

Self-Launching Sailplane Pilot's Assn.

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SEPTEMBER - OCTOBER 1995 NEWSLETTER



NPRM FAR Part 61 URGENT Alert!

(Pilot, Flight and Ground Instructor Certification Requirements)

This is has to be the most important proposed rule making in the history of FAA. It will affect the soaring community for years to come. Although SSA and SLSPA Management are hard at work to respond to this document, individual members are urged to send comments in writing to Stan Nelson by 15 November.

If you desire a copy of this document, call 202-267-3434. Responding members should also send triplicate copies of their comments to FAA, Office of the Chief Counsel, Attention Rules Docket (AGC-10) Docket No. 25910, 800 Independence Av. S.W., Washington, DC 20591. Deadline for all comments to FAA is Dec. 11, 1995. Your individual Congressman and Senators should also be copied. The gist of this NPRM as far as the soaring pilot is concerned is:

1. The establishment of separate class ratings for nonpowered gliders and powered gliders.
2. Within 2 years of the effective date of this rule, all glider pilots and instructors must recertify for their rating with 10 hrs of flight training and 20 flights.
3. Revised Medical Certification procedures.

Enclosed in this newsletter is a digest of SLSPA's response to this NPRM. Please feel free to use it as your response to the FAA and your elected representatives.

Advisory Circular AC 61-94 has traditionally been followed to train and signoff logbooks of pilots transitioning into motorized ships. This AC is still in effect. Under the NPRM it would be superseded. SLSPA Management sees no justification for requiring a properly certified glider pilot with a current Bi-Annual to recertify for the same rating. A "Grandfather Clause" is in order to offset an estimated cost of \$750 per pilot to recertify.

The NPRM process is verbose and lengthy. Experience has shown that FFA's decisions are in DIRECT PROPORTION to the amount of responses received. You comments are urgently needed. **Do it today!**

Batteries for DG-400...

Bill Nutting reports he has an extra set (4) of batteries (PS6100). Bill has a source in Phoenix, AZ that furnishes the batteries and can attach the bolt-on tabs to the terminals. For more info contact Bill at 602-445-7555.

Message From The President...

In the past several months there has been a Regional Aux-Powered contest at Cordele, GA and a National Aux-Powered contest in Minden, NV. Both contests were exceptionally well run and a great deal of fun for contestants and crews. The new 18-meter DG-800s and ASH-26Es have made their debut in the U.S. and are fun to fly with outstanding performance.

The agenda for the SSA Convention in Alabama is in the planning stage for two 1-hour sessions devoted to safety and training. FAA's NPRM for FAR Part 61 has been issued and is under study by SLSPA and SSA. We will keep you posted. Meanwhile, with the winter months coming, this is a good time to take an in depth look at your ship and its systems and correct all of those little things you never got a chance to get at during the season.

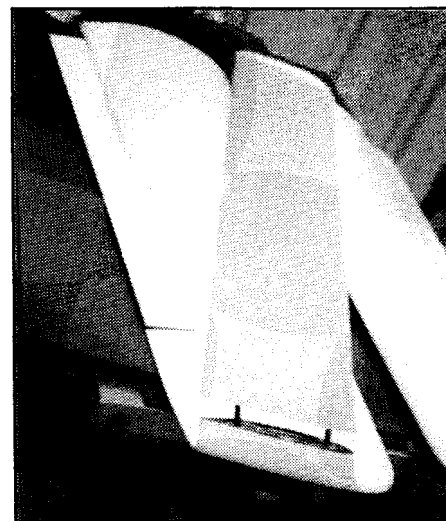
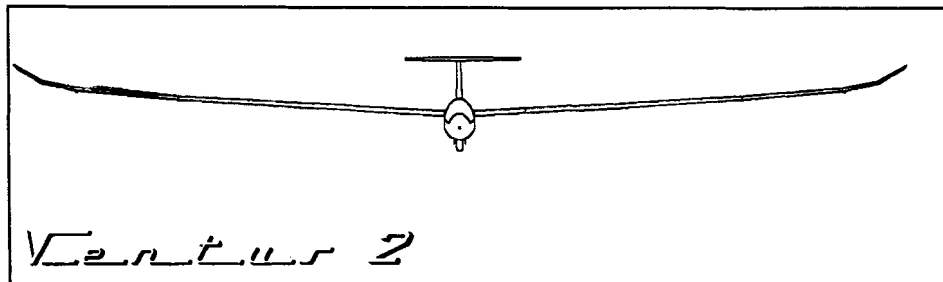
Stan Nelson, President

Winglets for the DG-400...

