possible thanks to Goggle Earth. As you may know Goggle earth is a 3 dimensional depiction of the earth surface from constructed from satellite images. The quality of the image varies somewhat depending on the location being observed but all of it is pretty good and some is excellent.

In the latest v4.2 release of Goggle Earth they have included a built-in flight simulator with a choice of two different aircraft. You can control the aircraft with the keyboard but that is totally unnatural so don't waste your time and buy a joystick made for the purpose. If this sounds interesting here is how to get started.

Goggle Earth version 4.2 is a free download from this web site.

<http://earth.google.com/>

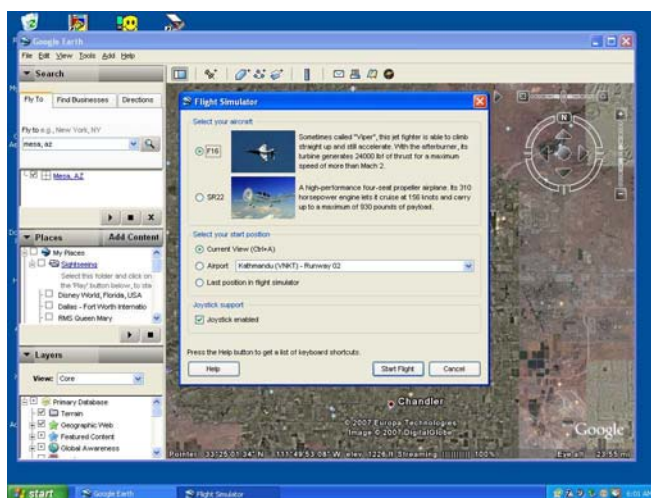
I use a Logitech Attack3 USB joystick available on-line here.

<http://tinyurl.com/2xjkz3>

When you open the Goggle Earth program there will be a "Fly To" box at the upper left. Type in any town/state or geographical coordinates and click on the looking glass icon. The program will take to the specified location at an altitude of about 25 miles.

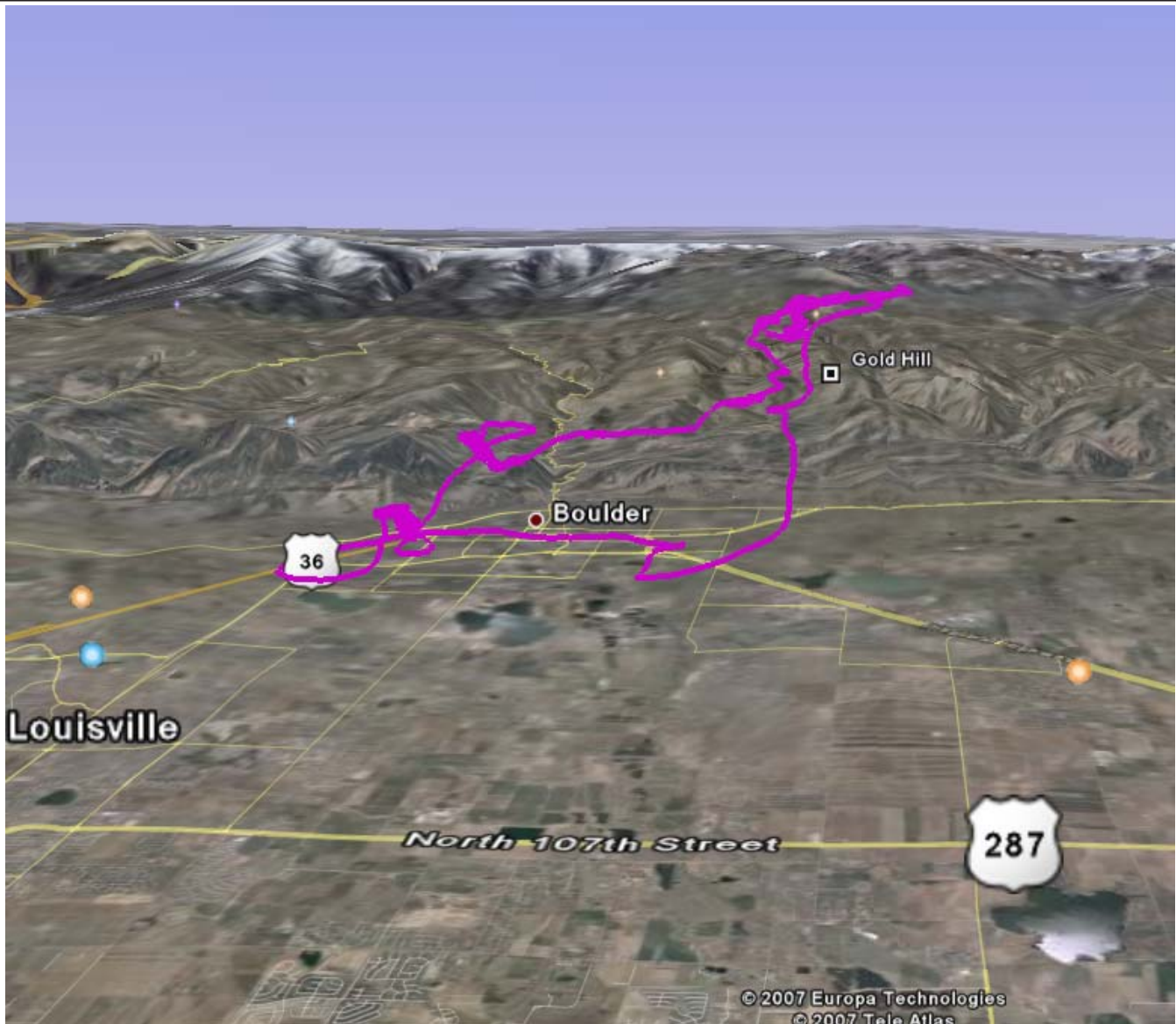
Now press ctrl/alt/A and the flight simulator page will open. Select either of the two available aircraft, select "current view" as the starting position, check joystick enabled and click start flight. The flight start with you

