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

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President's Column

Report from Indianapolis

e SSA Convention at lianapolis in February 2001 l a number of interesting ıgs for powered sailplane ɔts, and one major s a p p o i n t m e n t . T h e appointment was the absence the keenly anticipated debut the production model iastroitel AC-5 Russia self nching sailplane. Apparently US importer and dealer, ssia Sailplanes, was more than ly occupied making pre-ivery preparations for the first ch awaiting customer pickup.

e exhibition hall had 3 self nched sailplanes on the floor - Stemme S 10VT, a tricycle ıred Diamond Katana Xtreme, l a Schleicher ASH-26E, the er with a new, improved ıpeller. Attendees at the ASA nch were entertained by ⁄note speaker Martin Heide, ef designer of the Schleicher H-25 and ASH-26E.

ımmarizing, the new propeller the -26E driven by the UK lt Midwest engine is more icient, and delivers a few re horsepower at take-off. ıleicher plans to stay with ary (Wankel) engines so long suitable models are available; smaller number of moving ts and low vibration levels king them preferable to rmal 2 or 4 cycle motors. ɜtly, the ASH-25 has likely ched its full development ential with its latest span etch to 26 meters (85.3 feet). ıat Schleicher plans to replace vith was not disclosed.

ntinued on Page 5.....

The Lange Flugzeugbau ***ANTARES*** *electric motorglider climbs and climbs and clir using a new lithium-ion-battery system. In December 2000 the factory announced a powered flight climb altitude of 3,000 meters (9,480ft) using new light weight lithiu batteries. More information including specifications are on page 4.*

An Update from "The Neophyte"! November, 2000

By Jim Herd

This is by way of a brief update to my previous writing in the summer – chronicling my ea experiences with my pretty & new DG800B. Well, I'm still a neophyte, but a little more accomplished and a little wiser.

I attended the "Ely Camp" – ten days of wonderful flying led by Tom Stowers of High Cou Soaring, Minden, NV. Ely is in East Central Nevada and has incredible soaring. This was to yet another dose of humility for me - 28 classy sailplanes (including 4 Stemme's and a clu of self-launchers!), a bunch of world class pilots from around the world, and some really powerful air! 500 km to 1000 km flights occurred virtually every day.

These guys were up and gone while I was still eating breakfast. Nonetheless, I had excellen flights – flying hundreds of miles in all directions. Including a day in the back seat of Car Herold's mighty Nimbus 4DM – there is no better way to build your soaring and XC techniques! An unexpected benefit was a new mental attitude regarding the scale of what ca accomplished in The Great Basin. Apart from great flying and camaraderie, I had another important learning opportunity at Ely. On my first flight, during take off, I was greeted wit very stiff control stick – in pitch. I knew I had done a firm positive control check, so I wası too worried. I was at 200 feet AGL after take off before I really concluded things were not normal. I decided to continue the flight until high enough to safely sort things out. Well, a stowing the engine and soaring to 3000 AGL, it was clear that the problem would not go aw completed a speedy and safe return to terra firma.

My "resident expert" that day was Ed Perrin – one of the founders of the self-launch mover Ed took a look and confirmed the stick was way too stiff in pitch. We removed and carefull replaced the horizontal stabilizer – magically all was then well! We theorized that the eleva control linkage had not properly located in its' L-shaped slot. It was probably "torquing" against the guide bearings causing high friction. I had thought "automatic hook-ups" were idiot-proof – apparently not so.

So what did I learn from this? And what should I do differently?

1. Always insist on a positive control check – with the pilot at the stick and the helper at control surfaces. (I had done it the other way around and thus could not personally "fe the stick action.)
2. Right before the positive control check, and probably right before take-off also, the p should check for full stick deflection and freedom of motion.
3. In a DG800B the trim should be fully forward to properly assemble the tail. If the asse doesn't feel right, it ain't right!
4. When in the air, if something feels "different", land when safe and check it out with an expert.

