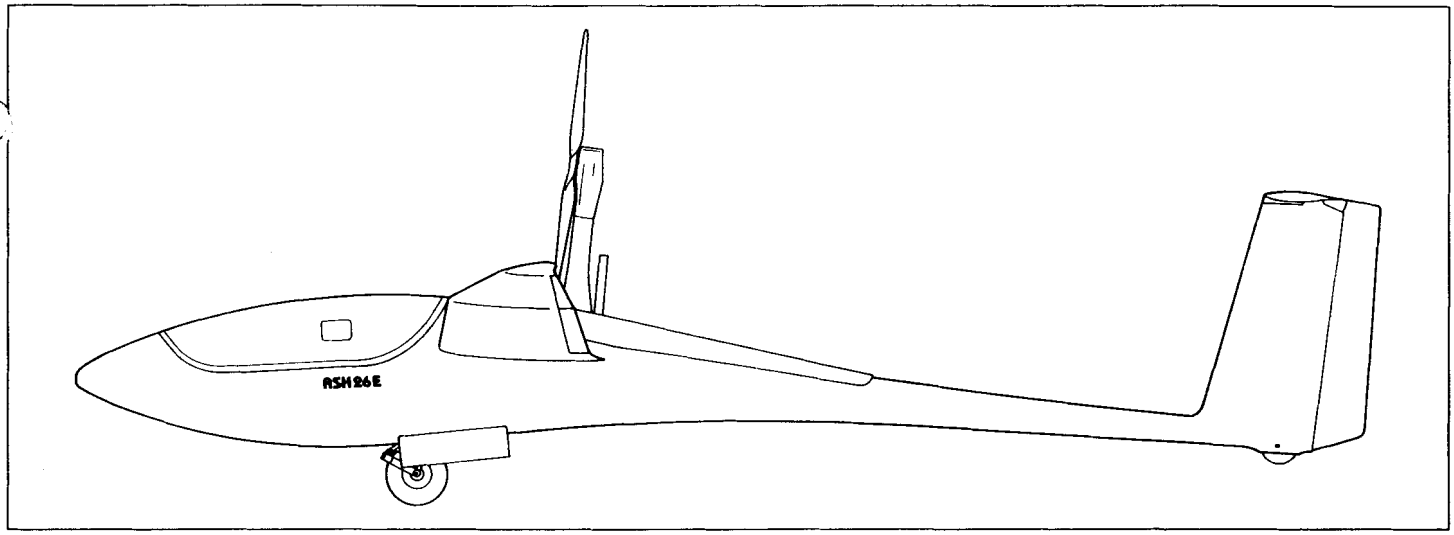
Schleicher ASH-26E Self-Launching Sailplane



The ASH-26E is the first high performance self-launcher to be powered by a Wankel rotary engine. Producing 50 HP under standard conditions, the 294cc JAR 22 type certified MWAE-50R is produced in England by Mid-West Aero Engines. The engine is stationary in the fuselage and features both liquid and forced air cooling. Only the foldable drive belt, propeller and a radiator are extended for engine use. Dual electronic ignition fires 2 plugs. Starting is electrical and an 18 amp generator system is used. This 18 meter ship features two single piece wing panels, water ballast and control connections are all automatic. Empty weight is 772 lbs and Max TOW is 1,159 lbs with a wing loading of 9.22 lbs/sq. ft. 26.42 U.S. gallon of water ballast can be carried. At 893 lbs. minimum sink at 39 KIAS is 92.52 ft/min. Best L/D is 50:1 at 51 KIAS. Special attention has been given to cockpit crash worthiness using CRP/SRP (Kevlar) monocoque construction. The main wheel disc brake is standard. Takeoff performance not available at this writing. Information per Martin Heide, Dip. Ing. and designer ASH-26E. For more information, contact EASTERN SAILPLANE c/o John Murray P.O. Box 753, Waynesville, OH 45068.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

MAY ~ JUNE 1994

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Limbach Aircraft Engines U.S. Rep Retires...

