

# APS NEWS

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

Volume XIX Issue #118

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Jan - Feb 2008



Self Launch Moaquito at the Southwest Soaring Museum

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**Big - Really Big - Parowan Updates**

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## NEWS FLASH

**Hot off of the Digital Presses**

**Self- Launch Retractable Engine Sailplanes**

**Pete Williams definitive book on SMG's  
is now available on DVD with bonus features**

# President's Corner

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### Albuquerque 2008

You should have been there.....ever hear that when you show up at the airport? This time you should have been at the Albuquerque convention. The convention was a good one and the next is two years away.

Pat and I attended three seminars: The junior team briefing was done by Richard Maleady and Kathy Fosha. They had a great time in Italy and to say the least Kathy and Mike Westbrook had a very steep learning curve. The pictures and flight descriptions were great, if you fly a contest with them this summer be sure to ask them about their trip.

The next speaker we heard was Richard Kellerman. He was the eastern US winner of the Hilton Cup last year. We know Richard as a weatherman at soaring contests ...well, he is also a great speaker (with humor). I'm ready to fly a long Hilton Cup flight after listening to his presentation. Steve Dee did a safety talk on Saturday afternoon. We left the booth unattended for his 45 minute motorglider safety briefing.

The breakfast on Saturday morning was a sellout by the start of the convention. We had 60 (max for the room) for breakfast and another 10 attended our meeting. We will ask for more space for the next convention. We accomplished our business by electing Brian Utley, Eric Greenwell, and Terry Edmonds to another 3 year term on the ASA board. The ASA board approved and announced a donation of \$1000 to the SSA to help retire the loan to the SSA Foundation. This gift will be matched by Diane Black-Nixon.

The motorglider manufacturer representatives were introduced at the breakfast and we invited all to visit them on the convention floor to see the new gliders and the improvements to the current motorgliders. I told everyone about the flying and fun at Parowan 2007. Bill Gawthrop then told us about one of his Parowan flights. Bill's best three flights totaled almost 3000 km. He had one flight with the last 525 km without a thermal.

Bill is the winner of the Malcolm Stevenson award for his great flying at the fly-in during 2007. 2<sup>nd</sup> Place – Ed Salkeld, 3<sup>rd</sup> Place – Russ Owens, 4<sup>th</sup> Place – Rolf Seibert and 5<sup>th</sup> Place – Eric Greenwell.

The word has traveled very quickly. Parowan 2008 is already filled. Eric Greenwell is accepting applications without the \$150 deposit, if there are any cancellations we will inform those who are on the wait list.

We have one more request from our membership. Pete Williams will be nominated for the Soaring Hall of Fame. Please send Eric Greenwell your words of praise or facts about Pete Williams' life that will be of interest to the selection committee. He will put the paperwork together for the nomination.

Great Soaring !!

Rick Howell

# 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.

In today's column we will look at the Pre-Flight check list. Every manufacturer has his own published Pre-Flight check list, as well as the Take-Off check list.



Using a typical flight manual for the Carat model A we have the following points. In addition we have added comments and additional points.

Check list-Before take-off:

1. Pre-flight inspection completed?  
 Using a check list derived from the owners manual is a good idea.
2. Oil and fuel levels checked and sufficient?  
 Pre-mixed oil, 2-cycle, or traditional 4-cycle engine, the oil is important.  
 The right amount of fuel for the anticipated flight.
3. Fuel cock open?  
 Hard to start the engine, or develop full power with the fuel cock turned off, or halfway on.
4. C.G. position within limits?  
 To much baggage, unusual seat position, rudder pedal adjustment, or unusual pilot weight.
5. Parachute correctly donned?  
 Chute with current pack, and adjusted correctly to the pilot.  
 Remember if you had to use it, you would want everything to be just right.
6. Seat back and pedals in the right positions?  
 Comfortable and properly secured so that nothing can slip or go out of adjustment.
7. Seat belt properly fastened and secured?  
 We tend to have some long interesting flights, so adjusting the lap belt and shoulder harness for comfort and safety makes for a more enjoyable and safer flight.
8. All controls, levers and instruments within reach?  
 Can the pilot reach all controls and instruments normally.

## 9. Air brakes locked after functional check?

Note: some self-launchers use the spoiler handle for the wheel brake control. It is very easy to taxi out using the spoiler handle for wheel braking and forget to close and lock down the spoilers before take off.