Continued on page 6

is information was submitted to ASA by Robert Broadwell about the Czech public Lambada motorglider.

ngines for the U.S. and Canada will be Rotax 912TJL. Later when there to re testing the Jabiru engine may be used.The aircraft has been in production for years and most have been delivered to Spain, Brazil,Germany, France and uth Africa. Current production levels are at 24 per year and they plan to increase 36 per year in 2001. There are about 30 flying and they have a good intenance and repair record. The plan is for a young engineer to fly around the rld in 2001 and stop at Oshkosh for the next EAA fly in.

ave had an opportunity to fly several models while there and I was pleasantly prised by the handling. Because of the time of year the soaring was not great it did well in small weak thermals and turbulent ridge lift. I was also happy h takeoff and landing in gusty winds. The first one arrives in the U.S. in rch 2001. The full feathering prop is easy to control with a simple two sition detent requiring little effort.

perate Badges Unlimited in Fountain Valley, CA teaching cross country ring. Flight instruction has been my hobby and something to do when I am in my clinic practicing alternative medicine."

more information contact Robert Broadwell at18837 Brookhurst Street, Suite), Fountain Valley, CA 92708 - (714) 965-9266 or Fax (714) 965-9268

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e LAMBADA UFM 13 is a single engine motor glider with side by side seating. tional tricycle landing gear, with steerable nose wheel or tail dragger with steerable wheel. Composite construction, fiberglass, carbon fiber and special foam. Tested to R VLA.

Wing Span: 13M with winglets 15M Length: 27.7 ft.

Hydraulic brakes (Tricycle gear or tail dragger)

Takeoff run 465ft Takeoff Distance over 50'obstacle 852ft

Best rate of climb 64.6 kts (1000 fpm) Max. cross wind 9.8 kts

Land distance over 50ft obstacle 883ft

Economy cruise 80kts, 482 nm range Cruise 98kts 278 nm

Stall 42 kts Stall-flaps down 37 kts

Vne 124 kts Va 84 kts

Vfe 68 kn positive

Max. rec. head wind 23.5 kts

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S/N 35041 N103JM 1993 Single Owner TTAF-167hrs, TTE 45hrs.Current Annu Excellent Condition. All Maint by Grob Systems. Cobra Trailer. Polyurethane pa New control seals. Dittel Radio. Cambri L-Nav and GPS, Becker Mode C Transp Solar Battery Charging System. Asking $98,000. Will discuss any serious offer. Contact Bruce McGhie at 860-873-8446 Email: <bmcghie@snet> CT

Here are some photos taken while soaring out of Sedona, AZ. As you can see from the ground shot, we just beat the front.They were taken with a Nikon Coolpix 990 digital. Processing and printing was on my computer. The plane is a Katana Xtreme owned by Sky King Soaring. The co-pilot was Russ Hustead, owner/operator of Sky King Soaring. The landing was engine off, as we are always trying to practice for contests. Neal Olshan

Around the World Westbound Speed Record Set by Steve Fossett Flying a Cessna Citation X with Stan Nelson Onboard as NAA Directing Official.

rew L to R: Co-Pilot Pierre F. D'Avenas, Captain Steve tt, Co-Pilot Alex M. Tai and NAA Directing Official Stanley lson.

Steve Fossett and Stan Nelson looking over the courses to be flown.

speed record is now official....500.56mph covering 25,822.88sm in 51 hrs 35 min and 13 sec. This beat existing record by 3 minutes. There were a total of nine refueling stops after leaving Los Cabos, Mexico at 0:03 on 22 Nov. and touching down again at Los Cabos at 2235:16 on 24 Nov. Stops were a team effort fuel, get clearance for the next flight and pass Customs and ranged from 23-35 minutes. Strong headwinds d urgency to turn around as fast as possible. Stan Nelson is former president of ASA and now serves as rman of NAA's GPS Committee.

Two images taken on the SSA 2001Convention Floor at Indianapolis.
Left a Diamond Aircraft Katana and Right a Schleicher ASH 26E

e Lange Flugzeugbau ANTARES Electric-Powered High Performance Motorglider-Part II

he ANTARES electric motor system
y few moving parts there is a significant
ion in failure risk when compared to an
l combustion engine. There is almost
ete silence during motor operation and
ttle vibration which avoids wear and tear
ms for the propulsion system as well as the
s airframe. TBO of the motor is 1000hrs.

rodynamic design of the fuselage, wing
l structures is as advanced as the
sion system and is the result of an
ous research project. ANTARES is a
etely new motorglider design from the
g board up with all possibilities for
g and climbing optimization having been
sed. This includes the “super ellipse”
try of the wing that provides a minimum
ıced drag. Nine different airfoils are tuned
ı other.The winglets allow for further
d drag reduction by 5%. Laminar flow
s to 95% of the chord on the lower wing
e resulting in high speed gliding
nance previously unachieved. The usual
nd fuselage juncture aerodynamic losses
nimized by using specially designed wing
s close to the fuselage.

