

Auxiliary-powered Sailplane NEWS

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

Dean Carswell-President

ASA is a Division of the Soaring Society of America

Volume XIV Issue #87

ASA Web Site: www.motorglider.org

July-August 2002

President's Message...

The US Motorglider Nationals for 2002, held at Steamboat Springs CO and co-sponsored by Steamboat Soaring Adventures and the National Soaring Foundation, were a great success. They are reported elsewhere in this issue. The success was thanks in large part to the efforts of Susan and Tim McAllister, and Bob Dittert, Contest Director. Recognition is also due to those ASA members who entered, helping place this event more firmly on the annual contest calendar. Ruminating at my desk on the first day of July, looking out at an unseasonable 500 foot cloudbase, I was reminded of an event which occurred recently at the local field and, in turn, of what I wrote some time back about being fit to fly. That event showed how pertinent the subject remains. Do you review your personal fitness before flight, and use the "I'm Safe" checklist? Here is a summary.

Illness: Not just fever or sickness, but are you below par? Headache, other minor or distracting ailment, hangover? All reduce your concentration.

Medication: We all know some drugs have side effects – do you know for sure what they are? And why are you taking the drug in the first place, and are you safe to fly if you are?

Stress: We all have it from time to time – business, family or personal. Are you really sure you can put your stressing factors aside when you climb in your ship? If you can't say yes, your concentration is impaired, and if you proceed to fly, you may discover some real stress!

Alcohol: Any residual alcohol in your system has an adverse effect; and this is amplified by oxygen depletion, even if using supplemental oxygen.

Fatigue: Had a good night's sleep? How many hours have you worked/driven/ flown prior to your intended flight? Wandering attention is a real flight hazard.

Familiarity: Are you really current? Ready for an emergency? Done a thorough Critical Assembly Check? On the other hand, familiarity can cause complacency and allow diversion of your attention from where it really needs to be. We need to be concerned about complacency arising from over-familiarity as much as problems caused by lack of familiarity. *Continues on Page 3*



ASA member Don Pollard taxiing out for a self-launch in Alisport's 12-meter Silent IN. Don's comments about his flight to Leo Benetti-Longhini, the US sales representative: "For sometime I have hoped there would be a self-launch sailplane that was affordable with good soaring capability for sport flying. The "Silent" is the answer. It is fun to fly. The control harmony is excellent. The flaperons are great to use for pitch control running under a cloud street. I think the "Silent" will bring more people into soaring safely without all the hassle of tow planes and crews on standby." *There are approximately 30 INs flying worldwide. More details on this new light powered glider on page 3.*

It's time to renew your ASA Membership. Please complete the enclosed Pink Slip and mail it TODAY. Note NEW Payment Options. Thanks!

2002 U.S. Aux-Pwr'd Nationals Results

June 10-20, 2002 Steamboat Springs, Colorado

Rank	Pts	ID	Name	Glider
1	5546	WJ	Walsh/Howell, Jim/Ri	Ventus2CM
2	5454	EY	McAllister, Timothy	StemmeVT
3	4901	DDT	Knauff, Thomas L.	DuoDiscusT
4	4650	5S	Salkeld, Edwin M.	ASH26E
5	4518	7Y	Allemann, Rudolph	DG-400
6	4182	4DS	Whelchel, Dan W.	StemmeVT
7	4115	SM	Macaulay, Mark A.	DG-800B
8	3620	FD	Schulze/Gross, Han/B	VentusBT
9	3521	VO	McWhorter, Purnall L.	VentusCM
10	3449	8ST	Scott, Sherman A.	StemmeVT
11	3362	2BK	Kibby, Bobby G.	Discus 2T
12	2964	JW	Dobronski, Joseph F.	Ventus B/T
13	2453	YG	Evans, Michael	Ventus B/T
14	2115	C2	Collman, Charles D.	Ventus B/T

.....See 1-page insert for some daily contest reports.

