

Auxiliary-powered Sailplane Association

Published Bi-Monthly by ASA, Inc. Stan Nelson, President Bruce Templeton, Vice President

ISSUE # 61 VOLUME X

MARCH – APRIL 1998 NEWSLETTER



Auxiliary-powered Sailplane Association Board of Directors

Seated: Bud Schurmeier, Eric Greenwell, Stan Nelson

Standing: Marc Arnold, Bruce Templeton, Brian Utley, Bob Saxton

Not shown: Susan Capitano and Don Aitken

The above picture was taken during the ASA Board Meeting at the Soaring Society of America Convention held in Portland, Oregon in February 1998. The Auxiliary-powered Sailplane Association Breakfast, held prior to the Board Meeting, was attended by seventy-five guests who heard talks given by Marc Arnold and Glider Bob on developments at Stemme. Past SLSPA President Pete Williams spoke about the 10th Anniversary of the SLSPA/ASA and on his terrific new book, "Self-Launch! Retractable Engine Sailplanes." Founder member Skip Atwell spoke about the 1999 Soaring Society of America Convention in Knoxville, Tennessee. He is

responsible for organizing the convention and encouraged the ASA to participate to the maximum extent possible including planning a safety session and manning a booth. We are asking for volunteers to sign up for these duties.

A membership meeting was held after the breakfast chaired by Bruce Templeton.

The beautiful Portland Convention Center was located about four blocks from the Double Tree Hotel where most people stayed. A convenient trolley car route went by the hotel to the Convention Center. A great time was had by all.

ASA's 10-Year Anniversary

Ten years ago in February 1988, the Self-Launching Sailplane Pilot's Association was founded at the Atlanta SSA Convention by 13 pilots who owned and flew motorized ships. Today, the ASA continues with a membership of over 450 members worldwide. One of the unusual facts about the U.S. motorized sailplane movement is we continue to share information that enhances and makes the sport safer. I believe this type of group effort is uncommon in soaring circles as it tends to bind the group together as most pilots I know who fly motorized ships are enthusiastic about it.

As many of you know, I have been engaged for the past 3 years arranging and summarizing what its like to own and fly a motorized ship. This effort has finally become a reality in a reference book I have named Self-Launch! Retractable Engine Sailplanes. This effort has alternated between a labor of love and why did I ever undertake such a project. Like all books, the author must finally give up and go to press. Those of you who have dared to enter the strange world of book publishing will agree, I am sure. The book was introduced at the Portland SSA Convention and is currently being reviewed by Aerokurier, SSA and other aviation media.

I want to thank those of you who have assisted in the publishing of this book. Many of you did this unknowingly by answering surveys and sending information on problem areas over the past 10 years. So now we have a reference book that attempts to answer most of the questions pilots may have about buying, flying and maintaining a motorized ship. I would also like to thank all the factories for assisting me with photographs and data and to the many individuals who provided historical background covering the progression from bungee, winch and aerotow to a self-launch. The bottom line is that the number of powered sailplanes in production continues to increase every year.

To review some highlights over the past 10 years; All German factories now produce self-launching versions. In fact, today you can order a pure

sailplane with the engine attachment hard points installed for a later installation of a power plant.

Auxiliary power development has continued to evolve. The Fournier has been recently resurrected into the sleek new Aeromot Super Ximango Motor Glider. Other Motor Gliders in current production include Aerotechnik's Vivat, the Romanian IS28MR, Aeromat's Super Dimona, Scheibe and the new AVO68R Samburo. Power plant development continues to move forward with the SOLO and Mid-West engine companies mass producing small, powerful engines for self-launchers. Rotax's new turbo charged 4-stroke 914 is flying in the Stemme and several other Auxiliary powered gliders.

There is a motorized ship to fit any individual pilot's desires from competition and record flying to fun and cross-country flying. This includes 5 two-place and 9 single-place (including 4 18-meteer ships) retractable engines sailplanes in current serial production. Windex offers the kit-built single-place 1200C, a 38:1 soaring craft that can cruise to 130 mph under power. There are two-place Auxiliary-powered Gliders in serial production.

