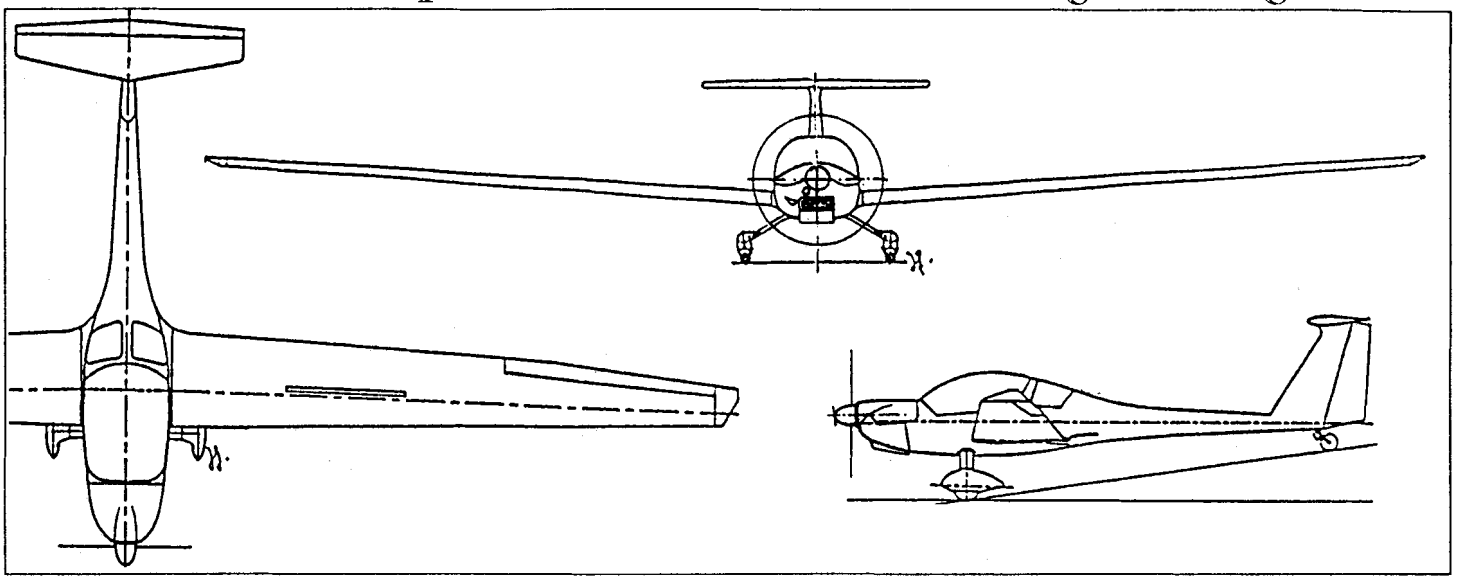
HK 36 R Super Dimona Self-launching Motorglider



This U.S. Type Certificated Austrian made motorglider is the most refined variant of one of Europe's best selling tractor engined motorgliders. The folding wings have a span of 16.2 meters; Empty weight-1201 lbs; Max TOW is 1698 lbs at a wing loading of 10.3 lbs/sq. ft. The takeoff run is 575' with a climb of 830 fpm under Standard Conditions. Glide ratio is 28:1 with prop feathered. The new liquid-cooled Rotax 912A 4-cycle engine develops 80 hp to produce a cruise speed of 108 kts at 75% power with fuel consumption a mere 3.7 gph. This can provide a range of over 700 sm. Aerodynamic improvements include the ability to thermal at 50 knots with a 40 degree bank. Base price is DM 159,000. Options include avionics, gyro instruments and landing light. For more details contact SOLAIRE North America, Ltd., 200 Dillon Rd., Hilton Head, SC 29926 or call Mike Slingluff at 803-689-5241.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

JULY ~ AUGUST 1994

Published Bi-Monthly by SLSPA, Inc • Pete Williams, President and Editor • Bruce Templeton, Vice President • Issue #39 Vol. VI

Klaus Holighaus Lost in Sailplane Accident

It is with great regret that we report Shempp-Hirth President Klaus Holighaus died on Tuesday 9 August, 1994 while piloting a single-seat Nimbus 4M. The site of the crash was reported to be near Samedan in the Swiss Alps. According to Karl Abhau of Dussleldorf, Germany, search was not possible on 10 August due to weather conditions. A helicopter located the crash site on Thursday 11 August. No further details are known as of this writing (16 Aug).

With the passing of Klaus, the world has lost one of the most famous and respected sailplane pilots in the history of soaring as well as a superbly talented sailplane designer who has consistently produced the world's most aerodynamically advanced sailplanes for over two decades. Our heart-felt condolences go out to the Holighaus family and the team at the Shempp-Hirth factory.

