

APS NEWS

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

Volume XXII Issue #127

ASA Web Site: <www.motorglider.org>

Nov '09 - Feb '10



It's only the size of the toys!

In this Issue:
Convention Coverage
Leadership Changes
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Pete William Memorial Plaque
ADS-B
Airport Weather Cam
2010 Board and General Meeting

NEWS FLASH

Hot off of the Digital Presses Self- Launch Retractable Engine Sailplanes
Pete Williams definitive book on SMG's is now available on DVD with bonus
features

President's Corner

Farewell....sort of !

I went to the Little Rock convention looking forward to my retirement as president of the ASA. Well I did retire as president, but I was also elected to a new four year term as a board member. I have also accepted the position of secretary and will continue organizing camps and fly-ins.

Steve Dee is your new President and will continue as CFIG training officer. I want to thank everyone for helping me through my years as president. I have certainly enjoyed working for all ASA members. See ya at Parowan.

Rick Howell, secretary

EDITOR NEEDS HELP

Thanks to the folks at Eric Greenwell, Brian Utley, Jerry Kaufman, Gary Evans, Ken Armstrong, Jamie Shore, Steve Dee and Oliver Dyer-Bennet for contributing to this issue. For the rest of the readers I could really use your help with articles and photos. There's lots of flying being done and a lot of us have digital cameras so it is easy to submit photos. I am always looking for content so please contribute to the newsletter.



SAFETY COLUMN

**Oliver Dyer-Bennet, CFI/CFI-G
Safety Director ASA**

Devoted to the enjoyment and safety of the sport of high performance powered sailplanes and motor-giders.



The last issue of the APS News Safety Column contained a good glider trailer towing check list that was compiled by George Strohsahl.

The following trailering tips came from the Ford automotive company.

1. Weight Distribution:

For trailers up to 2,000 lbs., (most glider trailers), the tongue weight should not exceed 200 lbs. A trailer tongue weight of around 8-10% of the all up trailer weight will work well.

2. Before Starting:

Before starting out the new trailer towing season, practice turning, stopping and backing up your trailer in an area away from heavy traffic.

3. Backing:

Back up slowly with someone spotting near the rear of the trailer to guide you.

Place one hand at the bottom of steering wheel and move it in the direction you want the trailer to go. Make small steering inputs-slight movement of steering wheel results in much greater movement in rear

of trailer.

4. Turning:

When turning, be sure to swing wide enough to allow trailer to avoid curbs and other obstructions. The trailer will tend to creep inboard of the tow vehicle on a sharp turn.

5. Braking:

Allow considerably more distance for stopping with trailer .

Apply tow vehicle brakes gradually; do not jump on the brakes.

6. Towing on Hills:

Downshift the transmission to assist braking on steep downgrades and to increase power, (reduce luging), when climbing hills.

7. Parking with a Trailer:

Try to avoid parking on grades. If necessary, consider chocking tow vehicle and trailer tires.

8. Acceleration and Passing:

The added weight of the trailer can dramatically decrease the acceleration of the towing vehicle-exercise caution.

Signal and make your pass on level terrain with plenty of clearance.

9. Overdrive Automatic Transmission:

It may be advantages to lock out the overdrive in hilly areas.

10. Speed Control:

It may be advantages to lock out the speed control in hilly areas.

11. Tire Pressure:

Check tow vehicle maximum trailer towing air pressure and set tires accordingly.

Check trailer maximum tires pressures and set accordingly for conditions. Usually from max indicated PSI to 15% below max pressure works best for the trailer.

12. High Altitude Operation:

Gasoline engines lose power by 3-4% per 1,000 ft. elevation.

Remember when accelerating, or passing other vehicles, your tow vehicles zip may be zapped by the altitude.

Parowan 2010 Update – The entry list is full

Entries were accepted by mail starting on the 20th of January and at the SSA convention. The goal was not more than 40 participants and at the close of the convention the total number of participants was 41. A wait list has been started and Haley, Vayda, and Kleinhemper are on the list in that order. If you want to be placed on the wait list go to the ASA website: www.motor-glider.org to will find the application in the “competition and camps” section.

E-mail the entry to Eric Greenwell....it is not required to send a deposit.

I will send an update to the pilots who are on the list. The meals have been finalized. Jet Smith has listed a few houses/condos that are available for rent by their owners.

Rick Howell

A MEMORIAL PLAQUE FOR PETE WILLIAMS

By Gary Evans

In the last newsletter Eric Greenwell explained that we were considering a memorial plaque for Pete Williams and I am pleased to announce that we are moving forward.

At the annual meeting in January our Board of Directors authorized a commemorative bronze plaque to be installed at the Minden, Nevada airport. Minden is one of the premier soaring sites and was Pete's home base.

The current design/inscription can be found in Eric's newsletter article. We have decided to also add a color picture of Pete above the inscription. Overall size of the plaque will be 17 x 17 inches. We are considering installing the plaque on a suitable boulder, which would be placed in a park area at the airport. Approval for this location has been obtained from airport authorities.

Contributions for the memorial are being accepted and can be sent to our Brian Utley, 9541 Virginia Ave. S, Bloomington, MN 55438

Suggestions on the inscription are still being solicited and any ideas should be submitted to garydevans@cox.net.

Sample Styles



TopNotch in Din'etah

by Jerry Kaufman

Having been involved in this soaring game for most of my life now, I've come to the conclusion that, for me at least, the best soaring stories don't have anything in particular to do with the flying itself. The best stories are about things that happen before or after the flying. After all, once you've read for the third or fourth time about someone climbing back up from 500 feet or blasting along a street at 100 knots, it all starts to sound the same.