(See enclosed 2-photos. #1 spoiler handle up to over center and #2 spoiler handle locked over center. Not much difference).



Leaving the spoilers closed, but not locked over center, can have the effect of doubling the takeoff run and lowering the climb rate by as much as 50%

A full range motion of the control stick, spoiler handle, flap handle and rudder pedals, if possible, assures that the flippers & flight controls will be there when you need them.

## 11. Trim set to neutral or slightly nose-heavy?

There is usually a good middle position for the trim handle. This is a position that would be normally close to balanced, hands off, flight of the aircraft.

## 12. Canopy shut and locked?

A secure canopy does wonders for the pilots peace of mind, and concentration, as the take off roll is initiated.



## TECH TALK

by Gary Evans

### FASTENERS 201 – REMOVAL OF BROKEN BOLTS/STUDS

Everyone with a set of wrenches is faced with this problem some time in their life and you can usually count on it occurring at the least opportune time. The removal process can be easy or hard but perhaps this article will at least keep you from making a bad situation worse.

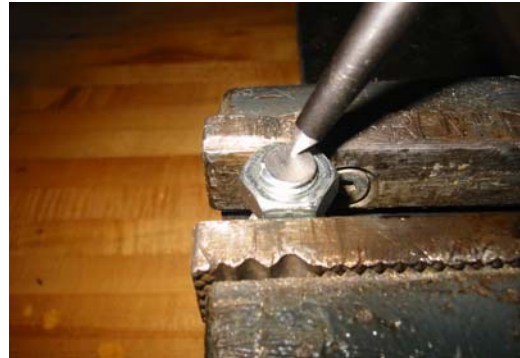
If the breakage was only from over torquing the broken piece might be easy to back out as long as it wasn't bottomed the hole when it broke.

If there is enough of the broken piece above the surface there are a couple of easy things to try first.

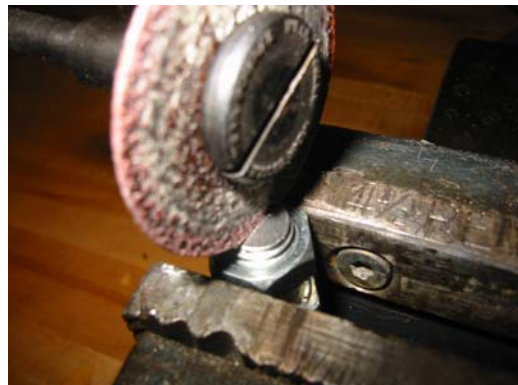
Before any attempts at removal liquid wrench should be applied, allowed to sit for a few minutes followed by light tapping on the broken piece with a small hammer/punch to help loosen the threads and if practical this can be followed with the application of heat from a propane torch.

Channel lock pliers may be able to grip the piece well enough to turn it. If that doesn't work the broken piece should be filed or ground down to a flat working area. If doing that requires taking it down to the surrounding surface care must be used to prevent damaging a gasket surface.

Next using a sharp center punch tap a light indentation mid-way between the bolt center and outer edge. Now lean the punch to a 45-degree angle and try tapping it counterclockwise. Be careful not to distort the threads, which will only make removal harder.



If you have a dremel die grinder you can also try cutting a screwdriver slot into the broken piece. A hacksaw will also work.



If these simple procedures don't work there are two basic choices. The first would be if possible to take the part to a machine shop with Electrical Discharge Machining equipment. This can safely take the broken piece out without damaging the threads and I highly recommend it especially if you're working with a high value part.

There are ways to weld parts to the broken piece to aid in removal but I'm not even going to cover them since it requires an excellent experienced welder and anything less could make it worse which is what you want to avoid.



The second choice would be DIY mechanically removal, which starts with drilling a hole into or through the center of the broken piece. If possible this should be done in a drill press to aid in accurate centering. If available left hand drill bits used with a reversible drill may actually back the piece out as you are drilling. Start with a small size and work up a step at a time. If it hasn't backed out by the time you worked up to 1/2 the bolt size you could try using a screw extractor easy out but do so with great care.



Screw extractors are made from very hard steel and if broken off in the part make removal even harder since they are too hard to drill. There will be no warning, too much torque and they will snap right off.