New 300km O/R MG Speed Record Claimed...

Flying his DG-600M out of Tonopah, NV Bill Seed has submitted a claim for 106.2mph on a 300km O/R course. If approved this mid-July flight will establish a new U.S. National Record for single-place motorgliders breaking Jerry Kaufman's 93.48 mph record set in a Ventus CT. There is no world record for 300km O/R flight. The current world record for 300km triangle is 109.91mph set in Bitterwasser, S.A. in a DG-400 by Swiss pilot Beat Bunzli in November 1985.

Overhaul Report of Rotax 505 Engine...

Rolly Clark sent his Rotax 505 to Austria for overhaul per the 6 years or 300 hours criteria. Below is a summary of events:

1. Six months turnaround from shipping to return of engine
2. Cost: $2895 including shipping
3. Engine returned with most accessories in separate boxes. (Starter, ignition boxes, DEI sensing harness and bags of nuts and bolts)
4. The leads from the DEI to the ignition system behind the flywheel were cut and Rolly says it will take some time to get everything back together prior to re-installation of the engine
5. Rolly said he should have taken photos and made notes on how everything was attached (as it was when shipped).

The Rotax Factory Repair Report No. 194 shows renewal of main crankshaft, ignition cables, charging coils, plugs, connectors and cables, magneto housing. Conversion was also made to cageless bearings at the conrods. Cylinders bored/honed. Reinforced starter gear fitted, Tillotson carbs repaired (carb kit installed), repair of electric starter, complete disassembly of engine, dimensional checks, and resealing of assembled engine. Test cell run-in and all documentation. Replaced basic hardware parts includes all bearings, washers, keys, springs, gaskets, bushings.

It appears this was complete general overhaul properly documented but the engine was not returned with all accessories reattached and the

continued to page 2

continued from front page

cutting of the DEI cable further complicated the re-installation of the engine. Rolly stated "My view of all of this is that it is not worth the trouble to go to the factory for overhaul. It is better to have it done in the U.S. even if it means re-licensing your bird in the Experimental Category." Rolly has a complete list of what was done and the parts replaced. Anyone thinking of O/H in the states may want to write Rolly as that list of parts are identified by Rotax Part Numbers.

