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Auxiliary-powered Sailplane Association

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NOTE FROM THE PRESIDENT

ASA membership is growing at a fast pace. Not all new members are members of the SSA but are drawn to the sport by the operational flexibility of auxiliary-powered ships. Displays at Sun and Fun and Oskosh have created a great deal of outside interest. As the numbers of auxiliary -powered sailplanes increase, the ratio of auxiliary powered sailplanes in comparison to other types increases. Most new sailplanes are now designed to support an engine installation. This provides design economy and the ability to fly FAI classes while providing the operational flexibility of self-launch and minimizing land-outs. Most major manufacturers are now producing more auxiliary-powered sailplanes than other types. Better powerplants, new technology and improved engineering are all visible in the new designs, and kits are now beginning to address the cost factor of these sailplanes. I believe this trend will accelerate and have great potential significance to the sport of soaring. This is the time for the ASA to examine its Vision, Goals and Mission with great clarity. I need you help in doing this. I ask you indicate your choice on the postcard included in this newsletter to help me identify the direction the organization should go in the future.

A PILOT'S REPORT FROM THE NETHERLANDS

By Pete Williams

During the last seven years since moving to the Minden area, I have had the opportunity to meet many foreign sailplane pilots many of whom visit regularly to sample the excellent soaring conditions.

This year, I was privileged to meet Ruud Rozendall, a Netherlands pilot and his wife Nicky. They are ownership partners with Helmut and Ingrid Koehler of a DG-400 that remains based at Minden. The Koehlers also own and base their Ventus CM at Minden. Ruud owns a DG-400 that is based at Terlet Airfield in the eastern part of Holland. A DG-400 pilot since 1988 (s/n 4-222), Ruud says the taxi and self-launching capability

gives him the freedom to be completely independent. He has experienced problems with the Bosch ignition boxes and after switching the Ducati system says the problems disappeared. According to Ruud, gliding is possible from April to September. Climb rates are

400-800 fpm to about 7000'agl during these months. The highest hill in Holland is 300' msl.

Ruud has a Masters Degree in aeronautical

engineering from Delft University in Germany. He is also a professional underwater photographer having won many awards including World Champion in Cuba, 1982. He has published several books on the subject. He has carried this photographic expertise into the soaring realm and is now producing very striking photos using a wing-mounted Nikon camera with a wireless electronic trigger system. As can



Ruud Rozendaal in his DG-400 over a snow covered crest in the Swiss Alps

be noted by the photograph, there is little or no lens induced distortion due to the selection of lens and careful location of camera angle.

Ruud's photos have a mystical quality of

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superimposing the sailplane's movement over breathtaking scenery with a limitless depth of field. The result is the viewer becoming part of that moment of time. He is currently working on camera cold protection for high altitude flights and will return to Minden early 1997 for photography for the Sierra Nevada while in the Minden wave.

His soaring experience includes 1,600 hrs. & Three Diamonds. Sailplanes flown: Solo in Grauna Baby, K-8 and LS4. He has two sons, one a KLM pilot and the other a Medical doctor. Ruud currently owns small factory engaged in the field of technical orthopedics. His wife Nickey is a medical doctor - psychotherapist. Their home is in Leesum, a small village, in a wooded section of Holland. Several of his photos have been submitted to the SSA for publication in Soaring and/or the SSA Calendar. Look for them. Believe me, they are dynamite!

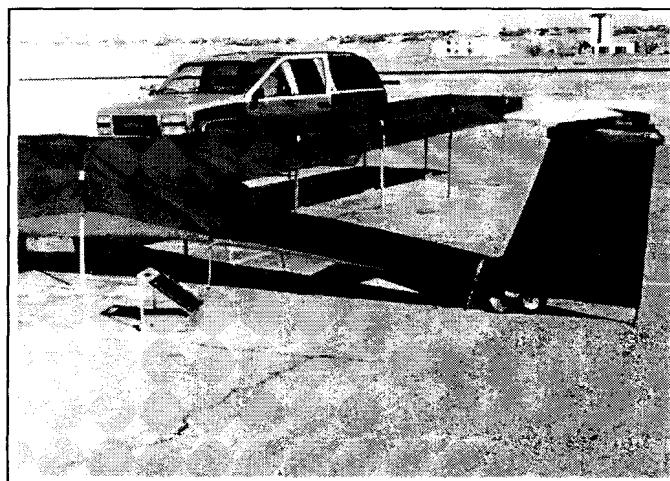
DUCATI IGNITION BOXES FOR ROTAX ENGINES

Submitted by Pete Williams

As DG-400/600s, Nimbus 3DMs, ASW 22BEs and PIK 20/30s age, there is an increasing interest in replacing the Polar Fire (Bosch) ignition boxes with the Ducati ignition system installed on all new Rotax powered sailplanes. The Bosch boxes are no longer in production. Therefore a change to the Ducati system is the only means of continuing to fly should the Bosch boxes fail -- which is likely. Here's how to do it.