The next step after trying a screw extractor would be to continue increasing the drill size until everything has been removed from the broken piece except the threads. If you have drilled the piece out exactly through the center and it's your lucky day the remaining pieces can be cleaned out with a tap.

If it's wasn't your lucky day you now face a thread repair job. The most common method is to use an oversize drill and a special tap to install a Heli-Coil, which is a wire part, formed into the shape of threads. This requires their special drill size and an installation tool. I don't like Heli-Coils but they have their place if the finished threads do not have to be liquid tight.



## INSERT PICTURE #



Heli-Coil installation kits are pricey since they come with everything needed for many thread sizes but you can purchase just the drill/s, tap and installation tool needed for your purpose.

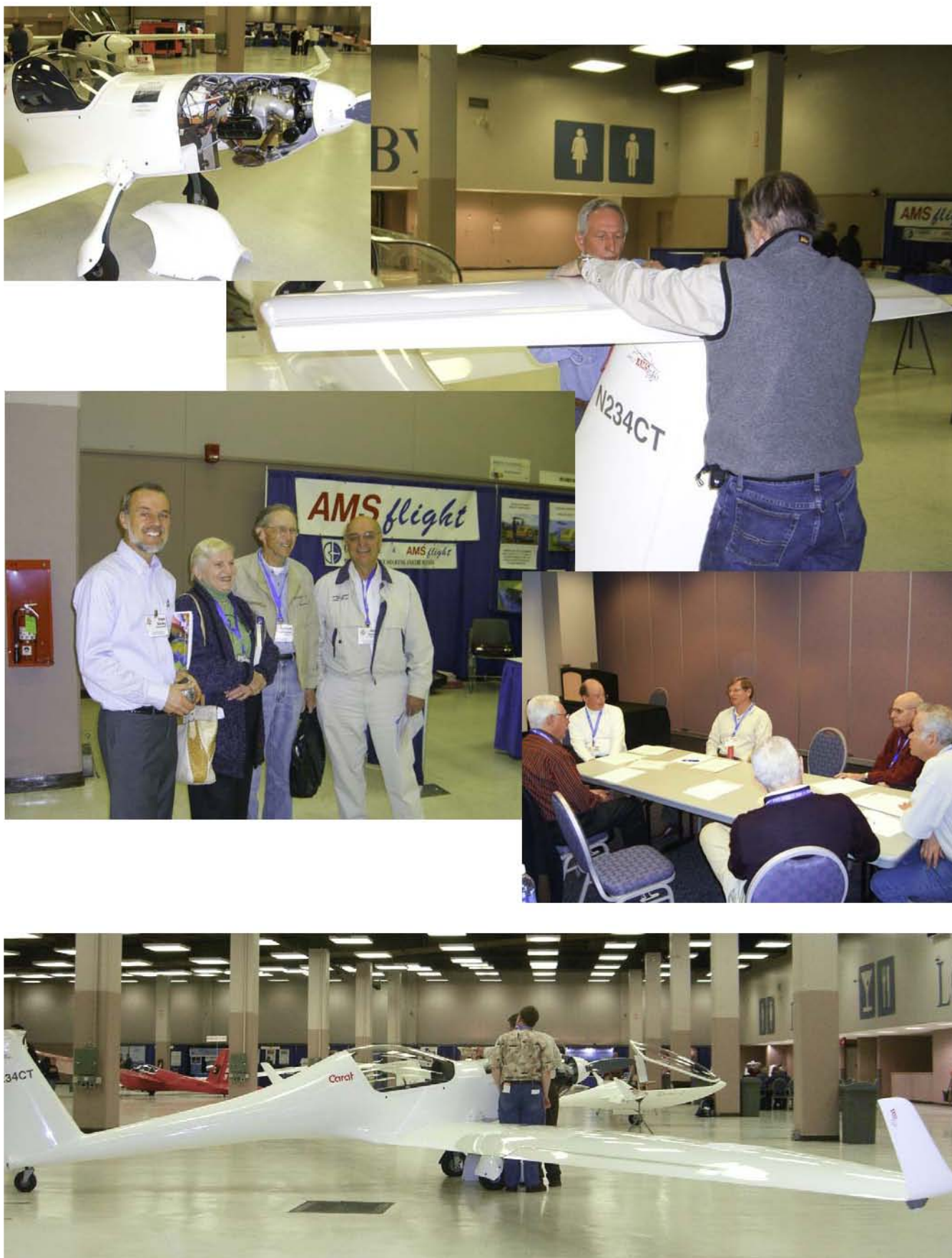
Another better thread repair method employs a special solid metal threaded insert.