Rolly Clark, P.O. Box 893, Madison, GA 30650

Super Dimona at Douglas County Airport, Minden, NV USA

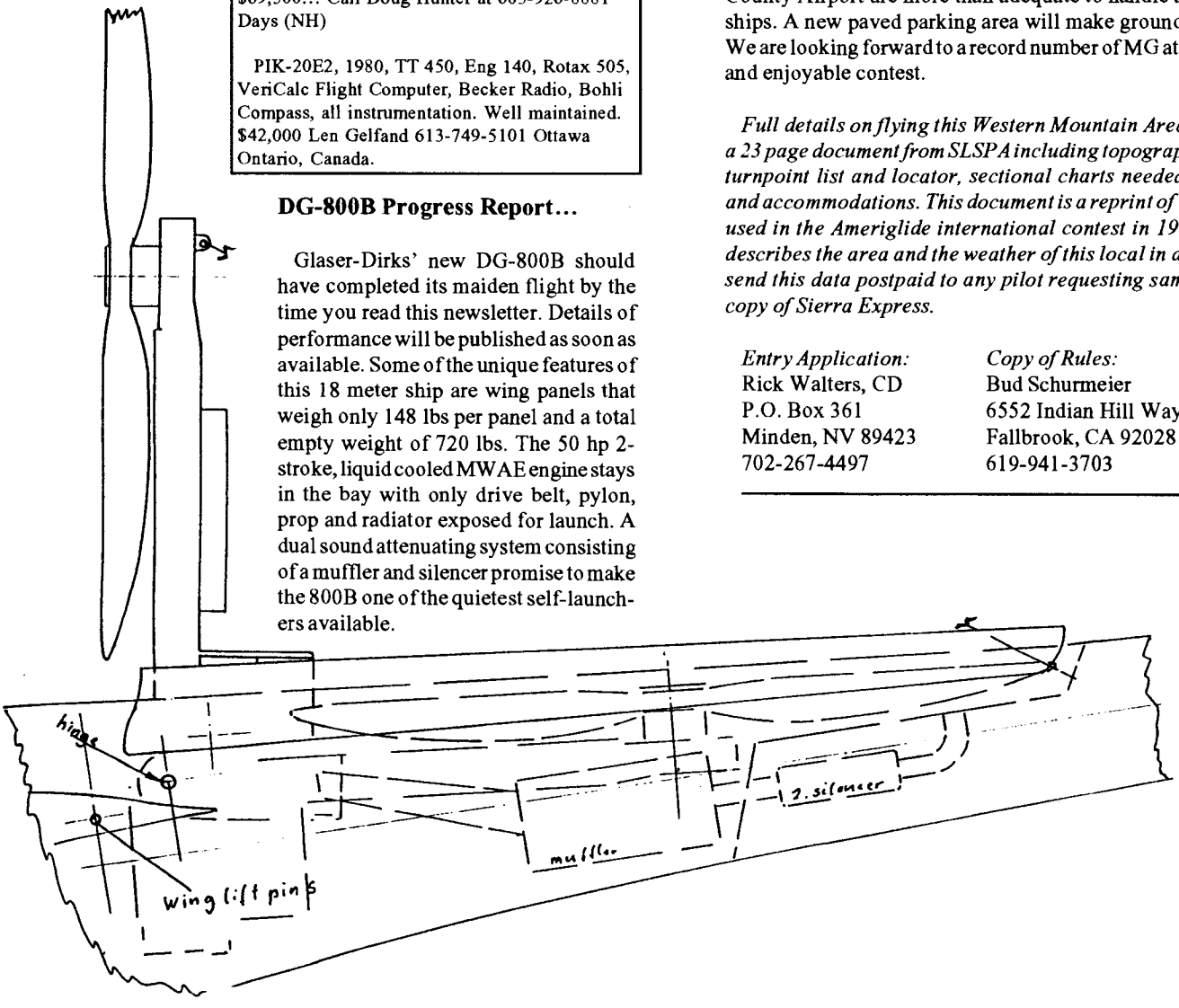
☛ For Sale

Grob 109B, 1984, 620TT, 3-position prop, hangared, clean, King KX-155, KT-76A, Trans-Cal Mode C, M1 Northstar Loran, Clark intercomm, New Audio Vario, July Annual $69,500... Call Doug Hunter at 603-926-8881 Days (NH)

PIK-20E2, 1980, TT 450, Eng 140, Rotax 505, VeriCalc Flight Computer, Becker Radio, Bohli Compass, all instrumentation. Well maintained. $42,000 Len Gelfand 613-749-5101 Ottawa Ontario, Canada.

DG-800B Progress Report...

Glaser-Dirks' new DG-800B should have completed its maiden flight by the time you read this newsletter. Details of performance will be published as soon as available. Some of the unique features of this 18 meter ship are wing panels that weigh only 148 lbs per panel and a total empty weight of 720 lbs. The 50 hp 2-stroke, liquid cooled MWAE engine stays in the bay with only drive belt, pylon, prop and radiator exposed for launch. A dual sound attenuating system consisting of a muffler and silencer promise to make the 800B one of the quietest self-launchers available.



DG-800B engine, prop, muffler, & silencer layout

1995 Auxiliary Powered National Championships

Date: 11-20 June, 1995
Place: Douglas County Airport, Minden, NV

MINDEN '95 will include the Open Class Nationals. The CD is Rick Walters and the CM is Pat Philbrick and Tom Stowers of High Country Soaring will be the OPS Manager.

The following pilots have indicated an interest in attending:

Gammel/Bennet	DG-500
Schurmeier	PIK-30
Williams	DG-400
Aitken	DG-400
Volkmann	DG-800
Martini	DG-800
Moore	PIK-20E
Nelson	Ventus CM
Abhau	Nimbus 4DM
Shea	Nimbus 3T
Allemann	DG-400
Robinson/Hurd	DG-500
Matzke	DG-400
Blackburn	Nimbus 3DM
Shilen	Ventus BT
Utley	Ventus CM

The following pilots have not yet responded:

Ron Day	ASW-24E
Don Pollard	ASH-26E
Bill Seed	DG-600M
MacSween	DG-400
Ecklund	Ventus CT
Van Dyke	DG-800
Wenger	Nimbus 3DM
Howell	Ventus BT
Mozer	ASH-26E
Clark	DG-400
Estrade	Ventus CM
Suddard	DG-400
Buchanan	Ventus CM
Seymour	DG-800
Willis	PIK-30
Perkins	Ventus CM

This promises to be a memorable event and the facilities at Douglas County Airport are more than adequate to handle a large number of ships. A new paved parking area will make ground handling easier. We are looking forward to a record number of MG attendees and a safe and enjoyable contest.

Full details on flying this Western Mountain Area are available in a 23 page document from SLSPA including topography, meteorology, turnpoint list and locator, sectional charts needed, equipment info and accommodations. This document is a reprint of "Sierra Express" used in the Ameriglide international contest in 1990. It adequately describes the area and the weather of this local in detail. SLSPA will send this data postpaid to any pilot requesting same...just ask for a copy of Sierra Express.