pointed straight down and you're on your own. The joystick will control pitch, roll, speed, flaps and the ability to look up/down/sideways.



(Editor's note: I found a conversion program on the web that will take a file from your logger igc file and convert it into the format used by Google Earth. It is a great way of reviewing a flight overlaid on google earth. The Website is <http://www.gpsvisualizer.com/map?form=googleearth>. Input is straight forward and then open the .kmz file in Google Earth and play back.)





Short Flight out of Boulder - IGC file translated in GPSVisualizer and opened in GoogleEarth



Packing up at Parowan - Getting ready for next year?



# Throw away the hand grenade!

by Eric Greenwell

In the July-August '07 Tech Talk, Gary Evans discussed his problems with the Cobra trailer tongue jack dolly. I didn't have the bad luck he did, I replaced mine anyway 12 years ago, because it wouldn't stay up reliably, interfered with the bicycles on motorhome bike rack, and the wheel was too small and too hard to roll easy on grass, dirt, or gravel. Even more important, my wife hated it, because she found it hard to raise and lock in place, and removing it always involved grease somewhere on her.

The replacement is a trailer "swing back" style tongue jack with a pneumatic tire. It rotates easily into a level position for travel, where it locks securely. This level position also puts it out of the way of the bicycles. The pneumatic tire rolls more easily over soft or uneven ground than hard plastic Cobra wheel. Pictures 1 and 2 show the jack in use and retracted.



Picture 3 shows the adapter plate to fit it to the Cobra tongue. Neither the jack nor the trailer needs to be modified with this plate. Newer trailers with the rectangular, instead round, tongue may accept a new jack without an adapter plate, as that is what they are designed to fit.