Owners of Stemme S10, Grob 109, Hoffman Dimona and Scheibe Falke sailplanes who desire parts and service for their Limbach engines should now contact the factory direct for support:

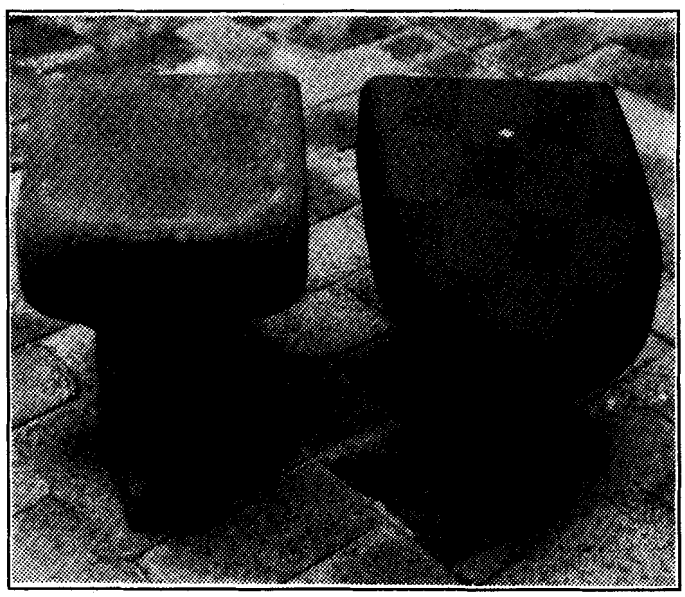
Limbach Flugmotoren GMBH and Co., Attention: Pierre Schmidt, Kotthausenerstr 5, D 53639, Konigswinter, Germany or call 011-49-2244-2322

Larger Instrument Console for DG-400/800...

Peter How of Composite Technologies South Africa has come up with an innovative console cover that fits the DG-400 and 800 instrument panel. This longer more streamlined console was designed to accommodate the larger (and longer) flight computer systems such as the Borgelt and ILEC by providing room for the electrics and pneumatic tubes that clutter the back of todays modern sailplane instrument panels. The additional length does not hinder rudder pedal operation and the larger top provides space for a solar panel if desired. U.S. price for the console is $150 which includes air parcel post shipping. Interested pilots contact:

Peter How
Composite Technologies
P.O.Box 5253
Halfway House
1685 South Africa

Tel: 027-11-805-1996 FAX: 027-11-805-2632



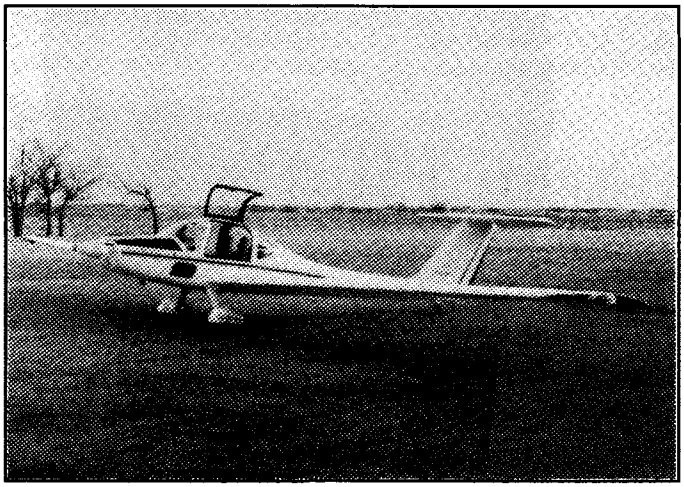
MEMBERSHIP RENEWAL TIME!

If your newsletter has a red mark on the mailing label, you have not yet renewed for 1994-95 and this will be your last newsletter! Please submit the enclosed slip along with your check to continue your SLSPA membership. Thanks

Riding The Midnight Wave...

All soaring flights are fun but some are so memorable, we never forget them. This account submitted by John Selvidge. John took delivery last December of Grob Systems demo Glob 109B and has already added 140 hours time including 70 hours engine off. His story begins on the evening of December 31, 1993 just north of Mena Arkansas at 9,000' msl...

"...was cruising westbound toward McAlester, Oklahoma when I started nearing small lenticular clouds above and north of my position. I climbed up to investigate and found lift of a few knots which vanished after a few minutes. I proceeded on course into a dark clear sky with stars above. Soon I ran across a long lenticular and positioned the Grob just above the leading edge at 9,200' msl and secured the engine. There was smooth steady lift. This was quite an experience as I had never soared at night before. I was over the Ouachita (2,500' high) mountains of southeast Oklahoma. The lenticular cloud was 3-4 miles long. I turned off the instrument panel lights so I could view the lennie directly below me bathed in starlight. It was beautiful! The wave lift ended after 40 minutes forcing me to start the engine and continue on to my destination. It was one of those rare flights I will always remember."



John Selvidge bases his G 109B in Sanger, Texas

Student Pilots Certificates Down...

For 1993, FAA Reports the lowest number of student pilot certificates issued since records were kept:

1977	138,525
1992	79,229
1993	66,549

The decline has been steady since 1977 with small gains in 1983 and 1989. Statistics courtesy AOPA

DG-400 Emergency Engine Retract/Extract Switch...