Entry Application:
Rick Walters, CD
P.O. Box 361
Minden, NV 89423
702-267-4497

Copy of Rules:
Bud Schurmeier
6552 Indian Hill Way
Fallbrook, CA 92028
619-941-3703

Rotax 505/DG400 Starter Motor Problem

Pilot reports during a routine airstart the prop would not move after pressing starter button. Prop would not windmill at higher airspeed. Engine retracted with prop vertical using EMERG System. Engine raised and another start attempted. Prop remained fixed in vertical position. Engine retracted and landing made. Inspection showed starter gears jammed about one-half way into flywheel teeth. Prop freed by hand and starter gears retracted. Ground start was made with positive results. Suggest lube worm gear behind the starter gears that engage the flywheel. This lubrication should be made at least once a year. At the same time check security of mounting of the starter body...see 3, 4, 15 a) b) and proper alignment of starter motor gears with motor ring gear (flywheel)...1.9.6 in Pilot's Handbook for DG-400.

Pilots are reminded to extract the engine with enough altitude to retract safely if unable to start and to ALWAYS have a suitable landing field nearby. In this case a forced landing on a desert dry lake bed was necessary.

Propeller Brake Inspection...DG/Rotax Applications...

At each pre & post-flight inspection look carefully at the brake pad lining on the prop brake lever. Check for wear and security. One pilot reports the pad was missing and had noted poor prop braking on previous flight. This pad is affixed with an epoxy capable of joining metals. When installing scruff surface of the aluminum platform that holds the pad with a file and allow overnight curing. Prior to installation it's a good idea to radius the contact surface of a new brake pad to conform to the radius of the flywheel shoulder. This will provide maximum contact and increase braking action. An extra brake pad should be in your spare parts kit. The pad measures 10mm high, 12mm wide and 20mm long.

When adjusting the prop brake lever, make sure when the cockpit pull handle is full in (prop brake OFF) that the brake pad at the flywheel is as little as 1/32 or 1/16 inch away from the flywheel. This will provide more braking power without having to pull excessively hard on the knob. Also inspect the pull cable for security. Adjustments for slack or play in the cable are made at the support next to the brake arm.

Shempp-Hirth's New Ventus 2 - Design Features...

(Authored by the late Klaus Holighaus and submitted by Rick Howell)

Recent design parameters released by the factory provide insight into this all-new 15-18 meter sailplane.

Notable features of the Ventus 2:

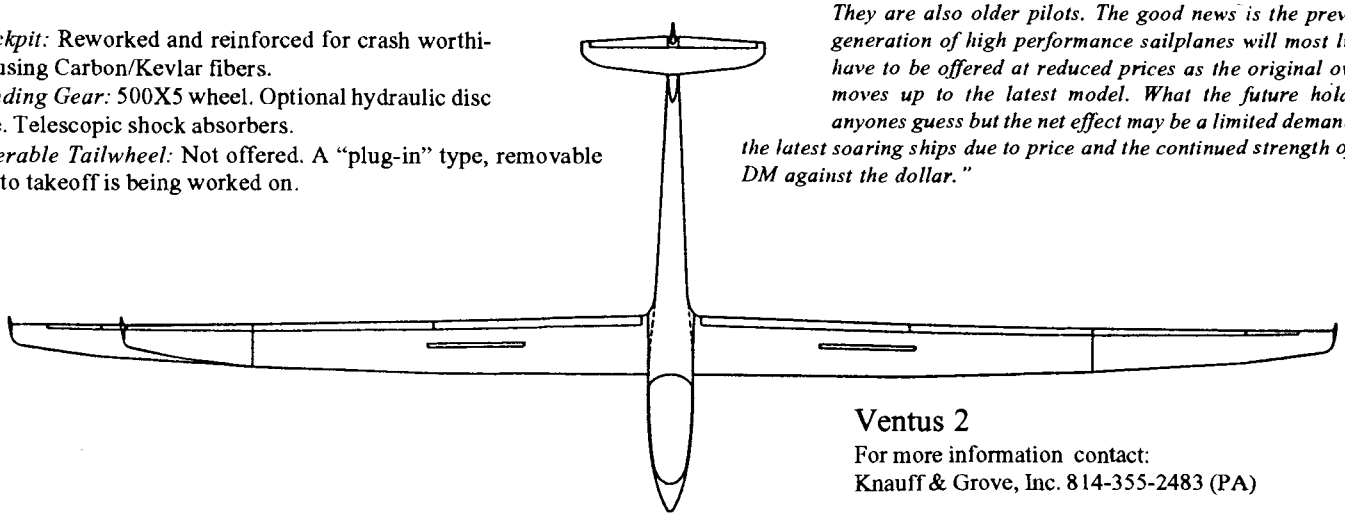
1. Discus-like double swept back wing leading edges combined with a trihedral (three distinct dihedral angles between wing root and winglets) "swept up" wing platform. S/H claims this wing design has "led to phenominal characteristics in circling and thermalling with improved low speed performance".
2. The new winglets, according to S/H, reduce sink by 6% in the low speed range without any losses at high speeds. (Peter Masak assisted in this new winglet design.)
3. Reduced wing weight and optimized wing chord for both 15 and 18 meter configurations. No more than 30kg (66 lbs) has to be lifted for rigging. Wing area: 104.41 sq/ft (15M) 118.4 sq/ft (18M).
4. Wing separation is further inboard (outer panels are 5.9 ft. - 15M & 10.8 ft - 18M) to facilitate handling and reduce trailer length by 3.3 ft.
5. Completely automatic control rods hookup of the outboard wing panels secured by spring loaded pins.
6. A new semi elliptical horizontal tailplane and enlarged fin and rudder.
7. Optimized fuselage-to-wing fillets.
8. Continuing wind tunnel tests to reduce the sensitivity of the wing to light rain.

