

Self-Launching Sailplane Pilot's Association

N E W S L E T T E R

SEP-OCT 1989

Pete Williams, President and Editor//Jim Culp, Vice President//Issue #10, Vol. 1

SLSPA NOW INCORPORATED....

By the time this newsletter is mailed, The Self-Launching Sailplane Pilot's Association will be filed as a non-profit corporation under the laws of the District of Columbia. This filing and all of the paperwork attendant thereto was due to the efforts of SLSPA member Bruce A. Templeton, Attorney at Law of Wickwire, Gavin, P.C. whose address is Two Lafayette Centre, Suite 500, 1133 21st St. N.W., Washington, D.C. 20036-3302. 202-331-5754. Bruce is also assisting in establishing SLSPA as a non-profit corporation with the IRS to provide tax exempt status.

I know all members will want to join me in thanking Bruce for his untiring efforts and enthusiasm on behalf of the association. This type of dedication and service is the glue that must be present to hold SLSPA together in the future. Thanks also to our dedicated Board of Directors who have reviewed and hammered out the ByLaws. SLSPA's Board of Directors are:

Pete Williams-Chairman
Bud Schurmeier-Director (Director at Large SSA)
Tom Dixon-Director
Jim Culp-Director (GA State Governor, SSA)
Alan Greer-Director

The SLSPA Officers are:
President-Pete Williams
Vice President-Jim Culp
Secretary-Jim Culp
Treasurer-Pete Williams

A digest of the ByLaws follows:

..organized for scientific and educational purposes to encourage the design, development, production and safe use of self-launching sailplanes including sustainer engine sailplanes and motorgliders as defined by the F.A.I. Sporting Code Section 3, Chapters 1, 8 and 7)...to advance the art of soaring by promoting:

1. F.A.I. badge flights, World, National and State flight records.
2. Participation in Soaring Championships
3. Mutual exchange of information

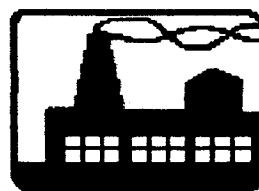
4. Participation in educational symposia, fly-ins, soaring regattas and safaris.
5. Mutual exchange of information with airframe, engine and component manufacturers and service organizations.

Representation: SLSPA is the advocate for motorgliders, self-launchers and sustainer-engine sailplanes in relations with SSA, Federal, State and local governments as well as the airframe/engine/equipment manufacturers.

Membership: Open to anyone interested in self-launchers, sustainer-engine and motorglider sailplane operations.

SSA AFFILIATION NEXT...

As soon as the incorporation papers are filed, we will make application to become an affiliate of SSA. Hopefully this can be completed and official by the 1990 SSA Convention.



FACTORY REPORTS

ROTAX- Changing to Mikuni Carbs Caution:

The Carb. Type is BN-38 painted black and it must contain all of the Mods. necessary to fit the particular Rotax engine type. According to Rotax, they look alike on the outside but must have internal mods. The properly adapted carbs are available from Kodiak Research in Canada; Bob Marshall and Oliver Dyer Bennet. ODB has made several installations and claims excellent starting and running results.

High Altitude Operations- The Rotax Service Bulletin 8 UL 87/D is the best source of information but it is still in German. If any member can translate to English, it would be greatly appreciated. Just write me and I will send the document...Ed.

Rotax Technical Bulletin 505-05 dated June 30 1989 Subject: Piston Pin Bearing-Conversion to Reinforced Design. This bulletin provides information on exchanging the existing piston pin needle bearings to a new cageless type bearing.

The reason for this change is breakdown of lubrication and loss of hardness due to overheating, leaning down that may lead to premature failure of the existing bearing.

Change of bearings is as follows:

1. Anytime maximum temperature limits are exceeded—change the bearings within 3 engine hours.
2. For safety reasons within 100 hrs. engine operation.

Rotax Engine Models Affected:

Type 501 and 505 all models up to engine serial number 3332827.

This affects every PIK-20E and DG-400 in the USA. It also must be accomplished by a licensed mechanic and signed off in the engine log. Anyone desiring a copy of the Bulletin, please send a SASE (50 cents postage) and I will send you a copy. I am attempting to get Glaser-Dirks input on this and have asked Oliver Dyer-Bennet to provide input on what the cost would be to make such a change out of bearings. It is the editors opinion that this bulletin was issued as a result of the piston conrod bearing failures previously reported to SLSPA. I know not what action the FAA will take as far as issuance of an AD. To my knowledge there are about 5-6 Rotax engines in the US that are near 100 hours. In the meanwhile, make sure temperatures limits are observed and that the fuel/oil mixture is 50:1. Also DO NOT attempt to lean out the carbs more than recommended in the handbook. Keep the fuel squeaky clean and use an approved lubricant. More to come.

