

# APS NEWS

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

**Volume XVI Issue #105**

**ASA Web Site: <[www.motorglider.org](http://www.motorglider.org)>**

**July - Aug 2005**



**Woody Woodward's 3DM - Bitterwasser, Namibia**

**In this Issue:**

**DG's new Digital Engine Instrument (DEI-NT)**

**Soaring in Namibia**

**Photos from Ely 2005**

**Tech Talk with Gary Evans**

**Miramar Airshow 2004**

**Summer Soaring Contests with Rick Howell**

---

## **How I Spent My Summer**

**Rick Howell**

### **Region 11, Ely, June 6 - 11**

I have enjoyed the first 6 months of retirement. I plan to report on the participation of our members in contests and also continue to help organize camps. The soaring season started for myself and 5 other motorglider pilots at the Region 11 Contest in Ely, NV. This was my first visit to Ely.....what a place to fly gliders! Carl Harold was in Ely and helped us identify and mark our maps for there aren't many places to land when necessary (even though the weather did not provide the altitudes that we wanted there were no landouts during the week).

Jim Walsh, Bill Gawthrop, and I had a wonderful flight to Monitor Ranch, Currie, and return to Ely on June 4<sup>th</sup>. The flight was 308 miles @ 80mph. We wish that we could have saved this flight for the contest.

The motorglider contingent also included Wilfred Kruger, Roger Buchannan, and Ed Salkeld (current motorglider champion). Jim and I flew in Sports Class and the others in 18 Meter Class.

## President's Corner

Well... the year is half over, and the soaring season is beginning to wind down. It has been a good year with many high altitude flights and many long distance flights. The dry weather here in the Midwest led to unusually good spring soaring. I congratulate all who have challenged themselves and have, hopefully, met their goals. Though some of us may have fallen short of a particular goal, sometimes just flying is challenge enough.

What I have to discuss is not really a glider story, but in many ways it is related. Someone in the past couple of years wrote an article about our "aging fleet." I don't remember if it was about the age of our pilots or the age of our gliders. What I am going to discuss is a situation that has recently happened to me, and with a little imagination you may be able to apply it during your next annual.

I have a 1946 Cessna 140 (Age), it is all metal (not fiberglass) and subject to corrosion. Corrosion is a cancerous condition which when it attacks aluminum, for whatever reason, greatly reduces the integrity of the metal.

At this year's annual, a spot of corrosion that was not seen last year appeared. It was large enough to be cause for major repair and careful scrutiny of the rest of the plane. To say nothing of the fact that it scared me to death.

I say this to you not because you have a glass ship or even a fairly new metal ship, but because most of our motor glider pilots are also power pilots. Please take a little extra time to learn about corrosion. Take a little extra time at your next annual to make sure that your ship is corrosion free. Do a thorough preflight, and question anything on a metal surface that looks unusual.

Fly safe  
Skip Atwell

---

## Newsletter by E-Mail?

You can get your copy of the APS News electronically in a PDF Format direct to your e-mail address.

No More Snail Mail.  
Opt-in

Send an email to:  
[asa\\_electronic\\_news@mindspring.com](mailto:asa_electronic_news@mindspring.com)

### Highlights and lows:

Fastest task of the contest: Danny Sorenson 221mi @ 83.5mph

Best flight that didn't count: Rick Howell, I was late getting off the first day (due to a relight). I was still unable to connect. I was flying the Ely contest to warm up for the Sports Class Nationals, so I just wanted to fly the task. Conditions were much better than expected (the 2<sup>nd</sup> leg in wave) and I could have won the day. Coulda, shoulda, woulda !!

Best flight on the last day: Roger Buchannan 148mi @74.2 mph. Roger also received word that he had moved up the list and would go to Parowan. He would have made a long trip from Florida for just a few days of flying.

### Final Standings:

Sports: 1<sup>st</sup> - Colin Barrh 2<sup>nd</sup> - Rolf Peterson 3<sup>rd</sup> - Rick Howell  
18M: 1<sup>st</sup> - W. Kruger 2<sup>nd</sup> - Marc Ramsey 3<sup>rd</sup> - Bill Gawthrop  
15M: 1<sup>st</sup> - Tom Kelly 2<sup>nd</sup> - Dan Sorenson 3<sup>rd</sup> - James Cumiford

The weather was not normal (we've heard that before), but the cool conditions, rain, and wind did not prevent us from having a good time. The BBQ's at the airport were great. Thanks to Karol, Dan, Kevin, Carl, and Charlie. All six motorglider pilots who flew at Ely continued flying the next to weeks at the Sports Class Nationals in Parowan.