Cockpit: Reworked and reinforced for crash worthiness using Carbon/Kevlar fibers.
Landing Gear: 500X5 wheel. Optional hydraulic disc brake. Telescopic shock absorbers.
Steerable Tailwheel: Not offered. A "plug-in" type, removable prior to takeoff is being worked on.

Power Plant Systems Available:
a. Sustainer engine (20.8hp SOLO)
b. Swing-hinged prop with 26hp SOLO (ala Ventus CM)
c. Rotax 463-48hp liquid cooled buried in fuselage (ala Discus BM) OR a new higher hp SOLO engine currently rumored to be under development.

Editor's Comments: "This new design is classic Shempp-Hirth in that it is driven by the desire to push the envelope of soaring performance. S/H sailplanes are custom designed to win and the records attest to this fact. S/H's niche in the high performance sailplane market is well established and if the flight tests prove out this new design, the market can expect to see many used Ventus birds for sale. Apparently, there will be no S/H self-launching sailplane that has the complete freedom to launch and recover itself without the aid of a ground handling crew. From a marketing standpoint this reduces S/H's potential sales to pilots that are 'going places quite often' and further strengthens the market position of those factories who do produce high performance self-launchers that are completely independent of the need for a ground crew.

"There are still narrow markets for the latest state-of-the-art high performance sailplanes made by the German manufacturers but the ever increasing prices are rapidly closing the door to all but the very rich, be the ship powered or not. Eventually, this will reduce the number of entrants in competition to only those who have the money to buy the latest improved models. Reduced new sailplane sales will tend to limit the growth of the sport of soaring worldwide. The curious fact is that only a few of the very rich are competition pilots in the true sense of the word. They are also older pilots. The good news is the previous generation of high performance sailplanes will most likely have to be offered at reduced prices as the original owner moves up to the latest model. What the future holds is anyones guess but the net effect may be a limited demand for the latest soaring ships due to price and the continued strength of the DM against the dollar."



Ventus 2
For more information contact:
Knauff & Grove, Inc. 814-355-2483 (PA)

Fixed Engine Motorgliders

Make/Model	Span	Wing/Ld.	Empty/Gross	L/D	Engine/HP	Climb/fpm xx	T.O. Run xx	Useful Load	Pwr Load	Range
rotechnik L-13E Vivat	16.8M	7.3	1102/1587	24	MIKRON/65	490	897'	465#	24.4	287
Fournier RF-10	17.5M	8.46	1170/1700	30	LIMBACH/80	600	N/A	530#.	21.25	620
Scheibe SF-25C 2000 Falke	15.2M	7.3	925/1430	24	LIMBACH/80	624	330'	505#	17.87	435
Brasov M2A (IS 28 M2)	15M	8.57	1234/1675	27	ROTAX 912	846	820'	441#	20.9	485
Hoffman H-36 Dimona	16M	10.0	1140/1680	27	LIMBACH/80	560	600'	485#	21.0	680
Hoffman HK-36R Super Dimona	16.2M	10.30	1201/1698	28	ROTAX 912A/80	830	575'	497#	21.22	630
Grob 109A	16.6M	8.28	1280/1820	30	LIMBACH/80	530	1410'	540#	22.75	540
Grob 109B	17.3M	9.16	1367/1874	28	GROB/90	650	643'	507#	20.82	735
Taifun	17M	9.54	1260/1808	30	LIMBACH/80	630	657'	548#	22.6	658
Hobbyliner HB-23	16.4M	8.16	1278/1675	N/A	VW/98	750	525'	441#	17.09	500

All motorgliders are 2-place ships. XX = Sea level @ 15C @ Max. Gross Wt.; N/A = Info not available.
Performance and Specifications compiled from manufacturers handbooks and may vary from actual performance.