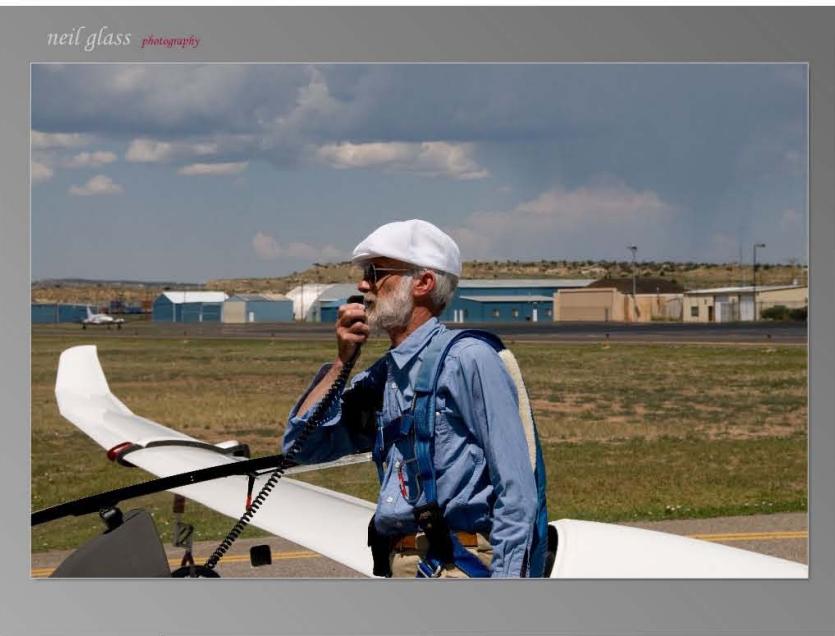
So this isn't really a soaring story; the only way soaring comes into it is that's why I happened to be in Gallup. For those of you who may be a bit fuzzy on western geography, Gallup is north of Vander Wagen, south of Yah-Tah-Hey, east of Manuelito and west of Thoreau. Or if you prefer driving directions: head west out of Albuquerque and stop just before you cross into Arizona.

Gallup is a town of about 20,000 on the edge of the Navajo nation populated by a mix of Hispanics, Navajos and Anglos. I'm told the population doubles when the Navajos get their monthly check and come to town for supplies. Good place to shop for native art, though. Lots and lots of traders, trading being a historic and well developed method of exchange in that part of the world.

The Navajo call themselves Din'e (the people) and their traditional land Den'etah (among the people). The land is demarcated by the four sacred mountains: Turquoise Mountain (Mount Taylor) to the south, White Shell Mountain (Blanca Peak) to the east, Yellow Mountain (the San Francisco Peaks) to the west and Black Mountain (Hesperus Peak) to the north. Personally, I find the Navajo names far more poetic than the Anglo names.

The airport is large with lots of pavement and a fair amount of traffic for being in the middle of

nowhere. The FBO is quite friendly and they let me do pretty much as I please, but I still maintain the attitude that I'm there on vacation, flying for myself, so my operations are secondary to the commercial operations and I try to fit into the power ops. I think that attitude goes a long way towards making me welcome. In particular I try very hard to stay out of the way of the scheduled



UPS and FedEx flights and the unscheduled air ambulance flights and to coordinate with the occasional corporate jet. But that's not what I want to talk about.

A few years back I'd been flying out of Gallup for over a week. I'd hit a stretch of rather good weather and had accumulated a pile of soaring records. I'd gotten the paperwork done and decided to get it all in the mail. So I went to the local post office in the morning before heading out to the airport. I got there a bit before it opened, so I opened up the side door of the van and sat there catching up on my reading while I was waiting. I was surprised to see a number of other people were there waiting for the post office to open, too.

Eventually the doors opened and I put my reading away, picked up my package and got into the line that had formed. The post office wasn't all that big (as you'd expect for a town that size), but it did have a more convoluted floor plan than you'd expect and I wasn't paying careful attention. Eventually I got to the counter, paid for the post-

age on my package, looked up and headed for the first door I saw, which was, I assumed, the door I had come in. I pushed; it didn't open. I pulled; it didn't open. Now I'm confused. I try again; still no go.

I turned a bit and there facing me in the line was an old Navajo gentleman with classic Navajo morphology. Short and stocky with grey hair and a face composed of equal parts old leather and wisdom - brown from the sun and wrinkled from the wind. A face that had seen more weather than you could imagine. Not an ounce of fat, you understand, but barrel chested as his Athabaskan forebears. No expression on his face. I looked at him and raised an eyebrow to indicate my confusion. With no change of expression at all he inclined his head just the slightest amount to his left.

I looked in that direction and saw another set of doors, the doors I had come in by. While letting my mind wander I had gotten myself turned around in this little post office and was trying to go out a different set of doors than the ones I had come in by. I turned back to him, gave my head a shake and gave him a chagrined little smile. If you've ever gotten yourself turned around, you'll understand how stupid I felt.

I have read when the Navajo relate something they haven't personally seen or experienced, they begin with the phrase, "They say ...". I like that.

They say the Navajo have a well developed and lively sense of humor. So I wouldn't be surprised if the old gentleman got considerable entertainment out of telling his relations and friends the story of the Bilagaana who couldn't find his way out of the post office without the help of a native guide.