light comfort has also been considered.
is an adjustable sitting position for every
A special ease of rigging aid is provided
ıg attachment. An optional portable
charger is integrated inside the fuselage.
ıd easy taxiing on the ground at a low
e possible with wing tip wheels and a
ıle skid wheel. The 18M and 20M spans
for just for fun flights, record seeking and
tition in the 18-meter or Open classes.

re information contact: Lange Flugzeugbau
Brüsseler Strasse, D-66482, Zwelbrücken,
ıy. Tel: 011-49-6332-96270 Fax: 6332-962719
nfo@Lange-Flugeugbau.com
ange-Flugzeugbau.com

Each propeller blade is attached directly to the rotating brushless electric motor making unnecessary a belt drive.

The cockpit instrumentation is simplicity personified thereby reducing pilot distractions required for power plant monitoring and management.

The electric propulsion system is operated entirely by one lever with a single move of the left hand. This includes motor extraction/retraction, starting and stopping.

jine Failure or Loss of Power During Takeoff. Are You Prepared?

ral ASA pilots have been through this
rience and landed safely. We all need to make it
ɔit to be prepared to do the right thing during
ype of emergency.There are essentially
ɔasic situations: Complete engine failure or
of power.

er Lost During Takeoff Run:
e engine stops or is not developing full takeoff
while still on the ground during the takeoff
place the throttle in the idle position and apply
rakes. You should begin the takeoff run with
uate runway ahead. A good rule of thumb is to
at least 3 times the expected ground roll
red to rotate and become airborne ahead of the
aft before full power is applied. This distance
vary with wind direction, density altitude,
erature and wing loading. The best policy is to
ı a takeoff with as much runway as possible
d of you. Runway intersection takeoffs should
oided whenever possible. Make it a habit to
ALL of the runway available.

er Lost Immediately After Rotation:
e engine stops or is not developing full takeoff
,immediately close the throttle, lower the nose
aintain flying speed, land straight ahead and
brakes. Lowering the nose will require a
uite "push" on the stick as the rotation airspeed
out 10 kts slower than the recommended
ng approach speed. Caution: The high drag of
xtended engine will cause the aircraft to drop
enly if spoilers are fully extended. Use the
ers with care.

er Lost During Climb Out While Under 500ft

is the most dangerous part of a self-launch
ld the engine fail of lose power. It is a good
after lift off to make a shallow turn left or right
rding to the wind direction and distance the
aft from the runway so that if there is a power
lem you are in a better position to return to the
ay departed from or an adjacent runway. Wind
tion plays a big part in which way to turn after
ɔff. Plan ahead and fly the aircraft so as to be in
est position for an engine problem. Keep the
aft within the traffic pattern of the departure
ld during this initial climb. While there can be
ard fast rules for every situation, the basic
ɔnse to a failed engine or loss of power is to
ST lower the nose and maintain flying speed.

er Lost Between 100 & 400 ft.agl:
er the nose, maintain flying speed-at least 55 kts,
the wings, reduce throttle to idle, turn off the
ion and fuel and select a landing spot. Do not
ıpt to retract the engine.
THE AIRCRAFT!

er Lost at or above 500 ft agl:
ıy be possible to return
and at the departure field.
n, lower the nose, maintain flying speed, secure
ıe, ignition and fuel systems. Leave the engine
ıded and land.
rol the airplane in a normal
ıer remembering a stall at low altitude is what
are trying to avoid. This means no steep turns
ıny turn should be made with the nose well down
ɔu are already in a high drag condition with an
ıded engine. FLY THE AIRCRAFT!

nitted by Pete Williams

New Format for ASA Newsletter

I have received mostly pro comments regarding the new tabloid size newsletter format. To find out what the majority of the readers des I have attached at random 50 postcards to sample the recipients vie Please respond with your views pro or con if you find a postcard in your Mar-Apr newsletter. Those not receiving a postcard are asked NOT respond to keep the random sample valid Thanks, Pete Williams/Editor

Pilot Profile- Brian Utley

Brian first soloed a glider in June 194 His first solo in a powered sailplane v ctober 1993 in a Ventus CM at Winterhaven, Florida. He has been an active member of SSA for many years serving as VP and President and has m SSA awards including the Warren E. Eaton Memorial Trophy, SSA's highe award. Brian has 5,000 total flight hou of which are in self-launchers. He is an accomplished competition pilot and has been ASA's Membership Chairman for many years. He is currently an ASA Board Member ar also a Director-at-Large for SSA. According to Brian, his most memorable flight was a cross-counrty in May 1975 when he soared fi Sleepy Eye, MN to St. Louis, MO a distance of 433 mi. He currentl flies a DG-800B and is a computer executive residing in Boca Raton Florida with his wife, Sharon.