News and Views



Seen above is Mike Moore taxiing out on May 11, 2000 at the Minden-Tahoe Airport for his first launch in his new DG-505MB. Pete Williams is the checkout pilot in the rear seat. Mike has since sold this ship to ASA member Bob Moos of South Hadley, MA who took delivery at Minden April 10, 2002. *Photo by Charm Williams*



Diamond Aircraft's Katana XTreme HK 36TC. Seen here is the tricycle version. Engine off glide ratio is 27:1. Power on cruise is 108kts. Powerplant: 81hp 4-stroke Rotax 912A. The "Turbo" version has a Rotax 914F with 115hp output. More Info: Diamond Aircraft Industries (Canada) 888-359-3220

Cockpit and instrumentation layout of today's modern self-launcher. This includes standard flight instruments, GPS Flight Director with moving map and up to 100 tasks stored in the computer, digital and mechanical variors, electric turn and bank indicator, 720 channel VHF radio, transponder and engine control panel. Seen here is a DG-800B.



The Alisport SILENT IN Self-Launcher

The **Silent-IN** is the motorized version of the first light sailplane in the world with a glide ratio greater than 31:1. A pleasure to fly, its light weight makes for easy rigging, facilitated by fully **automatic control connections**. Its light weight reflects its all **composite construction**, including carbon fiber for the fuselage tail and a fiberglass cockpit, to ensure the best protection in off-field landings. With good conventional air brakes, the **Silent-IN** lands in less than 330 ft (100 m). Its excellent climb performance, matching standard class sailplanes, is complemented by -7° flaps to maintain good performance even at 80 mph (150 km/h). Takeoffs and landings are easy. With a wing span of only 39 ft (12 m), storage is simple. Open and enclosed "clam-shell" trailers are available for transportation. A straightforward engine installation allows ready access for both preflight inspection and maintenance, while the extension and retraction mechanism is reliable, safe and rapid, resulting in minimum loss of altitude during shutdown.

The **single-blade propeller**, with its patented teetering balancing system (P/N.5971322), takes up less space and minimizes propeller-induced vibrations. Shutdown is easy and propeller orientation is straightforward permitting rapid retraction of the power plant system.

Engine: Alisport 28 hp single-cylinder air-cooled engine, with counter-balance shaft, tuned exhaust, computer controlled mapped fuel-injection and electronic ignition system, electric starter and flywheel generator. Engine extension and retraction is operated by an electromechanical actuator system.

Performance

Stall speed (Vs) clean:	38 mph
Maneuvering speed (Va):	84 mph
Max. Speed Vne:	
(with - 7° flap)	124 mph
Max L/D:	>31:1 at 53 mph
Minimum sink rate:	138 fpm at 44 mph
Cruise speed:	68 mph
Take-off distance:	500 ft on asphalt 590 ft on grass
Climb rate with engine:	492 fpm
Landing distance:	330 ft

Technical Data

Wing span:	39.37 ft
Length:	21 ft
Height:	4.1 ft
Aspect ratio:	14
Wing area:	110.9 sqft
Empty weight:	375 lbs no fuel
Max payload:	230 lbs
Max take-off weight:	639 lbs
Wing load factors:	+4.6-2.65 g at 290 kg
	+4.6-2.65 g at 639 lbs
Air brakes	conventional
Fuel capacity	5.3 gal (reserve 1.3 gal)
Fuel consumption	at 75% power 1.3 gal/h

Silent IN base price delivered to Baltimore, MD....\$37,200**
basic instruments included (Kit-\$26,900)

For More Info Contact the US Representative: Alisport USA Sales and Service c/o Leo Benetti-Longhini Tullahoma Regional Airport Box 966 Tullahoma, TN 37388 Tel: 931-224-8343 EMail <info15@alisport.com>

Factory Web Site: www.alisport.com

** includes fuselage paint instead of Gelcoat finish

President's message continued:

Eating: Lack of food reduces blood sugar, which can cause lack of concentration; dehydration can incapacitate you. Did you get caught up after rigging in the heat? The bottom line is we need to be fit just as much as our equipment needs to be in good order; if we can't say "I'm safe" before every flight, we should not get in the ship.



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AviaStroitel's AC5M "Russia" Self-Launcher

Editor's Comments: The powered Russia AC5M is one of the first Light Selflaunchers. It has been introduced into the US market, and the world market for that matter, through the efforts of Bill Ard working closely for several years with AviaStroitel engineers. In essence it is truly one of a kind in that its evolution has not followed traditional light motorized glider designs. Some of the differences are: a pusher propeller, limited wing area, a higher than normal wing loading, a higher glide ratio, a high aspect ratio wing plan, wing root fairings, retractable main gear, a manually deployable engine and a base price of \$35,000 delivered to Montana. Simplicity and functionality is its forte. But then lets let Bill tell it like it is.