One pilot reports he was unable to retract the engine using the switch on the control stick. Upon landing, he discovered the guard on the manual (emergency) extract/retract switch (right side of cockpit) was raised which overrides the action of the stick switch. This switch is well hidden by the right thigh and the red safety cover must be DOWN for normal engine raising and lowering. He speculated the guard was raised during strap-in. Some pilots tape over this switch to keep from inadvertently raising it during cockpit movements. The tape should have a "tab" that permits quick removal.

1994 Aux-Powered Nationals Results

April 19-28, 1994 • Winter Haven FL

Provided by Brian Utley:

"Attached is the final score sheet for the Nationals. We had a great time with 9 out of 10 days and very competitive flying. The weather was below norm for this time of the year until the last day but provided a variety of conditions that the pilots had to anticipate to successfully complete the task. The value of having an engine on board showed up on more than one occasion with 100% usage on day 8. One pilot actually landed at the second turn but used his engine to take off and return. The value of self launch also showed up in the size of the staff required to run the contest. Three officials plus help from the crews was all that was required! It was a fun contest with no incidents and with 13 pilots was the largest assembly of motorgliders in the US."

1.	Ed Shilen	Ventus CT	5767
2.	Stan Nelson	Ventus CM	5681
3.	Ernesto Estrada	Ventus CM	5607
4	Brian Utley	Ventus CM	5347 (B)
5.	Rick Howell	Ventus BT	5240
6.	Arnold/Johnson	Stemme S10	5119
7.	Jerry Wenger	Nimbus 3DM	4612 (1)
8.	Don Pollard	Ventus CM	4403 (1)
9.	Roger Buchanan	Ventus CM	4113 (B)
10.	Bill Wills	PIK-30	3803
11.	Russel Perkins	Ventus CM	2823 (2)
12.	Jake Van Dyke	DG-800	2423
13.	Al Blackburn	Nimbus 3DM	2239 (1) (B) -2

( ) = DNC
(B) = Baro Failure

FOR SALE:

☞ New Aircraft: Romanian Brasov Sailplanes & Motorgliders

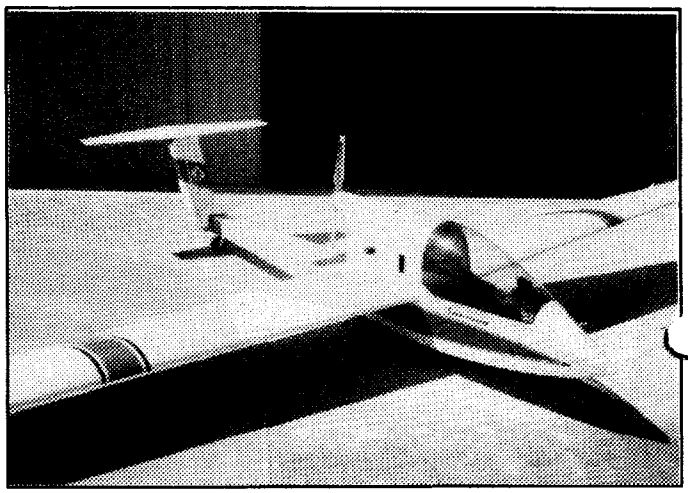
Model	Price (FOB Ft. Lauderdale, FL)
IS-28B2 Glider 2-place	$28,600
IS-29D2 Glider Single-Place	$24,700
IAR-35 Glider Acrobat	$43,200
IAR-46 Personal Aircraft	$63,600 80hp 912 4-cycle Rotax*
IS-28M2 Motorglider 2-place	$63,600 912 4-cycle Rotax*

*1500 TBO

Howard Allmon Flite-Lite Inc. 305-472-5863 (Davie, FL)

☞ Freedom Falcon Motorglider...

42' wingspan, 28:1 L/D, 35hp rotary engine with variable pitch prop. Always hangered. No trailer. $11,500 Dick Coleman 310-396-6276 (CA)



Rotax Parts Distributor for U.S. Retires...

Bob Marshall in no longer the U.S. distributor for Rotax engine parts. So far he has not been successful in getting Rotax Ft. Launderdale or Kodiak Research in Canada to stock a minimum of parts for the 275, 501 and 535 models to prevent extended Aircraft On Ground (AOG) time for lack of parts. SLSPA has a copy of the parts list requested by Bob for U.S. or Canada stock (20 parts, mostly ignition and some carb parts). SLSPA will forward this list to Austria as the request seems reasonable and the investment very small. Should any pilot require parts, contact:

Kodiak Research, Inc.
Attn: Eric Tucker, Technical Director
1575 W. Commercial Blvd. #33B
Ft. Launderdale, FL 33309

Tel: 305-776-9904
FAX: 305-776-9908

OR...