GLASER-DIRKS SAILPLANES, INC./USA

Inspect the spring that connects the long muffler tube to headers. It has been known to break at the connecting ends. Sometimes this is caused by the welded attachment points breaking due to vibration. For fast response to any problems you can contact Oliver Dyer Bennet via FAX-707-942-0885.

There is a report of the aft door on the DG-400 failing to open completely upon retract resulting in the flywheel of the engine striking the door. Suggest ground check all linkages and time both extension and retraction. The gas strut may be weak and need replacement.

FOR SALE:

Scheibe SF 27 MA Low time eng/airframe. Eberle Trailer. \$13,000 Call Dick Hartenberger 616-345-0131-work or 616-324-0315-home.

DG-400 Low time/Excellent condition/ Top instrumentation including Sage/S-Nav/Dittel Radio/Aerograf Baro/Spare parts/ All Tns and ADs/ Cobra trailer. Jerry Wenger 1-800-325-8373 or 507-451-7927 PMs.

HOME BUILT WOODSTOCK POWERED BY ROTAX 277 ENGINE..

Paul Liebenberg has successfully installed and flown his Woodstock Two as a self-launcher using a 26hp 277 Rotax engine. The engine swings a 54" prop and is fully retractable. Paul claims a climbout at 700fpm at 630# gross weight

His initial engine was a 15 hp Yamaha that provided only 300fpm. The ship uses a Jim Maupin designed 13 meter wing and the fuselage modified to shift the pilot forward to maintain the CG in the proper position. Wing tip wheels and a steerable tailwheel provide excellent ground handling. According to Paul, the basic Woodstock was highly modified to accomodate the Rotax.

Jim recently joined SLSPA and a photo of his SLS is seen below. He says L/D not yet proven but estimates mid to high 20s.



E-Z Rig Wing Dollies for PIK-20E/30

George Foote recently sold his PIK-30 to Bud Schurmeier and is desirous of getting rid of a special rig that holds the wings during assembly. If anyone is interested, contact George at 603-746-4525.

2ND AUXILIARY POWERED SAILPLANE NATIONALS... HUTCHINSON, KANSAS:

They flew 8 out of 9 days in cool windy weather.

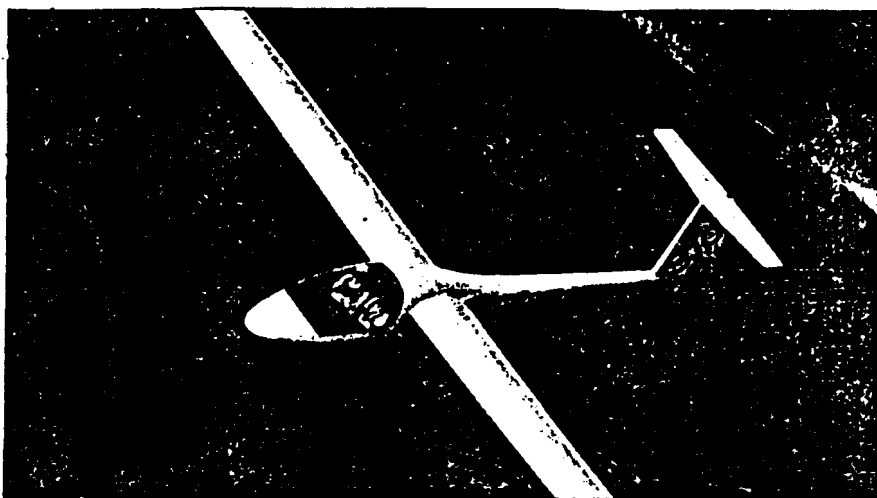
Final Lineup- 1 Don Pollard
2 Roger Buchanan
3. Don Aitken
4. Alan Greer
5. Ken Ferguson
6. Oliver Suddard

Open Class:

1. Ken Shea
2. Jerry Wenger
3. Bud Shurmeier

Motorgliders

A number of new entrants boost this section: Hoffman H.40, Schempp-Hirth Nimbus 3DM, Ventus CM, and Discus bT, Valentin Kiwi, and Stemme S.10. From the 20 h.p. Solo-engined craft to the 95 h.p. Stemme S.10 (not forgetting the Schweizer SGM 2-37, which almost ranks for inclusion among larger aircraft) the whole selection offers very attractive efficiency compared with conventional aircraft—assuming prospective owners are willing to forgo ultimate speed. Within the list are those regarded as “self-launching” gliders, as well as designs which feature get-you-home-when-there-is-no-lift power.