TopNotch

TopNotch lives in the West. He has an imprudently large proportion of his total net worth tied up in a self-launching plastic toy from Germany with the contest number TN. He enjoys vacationing at airports in the hinterland that don't have tow planes.

ASA Financial Report

2009 Income/Expense - 2009

1/1/2009 through 12/31/2009

	Category Description	1/1/2009-12/31/2009
Account Balances - As of 12/31/2009		
As of 12/31/2009		
Account	12/31/2009 Balance	
Bank Accounts		
CD (savings)	5,000.00	
Sterling Checking	105.61	
Sterling Money Market	11,349.41	
TOTAL Bank Accounts	16,455.02	
Cash Accounts		
Cash Account	0.00	
TOTAL Cash Accounts	0.00	
OVERALL TOTAL	16,455.02	
INCOME		
Camp Income	7,573	
Donation received	15	
Dues	5,483	
Gifts received	52	
Interest Inc	64	
Publication Sales	546	
TOTAL INCOME	13,732	
EXPENSES		
Bank Charge	62	
Camp expense	6,687	
Newsletter	5,152	
Public Relations	263	
Publications	228	
Reimbursement	25	
Supplies	103	
TOTAL EXPENSES	12,518	
OVERALL TOTAL		1,214

ADS-B

...by Jamie Shore

Currently, most sailplanes can fly in most airspace without a transponder. That might change in the next 10-15 years and instead of transponders we would be required to have ADS-B equipment in order to fly in certain airspace. The function of ADSB equipment is similar to the function of transponders.

- Automatic**.....It's always on and requires no operator intervention.
- Dependent**.....It depends on a GPS signal for positional data.
- Surveillance**.....It provides "radar-like" surveillance services to determine the position of an aircraft.
- Broadcast**.....It continuously broadcasts aircraft position and other data to any properly equipped aircraft and ground station.



The FAA has begun a rebuild of the entire Air Traffic Control System(ATC) called Next-Gen and ADS-B is the major element of the new system. Rather than relying on ground-based radar, ADS-B uses GPS signals to provide ATC and pilots with much more rapid and accurate information about aircraft aloft and moving on the ground. For example, radar provides updates every 12 seconds and ADS-B every 1 second. Each aircraft will combine its own precise GPS position with other data and broadcast out to other aircraft(line of sight) and to one of the almost 800 planned ATC ground stations around the country. Currently, ADS-B infrastructure exists in parts of Alaska, Florida and oil platforms in the Gulf of Mexico. The ability of one aircraft to "talk" to another aircraft does not rely on ground stations. Each aircraft must have its own transmitter(ADS-B Out) and has the option of having its own receiver(ADS-B In).

ADS-B **Out** is the ability to transmit information out of the aircraft to ground stations and to other equipped aircraft. ADS-B **In** is the ability of the aircraft to receive information from other transmitting aircraft or the ground infrastructure. The proposed ADS-B rule would mandate ADS-B Out only in specific airspace. At this time, the FAA is not mandating ADS-B In.

The proposed FAA rule would mandate ADS-B Out equipage by 2020 only for those aircraft flying in controlled airspace including class A, B and C. Flying in class E airspace above 10,000' MSL is also planned to require ADS-B Out and this **could** be the big change for sailplanes. The final rule is due out in April 2010 and it is not clear to me if sailplanes will have an exemption like we do now for transponders above 10,000' MSL. The AOPA and the SSA have submitted comments in the FAA's rulemaking process.

Available equipment costs a minimum of \$7,000 and is not appropriate for sailplanes. At least one company is developing low cost ADS-B Out avionics that would be appropriate for sailplanes. Another company has developed a transponder that satisfies current requirements for transponders as well as providing a foundation in your aircraft for a future system that will work with a full ADS-B system.

I have used ADS-B In/Out in the aircraft that I flew in Alaska. Other aircraft are clearly displayed on a color screen showing their relative position, altitude and speed(see image). In addition, the aircraft are overlaid on a moving map with "sectional like" topography. This information greatly increases situational awareness on the ground, in the vicinity of the airport and enroute.

I expect that the technology will take a few years to mature in order to "fit" into a sailplane. The low cost equipment will most likely not include a screen as shown. It will only include ADS-B Out which is useful to us as sailplane pilots because others will more easily "see" us. Ultimately, I see promise in the future of ADS-B and sailplanes because it greatly diminishes the possibility of another mid air collision like the soaring community experienced in Nevada a few years ago. There are many more interesting details about the capabilities of ADS-B in the references below.

My Eye at the Airport

by Eric Greenwell

Here's the problem: all the trees in the neighborhood have grown so big, I can't see much of the sky anymore. By the time I'm aware of good soaring conditions, I'm already an hour late. By the time I hook up the trailer, make the long

drive to the airport, rig, and launch, another hour gone!



My solution is a network camera (aka "webcam")

located at the airport. I can take a peek at the sky conditions over the internet, just using my browser. The camera is mounted in the airport's long

defunct control tower, where it has a 360 degree view of the area. It can pan all of that, and has

a 21 x optical zoom, so no cloud is too far away to escape detection! It's not just a webcam, it's SuperCam!

Network cameras are relatively easy to set up: they have built-in website, so they don't need a computer to operate. Just plug a network cable into it, plug the other end into a router connected to the Internet, and you are done with the equipment installation. Depending on the particular router and internet modem (cable, DSL, wireless) the camera is connected to, there's another 5 – 20 minutes of setup procedures to actually be accessible from the internet.