Brad Lewitzke of Mosinee, WI has fitted winglets to his DG-400. Brad reports the winglets seem to stabilize handling in thermals and says there are no negative flight characteristics. David Nelson of Grand Haven, MI did the design and installation of the winglets to the 17 meter wingtips. Interested DG-400 pilots contact Brad at 715-359-9264 or David at 616-846-5448.

Ventus 2 Status Report...

Schempp-Hirth reports the new generation of Ventus 2 ships will offer a 15 meter pure sailplane version designated 2a and 2b (small and larger fuselage sizes); an 18-meter Ventus 2c with optional 15 meter tips; an 18 meter Ventus 2T with a sustainer engine; an 18 meter Ventus 2cM with a buried liquid cooled engine with optional 15 meter tips. A Turbo variant will be offered in the 15 meter span called the Ventus 2cT. Production of a proposed Ventus 2 with retractable powerplant and swing-hinged propeller (a la Ventus cM) will not be produced. It is reported that the engine for the Ventus 2cM will be a 50hp SOLO.



Pilot Reports - Ventus cM...

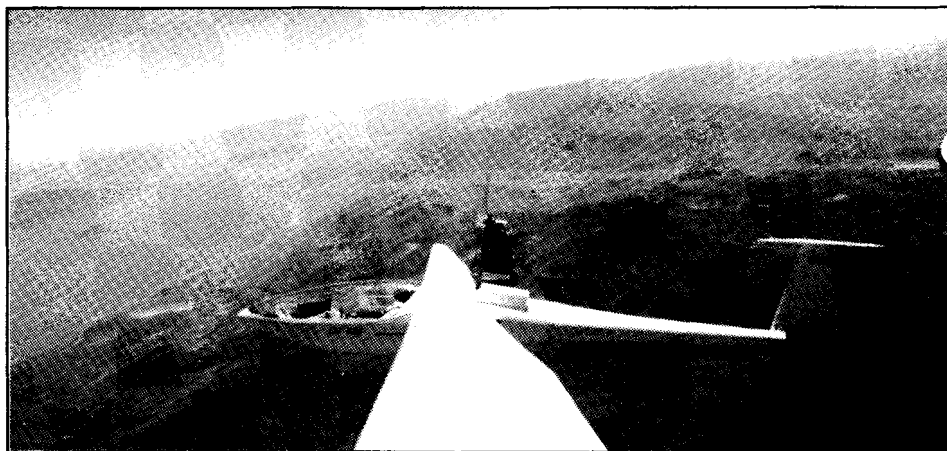
David Noyes has compiled a Service Manual for the SOLO 2350C (as installed in the Ventus cM). Items covered include: Tools/Motor Disassembly/Inspection of Cylinder heads, Pistons, Crankshaft, Reduction Unit and other parts. There are also other sections covering the carburetor and ignition system plus a Parts List. This 13-Page document is available postpaid from the SLSPA Library for \$4. Canada-\$6, International-\$8.

David also reported that after 100 starts, he found his starter motor brushes were worn to the extent that they no longer contacted the commutator. Replacement of the brushes were found at an automotive generator repair shop. David advises to trim the lead wires from the brushes to the exact same length as the originals.

Polarfire Ignition Boxes for Rotax 505 Engines...

Peter How of Composite Technologies (South Africa) reports his firm can rebuild these boxes on an exchange basis. He claims that after rebuild they are more reliable than the originals. For more information:

Peter How P.O. Box 5253, Halfway House, 1685 South Africa Pho/Fax: 027-11-805-1491. This may be an economical alternative to switching to the Ducati boxes.