1. The cost is about \$450 US/box which can be obtained from Rotax. You will also need a mounting hardware kit from the airframe OEM.
2. Rotax Tech Bulletin 505-06 covers the installation. Ask for Kit 965 679. The Rotax Austria Fax is 43 7426 370 and contact Joe Furlinger.
3. For DG sailplanes, DG TN 826/27 and DG service info 0-6/93 have all the details for mounting the Ducati boxes. Their Fax is 49 7257 8922. Specify hardware kit for Alternative B. Check with Schempp-Hirth and Schleicher for their details on mounting hardware.
4. Any aviation electrician or equivalent can do this retrofit. Its no big deal. Be sure and check that all wires emerging from the coils behind the flywheel are not chafed with no bare wire evident. Check carefully since any bare wire can short out on the metal sheath covering this wire bundle. This fakes a defective box.

BUILD A HANGER FOR YOUR BIRD



Bill Nutting of Prescott, AZ has successfully designed and constructed a "hanger" for his DG-400. He claims it is adequate to withstand sun, wind and hail. All footings are cemented 15" into the tarmac and secured with J-bars. The 1" square tubing is covered with boat canvas. The DG is rolled into its stall and the wheel of the tail dolly recessed in a slot in the asphalt, then chained down. The stabilizer cover wasn't completed yet.

For more information, contact Bill Nutting at 154 Valley Ranch North, Prescott, AZ 86303 - 502-445-7555

FIRST USA DELIVERY OF NIMBUS 4DM

ASA member Bill Ivans recently took delivery of his new Nimbus 4DM at Douglas Count Airport, Minden, NV. Bill and his son Dennis spent the Labor Day weekend getting checked out in the ship by CFG Tupper Robinson. In spite of poor visibility due to forest fire smoke, Bill and Dennis completed all of the required flights including log book sign-off per AC 61-94. Both pilots have nothing but praise for the handling qualities of the ship including engine operation and takeoff/climb performance. Bill's 4DM is the first USA pilot delivery and will be based at Minden. Douglas County Airport is now the home base for 12 retractable engine, self-launching high performance sailplanes.





Of several motor gliders on display at Oskosh, the Super Ximango was most impressive. This new version, powered by a Rotax 912, is capable of taking two people some 700 miles, cruising economically at 110 mph. With the propeller feathered it has a glide ratio of over 30:1 and - most important - a practical circling speed for thermalling of fifty knots. It gives a great advantage over the other side-by-side motor gliders which, apart from the Stemme S-10, have difficulty thermalling because their turning radius is so large.

Hanging is feasible since the outer sections of the wing fold easily to reduce the span to 33.3 ft.

The mechanically retracting main gear with a wide stance and steerable tail wheel provides good stability and controllability during takeoff and landing. Powerful spoilers provide extremely precise control for both powered or unpowered landings. Raising or lowering the mechanically-retracting gear requires only a low-effort push or pull on the cockpit lever. Excellent over-the-nose visibility eliminates the need for S-turns during taxiing.

It is certified under the stringent European JAR-22 Standards of Airworthiness. Its Certificate of Airworthiness is in the Utility Category, meaning that the allowable stress levels met during certification are higher than for Normal Category aircraft. Allowable g's, for example, are plus 5.3 and minus 2.65.

ADVERTISED PERFORMANCE

| | | |
|--------------------|-------|---------|
| Cruise speed | ----- | 110 kts |
| Stall speed | ----- | 39 kts |
| Best L/D speed | ----- | 59 kts |
| Never exceed speed | ----- | 132 kts |
| Glide ratio | ----- | 31:1 |
| Minimum sink rate | ----- | 184 fpm |
| Maximum range | ----- | 600+ NM |
| Maximum endurance | ----- | 7 hrs |
| Takeoff distance | ----- | 738 ft |
| Fuel consumption | ----- | 3.5 gph |

WEIGHTS AND DIMENSIONS

| | | |
|--------------------|-------|----------|
| Max. gross weight | ----- | 1874 lbs |
| Basic empty weight | ----- | 1331 lbs |
| Useful load | ----- | 539 lbs |
| Fuel capacity | ----- | 23 gal |
| Wingspan | ----- | 57.3 ft |
| Folded | ----- | 33.3 ft |
| Length | ----- | 26.4 ft |
| Height | ----- | 6.33 ft |

The US distributor is:

Ximango U.S. Inc.

222 Cessna Blvd.

Daytona Beach, FL 32124

904-760-7602 904-788-2045 904-788-9528