Here's what you see in your browser, from anywhere in the world:



Too excited to read anymore? Give it a try right now at

<http://rldtowercam.viewnetcam.com:50000>

and click on the tab at the top. OK, if it's night time in Washington state, it won't be much fun – sorry!

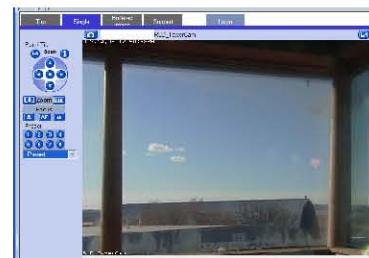
For the remaining readers, here's a description of the controls on the left side. From top to bottom:

1. Automatic **Pan** button: Click the left/right arrow button for a 360 degree scan of the horizon, a great way to see the sky conditions.

Note: if it shows "**The image is regularly refreshed every 30 seconds**" underneath the image, click on the **Support** tab, then back to the **Single** tab. That puts it into video mode again.

2. **Manual Scan**

buttons: You can scan left/right/up/down with the arrow buttons; the center button (Home) points it downwind of Rattlesnake Mountain



where our favorite clouds tend to form (it's pointed that way in the image).

3. **Zoom and Focus**: Zoom in/out and Focus near/far. Normally, it uses automatic focus (AF - middle button).

4. **Preset**: Buttons 1-8 take you to the 8 compass directions (N, NW, W, etc).



5. **-Preset-** list: click on the box under the 8

preset buttons for a complete list of 20 presets you can click on

6. You can click anywhere in the image, and the camera will center on that point. It can't point down very far (I limited that), but it can point straight up at the ceiling (it's fun the first time).

The **tabs** across the top:

Top: the Home page. Boring.

Single: Where you view the camera video.

Buffered Image: Take a look at the **Buffered Image** tab in the top row. Click on 1. Timer, and you will have player to look at the images recorded every 10 minutes. You can look at one at a time, or click on Play for a time-lapse movie.

Support: This tab takes you to detailed information about the various controls. Not all of them are available to a Guest viewer (that's you – I'm the Administrator, and I get to do really cool stuff).

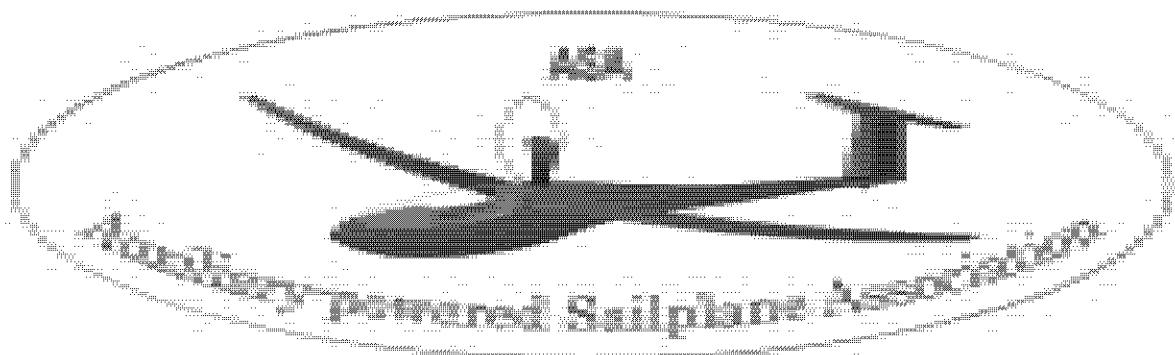
Hints: The date and time are in the upper left corner of the image. Just above that is a small button that looks like a little camera. Click it and it captures the image in another window or tab. Do a right-click on the image save it as a file.

Warning #1: you can find yourself spending a lot of time gazing at the airport clouds and activities when you are supposed to be doing other things.

Warning #2: It might take a lot longer than 20 minutes if you have a Verizon DSL modem that has to be "bridged" to make the camera accessible over the Internet (I can tell how to do it now). Other companies might have similar equipment, but my experience with cable and wireless modems – easy, easy.

If "CloudCam" euphoria grips the ASA membership, I'll write a more detailed article on the subject. Pester the newsletter editor about it.