### **Sports Class Nationals, Parowan, June 14-23**

The 6 motorglider pilots from the Ely regional (Buchannan, Gawthrop, Howell, Kruger, Salkeld, and Walsh) were joined by the Duo of Lee Kuhlke and Tom Knauff, Dick Van Grunsven, Don Bell. The weather was better than it had been at Ely, but the snow melt still filled many of the valleys with water. Little Salt Lake was full this year! We flew on some days with 25-40 knots of wind at altitude and even took a rest day when the surface winds were too strong for safe operations.

So how was the flying overall? Great!!

The first contest day was a great call by John Good and his advisors. We went on a "National Parks" tour. The task was over Zion, close to the north rim of the Grand Canyon, north to Bryce Canyon, then Brian Head and Marysville before returning home. Who cares who the winners were I was out sight-seeing. OK, Ted Falk was the winner, Wilfred Kruger (3<sup>rd</sup>), Kuhlke/Knauff (5<sup>th</sup>).

The task area was imposing at first, but after a few days flying started to look better. There are more airports and cultivated fields in the task area when compared to Ely. There are certainly areas where you cannot be low, but after getting familiar with the area I will say that it is the most beautiful place that I have flown. The 14 knot climbs to 17,500 ft help too.

Days 2 thru 5 had strong winds, but the raw speeds of the daily winners were still 80 to 85 mph. MAT's were called on

three of the days to give the contestants the best chance of flying in the best of the weather. The best method seemed to be Anti-Uvalde (pointed out by Jonathan Gere). A long fast glide into the wind on the last leg worked better than the dash with a tailwind at the end of the day.

The winners were Newfield/Wills (day 2), Tim Welles (day 3), Ted Falk (day 4), and Jonathan Gere (day 5). The motorglider pilots had good day 4 results: Bill Gawthrop (4<sup>th</sup>), Kuhlke/Wills (6<sup>th</sup>), Wilfred Kruger (7<sup>th</sup>), Dick Van Grunsven (8<sup>th</sup>), Rick Howell (12<sup>th</sup>).

Day 6 was a TAT to St. George, Sun Valley, Kansh Canyon, and Bald Hills. The winner was John Cochrane. Dick Van Grunsven (4<sup>th</sup>) was again the best of the motorgliders.

Day 7 was another TAT with turnpoints of Lincoln County, Pine Valley Mtn, and Milford. The daily winner was the "DUO" of Kuhlke/Knauff. They are also the 2005 Sports Class National Champions.

Congratulations from the ASA for winning the Sports Class Nationals in a Duo Discus **Turbo.**

Congratulations to the Duo of Theo Newfield/Gavin Wills. Their score put this guest team at the top of the list, but as guests from New Zealand they cannot reign as US National Champions. Special thanks go to Gavin and Lucy for they introduced Jim and Janet Walsh, my wife Pat and I to Calf Creek falls. We made the hike a few weeks after the contest.

This contest was guaranteed to be a great one because the staff was the best. Thank you to the Striediecks, Minners, John Good, Gene Graham, Jackie Doherty, Tom Pressley, Jet Smith, and "It will be good 'til it isn't" Zimmerman.

## **Camp, Ely, Jun 26 – Jul 2**

The ASA camp started a few days after the Sports Class Nationals. The weather was much better than early June (what a difference a few weeks made)!! Cloud bases were now above 20,000 and if a long flight was planned a takeoff at 10:30 was possible.

There were 9 ASA members in attendance: Steve Eddy, Gary Evans, Bill Gawthrop, Rick Howell, Wilfred Kruger, Russ Owens, George Sanders, Brian Utley and Jim Walsh. We were joined by Peter Gonzi, Tom Kelley and Ted Wagner (no engines).

Sunday, June 26<sup>th</sup> - I suggested a short task to familiarize the new pilots with the Ely area. Steve, Gary, Brian and I flew 532km to Eureka, Austin (125 miles west of Ely), Sunnyside and return. The day was very good with climbs to 16,500 and an average speed of 80 mph. A good start to a good week!

Monday, June 27<sup>th</sup> - A windy day and only a few of us flew. Jim Walsh finished the afternoon with a short trip to Wheeler Peak and back. I made the trip to the peak and back without a turn. The next time I will take my camera!