THE 2001 MOTORGLIDER NATIONALS WILL BE HELD AT HOBBS NEW MEXICO 19-24 AUGUST 2001

For more details contact Rick Howell at <PatRickHowell2@compuserve.com>

ATTENTION ALL VALENTIN TAIFUN OWNERS

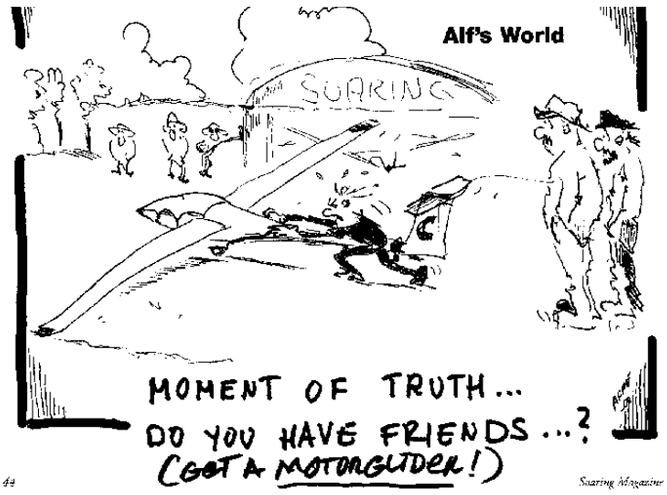
There are 18 North American Taifun owners participating in our newsgroup. Five or six owners out there have not responded to my invitaions to exchange valuable information about our motorgliders. I have just E-mailed some important Service Bulletins issued by the Company in Germany (they are the official "model custodians" of th aircraft), it will be in your interest to join our group. Please call Joe Volmar at 734-529-5406 or E-Mail joevol@dundee.net to receive the bulletins at no charge. We would also appreciate your participation ir sharing experiences as well as questions and answers with other Taifi owners in North America. We have recently expanded our mailing lis include pilots in Monaco and Spain. *Joe Volmar*

President's Report from Indianapolis SSA Convention...

ASA held its annual members meeting, and a meeting of its Board of Directors, during the Convention. Thanks and gratitude were expressed for longtime Director and Secretar Bruce Templeton, who was retiring. Treasurer Eric Greenwe was elected to the Board of Directors to fill that vacancy, an other 2 retiring Directors, Brian Utley and Stan Nelson, were elected. An interim report was given on ASA's project to identify 2-place motor gliders available for rent, and motor glider qualified CFIGs. The survey had had a good initial response, but there appeared to be precious few 2-place mot gliders available for instruction, and only a very limited nur of qualified instructors. ASA finances were reviewed and, despite increased Newsletter production and distribution cos decision was made to keep membership dues at the present l The following were elected to be the officers of ASA for the upcoming year:

President	Dean Carswel
Treasurer	Eric Greenwe
Safety Officer	Rick Howell
[Secretary	Vacant]

Dean Carswell



A Very Fruitful Trip to Uvalde, TX

By Jim Mosher

ellow ASA members. I felt compelled to submit a short note to the letter based on my memories that have been rekindled from those algic" pictures and text pertaining to the formation of the ASA in 1988. At that time, I had been thinking seriously about buying a aunching sailplane, and in the current SSA magazine, there was a about the first "Self-Launching Sailplane Nationals" to be held in de, Tx.. I feverishly searched for a suitable Self-launcher, and led that I should make the short trip from Dallas to Uvalde to view the owners of "self-launchers" for data on their ships, so that I l make an educated decision on my future decision to purchase a launcher. At a whim, I gassed up my BMW K100RS motorcycle, eaded out for Uvalde at 6:00 AM at maximum legal Hiway speeds ag to get to Uvalde in time to meet some of the competitors, and fully, tap them of some of their impressions of their flying riences in their respective ships. I was on a mission to determine h ship would be right for me. I arrived at the starting line about 30 tes prior to launch, and had just enough time to interrogate several e pilots about their ships. I remember having informative long ersations with the likes of Karl Abhau, Dave Stevenson, Pete (and m) Williams, Don Pollard, Bud Schurmeier, and the rest. It was a fruitful trip. Each competitor was convinced that their ship was the capable ship, and I took all of their data home with me so that I l make an educated decision on my upcoming purchase of a "self- cher". When I got home, I looked in the "Sailplane" magazine, and was a PIK-30 for sale (SN-716). I called the person that evening, nade a deal over the phone. I was the newest member in the "self- cher" ranks. I still have my Pik-30, and it has delivered around 400 s of pure fun flying for me ever since. I bought a T-shirt from that Motorglider Nationals, and I break it out every once in awhile to brate that day back in 1988 when I became a "self-launcher". I felt pelled to write this letter to you, because the Nov.-Dec., 2001 letter so well prepared, and it made me proud to be associated with such a group of people for such a long time. I have collected a wealth of on the "PIK" self-launchers", and if anybody is interested in acting me for info, feel free to call me at 1-505-466-7870.