Get a free ASA Decal. Additional Decals \$1

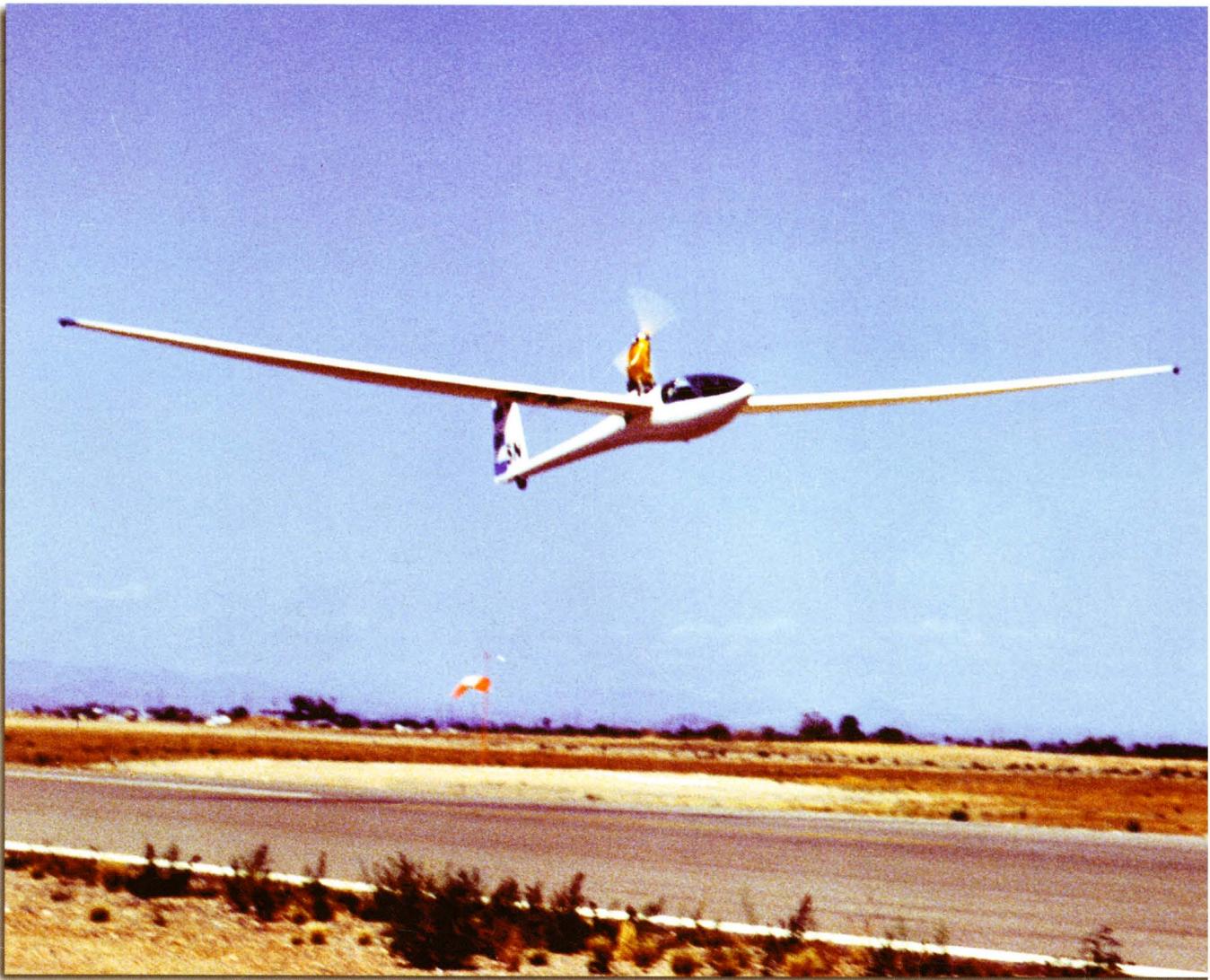


Send a self addressed, stamped envelope with postage attached (remember the new postage rate is 42 cents) to:

**Brian Utley
9541 Virginia Avenue South
Bloomington, MN, 55438**

Self-Launch!

Retractable Engine Sailplanes



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**Foreword by Donald D. Engen, Current Director,
Smithsonian Institution National Air and Space Museum**

Peter A. Williams

SSA Convention 2010

SSA Convention

This year the 2010 SSA Convention was held in Little Rock, Arkansas from Jan 28 to Jan 30. While the weather was cold and snowy, the convention hall itself, large and modern, had a large number of new gliders and motorgliders, mostly from European manufacturers.

An interesting development was that all but two of the new composite sailplanes on the convention floor had either self-launch or sustainer flight capability.

This meant that 80% of the new production sailplanes on the floor had some form of propulsion system.

Pete Williams, the founder of the USA motorglider association, ASA, would have been proud of this current development.

The new powererd sailplanes from the manufacturers, included the AMS-Flight Carat, the Schempp-Hirth ARC 2-place, TeST 2-place TJ-100 turbojet, Silent one blade, Taurus 2-place with Rotax, 304 Shark turbojet, DG-1000 Solo sustainer and LS-10 Solo sustainer.