Manufacturers:

Aerotechnik: (Vivat)
Airport Kunovice
686 04 Uherske Hradiste
CZECHOSLOVAKIA
FAX: 011-49-42-632-5128

Fournier Aviation: (RF-10)
26. rue de la Republique
78100 St-Germain-En-Laye
FRANCE

Scheibe Flugzeugbau GHBH:
8060 Dachau
Aug.-Pflatz-Strasse 23
GERMANY
FAX: 011-49-8131-6985

Brasov: (1S 28 M2)
Romainian Aeronautical Ind.
ROMAINIA

HOAC: (Super Dimona)
A-2700 Wiener Neustadt
N.A. Ottostrasse 5
AUSTRIA
FAX: 011-49-2622-26780

Burkhart Grob Flugzeugbau: (G-109)
Am Flugplatz
8939 Mattsies
GERMANY
FAX: 011-49-8268-9980

FFT: (Taifun)
Mengen
GERMANY
FAX: 011-49-7572-605400

HB Brditschka GMBH: (Hobbyliner)
Str. 42-46
4053 Haid
AUSTRIA

Dealers: US/Canada/Europe

Moravia, USA Ltd.: (Vivat)
P.O. Box 8067
Wichita, KS 67208
FAX: 316-636-9718

Brasov: (IS 28 M2)
Flite-Lite, Inc.
11037 SW 40th Ct.
Davie, FL 33328
FAX: 305-473-1234

Solaire: (Super Dimona)
Mike Slingluff
41 Cottonwood Lane
Hilton Head Island,
SC 29926
803-689-5421
FAX: 803-681-6828

Grob:
Grob Systems, Inc.
I-75 & Airport Dr.
Bluffton, OH 45817
419-358-9015

Hobbyliner:
HB-Aircraft USA, Inc.
150 E. 74th St.
New York, NY 10021
212-517-1625

Fournier:
None Listed

Taifun:
None Listed

This info compiled by SLSPA 6/94

Retractable Engine Sailplanes

Make/Model	Span	Wing/Ld.	Empty/Gross	L/D	Engine/HP	Climb/fpm xx	T.O. Run xx	Over 50' xx	Starter	Alt/Gen
DG-400	15M	9.83	661/1058	42	ROTAX 505/43	687'	679'	906'	ELEC.	YES
DG-400	17M	8.91	670/1014	45	ROTAX 505/43	726'	502'	797'	ELEC.	YES
DG-600M	15M	9.83	672/1157	44.5	ROTAX 275/24	396' [3]	911'	1823' [3]	ELEC.	YES
DG-600M	17M	9.28	683/1157	48.5	ROTAX 275/24	426' [3]	886' [3]	1772' [3]	ELEC.	YES
DG-500M [2]	22M	9.24	1157/1819	47+	ROTAX 535/60	490' [2]	N/A	N/A	ELEC.	YES
DG-800A	18M	9.10	723/1157	50	ROTAX 505A/43	728' [4]	N/A	885'	ELEC.	YES
DG-800B	18M	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
ASW-24E	15M	10.24	606/1102	43	ROTAX 275/24	452' [1]	656' [1]	1312' [1]	ELEC.	NO
ASW-22BE	25M	9.42	1124/1654	60	ROTAX 505A/49	433'	N/A	N/A	ELEC.	N/A
ASH-25E [2,S]	25M	9.42	1157/1653	57	ROTAX 277/24	157'	—	—	MANU.	NO
ASH-26E	18M	9.22	772/1159	50	MWAE 50R/50 (WANKEL)	N/A	N/A	N/A	ELEC.	YES
NIMBUS 4T [S]	26.4M	9.17	1124/1763	60	SOLO/25-27	N/A	—	—	N/A	N/A
NIMBUS 4M	26.4M	9.2	1279/1764	60	ROTAX 505A/43	354'	983'	1633'	ELEC.	YES
NIMBUS 3DM [2]	24.6M	9.7	1290/1764	57	ROTAX 535/60	433'	885'	1310'	ELEC.	YES
NIMBUS 4DM [2]	26.5M	9.1	1312/1764	60	ROTAX 535C/59	550'	N/A	N/A	ELEC.	YES
JANUS CM [2]	20M	8.2	1047/1543	42.5	ROTAX 535/60	354'	920'	N/A	ELEC.	YES
VENTUS CT [S]	17.6M	8.6	637/948	48	SOLO/20.8	290'	—	—	NONE	NO
VENTUS CM	17.6M	8.7	661/948	48	SOLO/25-27	472'	920'	1608'	ELEC.	NO
VENTUS 2	18M	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
DISCUS BT [S]	15M	8.7	606/992	42+	SOLO/20.8	N/A	—	—	NONE	NO
DISCUS BM	15M	10.2	694/1157	42+	ROTAX 463/48	690'	656'	1148'	ELEC.	YES
PIK-20E	15M	9.63	660/1036	41	ROTAX 501/43	550'	777'	1505'	ELEC.	YES
PIK-30	17M	8.86	682/1014	45	ROTAX 505/43	605'	699'	1354'	ELEC.	YES
STEMME S10 [2]	23M	9.3	1400/1874	50	LIMBACH/95	690'	984'	N/A	ELEC.	YES
GROB 103/SL [2]	18M	8.3	1048/1565	38	ROTAX 505A/43	453'	1000'	1640'	ELEC.	YES

[2] = 2-PLACE; [S] = SUSTAINER [1] 815#; [2] 1609#; [3] 970#; [4] 992#; xx = At Max. Gross Wt.; 15C/ Sea Level; N/A = Info. not avail.
Takoff Distances for positive flap/hard surface/no wind. Data compiled from manufacturer's handbooks and may very from actual performance.