The hole is drilled out to accept a larger standard tap into which, after tapping, the insert is screwed using a special tool. Self-locking adhesive applied by the manufacture holds the insert in place. The adhesive also seals liquids and gases so it will work in a water jacket application. These are available in carbon steel, stainless steel and metric sizes.

All of the parts/tools mentioned can be obtained on-line from [mscdirect.com](http://mscdirect.com) and their web site has part name search functions to find what you need after. Threaded inserts come in a variety of designs that employ different methods of locking. For most applications I would stick with the ones that use pre-applied adhesive.

# SSA Convention 2008 - Memphis







**What we DON'T Need!!!**

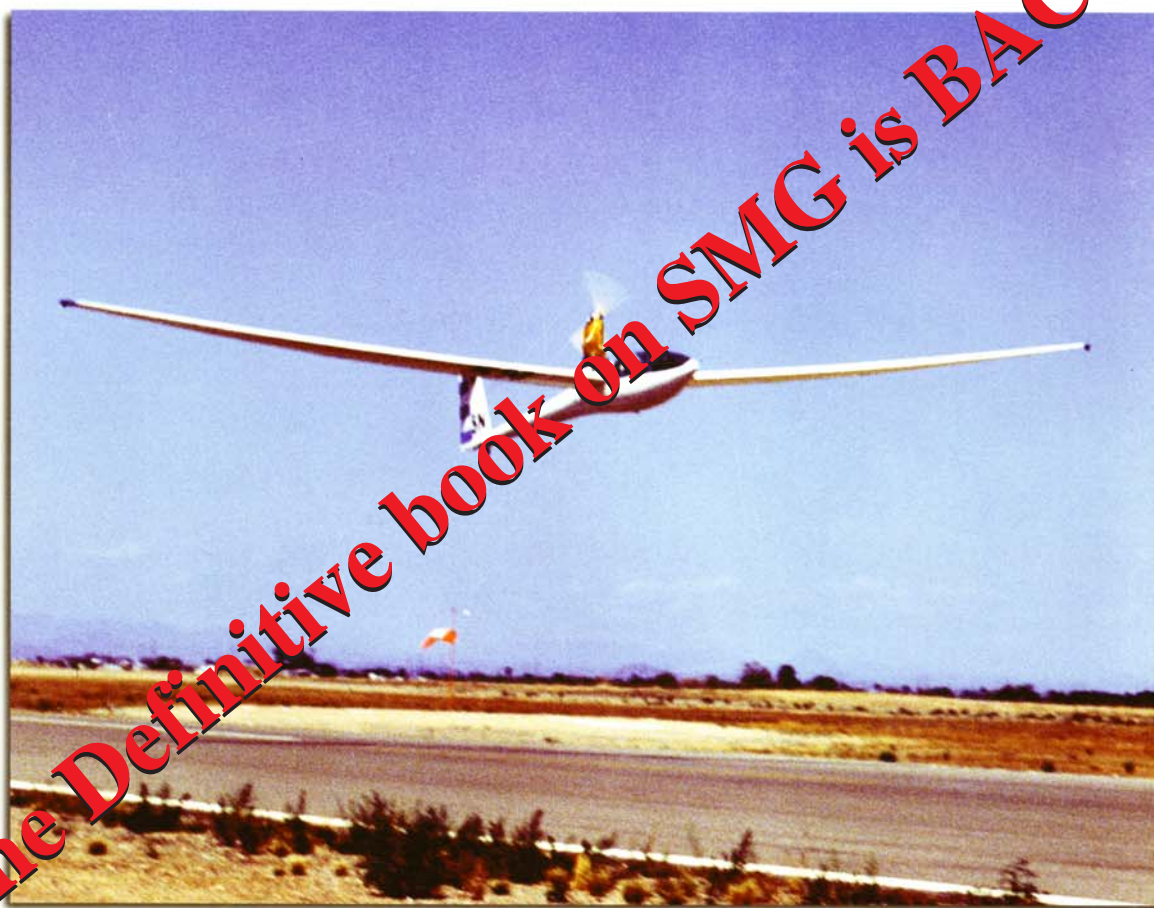






# **Self-Launch!**

## **Retractable Engine Sailplanes**

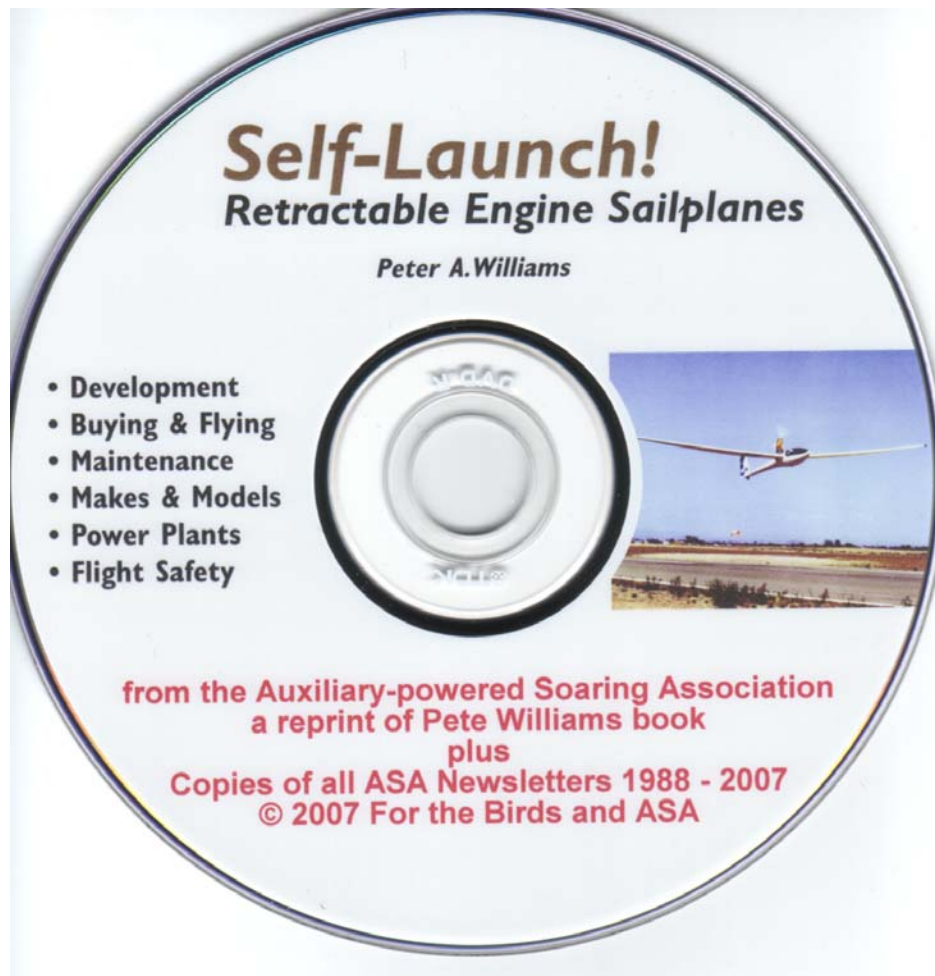


- Development
- Buying & Flying
- Maintenance
- Makes & Models
- Power Plants
- Flight Safety

Foreword by Donald D. Engen, Current Director,  
Smithsonian Institution National Air and Space Museum

**Peter A. Williams**

**ASA with permission of Charm Williams is re-publishing Pete Williams definitive book on Self Launch Motor Gliders.**



**This DVD has the complete book, cover to cover, as well as an added bonus of every ASA newsletter ever printed through the fall of 2007.**

**You can get your copy for only \$14.95 + \$4.05 in postage/handling by sending a check to:**

**ASA - Pete Williams DVD  
c/o Eric Greenwell  
222 Thayer Dr  
Richland, WA 99352**

**Also available from Cumulus Soaring.**



# The Return of the Cowboy & the Carat

by Oliver Dyer-Bennet

The 2008 SSA Convention was in Albuquerque, New Mexico.

Last year, in Memphis, we found that our show Carat was purchased right off the floor, mid point of the convention, by the “mysterious Cowboy from Colorado”.