Brian Utley - Argus



Ed Hollestelle - LS10-st



Shark 304 with CZ reps

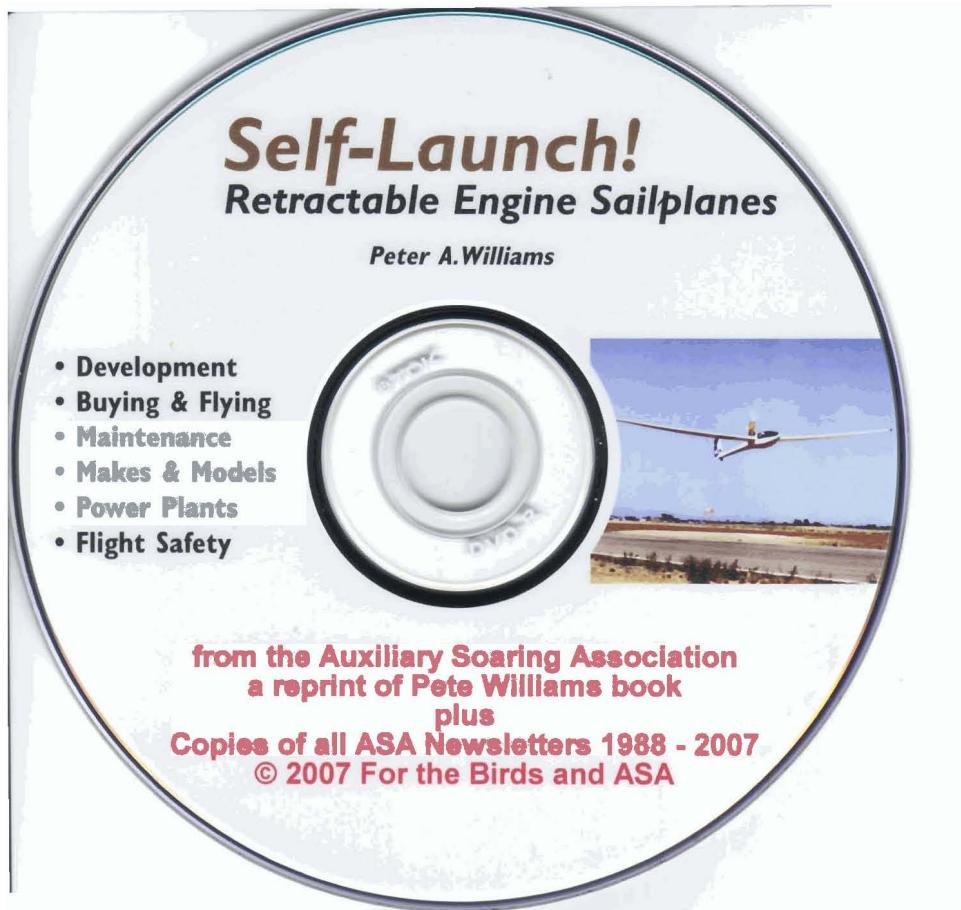


Terry Edmonds - Taurus



Test 2 place with Jet engine

ASA with permission of Charm Williams is re-publishing Pete Williams definitive book on Self Launch Motor Gliders. This DVD has the complete book, cover to cover, as well as an added bonus of every ASA newsletter ever printed through the fall of 2008.



You can get your copy for only \$14.95 + \$4.05 in postage/handling by sending a check to:

**ASA - Pete Williams DVD
c/o Eric Greenwell
222 Thayer Dr
Richland, WA 99352**

Also available from Cumulus Soaring.



Convention Little Rock, the Big Story – Weather.

I planned to leave for Little Rock on Tuesday afternoon and spend the night south of Des Moines, IA giving me a 4 hour start on the 13 hour drive. As fortune would have it, I had lunch with my financial advisor the same day and during the conversation I told him that I was planning to drive South on I-35 late that afternoon. He replied "perhaps you should reconsider, I just talked to a friend driving north out of Des Moines and he said that the weather was atrocious with blowing snow and glazed ice". As we wrapped up the luncheon meeting he called his friend again. His friend reported that conditions were impossible and the interstate was being shut down. He had lost count of cars off the road at 200!

When I got back to my office I immediately checked on driving conditions and as had been reported there was no way that I could drive through Iowa that night. As it turns out, I couldn't get out of the office until after 6:30 pm anyway so it was a plan twice defeated.

What to do? I decided to leave early Wednesday morning hoping that the roads would have been cleared. At 3:30 am I set out and it was smooth sailing for the first 90 minutes to the Iowa border, then the after effects of yesterday's blizzard became clear. While the road was OK to either side and in the center of the road dozens of abandoned vehicles buried in snow.

Clear sailing until 30 minutes before Little Rock, the phone rings: it is Rick Howell; he is also on the road and about 1hour out. We meet at the hotel and plan for the convention over pizza that evening.

Thursday morning we spend getting the booth put together. Rick had a great idea – to put two boards of pictures from Parowan up for all to study. Many of our friends were featured in the photo gallery.

Parowan was obviously on many members' minds because over the next two days the 2010 Parowan

event was oversubscribed

Thursday night the next big weather event arrived. Friday morning we awoke to freezing rain, sleet and snow followed by freezing temperatures that turned slush to frozen churned up ice. Now, Little Rock really is not well prepared for these situations and the 2 block walk to the convention center turned out to be ‘rocky road’ torture trail. To make matters worse, the main airport was closed preventing many from arriving for the convention. This prevented some speakers from participating and urgent calls for back-up speakers were the theme of the day.



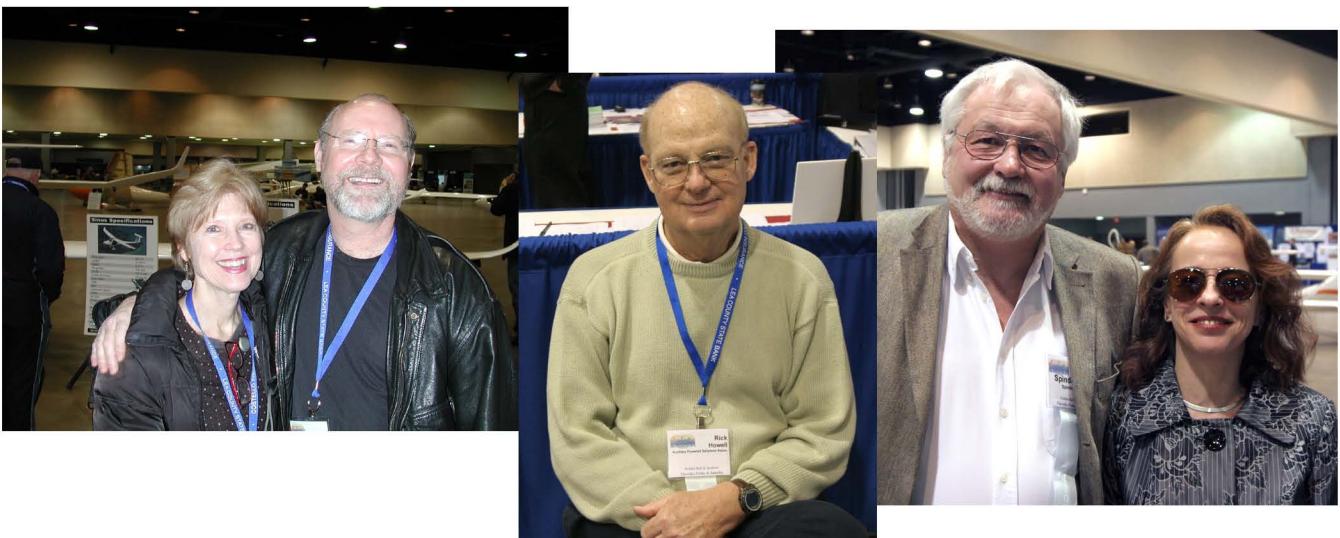
Photo compliments of John Sullivan...