Stemme S.10

Motorgliders

Type	Power	Fuel (Imp gal)	Span/length (ft in)	Weights (lb) Empty/max	Max L/D (kt)	Min sink ft/sec (kt)	VNE (kt)	Price
Aeromot AMT-100	80 h.p. Limbach L-2000E01	19.8	57 4/25 11	1,200/1,700	30(54)	2.6(49)	132	—
Caproni Jet Calif A21SJ	288lb thrust Microturbo TRS	30	66 10/25 4	1,165/1,763	65	2.2(52)	136	—
Centrair Marianne M	60 h.p. Volkswagen JPX	3.3	80 10/29 6	1,102/1,598	31(54)	3.3(52)	108	—
Fournier RF.5	80 h.p. Limbach L-2000E01	13.2	45 1/25 7	990/1,455	20(—)	—	431	—
Glaser-Dicks DG-400	43 h.p. Rotax 505	5.0/12.5	55 8/23 0	560/1,058	45(59)	1.7(43)	146	DM91,965
DG-500M	60 h.p. Rotax 535	10/20.6	72 2/26 5	1,157/1,819	47(59)	1.7(43)	146	DM142,500
Hoffman H36 Dimona II	80 h.p. Limbach L-2000EB1C	17.5	52 6/22 6	1,234/1,697	27(56)	3.5(43)	146	—
40	95 h.p. Limbach L-2400DB1	21	36 0/23 0	1,168/1,763	—	—	150	DM109,000
ICA-Brasov IS-28M2A	80 h.p. Limbach L-2000E01	13.2	55 9/23 0	1,235/1,676	25(57)	3.9(43)	113	—
IAR-28MA		13.2	32 9/22 11	1,147/1,676	15(60)	6.2(50)	135	—
IAR-34		13.2	55 9/25 7	1,232/1,676	—	—	127	—
Scheibe SF-25C Falke 2000	80 h.p. Limbach L-2000EA	12	50 5/24 11	880/1,430	23(41)	3.3(38)	103	DM98,100
SF-25C Falke 88	65 h.p. Limbach SL-1700EA							DM95,000
SF-36	80 h.p. Limbach L-2000	11.7	53 5/23 7	970/1,450	28(52)	3.0(41)	112	DM125,000
Schempp-Hirth Janus CM	60 h.p. Rotax 535	9.4	65 7/28 4	1,058/1,543	43(59)	2.1(49)	135	—
Nimbus 3DT	26 h.p. Solo 2350	3.5	80 8/28 6	1,168/1,764	57(59)	1.6(40)	148	—
Nimbus 3DM	60 h.p. Rotax 535C	11	—	1,290/1,764	—	1.7(43)	—	—
Ventus CT	20 h.p. Solo 2350	3.5	57 9/21 7	637/948	48(49)	—	145	—
Ventus CM	26 h.p. Solo 2350	4.6	—	661/948	48(56)	2.2(41)	146	—
Discus bT	20 h.p. Solo 2350	3.5	49 3/21 7	606/992	42(54)	2.0(42)	135	—
Schleicher ASW22BE	42 h.p. Rotax 505	15.4	82 0/26 7	1,124/1,853	60(59)	1.5(46)	151	—
Schweizer SGM 2-37	112 h.p. Lycoming O-235-L2C	11.8	59 8/27 5	1,260/1,850	22(52)	3.7(49)	115	—
Siren Pik 20E2F	43 h.p. Rotax 505	6.6	49 2/21 5	683/1,036	41(63)	2.3(47)	154	—
Pik 30E/17m			55 9/21 5	683/1,014	45(59)	1.8(41)	140	—
Stemme S.10	95 h.p. Limbach-2400	19.8	75 6/27 8	1,400/1,874	51(57)	1.9(—)	151	—
Valentin Taifun 17E	90 h.p. Limbach L-2400EB	19.8	55 9/25 6	1,345/1,874	30(57)	3.1(46)	135	—
Kiwi 6T	24 h.p. Konig SC430	2.1	49 3/—	551/837	37(41)	1.9(40)	132	DM 69,500