Sincerely, Jim Mosher.

DG-USA Shop Talk

BATTERIES Part II
A Good Look

In the last shop talk we discussed the importance of batteries for starting you self-launch engine. Today lets look a li more into this very important part of y sailplane, that is often over looked unt the engine fails to start. Most self launching sailplanes use a rechargeable lead acid battery called a gell-cell. This battery type has some important featur

1. The gell-cell is the same basic syste your car battery.
2. Electrolyte is gelled to prevent slosh to allow operation in any position.
3. Gell-cells are subject to damage if allowed to remain discharged for exten periods of time.
4. A gell-cell battery will loose 50% o normal capacity in 18 months when sto at 68 degrees.
5. Gell-cells should not be allowed to remain in a discharged state and shoulc recharged as soon as possible after each use.
6. One can expect 250 to 500 life cycle each battery.
7. Continuous float charging, sometim called PWM, for long term periods wi hurt the battery, as long as the charger the ability to completely switch off automatically when the battery is in a charge state. However non regulated flo charging, without an off/on regulator, create a free radical, oxygen/hydrogen situation that will accelerate the oxidation of the metallic lead grid stru in the battery and shorten battery life.

Gell-cells lose their ability to produce cranking amps (CCA's), as the tempera drops. Tests in the DG-USA shop show that a battery that produces 195 CCA's 65 degrees F., will drop to 140 CCA's 20 degrees F., an almost 30% loss of battery power. This means that when it cold outside the battery (the heart of yc starting system), will have less power start your self launching engine.

If you regularly fly in a cold climate perhaps an outside battery booster syst be it solar or A/C, could be just the tic to guarantee a fast start for those chilly mornings or cold in flight situations.

Submitted by Oliver Dyer-Bennet DG-USA

hyte: Continued from page 1

ct this is all obvious to you pro's, but I bet there is at one more neophyte reading this, who might benefit he above! Since summer I have ventured out around the rancisco Bay Area – Williams, Hollister, and Byron. new site presents its' own learning opportunities, and I ppreciate the freedom to fly when and where I want. My 0B is an absolute joy to fly, and has performed ssly – except for a failed exhaust gas temperature (which is no big deal). I am also closely following the engine main bearing issue – rumored to require a it of some kind, though I have had no symptoms as yet. ot sure if I can take my name off the "neophyte list" yet! In any case, I will continue with a heavy dose of ity, an eagerness to learn, and strong reliance on my ble army of "resident experts". It is an incredible tage to have many genuine "self-launch experts" at my

SAFETY ALERT

Screw jack Attachment Integrity
DG-800B & DG-505MB

There have been reports of the screw jack attachment to the fuselage breaking loose in two 800Bs. If this attachment is nc secure, it is possible that over time it could fail. Indication of a possible failure is the necessity to use the manual switch to ra or lower the engine. Pilots should inspect this attachment are during a test raise and lower sequence by looking at the attachment area and feeling the mount during engine movement. Should movement be noted or if cracks be seen portions of fiberglass are breaking away from the mount area, contact DG USA.

ASA Mission

xiliary-powered Sailplane Association, Inc. ınded in 1988 as a non-profit organization to age the design, development and safe use of liders, self-launching and sustainer engine ıes.

ASA Membership

ership in ASA is open to anyone interested in d sailplanes. Write or call: Brian Utley, ASA ership Chairman, 1930 S.W. 8th St.,Boca FL 33486-5205 Tel: 561-750-6876 Fax: 561-58 Annual Dues: $20 USA, ernational

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

Contributors are requested to submit hardcopy typewritten or keyboarded text .12pt font size is for accurate scanning. If submitting text on a flo 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 process software. Photos are always welcome and will l returned promptly.