Why am I so excited about flying a Auxiliary-powered sailplane? For the same reason all pilots are...the convenience of not having to wait for a tow and the fact that once the engine is stowed, you can enjoy soaring. But there's more. . when you fly a modern self-launching sailplane or motor glider, you are enjoying a unique combination of cutting edge technologies envisioned by pioneers like Wolf Hirth, Egon Scheibe, L.E.Baynes, Ted Nelson, Harry Perl, Hawley Bowlus and many others. Those dreams are now a reality thanks to designers like Tilo and Klaus Holighaus, Rudolph Kaiser, Gerhard Waibel, Martin Heide, Wilhelm Dirks, Burkhart Grob, Walter Schneidwer, Wolf Lemke, Reiner Stemme, Jukka Tervamaki, Hannu Korhonen, Walter Binder, Dr. Schnuerle, Horstmann, Quast, Wortmann, Eppler, Boermans and Althaus, just to name a few. Truly, the motorized ship is the best of both worlds.

I would like to congratulate Stan Nelson, ASA's President, the directors and officers of ASA for the job they are doing in promoting motorized soaring and the continued support support of all ASA members. This is your organization and the only one of its kind in the soaring world. Fly as often as you can. Fly smart and fly safe. Enjoy.

Submitted by Pete Williams

Pete Williams new book Self-Launch! Retractable Engine Sailplanes is available at \$29.95, post paid Air Mail in the U.S. (140 pp, 228 photos) Order from For The Birds, 1033 Dresslerville Rd., Gardnerville, NV 89410 Fax 702-265-6179



Founders of SLSPA March
Atlanta SSA Convention

Founders of the SLSPA March 1988 Atlanta SSA Convention

The 1998 SSA Convention marks 10 years since the founding of SLSPA. Shown are some of the charter members: L to R , top row-Paul Gaines, Gerhart Glaser's son, Jake Van Dyke, Curtis Irwin, Jerry Wenger, David Stevenson, Oliver Dyer-Bennet, Wilhelm Dirks, Gerhard Glaser. Bottom row: Pete Williams, Egon Stockenbojer, Jim Culp, Skip Atwell and Don Aiken. Not Shown are Steve Wood, Bob Gaines and Frank Upchurch.

The U. S. Motorglider Association-1980

The first known association in the United States to organize motorglider pilots and enthusiasts into a formal organization during a Soaring Society of America Convention occurred at the SSA Convention in Seattle in 1980. The person behind this effort was first time Barringer Trophy winner, Don Pollard. Thirty-five persons signed up at the convention and the first Newsletter went out in April 1980. After the Seattle convention, Paul Schweizer wrote the fledgling organization a letter stating that the SSA was very encouraged about the formation of the USMA and that Paul would work out the details for becoming affiliated with the SSA. Bernald Smith and Doug Lamont indicated they would help the USMA achieve its goals.

The stated goals of the organization were: 'to encourage and implement the growth of self-launched soaring flight in the United States and to be a vehicle for the exchange of ideas, promotion of safety and the development of improved designs and equipment.' The USMA recognized that competition flying developed the performance of gliders to a greater degree than sport flying. During this time the leader in self-launch development was the Finish company EIRI KY. West Germany was their hottest market.