AC5M Project Philosophy by Bill Ard

What this glider is not: it is not an aeroplane. This is a very basic sailplane with a motor added. There is no push-button, electric screw-jack motor extender, no automatic start sequencer, automatic fuel cutoff switch or starter-motor power cutoff sensor, no elaborate electrical harness and breaker system, electric prop brake or prop centering sensor light. There is no fuel gauge, no low fuel warning light, no gear position warning light or buzzer, no motor-door warning light, in fact no warning lights at all. No tail-wheel ground steering. Not even an alternate air source for the variometer.

In addition to needing to know how to soar the AC-5M pilot needs to understand how to maintain and operate the machinery and be committed to the maintenance like your life depends on it. Because it does. You also need to know more than a glider pilot's fair share about density altitude, fuel management, Vx and Vy, carburetor ice and more. Your preflight inspection experience will never be the same again.

It is not a magic carpet: having a motor does not mean you are immune to "glider problems". Even gifted and experienced soaring pilots have gotten themselves killed thinking the motor would save them from unpleasant situations, only to find just that one time that the motor wasn't there for them. The MZ-35 is the most sophisticated powerplant of its kind, but it is a small, single cylinder, two-stroke powerplant with a single stage ignition and a carburetor. It is not advertised as infallible. It is not a certified aircraft engine. So do you still want one of these things? Read on and I'll tell you plainly what the AC-5M really is.

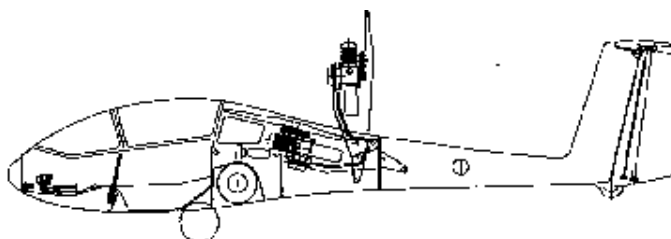
Its a sailplane that can take off by itself. That's it. All that AviaStroitel promises is a simple, well-built glider with honest mid-range cross country performance that doesn't need a tow plane. Simplicity is the overall goal, even as the number of parts has increased. The motor itself was chosen for its small number of parts and good power-to-weight ratio; it is a complete, self contained unit with its own battery, battery charging system, electric start, automatic decompression valve and fully electronic ignition with infinite variable timing.

The motor deployment system is entirely mechanical, relying on a pair of slide handles to open the bay doors, deploy the motor and close the doors again in less than five seconds. If, for some reason, the motor fails to start in flight you just put it away and become a glider again- you aren't stuck with a severely compromised glide ratio; there is no reliance upon battery power, electric motors, relays or circuits.



AviaStroitel AC5M SPECIFICATIONS

Span	41.3 ft. (12.6 meters)
Length	17.2 ft.
Height	4.3 ft
Empty Wt	400 lbs.
Max Gross	660 lbs.
Max Payload	260 lbs. (incl. fuel and baggage)
Power Plant	25hp Single Cyl 2-stroke MZ-35R
Load Factors	+4.75/ -2.5
Max Wing Ld	8.0 lbs/ sq. ft. (@ max weight)
Aspect Ratio	20.6
Wing Area	82.9 sq. ft. (7.7 sq. mtr.)
Max L/D	33.5:1 stock 35:1 with perf. package (standard)
L/D Engine Out	18:1 with windmilling prop
Critical Speeds: @ flying weight 575 lbs.(660 lbs.)	
Stall	40 kts (43 kts)
Minimum Sink	158 fpm @ 48 kts (168 @ 51 kts)
Best L/D	37.4:1 @ 55 kts (57 kts)
Maneuvering (Va)	84 kts (87 kts)
Max Speed (Vne)	120 kts (120 kts)
Best Climb (Vx)	550 fpm (46 kts @ 575 lbs. @ SL)