This year, being that the SSA Convention was near the Cowboys home ranch in Colorado we were prepared.

Sure enough the Cowboy and his trusty crew showed up again. This time in full force with a 100% restoration project of a famous 1930's, German wooden glider.

This restoration project has to be well over 10,000+ man hours and is on going, piece by piece, stick by stick, glue joint by glue joint, effort.

It turned out that the Cowboy had based his new Carat at his 50,000 acre ranch in Colorado. Over the last year he has had numerous wonderful thermal and wave flights over the Colorado terrain.

The cowboy said that he has owned many gliders and power planes over the years but nothing quite as “darn tooting gidd-i-up fun”, as his new “roan”, the Carat.

As we said, this year we were ready for the Cowboy. We proceeded to have a short ceremony and presented the Cowboy his award of, “The Shining Tail Wheel Fairing”.

A good time was had by all.





# The 2008 SSA Convention as seen from the booth.

by Brian Utley

The 2008 SSA Convention as seen from the booth.

The convention floor was huge. It consisted of two very large halls with booths arranged around the periphery and sailplanes arranged in the center.

The ASA booth was number 118 and on the back row of the second row. At first glance it might have seemed out of the way but traffic was steady from the beginning on Thursday morning until Saturday afternoon.

Pat and Rick Howell and myself anchored the booth and with help from Skip Atwell and Terry Edmond there were enough breaks to manage lunch and a cup of coffee.

The backdrop to the booth was the large ASA emblem and a table in the front was the platform for sample newsletters, the Pete Williams DVD, Rick's laptop with a scrolling presentation of Parowan 2007 photographs (courtesy of Dianne Gawthrop). My laptop was also there in order to have access to our membership records and to enter new memberships. Pat and Rick brought a folding table and printer which turned out to be very useful as we ran out of membership forms and other sundry articles.



With such good looking personnel it's no wonder that we had a lot of visitors!

Many members stopped by to say "hello" and chat. It was a great opportunity to put faces with names and talk about motor gliding around the country. In addition, we enrolled 17 new members and sold a number of the newly available William's DVD. In all we took in over \$700.

One of the most memorable displays was the uncovered Schleicher Rhoenbussard of member Jerry Wenger. It has been completely rebuilt from the ground up and has an unexcelled level of workmanship with every fitting, scarf and piece made to perfection.



Oliver Dyer-Bennet and Jerry Wenger surveying the Carat demonstrator.

Saturday afternoon came much too quickly and with some sadness because there will not be another convention until 2010. Oh well, there is Parowan, let's go!

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**Reminder to update your Mailing and E-Mail Address to Brian Utley so that you continue to receive the Newsletter. Every month we get a number of e-mail bouncebacks with bad addresses or full mailboxes. Don't miss any of the ASA News. Keep us up to date.**

# ***ASA FLY-IN at PAROWAN***

**10 - 20 June 2008**

**SOLD OUT. WAITING LIST AVAILABLE.**

Flights over the Grand Canyon, Zion National Park, Bryce Canyon, and Cedar Breaks are breathtaking !!

Dinners will be served at the airport.

RV and Camping spaces are available on the airport. Shower available. Motel and B&B's in town.

Tow planes available for non-powered gliders.

Fees: NO FEE REQUIRED IF YOU ARE ON THE WAITING LIST.

Questions? Call Rick Howell, 972-245-0830 or email PatRickHOWELL2@earthlink.net

Region 9 Contest (6/21-6/28) (good info on site-seeing and accommodations:

<http://parowan.soaringweb.net>



## Parowan 2008 News – March 11<sup>th</sup>

I have been having sleepless nights and my golf game has gone to the dogs. The fly-in is booked up !! The response has been unbelievable this year and I am losing sleep trying to figure out how to accommodate everyone. It can't be done.

There are now 47 gliders (27 self-launch and 20 gliders requiring tows) on the list and 6 on a wait list. The main concern is where to park all the gliders. This part can be worked out. The gliders that will be assembled each day will be gathered together on the southwest edge of the ramp. I love this group because they have always used the space very well. I encourage this method if your glider is not difficult to assemble and it will save space.

The gliders that will be tied down can conserve space if the tip extensions are removed at night. There will also be 3 Stemme S-10's. Rather than park off of the pavement, I will request that the wings be folded. There may be a few T-hangars available.