Today it became obvious that we were in the right place to soar.....Tim Harrison arrived from Minden with "N287SF", Steve Fossett's ASH-25. Terry Delore (a very experienced driver) arrived soon after with the trailer). Steve Fossett arrived the next day and flew the rest of the camp with us.

Tuesday, June 28<sup>th</sup> - I went to Las Vegas to pick up my wife, Pat, and Janet Walsh. It was probably the wrong day to be driving because Wilfred Kruger flew 796km, Bill Galthrop flew 777km and Russ Owens 695km.

Wednesday, June 29<sup>th</sup> - There are other attractions in Ely. A group went to Cave Lake for a Picnic lunch. A few of us continued up the mountain (and muddy roads) and were rewarded with beautiful views and wild flowers. A BBQ was held at the airport in the evening. Fun was had by all and we fortified ourselves in preparation to fly further the next day.

Thursday, June 30<sup>th</sup> - We are beginning to get serious and the weather is getting better. Rick Howell attempted a long triangle, not successful, but came home with 712km. Russ Owens flew 788km and Wilfred Kruger 952 km. We are getting closer to that 1000km.

Friday, July 1<sup>st</sup> - Bill Gawthrop flew a 1117km triangle. This was the first 1000km at Ely this year and also Bill's first 1000km. I hope that this also holds up for the next Hilton Cup invitation. Bill had been having instrument problems during the Regional contest at Ely early in June and some poor days at Parowan mixed in with the good days. It is good to see him do well again. He will be ready for the 18 Meter contest. Wil Kruger also had a good day with 980 km.

Saturday, July 2<sup>nd</sup> - Russ Owens is hot on Biil's trail.....854 km. Pat and I decided to leave a day early.....Dallas is a long drive! We again found that there are other things to do besides soaring (hard to believe)! We took 10 days to drive home and visited five National Parks in Utah and Colorado. I had flown over some of them while at Parowan and wanted to get a closer look. Pat will be happy to show all 395 pictures.

Thanks go to Ely Soaring and Dan Callahan for good service. While we were there he installed a wireless network so that we all had internet access. Dan also finished installing the rebuilt engine in the tow plane.

## **Prologue**

The flying continued at Ely after our camp. The 6<sup>th</sup> of July had seven flights listed on the OLC: Tom Kelley-977, Ted Wagner-970, Bill Gawthrop-972, Tony Smolder-956, Cliff Hilty-933, Russ Owens-898. Wil Kruger flew 1011 km on the 7<sup>th</sup> of July and took over the lead in the Canadian OLC. Daan Pare (The Netherlands) visited Ely and flew back to back 1000km on 19 and 20 July.

We certainly will be back to Ely in the future. Maybe next July would be a good time !! Great Soaring !!

**Rick Howell**



## TECH TALK

by Gary Evans

### Owner Maintenance, Repair and Alteration

The U.S. sailplane fleet is comprised of experimental and type certified aircraft both of which have specific rules on who can do what regarding maintenance, repair and alteration. It is the owner's responsibility alone to become familiar with the FAA regulations to ensure compliance.

This article is not intended to be a short cut to that understanding but rather a quick review of some significant regulations that apply. If you don't stay within the guidelines nothing may ever happen but on the other hand it could result in a nasty situation with the FAA or your insurance company. In the event of a damage claim the insurance company has the right to review the aircraft/log and what do you suppose they will be looking for? Any work on an aircraft is serious business and it is very important to keep the aircraft records up to date and correct.

Rules for maintenance and repair of type certified aircraft are spelled out in FAR Part 43 which states that only properly certified mechanics can perform repair or alterations and okay them for return to service. It does however allow some preventive maintenance to be performed by a certified pilot holding at least a private certificate on an aircraft owned by the pilot as long as the aircraft isn't used for commercial service. The list of allowable preventive maintenance includes 32 items, which can be found in FAR Part 43, Appendix A, Paragraph C – Preventive Maintenance. Owners performing preventive maintenance are required to return the aircraft to service by making entries in the aircraft records as per FAR 43.9.

For owners so inclined who have the knowledge, tools, manuals and mechanical ability Section 43.3 of the regulation allows you to perform additional work under supervision. The exact wording is as follows.