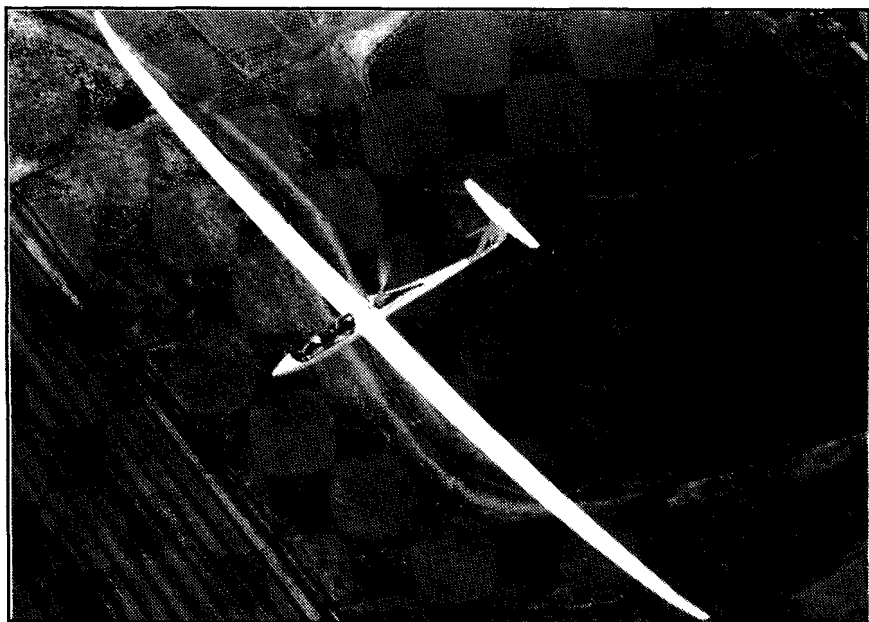
David Volkmann and his DG-400 climbs over Pyramid Lake near Air Sailing Gliderport, NV

Memorable Flights...

Two memorable flights were made in August from the Tonopah airport. Kempton Izuno flew his Standard Libelle 549.6 sm in a 1000km triangle attempt terminating at Bishop after 9.2 hrs in the air. Kempton believes Tonopah to be the ideal departure point for long distance flights in his Libelle. He was airborne at 10:30 AM and able to depart the airport after a low save.

On 1 August, three days before Kempton's flight, Pete Williams in his DG-400, made a straight out flight of 397 miles to American Falls, Idaho. Total time enroute was 5 hrs 15 minutes. Pete reports the first 250 miles were in over developed conditions at a speed of over 85 mph, while the last portion was in totally blue conditions. Pete departed on course at 1:15 PM.

San Matzke flew a 500.3 sm triangle out of California City, CA in his DG-400 in quest of the Hilton Cup. Dan reports his final glide was a squeaky one in the gathering darkness as the runway lights went off when he was on final in the landing pattern. He managed to key his mike on the proper frequency to get the lights back on and landed after over eight hours in the air. Yes, Dan carries a flashlight.



Karl Abhau with passenger Bob Hupe climbing out in Karl's Nimbus 4DM over Gardnerville NV.

Operational, Maintenance, Service, Repair and Defect History Survey Results...

Over 40 pilots responded to this survey and the results are being tabulated into a booklet form.

Excerpts will be published in the newsletter from time to time. It is expected to have these booklets published prior to 1 December. A copy will be sent to all who responded. Other copies will be placed in the SLSPA Library and be made available to the membership for \$4-US/\$5-Canada & \$6-International.

Thanks to all who responded.

For Sale:

DG-400 S/N 108 TTAf 750, TTE 5 since factory overhaul. Excellent gelcoat. Tinted canopy. O2. Well equipped. Butler chute. Komet Trailer. Rolly Clark 706-342-3878 (GA), leave message. \$67,500

Stemme:

1995: S10-V TTAf-15, HUDIS, GPS, Attitude gyro, solar panel, Dual O2 \$238,000

1992: S10-V TTAf 420, HUDIS, GPS, Attitude Gyro, Dual O2, \$200,000

Contact **Stemme USA** 314-721-5904 or Fax: 314-726-5114

Schiebe SF-27M: 34:1, New paint and Annual. Trailer. \$18,750 or will trade for Grob 109A or H-36. Art Burch 406-755-8095 (MT)