Please bring tie-downs for your glider and trailer.

Good news, too!

The dinner menu is attached. New this year is a dinner prepared by Victoria's B & B. The Parowan Café will also bring sack lunches to the airport if there is interest.

There are still rooms available in Parowan.

One pilot made reservations at the Days Inn last week.

Victoria's B & B has one room remaining.

Call Lisa: 866-477-9808

I'm also attaching a notice for a loft in town (recommended by Jet Smith – visitors' center) that is big enough for a group.

Call me if you need help with accommodations.

Always improving the plan!

Please give me your thoughts, so we can make this fly-in better in the future.

Like: (1) No "respond by" date on the registration form. Some pilots did not respond quickly because of the date listed to have the form and check to Eric. Next year send it in when you receive the notice. First come, first served.

- (2) Plan a split camp, so that more can be accommodated.
- (3) Your name will be on the mailing list next year. The pilots who are on the wait list will have a better chance next year.
- (4) Send me your ideas.

Now on the wait list: Marin, Garcia, O'Leary, Van Grunsven,  
MacIlveen, Bingham

Great Soaring !!

Rick Howell  
972-245-0830 (h)

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### **Parowan Meals - 2008**

June 10: Open Social: Jeff's Apple wood Smoker: Roasted chicken quarters with Cajun or southwestern rub, Pork Loin Roast, grilled Veggies, salad, bread and rolls, cookies water and soda

June 11: Open smoker night

June 12: Affordable Treasures: Chicken and beef enchiladas/ refried beans and rice, drink, fruit and ice cream

June 13: Open Smoker night

June 14: Little Salt Lake Club: Dutch oven chicken and potato's salad, rolls, drink, cobbler and ice cream

June 15: Fathers Day: Parowan Cafe: Spaghetti with meatballs, garden salad, bread sticks, chocolate cake, drink

June 16: Open smoker night

June 17: Victoria's B & B: Pulled pork sandwiches and many salads, desserts

June 18: Open smoker night

June 19: Dewey's: Roast beef with gravy, potato casserole, green salad,

rolls and butter, homemade cake, drink

June 20: Open smoker night

PS: The Parowan Cafe will bring out sack lunches every day. They include stuff like water, sandwiches, fruit, chips etc . Different stuff and kinds every day. If they don't sell then she won't bring them, but she is willing to take the chance. Thanks, Jet

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### 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

President: Rick Howell ..... 972-245-0830  
Secretary: Lloyd 'Skip' Atwell ..... 262-348-9488  
Treasurer: Eric Greenwell ..... 509-943-9065  
Technical Advisor: Gary Evans ..... 480-380-2431  
VP & Membership: Brian Utley ..... 942-941-5683  
Safety: Oliver Dyer-Bennet ..... 702-942-5727  
Dir. & Publications: Gary Haynes ..... 720-255-9650  
Director: Terry Edmonds ..... 319-624-2822  
Competition: Rick Howell ..... 972-245-0830  
CFIG Training: Steve Dee ..... 901-757-8784

### APS NEWS Publication

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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!*

### CLASSIFIED ADVERTISING RATES

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Contact Gary Haynes for Display Ad sizes and rates.

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## FOR SALE

### Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI-Glider Self Launch

Endorsement Kansas 316-409-9624

Email: <mcconegey@gmail.com>

### 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](mailto:matthewpoleski@aol.com)>



### Stemme S10V

Stemme S10V with Factory Trailer. Always hangared. Located in NJ. Engine hours 210. Airframe hours app. 400. No Damage History. Excellent Condition. [www.rasair.com](http://www.rasair.com)  
Email [jojo94@patmedia.net](mailto:jojo94@patmedia.net)

### Carat A

Most factory options including polyurthane finish, winglets, solar, LX 7000 series GPS/computer, Becker AR4201, Becker transponder, full aircraft covers, one-man rigging and Cobra trailer. Call for price. New Carat on the way. AMS-USA (707)942-5727 CA.



### Valentine Taifun 17E

For Sale in Colorado. \$65,000. Dave McConeghey 316-30-9624 Photos <http://members.cox.net/motorglider>

## EDITOR NEEDS HELP

Thanks to Brian Utley, 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.