**“A person working under the supervision of a holder of a mechanic or repairman certificate may perform the maintenance, preventive maintenance, and alterations that his supervisor is authorized to perform, if the supervisor personally observes the work being done to the extent necessary to ensure that it is being done properly and if the supervisor is readily available.”**

Under this provision it is still necessary for the certified mechanic or repair station to perform the okay for return to service. If you read this section carefully it is obvious that the use of the term **“to the extent necessary”** provides some latitude and you would need to exercise good judgment. You also would need to develop a good working relationship with your mechanic and *it is critical that all work performed be so noted in the aircraft log with the necessary sign offs.*

Experimental aircraft are another story. They are exempt from FAR Part 43 requirements and there are no other published regulations that limit who can do what. Experimental aircraft do require an annual Condition Inspection (similar to the annual inspection required for type certified aircraft), which unless you built the aircraft, must be performed by a licensed A&P mechanic or repair station.

FAA requirements for using certified mechanics and/or repair stations for maintenance and repair are imposed on a case-by-case basis at the discretion of the FAA. When imposed they would be specified in the official Operating Limitations. Another significant difference for experimental aircraft is that major changes or alterations are not submitted on a Form 337, as you would do on a type certified aircraft. An experimental aircraft is approved for use, as delivered and any major change without FAA approval would void the airworthiness certificate. The exact wording is as follows.

**“The FAA cognizant Flight Standards Office must be notified, and their response received in writing, prior to flying the aircraft after incorporating a major change as defined by FAR 21.93.”**

FAR 21.93 states that changes in type design are classified as minor and major. A “minor change” is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product. All other changes are “major changes”.

To me major change would be a good area to avoid as it could open a can of worms especially if your FSDO isn't familiar with gliders.

---

**Contribute to the APS News**  
**Stories and photos can be**  
**emailed to**  
**asa\_editor@mindspring.com**



## Something to Share

Most of us probably have friends who fly powered aircraft.



There is a new DVD that you can get through Sporty's Pilot Shop called "Transition to Gliders". This DVD was made in collaboration with Bob Wander, author of the 'Soaring Made Easy' series of training books. It contains all sorts of gliding equipment including self-launch gliders. Might be something to get and share with your buddies.

Orders can go through [www.sportys.com](http://www.sportys.com). Price \$39.95.

## New DEI from DG

DG has a new DEI for their line of gliders. The DEI-NT is somewhat smaller than the existing unit there is a larger LCD screen and the unit is never turned completely 'OFF' in flight. It contains all of the usual information that DG pilots are used to seeing plus it incorporates stall, undercarriage, spoiler, low fuel, battery, and a water freeze warning system. They have improved the data logger functions. You can read all about the new DEI-NT on the DG website. The unit will probably not be retrofittable to the 800 series and will be standard on the 808C, 1000T and LS8s-t.

## More Sharing the Joy of Soaring

Rob Morgan dropped me a note to show another place where we can share the joy of soaring. Rob took his Super Ximango to the 2004 MCAS Miramar Airshow with his wife Kathy last October for 3 days. What great exposure for our sport since this show is one of the largest put on by the Navy each year. Inset is Rob flying the Sierra Nevada's near Mammoth Mountain, California.



(ed. note. - I think the Blue Angels are doing a low pass to get a look at Rob's ship!)





# Ely Camp 2005

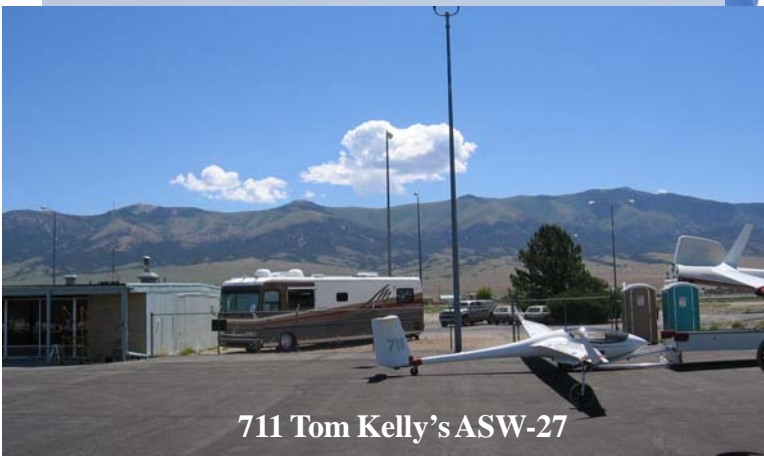
photos by Brian Utley



**Brian Utley**



**Janet Walsh, Rick & Pat Howell, Diane & Bill Gawthrop, Wilfred & Helga Kruger, Russ Owens**



**711 Tom Kelly's ASW-27**



**Gary Evans, George Sanders, Steve Eddy**



**Pat & Rick Howell, Gary Evans**



**"Bunch of Parts flying in close formation"  
L/D 1:1  
Aerial Firefighting Chopper**



## Photos from Bitterwasser, Namibia by Woody Woodward



Pattern flying in ASH-25M with dry lake bed and oasis



120km final glide with AZ (ASH-25M)