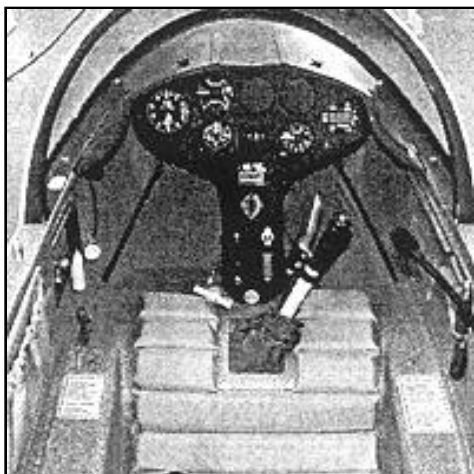
AC-5M....continued from page 4

Taxi ability is limited to fairly wide turns with optional wing tip wheels, but the Russia is not an aeroplane. AviaStroitel feels that is not necessary for the enjoyment of soaring to be able to taxi under power at a crowded airport. But at only 400 lbs. empty weight, pushing the 5M into position just like any other glider is no problem.

It is independence. The ability to skip the aerotow and avoid a retrieve simply eliminates the sailplane pilot's reliance on club procedures and the kindness of strangers. Soar whenever you want, wherever you want- that's the heart of our project philosophy. With mere 80 pound wing panels and the custom Russia trailer, self-assembly is an easy proposition: in practice it takes only a little longer than assembling with a helper. Ground handling the Russia without the aid of a tail dolly and wing wheel is not difficult if you want to keep your equipment list small.

It is Experimental. If you feel the need for some of the bells and whistles we're not offering, you may customize your Russia. Many Russia pilots have installed gear warning systems; motor bay warning lights would be as simple. There is room for considerable custom instrumentation in the Russia panel if you need additional flight or navigation instruments. You can install a fuel gauge if you don't want to watch the clock, add an alternate TE source for long climbs, custom-fit the seating for maximum comfort- most projects such as these are not very difficult and do not require FAA paperwork. Most things that do not alter the flight characteristics of the aircraft are permitted in your experimental sailplane, but its a good idea to consult your local FSDO.

It is a fantastic opportunity. That's what the AC-5M really is.



For More Information contact
Russia Sailplanes, Inc.
406-586-1560 email: soarmontana@mcn.net
Website: www.russiasailplanes.com

Parting Out PIK-20E

Rotax 501 with prop 97 hrs. TTE.
Complete Set of Covers. Fuselage smashed.
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Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI motorglider
1507 Browning Ct. Andover, KS 67002
Cell phone 316-409-9624
Email: [<davemcconeghey@hotmail.com>](mailto:davemcconeghey@hotmail.com)
Web: [<www.angelfire.com/ks2/motorglider>](http://www.angelfire.com/ks2/motorglider)

FOR SALE....DG-800B 1996, 500hrs TTAF,
50hrs TTE. Fully Instrumented with GPS and O2
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Contact Klaus 702-672-0864

IN FLIGHT BREAKUP OF DG-400

MAY 1, 1999 - FRED JACOBS BAILED OUT OF HIS DG-400 MOTOR GLIDER AFTER AN IN-FLIGHT BREAKUP. HERE ARE HIS COMMENTS.

"Following assembly, I conducted a pre-flight from my printed checklist. After checking the cockpit I again rechecked the wing spar pins. They appeared to be normal. After more than two hours of struggling in moderate turbulence the lift improved and I climbed to 6,000' msl. While cruising, I heard a sharp bang. My immediate thought was that I had hit something.

Checking around me, the aircraft appeared and felt normal. I made a gentle 360 degree turn without seeing anything. After cruising another five or 10 minutes, there was a second, louder bang. The left wing immediately snapped up to about 25 degrees relative to the fuselage. The nose started dropping, speed building. The controls were ineffective. I jettisoned the canopy and bailed out.

The aircraft crashed near New Milford. The wreckage was scattered over an area about one kilometre long. I met the investigators at the wreckage the following morning. We met at the remains of the fuselage. While explaining to the non-glider pilot investigators how the ship was assembled, I found the right spar pin handle lock was missing. The bond area on the fuselage where the lock should have been was evident and shiny with a piece of fiberglass tape hanging from the bottom. On the opposite side of the fuselage, the entire area where the left spar pin lock should have been was missing. The following week the left wing was located in woods about a half a km from the main wreckage. It was intact with no damage except from falling through the trees and hitting the ground. I later learned that the inspector who first viewed the wing found both spar pins in their bushings and removed them.