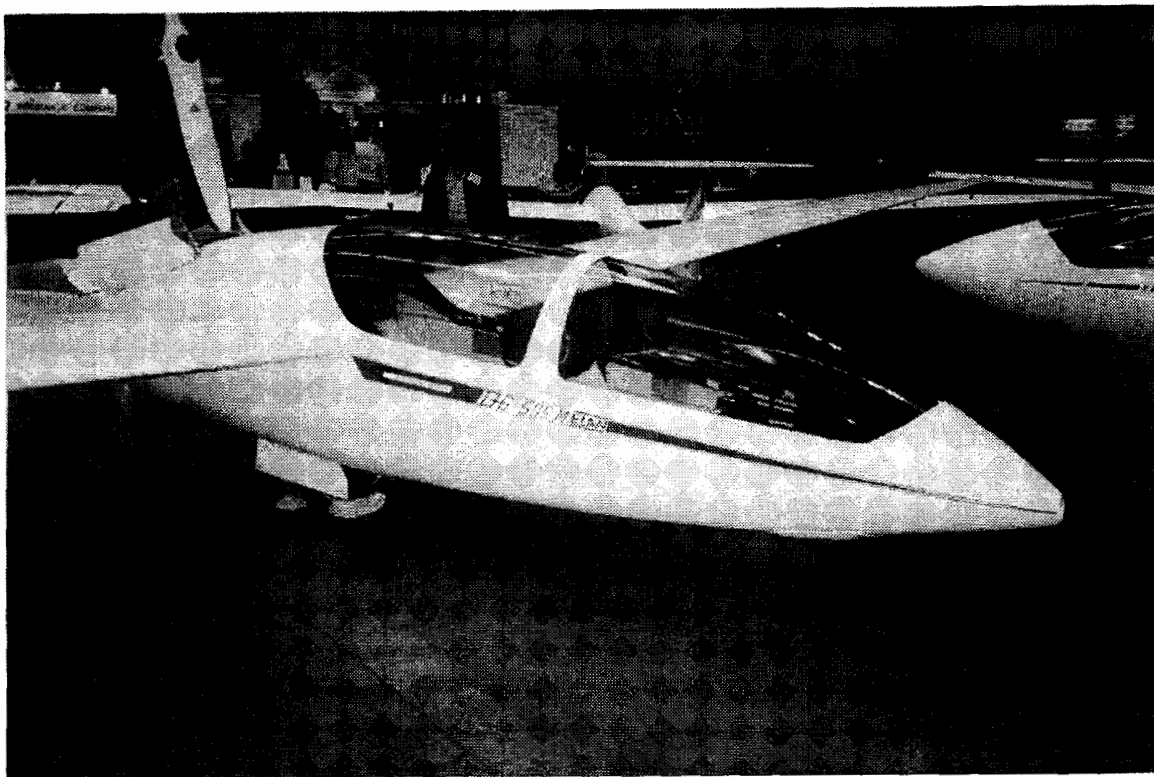
The first successful Regional U.S. Motorglider contest organized by Don, occurred at Ionia, Michigan on August 29, 1980. There were five ships entered, four PIK-20E's and one SF-27M. The final standings were: Tom Smith, PIK-20E, Bob Moos, PIK-20E, Bob Tawse, PIK-20E, Fred Jacobs, SF-27M, and Jay Mardin, PIK-20E. The contest was scored using the existing German Handicap system as a model. The SSA agreed to provide Medallions to the winners and a USMA perpetual trophy was in the works. In December, 1980, Don Pollard, was appointed to the SSA Competition Pilots Committee by Woody Woodward. At this time, 1998, Motorglider pilots are not represented on the SSA Competition Committee by a Motorglider Pilot.

Because of Don Pollard's vision, we have a strong organization today. Thanks Don.

Stan Nelson



**BUD SCHURMEIER, BOB SAXTON AND STAN NELSON
REVIEWING EXHIBITS AT THE 1998 S.S.A. PORTLAND CONVENTION**



**DG-505MB WITH 65HP SOLO ENGINE KNOWN FOR SHORT TAKEOFF ROLLS, HIGH CLIMB RATE
AND LOWER NOISE EMISSIONS**

DG-800B C



STAN NELSON, OLIVER DYER-BENNET AND DAVE ELLIS
ASA PRESIDENT DG-USA CAMBRIDGE AERO



GARY GAMMEL WITH HIS DG-800B ON EXHIBIT

DG-USA SHOP TALK OLIVER DYER-BENNET

PROPELLERS

From Websters Dictionary : "a device having two or more blades in a revolving hub for propelling a ship or aircraft".

In the last issue of the ASA Newsletter we talked about the removal, installation and the torquing of wooden composite propellers.