Kodiak Research, Ltd.
Attn: Mark Paskevich
913 Kal Lake Rd.
Vernon, B.C. V1T 6V4
Canada

Tel: 604-542-4151
FAX: 604-549-7111

But be prepared to wait as experience has shown it takes between 4-6 weeks to get the parts from Austria through Kodiak Research and as of yet SLSPA has been unsuccessful in getting Rotax USA or CANADA to establish a bare minimum of off-the-shelf parts for the 100 North American pilots that fly a motorglider with a Rotax Engine. SLSPA did get a call from Pascal Ronveaux, President of Kodiak Research USA (FL) in early Feb. 1994 on this matter and backed the call up with a letter explaining what parts should be stocked in Florida. However the problem is still with us and it is regrettable that our factory contact thru Bob Marshall is gone. We will keep trying.

The High Performance Retractable Engine Sailplane

A Short History

In 1983 there were three high-performance sailplane models in production. As of January 1994 there were 16 models in production and 3 new models will be introduced in 1995. All German sailplane factories are now producing these ships and 70% of the production output are powered.

As of January 1994, there were 76 pilots in the U.S. who own and fly retractable engine high performance ships. About 25 of these pilots are active in competition and record flying. Of the 76 ships in the U.S. fleet, 70 are self-launchers and 6 are sustainer engines requiring a tow. The current trend is to 'bury' the engine in the aft fuselage and extract only the propeller and a cooling radiator for minimum drag. For the self-launchers, engine output is between 40 and 60 hp.

SLSPA Logo Sew-on Patches Available...

Red, White and Blue patches are available from SLSPA to sew on hats and jackets.

USA - $2.00 each pp
CANADA - $3.00 each pp
International - $4.00 each pp

Climb Performance Summary DG-400...

Steve Drane of Kerrville, TX submitted the following details covering 50 flights in his DG-400 (400GG)

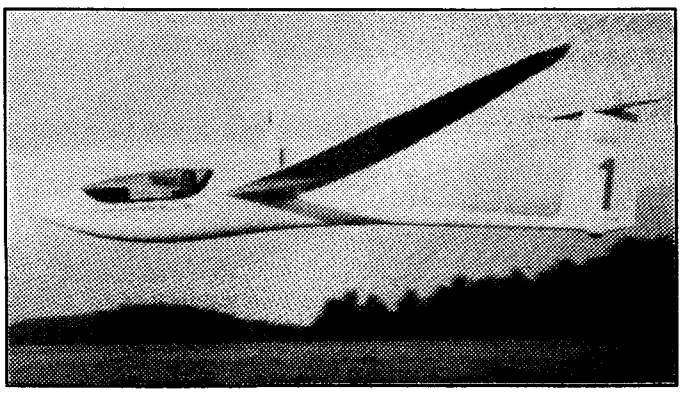
Field Elevation	1,616 msl
Average Temp. at Launch	85 F
Launch Weight	914 lbs.
Average Height Gained under Climb Power	3,524 ft. (5,140 msl)
Average Tach Time per Launch	7.3 min.
Average Climb Rate	537 fpm
Average Flight Time	3.36 hrs.
Number of Airstarts	3

In August of 1993 Steve flew 42 hours. His longest flight to date is 340 sm which earned U.S. Diamond Distance Badge #781.

Possible Causes for High CHT on Rotax Engines...

1. *Improper fuel/oil mix*.....50:1 recommended
2. *Improper oil*.....A high quality 2-cycle petro-chemical based oil is preferred. Spec: TSC3 or API TC. Pure synthetic oils are discouraged.
3. *Low octane fuel* .....Minimum recommended is 95 octane.
4. *Possible frozen piston ring allowing blow by...* A compression check should be made.
5. *Dirty engine* .....Cooling Fins should be clean.
6. *Improper plug used.* .....Check for proper gap.
7. *Idle too lean*.....Check manual for proper setting.
8. *Improper main jets* .....Both high and low altitude jets are specified. Check your manual.
9. *Carb fuel flow not sufficient.* Flow check is in Manual.

If engine begins to run warmer than usual, temperature can be stabilized or reduced by simply throttling back a bit. Each engine has its own temperature signature. Some run warmer than others. Any change in the normal temperature may indicate a problem. Log your climb temperature every flight.



Schleicher ASH-26E makes low pass with propeller extended and engine running. Photo courtesy Martin Heide