Grob 109: 1982, TTAf 750, TTE 570; GPS, Mode C, Paddle prop, Radio & Intercomm, new landing gear, canopy cover and battery. \$43,000 Dan Buldini 617-662-4994 (MA)

Grob 109A 1984 N39264 S/N 6157; Always Hangared. 265TT. 80hp Limbach with new (1993) Paddle Prop; Loran; KX155 @VOR Head; Intercom; Transponder/Mode C. \$41,500 Nick Trombetta FAX: 805-325-2303, DAYS: 805-871-2208 (CA)

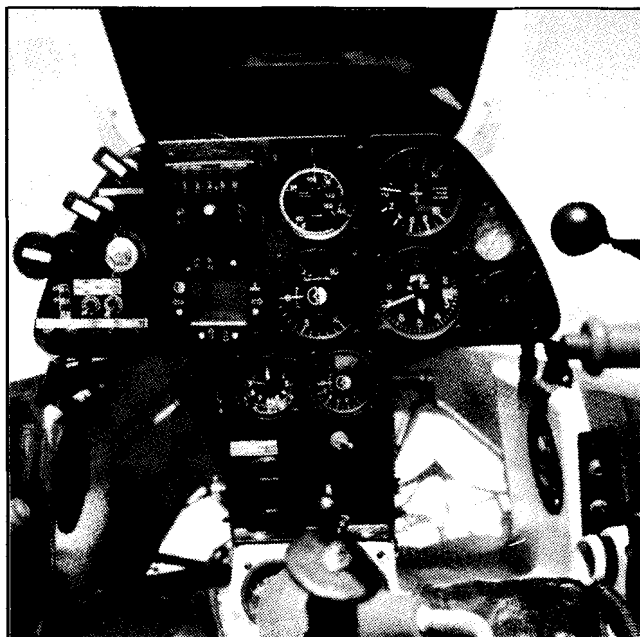
Grob 109B 1984, 620 TT; 90hp; 3-position prop; hangared; clean; King KX-155, KT-76A Trans-cal Mode C; Northstar Loran; David Clark Intercom, audio vario; July Annual. \$69,500. Doug Hunter 603-926-8881 (NH)

PIK-20E: 1979 Original owner, TTAf 644, TTE 88, Cambridge@Audio, 02, Fresh Annual \$42,000 Owner is Robert Tawse (OH), contact Tom Knauff for more info at 814-355-2483

PIK-20E 125 hrs TTA; 45 hrs TTE. Excellent condition; Automatic prop stop; Full instruments @ Winter mech vario; Ball Electric Vario; Edo 720; 02; Minden trailer with one-man rigging. \$45,000 Erling Bjornrud 206-868-2025 (WA)

Ventus cM: TTAf 310, TTE 27, Ser.#36, immaculate condition, full instruments, SNav, GPS, Dittel, Cobra Trailer \$75,000 Roger Buchanan 813-784-5421 (FL)

Paul Gaines Trailers: End-Opening, Fiberglass/metal construction. New-\$8,500 complete. 404-499-7755 FAX: 404-499-9131 (GA)



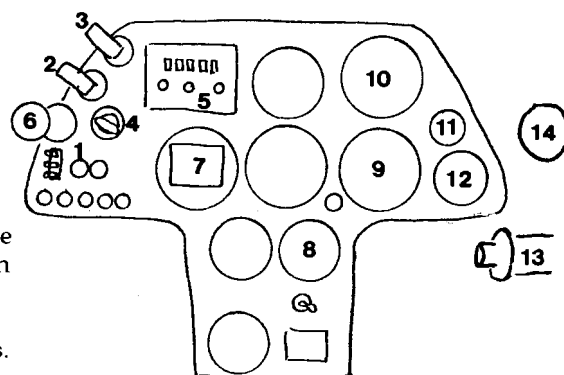
PIK-30 Instrument Panel

Photo by Bill Haas

Cobra Trailer Gas Strut Replacement...