Manufacturers & Dealers

DG Sailplanes:
Glaser-Dirks Flugzeubau
Postfach 4120
7520 Bruchsal,
GERMANY
FAX: 011-49-7257-8922

US DEALER:
Glaser-Dirks USA
Oliver Dyer-Bennet
5847 Sharpe Rd.
Calistoga, CA 94515
707-942-5727
FAX: 707-942-0885

ASW/ASH Sailplanes:
Schleicher Segelflugzebau
Postfach 60-Huhnrain 1
D6416 Poppenhausen,
GERMANY
FAX: 011-49-6658-8940

US DEALER:
Eastern Sailplane
c/o John Murray
P.O. box 753
Wynesville, OH 45068
513-897-5667

Nimbus/Janus/Ventus
Discus Sailplanes:
Schempp-Hirth Flugzeubau
Krebenstr. 25
D-7312 Kircheim Tek
GERMANY
FAX: 011-49-7021-3809

US DEALER:
Kanuff & Grove, Inc.
RR#1 Box 414
Julian, PA 16844
814-355-2483

PIK-20/30 Sailplanes:
Lauras, X.
c/o Issoire Aviation (SIREN)
B.P. #1
63501 Issoire, Cadex,
FRANCE

US DEALER:
Bud Schurmeier
6552 Indian Hill Way
Fallbrook, CA 92028
619-941-3703

Stemme Sailplanes:
Stemme GmbH
Gustaf-Meyer
Allee 25
1000 Berlin 65
GERMANY
FAX: 011-49-30469-4649

US DEALER:
STEMME, USA
2110 S. Brentwood Blvd.,
Suite 21B
St. Louis, MO 63105
314-721-5904
FAX: 314-726-5114

Grob Sailplanes:
Burkart Grob Flugzeubau
Postfach 1257,
Am Flugplatz
8939 Mattsies,
GERMANY
001-49-8268-9980

US DEALER:
Grob Systems, Inc.
I-75 & Airport Dr.
P.O. Box 225
Bluffton, OH 45817
419-358-9015
FAX: 419-358-3660

This info compiled by SLSPA 6/94

1994 National Motorglider Championships

Winter Haven, Florida
April 19-28, 1994

Position	Pilot	Aircraft	Contest #	Day 1 Task: Assigned Speed, 116.8miles					Day 2 Task: Assigned Speed, 146.7 miles					Day 3 Task: Assigned Speed, 86.2 miles				
				Speed/ Distance	Day Pos	Points	Note	Cum Points	Speed/ Distance	Day Pos	Daily Points	Note	Cum Points	Speed/ Distance	Day Pos	Daily Points	Note	Cum Points
1	Ed Shilen	Ventus CT	TM	62.37	1	613		61.65	61.65	1	740		1353	54.68	3	478		1831
2	Stan Nelson	Ventus CM	ZO	60.17	2	592		54.03	54.03	6	649		1240	54.91	1	480		1720
3	Ernesto Estrada	Ventus CM	E8	57.30	3	564		59.90	59.90	2	719		1283	53.75	4	470		1752
4	Brian Utley	Ventus CM	UF	56.24	4	553		145.23	145.23	10	160	* B	713	52.15	7	456		1169
5	Rick Howell	Ventus BT	FD	53.12	9	522		55.53	55.53	4	667		1189	76.28	11	188	* E	1377
6	Arnold/Johnson	Stemme S10	S10	48.83	10	480		52.60	52.60	7	631		1112	48.29	9	422		1534
7	Jerry Wenger	Nimbus 3DM	AF	55.83	6	549		58.19	58.19	3	698		1247	52.58	6	460		1707
8	Don Pollard	Ventus CM	ZQ	56.13	5	552		54.60	54.60	5	655		1207	54.69	2	478		1686
9	Roger Buchanan	Ventus CM	R9	45.88	11	451		145.23	145.23	10	160	* B	611	53.15	5	465		1076
10	Bill Willis	PIK 30E	RJ	54.21	7	533		46.69	46.69	8	560		1094	64.28	12	158	* E	1252
11	Rusell Perkins	Ventus CM	ZZ	53.79	8	529		DNC	DNC	13	0		529	48.68	8	426		954
12	Jake Van Dyke	DG800	JV	0.00	13	0		86.28	86.28	9	210	* E	210	41.44	10	362		573
13	Al Blackburn	Nimbus 3DM	B	43.49	12	428		129.10	129.10	10	160	* B	588	DNC	13	0		588