The big question on my mind was the drive back, what would the condition of the roads be as I returned on Sunday? Fortunately, Sunday provided a day for recovery and the Interstates were mostly clear with some slow spots over the Ozarks.

For the ASA the convention was a success with renewals, new members and the Parowan sign ups exceeding our expectations in spite of the weather. On the floor, there were more sailplanes with aux-power than motorless sailplanes and manufacturers were telling us that unpowered sailplanes are becoming a smaller and smaller percentage of their manufacturing activity.

For me, as always, the convention was a great venue for seeing old friends, renewing friendships and meeting new people. It is a great people event.

People



2010 Board Meeting



**ASA Board Meeting Minutes -
SSA Convention Little Rock, AR
by Steve Dees**

Board Members Present: Rick Howell, Brian Utley, Eric Greenwell, Terry Edmonds, Oliver Dyer Bennett, and Steve Dee.

Rick Howell called the meeting to order, and reopened the Board meeting convened in Parowan last summer. Brian Utley solicited comments for further changes to the By-Laws. Receiving none, the Board unanimously approved the amended By-Laws. Brian also reminded those present that a new Secretary would be needed by the conclusion of the Membership meeting.

Rick Howell reviewed Board member terms of office:

	Elected / Term expires
Brian Utley	2008 2012
Eric Greenwell	" "
Terry Edmonds	" "
Rick Howell	2010 2014
Steve Dee	" "
Oliver Dyer Bennett	" "
Gary Haynes	2007 2012
Gary Evans	2007 "
Bill Gawthrop	2010 2014

Bill Gawthrop was nominated and unanimously approved to fill the Director position vacated by the retirement of Skip Atwell.

Richard Pearl was identified as a potential candidate to fill the role of Safari & Touring class, pending his membership in ASA.

Gary Haynes has suggested the newsletter frequency be amended to a quarterly publication. Discussion

ensued, and the Board will encourage Gary to stay on a 6-issue per year schedule. Board members all pledged to support this effort by writing at least one article personally, and soliciting other contributions for the great effort that Gary puts forth in the newsletter.

Eric Greenwell made a brief Treasurer's report, and in summary, ASA accounts have:

\$16,400 on deposit
\$13,700 2009 income
\$12,500 2009 expenses

Steve Dee made a report summarizing trips to the Pipistrel factory in Slovenia, and DG Flugzeugbau in Germany. Highlights of these trips will be prepared for a newsletter article.

A discussion ensued regarding the Memorial Plaque for Pete Williams. To recognize Pete for his incredible devotion to the sport of motor gliding, plans for a bronze plaque to be placed in Minden, NV, are being finalized. The plaque will contain a likeness of Pete, an image of his favorite sailplane, and text describing his contributions to soaring, all subject to membership ratification.

The 2010 Parowan outing was discussed. The sign up list has 40 names, and will be capped at that amount. The TMG group plans to visit from Minden for a few days, and they have been welcomed to join us for fun and flying, and invited to base their aircraft at nearby Cedar City airport, as the Parowan ramp will be full.

Proposed rule changes for the Stevenson Trophy were discussed, and will be refined for a later presentation by Brian Utley.

The meeting was adjourned pending the Membership

Meeting for the following day.

Membership Meeting

Board Members Present: Rick Howell, Brian Utley, Eric Greenwell, Terry Edmonds, Oliver Dyer Bennett, and Steve Dee.

After breakfast was concluded, Rick proposed, and the membership approved the slate of Directors as indicated in the previous day's minutes, and an expenditure of up to \$3000 toward the commemorative plaque for Pete Williams.

The new officer positions are:

Steve Dee - President, and CFIG Training
Brian Utley - Vice President and Membership Chairman

Rick Howell - Secretary, Comp Board Chairman

Oliver Dyer Bennett - Safety

Eric Greenwell - Treasurer, and Government Liaison

Gary Haynes - Publications Chairman

Gary Evans - Technical Advisor

Terry Edmonds - Director at Large

Manufacturer's representatives from DG, Schempp-Hirth, Pipistrel, Aeromot (Ximango) Diamond (Dimona/Katana Extreme) AMS (Carat) and Lange (Antares) made presentations.

To the delight and entertainment of all, John Sullivan and Carolyn Berge lead us in a musical rendition of the ballad of a "Brave and Crafty Pilot." There being no further business to conduct, nor story to top the ballad, the meeting was adjourned.