This information was supplied by David Noyes and involves the lower attach bolts that secure the lift strut to the trailer body. If these struts fail, injury can result to persons or the glider. "Soft" struts should be replaced. Some trailers have 8mm bolts at the attachment points. Due to the pressure required to close the trailer, these bolts can overload and bend into an S shape. Newer trailer models use 10mm bolts.

Suggest Cobra Trailer owners inspect to see what size bolts are installed. If 8mm, it may be a good idea to replace them with aircraft grade class 8 bolts or a 3/8" bolt machined down and rethreaded. Replacement gas struts will require a 10mm bolt. Julian Fack writing in Sailplane and Gliding stated Cobra dealers could supply a kit with the correct bolts. To date, your editor could not locate a Cobra dealer that knows about this "kit"



Rotax Engine Overhaul Update...

Glaser-Dirks advises the requirement for engine overhaul six years after manufacture is viewed by some FAA and CAA authorities as a recommendation only and not mandatory as long as there is no commercial use of the aircraft. Overhaul at 300 hours engine time is mandatory. This information was transmitted in the cover letter for Glaser-Dirks Technical note 826/30 dated July 19, 1995 which issued the latest Maintenance Manual revisions.

Name Change for SLSPA...

The results of the recent poll of the members regarding changing or retaining the present name of the organization indicated a clear majority desires the name "Auxiliary-Powered Sailplane Association (ASA)"

This new name will become effective in early 1996 and will be officially recognized at the SSA Convention in Huntsville. The Board is considering retaining the graphics of the Logo with the new name in place of the old. Registration of the new name with the District of Columbia (our incorporation locale) is being completed by our corporate attorney, Bruce Templeton. Many thanks to those who made their desires known pro and con on this change.

Motorized Sailplane Source Data

AOPA PILOT, *The Glaser-Dirks DG-500M: Freedom & Independence*, Buz Martin, Page 76, January 1993, Vol. 36/Number 1

Coates, Andrew. *Jane's World Sailplanes and Motor Gliders*. Ziff-Davis Publishing Co., 1978 (ISBN 0-87165-021-5)

Dwiggins. *Building The Monorai "S"*, 1981 **

Grable. *Tiafun Means Fun!*, 1990 **

Hardy. *Gliders and Sailplanes of the World*, London, 1982 **

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SOARING, 1973 *Sailplane Directory*, August 1973-Vol. 38, No. 8

SOARING, *Sailplane Par Excellence*, Donald W. Aitken, Page 41, April 1982, Vol. 46, No. 4

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SOARING, *Is There a SLHPS in Your Future?*, Pete Williams, Page 24, April 1988

SOARING, *Are Self-Launching Sailplanes the Wave of the Future?*, Pete Williams, Page 37, August 1990. Vol. 54 No. 8

SOARING, *Flying the DG-500M*, Derek Pigott, Page 37, June 1991

SOARING, *ASH-26E-The 18-Meter Sailplane*, Selinger, Page 37, November 1991

SOARING, *Quiet Power*, Gerhard Marzinzik, Page 30 December 1992

Strachan. *The High Performance Motor Glider & Its Application in Competitive Flying*, 1972 **

Strojnik. *Is There a Motorglider in Your Future?* **

Williams, Pete. *The Glaser-Dirks DG-400 Self-Launching Sailplane*, SLSPA, 1990

** Available from John Roby Aviation
Technical Literature 619-583-4264 (San Diego)

For information on a particular motorized ship contact owners of same by referring to the current SLSPA Membership List or contact the manufacturers as listed in the same roster.

ASA Publications

ORDER DATE: _____

To order, send check or money order in U.S. dollars to:

ASA Publications c/o Pete Williams
1033 Dresslerville Rd. Gardnerville, NV 89410 USA
Please, no CODs or Credit Cards. All prices are postpaid. Please allow 2-3 weeks for delivery.