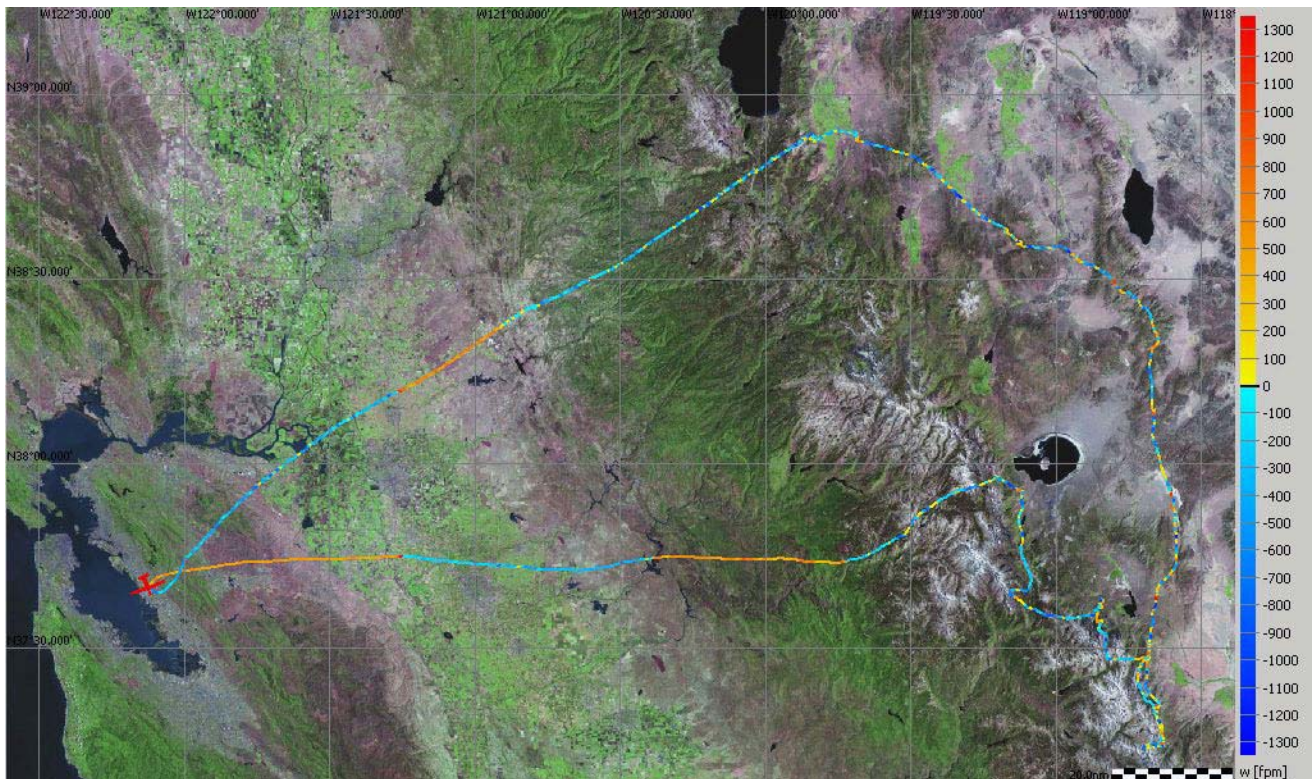
The wheel and tire you see are not original, because I wanted a larger tire than came with it. Since then, I've seen jacks with better wheels and tires than the one I bought. Here's one from Harbor Freight:



It's rated at 500 pounds with its 10" tire. Seems like a good value at \$30! Besides a Harbor Freight store or [harborfreight.com](http://harborfreight.com), a local marina, auto or trailer parts store should have them.



## A typical July flight by Martin Hellman



Mono Lake at top, Thousand Island Lake on LHS, Garnet Lake in middle,  
the three Nydiver Lakes are to the left of my wing, and a tip of  
Ediza Lake is at bottom center