Nimbus 4DM



Woody's Bungalow with 4DM parked and ready to go on another adventure

#### 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  
Ph: 952-941-5683 email: <Utleyb@aol.com> USA Dues \$20/yr, \$38/2 yrs, \$55/3 yrs. International Dues \$25/yr, \$48/2 yrs, \$70/3 yrs.

#### ASA Officers

President: Lloyd "Skip" Atwell ..... 262-348-9488  
Secretary: John Sullivan ..... 734-668-6868  
Treasurer: Eric Greenwell ..... 509-943-9065  
Technical Advisor: Gary Evans ..... 480-380-2431  
Membership: Brian Utley ..... 942-941-5683  
Safety: Oliver Dyer-Bennet ..... 702-942-5727  
Publications: Gary Haynes ..... 720-255-9650  
Competition: Rick Howell ..... 972-245-0830  
CFG Training: Steve Dee ..... 901-757-8784

#### APS NEWS Publication

Contributors please submit copy and materials to:  
Gary Haynes, 9205 Sagebrush Trail, Lone Tree, CO 80124  
Ph: 720-255-9650 email: asa\_editor@mindspring.com

#### Editorial Policy

APS NEWS material is freely contributed. The accuracy of the data and validity of opinions expressed are the responsibility of the contributors. Other publications may publish material printed herein, however a credit is requested. Manuscripts accepted for publication are subject to editing necessary within the confines of space available.

APS NEWS is not responsible for lost or damaged artwork, photos & manuscripts.

#### Liability Statement

APS NEWS Editor has made every effort to ensure the correctness and completeness of the printing and publication of material in the issues. APS NEWS Editor has not investigated and makes no representations as to the accuracy or completeness of any information presented herein.

#### APS NEWS Publishing Information

Gary Haynes, APS Publications Manager is the Editor and Print Production Manager. The APS NEWS is printed in printed in Denver, CO and mailed First Class. Contributors can mail hard copy text or use email. Text may be edited as required to fit the newsletter. Photos are always welcome. APS NEWS is delivered to the printer the last week of Jan, Mar, May, July, Sept and Nov. ASA desires input on what the members want in APS NEWS and we are doing all we can to keep it informative and interesting.

*It's your publication, so please let us hear from you!*

#### CLASSIFIED ADVERTISING RATES

50 cents/word, Prepaid for 2 Insertions Minimum, non-refundable.  
Contact Gary Haynes for Display Ad sizes and rates.  
APS NEWS is published Jan/Feb, Mar/Apr, May/Jun, July/Aug, Sept/Oct, Nov/Dec

© 2005 Auxiliary-powered Sailplane Assn., Inc.

*ASA is a Division of the Soaring Society of America*



## FOR SALE

### Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI-Glider Self Launch  
Endorsement Kansas 316-409-9624  
Email: <mcconeghey@cox.net>

### RF5B For Sale

Dave McConeghey 316-409-9624  
Photos <<http://members.cox.net/motorglider>>

### PIK-20E

1979 454 TTAF Rotax 501 Oxygen,  
Factory Trailer, Parachute \$38,000  
303-790-1907

### Scheibe SF-28A

1982 Tandeme-Falke motorglider, ~1200TT, 460 Engine (65hp Limbach 1700EA), custom covers, custom open trailer, Hoffman prop (recent overhaul), new canopy, new muffler and heater shroud. \$47,500 Matthew Poleski, 815-544-3870, <[matthewpoleski@aol.com](mailto:matthewpoleski@aol.com)>



## Newsletter by E-Mail?

You can get your copy of the APS News electronically in a PDF Format direct to your e-mail address.

No More Snail Mail.

Opt-in

Send an email to:

[asa\\_electronic\\_news@mindspring.com](mailto:asa_electronic_news@mindspring.com)