Quantity/Item _____ Cost Each/Total _____

ROTAX ENGINE PUBS: USA/CANADA/INTERNATIONAL

ENGINE MODELS: 275 501 505A 535C

Pilots Manual \$2/\$3/\$4 \$2/\$3/\$4 \$2/\$3/\$4 \$3/\$4/\$5

Repair Manual \$4/\$6/\$8 \$4/\$6/\$8 \$4/\$6/\$8 \$4/\$6/\$8

Parts Manual \$5/\$6/\$9 \$4/\$5/\$8 \$5/\$6/\$9 \$4/\$5/\$8

SOLO 2350C Service Manual \$4/\$6/\$8

FAA Advisory Circular AC-61-94.....\$2

Flying the DG-400, A Pilot's Introduction.....\$3/\$4/\$6

Safety Survey of Motorgliders\$3/\$4/\$6

Pilot-Owner Survey of Motorgliders.....\$3/\$4/\$6

Safely Flying Self-Launch Sailplanes.....\$3/\$4/\$6

DG-400 TN Listing.....SASE

Sailplane Operations at Powered A/C Fields.....SASE

Powered Sailplane Operational, Maintenance,
Service, Repair and Defect Survey.....\$3/\$4/\$6

Total Enclosed: _____

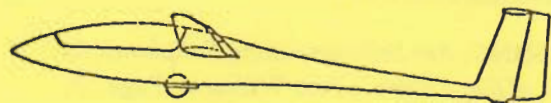
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ADDRESS _____

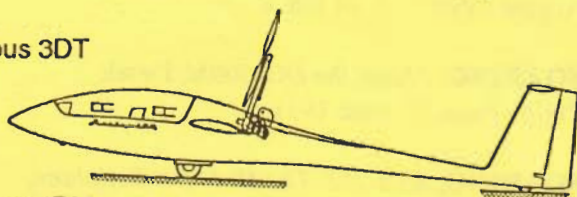
CITY/STATE/ZIP _____

COUNTRY _____

Principal Motorgliders in use today (not to scale)



Nimbus 3DT



Nimbus 4DM



Ventus 2C



Janus CM



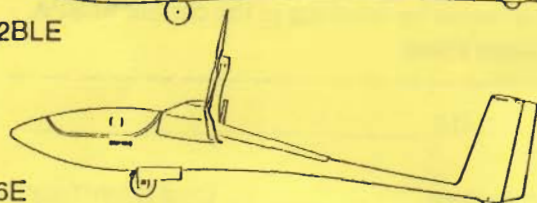
Nimbus 3DM



Ventus CM



ASH 22BLE



ASH 26E



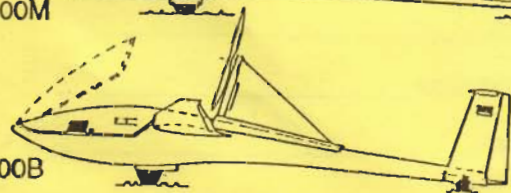
ASW 24E



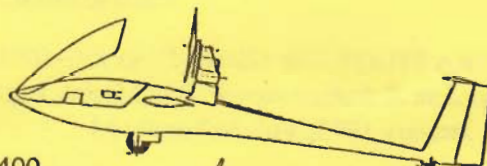
Stemme S10



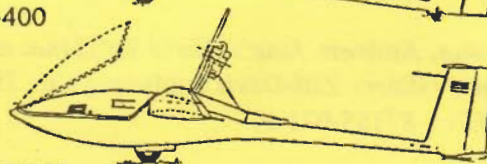
DG-500M



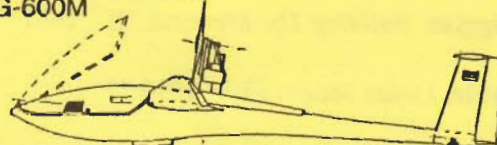
DG-800B



DG-400



DG-600M



DG-800



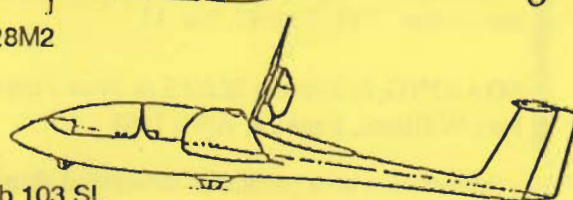
Pik-20E



Super Dimona



IS 28M2



Grob 103 SL



Vival



Super Ximango



Scheibe SF 25C



Tiafun



Grob 109