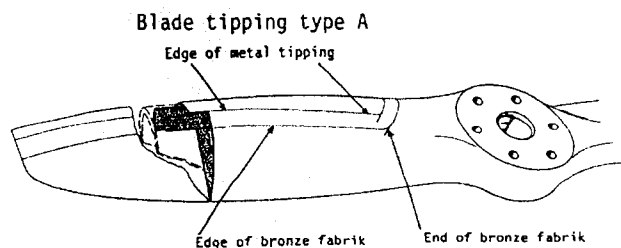
Why use Wooden propellers anyway? From the MT-Propeller GmbH, manual the answer springs forth;

"The low density of the material used, (approx. 0.7 gmm³) allows a weight of approx. 50% of the current metal propellers. Also, the polar moment of inertia is considerably lower than those of metal propellers. Therefore, the composite propeller will run much smoother.

No RPM placards are needed because of the high damping characteristics of wood. Blade tip fatigue, as they occur continuously with metal propellers, are unknown."

From the Hoffman GmbH & Co. KG propeller owners manual; "A wooden composite propeller is always as good as it looks. If the total surface from the center bore to the tips shows no cracks, and there is no cracked or damaged blade tipping, reconditioning or overhaul is not necessary. There is no calender life limitation."

A careful look at your propeller owners manual will show that most small cracks are not dangerous. The following is a diagram from the Hoffman owners manual showing the standard composite makeup of a motorglider propeller...



However there is a kind of cracking that is cause for immediate grounding, fig. 15, Hoffman owners manual...

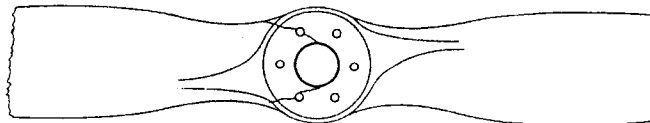


Fig. 15 Tangential cracks show overstressing. Immediately remove propeller from service. Dangerous!

In any case your owners manual is your bible and should be followed carefully.

The Haffmann owners manual would also remind us; "ATTENTION: Do not use your propeller as a handle to move the aircraft! The propeller is one of the most important parts of your aircraft. Always remember this!

The End

DG-USA is the factory authorized service and repair facility for DG Flugzeugbau GmbH of Germany

VENTUS CM FUEL DRAIN VALVE

The fuel drain valve on my Ventus CM was leaking from almost the first day it was delivered. The dealer gave me a new one but said I only got one free because they were expensive to get from Schempp-Hirth (estimate: \$20-25). The valve in the glider is fibreglassed in so it is not easy to change it out. I discovered that I could pull straight out on the valve handle with pliers and po the rotating part out of the housing. Only the 2 "O"-rings need to be taken out of a new one and put in the original fuel drain valve. That cures the leak. I change the "O"-rings every year because it starts to leak after about a year and a half. Closer inspection of the spare valve revealed the manufacturer's name embossed in the plastic housing: Tecumseh! Your local lawn mower shop has these valves for \$1.79.

Incidentally, the outside end of the valve has a ¼ inch pipe thread on it. I fuel the motorglider by way of a ¼ inch pipe thread female-to-female adapter, a ¼ thread-to-barbed fitting adapter, and plastic tubing connected to an auto fuel pump duct-taped to a jerry can and powered from the tow car cigar lighter. Just remember to open the fuel drain valve and provide an air inlet to the jerry can before plugging in the fuel pump. Also make sure the two fuel lines are plugged into the upper fuel tank. Otherwise, when the lower tank is full, you'll start pumping fuel on your parachute. Been there, done that!