DG-400 wing spars are side by side members without pins on the ends. The wings are held in position by two spar pins that pass through brass bushings in both spars. The spar pins are locked in position by handle locking devices that are bonded to the inner side of the fuselage. The failure of a spar pin locking device bond could allow that spar pin eventually to work out of position in the wing spars. I suspect that is what happened to me. The bond failed on the right spar pin locking device, dropping the device to the baggage compartment floor.

I had flown the previous two hours in moderately turbulent conditions. Continued flight in light turbulence allowed the spar pin itself to work out of position in the wing spars. At my suggestion the section of the fuselage with the spar pin lock bond area was sent to a testing laboratory. They reported a cohesive failure, a separation at the interface of the bonding material and locking device and reinforcing tape. I sent photos of the failed bond area to Eng. Wilhelm Dirks at DG Flugzeugbau GmbH. He responded that it was a normal bond. I hardly would consider this a satisfactory bond for a lock that is critical to holding a spar pin in position in the wing spar."

An additional explanation

"The left wing spar is the front spar. When the right pin tip worked out of the right wing bushing it remained in the left wing spar. The left wing spar dropped, the ship went out of control and into an out-side loop. When inverted the fuselage was torn apart between the cockpit and the engine compartment. The left pin also is inserted first through the left spar into the right spar. Both pins remained in the left spar after the breakup. During the fall of the left wing, no forces were exerted to move the pins out of the left spar bushings. There were marks on the front of the right bushing of the right wing made by the pin tip when it came out of the bushing and the left wing went up and the left spar tip down."

Reprinted from Gliding Kiwi Aug/Sept 2001

Editor's Comments: ASA reported this accident in the May-June and July Aug 1999 Issues. This report amplifies Fred's investigations after the accident and was submitted to ASA Publications by ASA Member James Walsh.

TST-10 TeST's New Ultralight Self-Launcher

TeST is a Czech company that has produced both retractable engine sailplanes and fixed engine motorgliders for several years. Up to now all of their airplanes were constructed of wood, plywood and fabric with some fiberglass sections. This includes four models produced under the Ultralight (UL -2) Design criteria and two ships under the JAR-22 Design criteria. Of these six ships one is a pure glider, two are single-place retractable engine self-launchers and three are fixed engine motorgliders.

The single-seat TST-10 is a departure from this type of manufacturing to an all-fiberglass structure and fits the new UL-2 criteria with a max gross weight of 300 kg (660lbs). TeST is currently building and testing the prototype and expects the maiden flight in September 2002.

The power plant chosen is the 40hp Rotax 447. Rate of climb is expected to be over 800fpm with liftoff after a roll of 492ft. According to the factory, the tentative price delivered to a US East Coast port is \$29,700 with serial production deliveries expected in May 2003. Basic instruments include airspeed, altimeter, vario, bank indicator, compass, engine tachometer and CHT gauge. A Trailer is \$4,900.

Other TeST Selflaunchers:
Right: TST-3. Below: 2-place TST-8



For more information contact:
Zbynek Jaros
<jaros@infoline.cz>

PROPELLER INSPECTION

Have you looked real close at your prop lately? The Annual Inspection requires demount, remount and retorquer. It is possible there are stress cracks on the surface finish or perhaps cracks originating at the mount holes. Look at your Propeller Manual to see what size cracks are acceptable and what is not. Most props are composite in construction and have wooden hubs. Some prop hubs have a shield that pushes against and opens the engine bay doors. It is possible for the bolt holes in composite hub shields to be deformed due to torque. This deformation can damage the prop hub bolt holes. In general, any cracks that can be felt by the finger nails, are not acceptable and the prop must be repaired or replaced depending on the extent of damage. Prop blades should be inspected each pre-flight. Cleaning (no acetone) and waxing is recommended.

New Power For Older Motorgliders

By Jochen Ewald

Motorglider owners who want to upgrade their aircraft with more powerful engines may well know of the Aircraft Technology's factory, Korff & Co, based on Mainbullau Airfield near Miltenberg, south-east of Frankfurt, Germany. The factory has worked on a number of motorgliders and light aircraft, upgrading and certifying their engines to give a much better overall performance. The extra power has also meant they can take-off with less runway, which is an important safety factor.

Fournier RF-5s and the Pützer RF-5B (Sperbers) were fitted with the Limbach L-2000 80hp twin carburettor engines, which brings their performance up to the level of modern GRP motorgliders.