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

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Contact Pete Williams for Display Ad sizes and


Lange ANTARES electric-powered sailplane climbs out after takeoff.See page 4
One USA order has been placed.

Auxiliary-powered Sailplane
NEWS

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A Visit to Technoflug - Flying the Carat

By Oliver Dyer-Bennet DG-USA

g the middle of October, 2000 I was able to spend three days Technoflug factory in Germany and to arrange for seven in Technoflugs new single place self-launching sailplane, rat.Technoflug GmbH is the manufacturer of the propellers ost of the single place and two place, self-launching nes built in Germany, including DG Flugzeugbau, pp-Hirth, Schleicher, LS, etc.

met at Technoflug by Berthold Karrais, Dipl.-ing for oflug. Berthold was trained as an aeronautical engineer at the art University and worked on the Dimona wing as a student t. Berthold also worked at the DLR, on the Grob high le project and at Gyro-Flug before starting Technoflug with rtner, Rolf Schmid, in 1987. Technoflug builds about 200 lers a year including propellers for the DG-800B, DG-B, Ventus 2 CM, ASH 26E and the LS9. Their latest offering, rat self-launching sailplane, uses the proven Discus wing inglets, Discus horizontal stabilizer and elevator, Discus atic control hook ups and Discus adjustable rudder pedals.

ined with this is a unique Technoflug front folding propeller ss fibre that folds the blades forward against the air stream ans of two damping gas springs when the engine is shut off eds below 48 kts., thus minimizing drag. The blades float to oint at all times which results in a particularly smoothly g and quite engine measured at 62.7 dB. When the engine is l centrifugal forces open the propeller at once and it is diately operational.

arat is powered by a reliable, low noise, four stroke engine, uer S1800, which produces 54 hp and has altitude nsating carburetion. This engine/propeller combination a sea level climb rate of over 700 fpm and a climb rate at) ft of approximately 300 fpm. Also featured is a retractable g gear using a electro-hydraulic system controlled by a 3- on switch. The landing gear folds up into the fuselage thus g the Discus wings aerodynamically clean. Disc brakes, g gear warning horn, and a back up manual extension are f the landing gear package as is a steerable, shock absorbing heel.

a tour of the Technoflug factory we drove out to the Winzeln- nberg flugplatz for some flying. Assembly was done in less 5 minutes from a Komet glider trailer using a clever one-man g assembly, the self aligning wing spar receivers and the atic control hook ups. The cockpit was large and spacious, rm rests on both sides a Discus control stick, rudder pedal oiler configuration, multi adjustable seat back, leather r and two large baggage storage areas.

auer engine started instantly and ran very smoothly and y, the quietest powered aircraft that I have heard yet. I taxied t take off. The steerable tail wheel and disc brakes allowed ry precise taxing and you could do a 180 turn inside the 45 ide runway.Lined up for take off the power application was h and normal and quickly the Carat lifted off the runway. limb speed is 68 kts and we were quickly at 3,000 ft above port. Throttle back to idle, turn off the ignition switch and he Carat down to 48 kts. and the propeller automatically way.

andling was quite delightful, it felt like a Discus with its inger tip controls and smooth balance of aileron, elevator dder inputs. Thermaling was no problem with the Carat g nice 45 to 60 degree banks in the thermals with hands off control. The full flight envelope of the Carat was quite l, like the Discus with light water ballast.The Carat has been by the German Akaflieg at 35/1 with a sink rate of 150 fpm. as on the unsealed Carat prototype and with some contest sealing one should be able to increase the performance to with a sink rate of about 135 fpm. The Schempp-Hirth rs were smoothly effective for glide path control. The able landing gear worked perfectly and retracted or extended ut 22 seconds. For landing you normally leave the engine g, at idle, and land using the spoilers for glide path control. decide to go around just add power. The disc brakes give a h even stop and allow for a quick turnaround back to your wn area.

after seven flights in two days, I couldn't get enough of this .This ship was a lot of fun to fly but now it was time to put rat back in the trailer. 15 minutes later the trailer top was and Berthold and I went off to a nice local German dinner.

Dyer-Bennet of DG-USA is now representing the Technoflug in the USA and expects the first 3 by late spring 2001.The oflug web site can be found at <www.Technoflug.de>

Oliver Taxis out for Takeoff

Visibility is good over the nose and brakes are effective

A powered high speed pass by the factory pilot

Above: A simple factory supplied wing dolley makes wing attachment easy and quick. Below: Ready to raise the landing ge and enter the trailer.