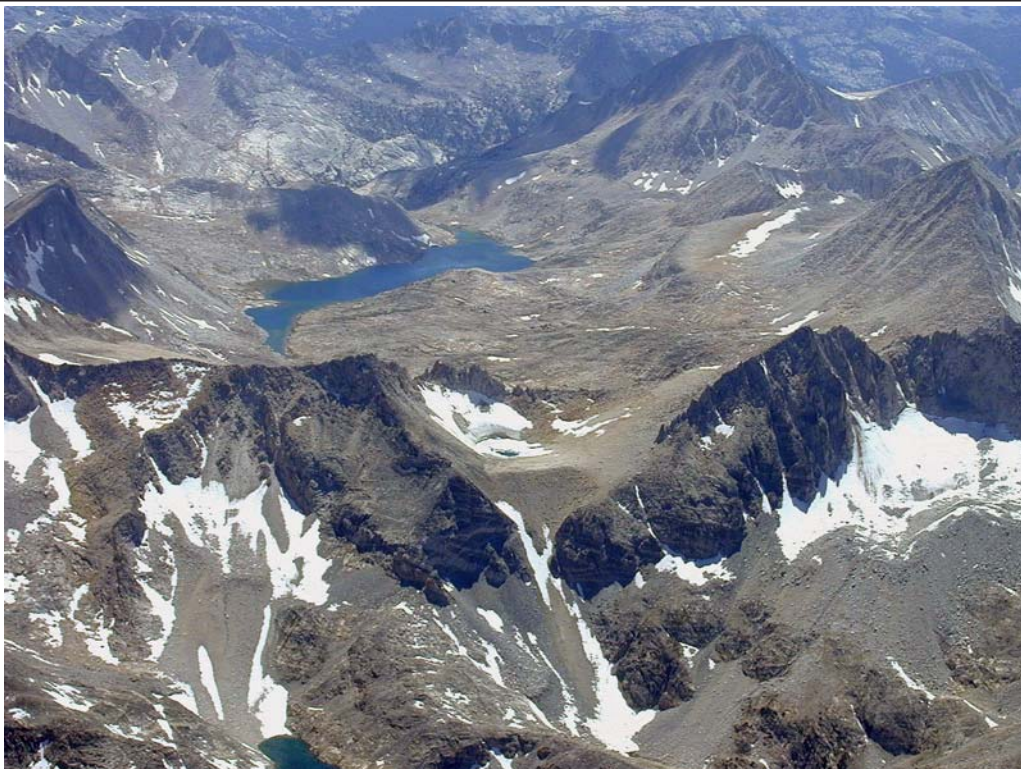


Taken from N37°47.4' W119°07.6' 16,900 ft GPS altitude, flying SSE, looking at Minarets Wilderness area SSE of Yosemite high country with Banner Peak and Mt. Ritter at right side with Ritter more pointed. Garnet Lake is at lower right, with three Nydiver Lakes to its left (below Mt. Ritter) and Ediza Lake a bit further left and Cabin Lake to Ediza's left. The Minarets are above Ediza and Cabin Lakes. The glacial remnants on the Minarets feed Iceberg Lake and a stream from Iceberg feeds Ediza. The lake to the left and below the Minarets is probably Minaret Lake.



The Sierras about 5 nm south of Mammoth Lakes ski area, flying E at 15k GPS altitude, looking S





18,300 GPS altitude, abeam Bishop on east slope of Sierras, flying almost due S, looking W. Note small frozen lake below larger Lake Italy (11,200'), clearly named for its boot like shape



Same as last photo, but zoomed out: 18,300 GPS altitude, abeam Bishop on east slope of Sierras, flying almost due S, looking W. Note small frozen lake below larger Lake Italy.





16,800 GPS altitude, zoomed in view of Lake Ediza (lower right), Iceberg and Cecile Lakes (both below the Minarets, Cecile partly hidden by Volcanic Ridge), Cabin Lake to left of Ediza, and Minaret Lake on left hand side of picture.



Wide angle showing (R to L) Thousand Island & Garnet Lakes, three Nydiver Lakes, Ediza, and Cabin Lakes. Banner Peak and Mt. Ritter are in the center of the photo.

### ASA Mission

The Auxiliary-powered Sailplane Association, 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  
Ph: 952-941-5683 email: <Utleyb@aol.com> USA Dues \$20/yr, \$38/2 yrs, \$55/3 yrs. International Dues \$25/yr, \$48/2 yrs, \$70/3 yrs.

### ASA Officers

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Gary Haynes, APS Publications Manager is the Editor and Print Production Manager. The APS NEWS is printed in Minden, NV and mailed First Class. Contributors can mail hard copy text or use email.

Text may be edited as required to fit the newsletter. Photos are always welcome. APS NEWS is delivered to the printer the last week of Jan, Mar, May, July, Sept and Nov. ASA desires input on what the members want in APS NEWS and we are doing all we can to keep it informative and interesting.

*It's your publication, so please let us hear from you!*

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APS NEWS is published Jan/Feb, Mar/Apr, May/Jun, July/Aug, Sept/Oct, Nov/Dec

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# FOR SALE

## Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI-Glider Self Launch  
Endorsement Kansas 316-409-9624  
Email: <mcconehey@cox.net>

## RF5B For Sale

Dave McConeghey 316-409-9624  
Photos <http://members.cox.net/motorglider>

## Scheibe SF-28A

1982 Tandeme-Falke motorglider, ~1200TT, 460 Engine (65hp Limbach 1700EA), custom covers, custom open trailer, Hoffman prop (recent overhaul), new canopy, new muffler and heater shroud. \$47,500 Matthew Poleski, 815-544-3870, <matthewpoleski@aol.com>



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Email jojo94@patmedia.net

## Carat A

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# EDITOR NEEDS HELP

Thanks to Martin Hellman, Oliver Dyer-Bennet, Eric Greenwell and Terry Edmonds for contributing to this issue. For the rest of the readers I could really use your help with articles and photos. There's lots of flying being done and a lot of us have digital cameras so it is easy to submit photos. I am always looking for content so please contribute to the newsletter.