Later, Korff put the big **air-cooled** 92hp Limbach L-2400 EB1 into H-36 Dimonas, Grob G-109s and Valentin Taifuns. The Taifun was also equipped with the 115hp Turbo-Rotax 914. Now the factory has finalized the certification of the **water-cooled** Limbach L-2400 EFI engine being used in the Valentin/TWI Taifun motorgliders. The engine was developed by Limbach Aircraft Engines in Germany, with the help of Korff and in line with their factory's requirements.

RETRACTABLE ENGINE MOTORGLIDER CHECKOUT & TRAINING AVAILABLE AT SOAR MINDEN, NEVADA

Soar Minden at the Minden-Tahoe Airport has added a DG-500M to its sailplane fleet. It is available year round for flight training as well as checkout for a logbook endorsement for pilots transistioning to a motorglider. For scheduling contact Andrew McFall at 1-800-345-7627 or Email <soarminden@power.net>

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 Pho: 952-941-5683 EMail: Utleyb@aol.com
USA Dues: \$20-1 yr, \$38-2 yrs, \$55-3 yrs.
Intl. Dues: \$25-1 yr, \$48-2 yrs, \$70-3 yrs.

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ness of any information presented herein.

Publishing Information.....

Pete Williams, ASA Publications Manager, is the Editor, and Print Production Manager for the newsletter. As such, he supervises and coordinates with a printer located in Minden, Nevada. The Newsletter is mailed from Minden.

Contributors are requested to submit hardcopy type-written or keyboarded text .12pt font size is best for accurate scanning. If submitting text on a floppy disk, please advise the word processing program used. Text may be edited as required to fit the newsletter. The newsletter is produced on a Macintosh G-3 using AppleWorks word processing software. Photos are always welcome and will be returned promptly.

The newsletter is delivered to the printer the last week in Jan; Mar; May; July; Sept & Nov. ASA desires input on what the members want in this newsletter and we are doing all we can to keep it informative and interesting. *It's your newsletter, so please let us hear from you!*

CLASSIFIED ADVERTISING RATES

50 cents/word, prepaid for 2 insertions.

Contact Pete Williams for Display Ad sizes and rates.



ERRATA.....

1. The Apis US Dealer is Robert Mudd not Roger Mudd.
2. The Listing of ASA motorglider owners was missing one ASH-25M belonging to PhilPetmecky

FORSALE

ASW-24E 1991, 320 TTAF, 17 TTE, Cobra, Dittel, L-Nav & vario, Winter, tow out gear, solo rigger, water bags, O2, seals, z-strip, factory winglets, ASH26E prop stop, hangared, extra fuel tank, headset plugs, extras. Very good condition, performance self launch, at 85F to 90F you will need 1,300 foot TO roll on grass and 3,000 to clear 100 foot obstacle. In 2001 engine overhauled and new crank as required by mfr year limit. Asking \$60,000. 772-466-8209 eves. FL Boris Robinson EMAIL: smb@digital.net



DG-505MB Carburetor Throttle Coupling Alert

Bob Moore reported a near mishap when a DG-505MB on takeoff from the Richland Washington Airport experienced a power loss at about 200 ft. The pilot made an immediate turn back toward the field and managed to land safely within the airport property. The cause was the coupling that slaves the two carburetor butterfly valves came loose resulting in only one carb being controlled by the throttle cable. Bob recommends 505MB pilots should carefully check the integrity of this coupling before every flight.



FORSALE: 1993 VIVATL13 SEH Motorglider

200hrs TT, com, gps, 95mph @ 3.5gph or 25:1 with prop feathered. Trailer and spare parts included. \$38,000 217-672-3729 (IL) (Stock Photo)



Engine Bay Gas Strut Failure

The gas strut in my DG-808B serial # 156 failed at the rod end at 3 hours engine time after a climb to 3000 agl. There was a loud snap then the strut shaft retracted into its cylinder. The engine traveling light came on when the engine was brought back to idle. The engine wasn't really retracting but the mast had just moved back just enough to trip the upper limit switch. The replacement strut is from the same manufacturer but its ball fitting is retained in a different manner. The original strut rod was under cut (reduced diameter) between the threaded end and the smooth rod section with a jam nut tightened against the ball fitting (See Image). This rod broke at the undercut reduced diameter. The new rod has no jam nut but is threaded all of the way into the ball fitting and retained with both bonding agent and a roll pin. Submitted by Gary Evans