Position	Pilot	Aircraft	Contest #	Day 4 Task: Assigned Speed, 181.3 miles					Day 5 Task: Assigned Speed, 132.7 miles					Day 6 Task: Pilot Option Speed, 2.25 hrs.				
1	Ed Shilen	Ventus CT	TM	157.24	5	324	* E	2155	47.26	6	774		2929	57.66	1	750		3679
2	Stan Nelson	Ventus CM	ZO	158.74	4	327	* E	2047	50.30	1	823		2871	50.80	4	661		3531
3	Ernesto Estrada	Ventus CM	E8	48.85	1	631		2383	47.37	3	775		3158	38.25	8	498		3656
4	Brian Utley	Ventus CM	UF	47.86	2	618		1787	47.95	7	785		2572	49.59	6	645		3217
5	Rick Howell	Ventus BT	FD	155.56	8	321	* E	1698	46.10	11	755		2452	50.83	3	661		3113
6	Arnold/Johnson	Stemme S10	S10	110.60	9	228	* E	1762	40.51	9	663		2425	50.46	5	656		3081
7	Jerry Wenger	Nimbus 3DM	AF	45.66	3	590		2297	47.22	5	773		3070	38.25	9	497	I	3567
8	Don Pollard	Ventus CM	ZQ	142.80	6	294	* E	1980	46.55	2	762		2742	47.18	10	464	PT	3205
9	Roger Buchanan	Ventus CM	R9	107.16	10	221	* E	1297	46.34	4	759		2055	45.36	7	590		2645
10	Bill Willis	PIK 30E	RJ	58.26	13	120	* E	1372	41.10	12	673		2044	51.67	2	672		2716
11	Rusell Perkins	Ventus CM	ZZ	140.41	7	289	* E	1244	125.50	8	356	* E	1600	18.04	12	235	I	1835
12	Jake Van Dyke	DG800	JV	105.85	12	218	* E	791	70.96	10	202	* E	992	54.34	13	184	* E	1176
13	Al Blackburn	Nimbus 3DM	B	106.94	11	220	* E	808	82.67	13	235	* E	1043	34.77	11	452		1495

Position	Pilot	Aircraft	Contest #	Day 7 Task: Assigned Speed 191.8 miles					Day 8 Task: Assigned Speed 134 miles					Day 9 Task:Assigned Speed 192.2 miles				
1	Ed Shilen	Ventus CT	TM	61.45	1	1000		4679 1	88.92	5	265	* E	4944	54.14	5	823		5767
2	Stan Nelson	Ventus CM	ZO	56.65	5	922		4453 3	99.84	2	298	* E	4751	61.15	2	930		5681
3	Ernesto Estrada	Ventus CM	E8	55.94	6	910		4566 2	85.27	7	255	* E	4821	51.71	7	786		5607
4	Brian Utley	Ventus CM	UF	59.49	2	968		4185	87.64	6	262	* E	4446	61.81	1	940		5347
5	Rick Howell	Ventus BT	FD	58.95	3	959		4072	106.26	1	317	* E	4390	55.93	4	851		5240
6	Arnold/Johnson	Stemme S10	S10	54.91	7	894		3975	74.23	9	222	* E	4196	60.65	3	922		5119
7	Jerry Wenger	Nimbus 3DM	AF	52.37	8	852		4419 4	64.59	13	193		4612	DNC	12	0		4612
8	Don Pollard	Ventus CM	ZQ	57.04	4	928		4134	90.17	4	269	* E	4403	DNC	12	0		4403
9	Roger Buchanan	Ventus CM	R9	153.90	9	383	* E	3028	90.97	3	272	* E	3299	53.50	6	814		4113
10	Bill Willis	PIK 30E	RJ	39.48	13	98	* E	2815	72.11	11	215	* E	3030	50.83	8	773		3803
11	Rusell Perkins	Ventus CM	ZZ	135.52	11	337	* E	2172	78.62	8	235	* E	2407	178.43	10	416	*E	2823
12	Jake Van Dyke	DG800	JV	152.64	10	380	* E	1555	74.00	10	221	* E	1776	42.49	9	646		2423
13	Al Blackburn	Nimbus 3DM	B	70.41	12	175	* E	1670	67.94	12	203	* E	1873	42.74	11	366	B	2239

05/23/94

*: Distance
B: Barograph failure
E: Engine run
P: Penalty
I: Start Time Interval
FP: Film Penalty