Touring Motor Glider Fly-In 2010

The Second Annual West Coast Fly-In will be held June 25 – 27 at Minden, Nevada. Activities will include flying, technical discussions, a show and tell, Friday night Basque dinner, Saturday night BBQ, and flying.

SoaringNV at Minden will again be the on-site host. SoaringNV will just be finishing up a glider cross-country camp so there will be a lot of glider activity out there.

This year we are planning an optional fly-out after the main event to Cedar City/Parowan, Utah, where the Auxiliary Sailplane Association will be holding their

annual Camp & Contest (June 28 though August 8). We plan on staging our group at the Cedar City airport. Everyone we've talked to says that the Utah area is spectacular to fly in.

Last year we had 10 ships and 20 pilot/spectators at the event. A great time was had by all, although the weather could have been more cooperative. Pilots came from north and south California, the southwest, and the northwest.

Contact Richard Pearl (pennyrich@aol.com <<mailto:pennyrich@aol.com>>) or Ray Buhr (jb92563@yahoo.com <<mailto:jb92563@yahoo.com>>) for details, comments, and suggestions.

Updated information will be posted in the Yahoo group site: "Touring_Motor_Glider Fly-In". Join if you're not already a member.

http://groups.yahoo.com/group/Touring_Motor_Glider_Fly-in

You need not have a glider to participate in the event, and I expect that glider flights with participants can be arranged. Ray and I will make basic arrangements with hotels, restaurants, and the airports.

Everyone is of course responsible for their own tie down fees, hotel, and meal costs.

More details are available on the group as they become available.

Coolant Hose Failure

Jerry Kauffman

On 6/28/08 while on vacation at Gallup, with 707 airframe hours and 18.07 engine hours at takeoff, the coolant hose connecting the filler to the radiator developed a split during the launch.

Preflight inspection revealed no problems. In particular, the coolant level was normal (to the top of the radiator); all hoses were visually inspected and appeared to be in perfect condition. During climb out, the coolant temperature was noticed to be a few degrees above the values on previous days: 92 C vs 80 - 86 C on previous launches in similar conditions (air temperatures of ~ 30 C). This coolant temperature is well within the normal range and higher temperatures have been seen on

launches in the past, so the climb was continued to a normal engine shutdown at 2000 ft AGL. The engine run was 0.12 hrs.

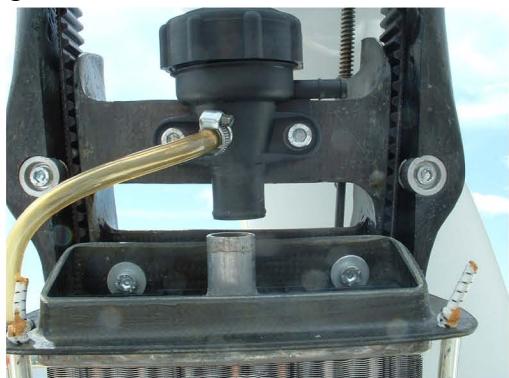
After landing, a film of antifreeze was noticed on the tail surfaces. Raising the pylon, it could be seen that the coolant level was approximately at the mid point of the radiator. Further inspection revealed a split in the coolant hose between the filler and the radiator. The split was horizontal, ~ 0.15" (3.8 mm) long, 0.80" (20 mm) below the top of the hose, 0.12"

(3.0 mm) below the top hose clamp, facing aft. In all other respects the hose appears serviceable. This was the original hose from the factory; neither it nor the filler nor radiator had been removed since delivery.



Measuring the hose, it appeared to be a standard automobile coolant hose 1" od x 3/4" id x 1/8" wall. I got a length of Goodyear heater hose (12 08 07 Z) from Checker Auto Parts in town and used that as a field replacement.

The screws that hold the filler to the rubber mounting pillars were installed with an anaerobic adhesive. I didn't have Loctite 242 with me, but got some Permatex 24200 from Checker and used



that. The Permatex 24200 has the same specs as Loctite 242. During the repair, I noticed the filler and the radiator fill port were not aligned. I sent a note to Schempp-Hirth asking if it would be ok to elongate the filler mounting holes in the pylon crossmember to bring the two into alignment. The answer was yes.

Once I got back home, I put the glider in the shop and elongated the mounting holes for the coolant filter in the pylon crossmember. I used small files and turned the existing holes of ~ 0.234" diameter into horizontal slots ~ 0.234" high by 0.370" wide. I cleaned the old adhesive from the mounting pillars and screws and glued the mounting screws with Loctite 242.



I also cut a new hose 2.10" long.

After replacing the filler hose at Gallup, I was getting some coolant leaking



from the top of the radiator while the engine was retracted. I think this was due to the hose clamps loosening during engine runs. I tightened the clamps and added witness marks. I've not seen any leakage since.

The flight on which the failure occurred lasted ~6 hours and covered ~750 km over some of the most sparsely settled territory in the US. I certainly am glad I did not have to use the engine, since with this rate of coolant loss I would not have been able to motor to the nearest airport, let alone return to my starting point.

This should be a little object lesson for all you pilots who are new to self-launching motorgliders and expect no failures. The propulsion subsystem contains many industrial and scooter parts. The engine does not always start when you need it to, deliver power when you need it to or run as long as you want it to. Always fly as though the engine isn't there. Have a field in range and remember, plan A is land in the field, plan B is the engine actually works and you motor away, going from field to field in case the engine quits.

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