Submitted by David H. Noyes NL

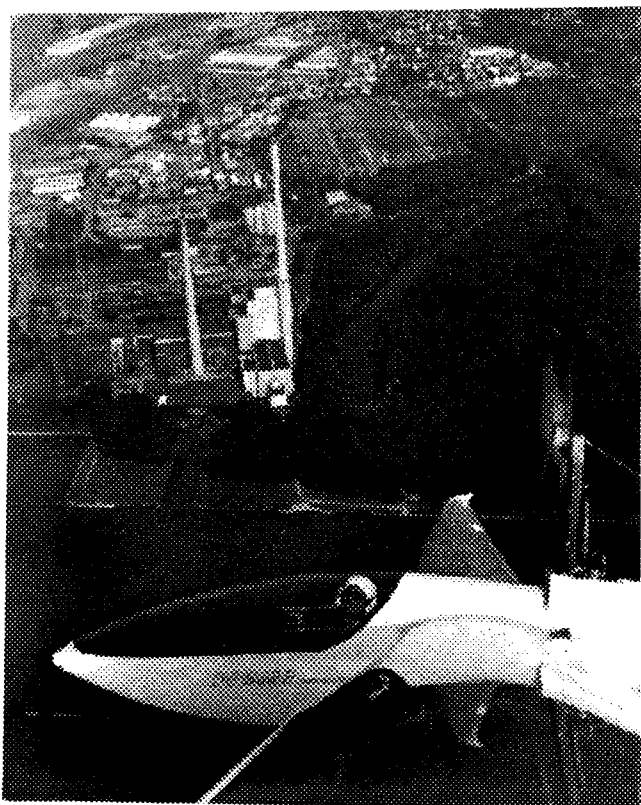
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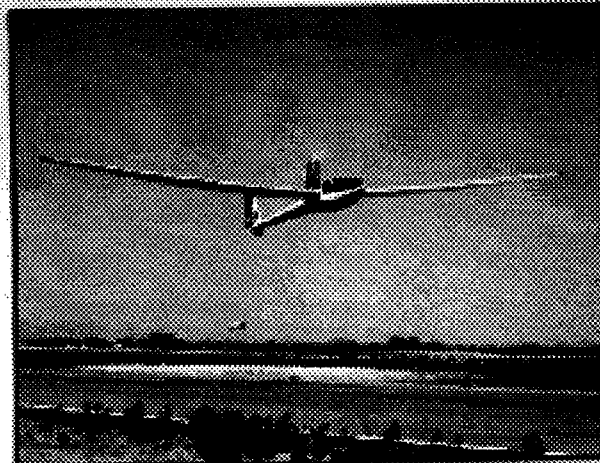
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Jochen Ewald snaps a self portrait as he powers his DG-800B over Germany's Karlsruhe Rhine River

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Foreword by Donald E. Noyes, General Manager,
International Association of Self-Launching Sailplane Pilots

Peter A. Williams

NEW SELF-LAUNCH BOOK HAS SUCCESSFUL DEBUT AT SSA PORTLAND CONVENTION

Pete Williams' new book Self-Launch, Retractable Engine Sailplanes introduction at the SSA Portland Convention in late February was well received with all copies taken to the convention sold. Orders continue to arrive in Gardnerville and Aerokurier will be reviewing the book in a future issue. Reviews have also been submitted to SOARING magazine, AOPA Pilot, Plane and Pilot, Private Pilot, Air Line Pilot, Sport Aviation, Sailplane and Gliding, Australian Gliding and other pilot magazines. At this writing both SSA and Sport's Pilot shop are considering vending the book in their catalogs. The 8.5" X 11" book has 140pp and 228 photos including color. First Class Mail Postpaid Prices are: USA-\$29.95; Canada-\$33.95; Europe-\$39.95; Elsewhere-\$43.95. Checks OK for USA; Others send Money Order or Certified Bank Check in US Dollars Remit to FOR THE BIRDS 1033 DRESSLERVILLE RD. GARDNERVILLE, NV 89410

1998 AUXILIARY-POWERED NATIONALS

THEY WILL BE HELD IN CONJUNCTION WITH THE REGION 9 CONTEST AT HOBBS, NM ON 21-26 JUNE. A FUN FLY FOR MOTORGLIDERS WILL TAKE PLACE THE WEEK PRECEDING THE CONTEST. CONTACT JO ANN DITTERT: 505-392-7449.