

APS NEWS

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Mar - Apr 2006



Tilo Holighaus Plane Side with the Ventus 2cxT

Huge crowds at the Plane Side talks at the SSA 2006 Convention in Arlington, TX

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Photos from SSA Convention Arlington

ASA Fly-In - Parowan July 2006

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President's Corner

I flew in my first Senior's Soaring Contest during March. Everyone had a great time in the Florida sunshine. The weather was exceptional and we flew everyday (well, OK, 7 out of 8). The seniors also get to rest a day.

Charlie Spratt has had a tough winter, but was at Seminole Lakes as CD. Charlie broke his shoulder in December, but completed rehab in time to come south for the race. It was great to see my former house father (I rented a room from Charlie while working for US Airways in Charlotte).

There were 8 motorgliders (total of 56) entered in the contest. KG-Tom Knauff (with help from Doris) finished 5th overall. The other M/G participants were Richard Maleady, Alberto Negro, Jim Walsh, Don Pollard, Hartley Falbaum, Ted Haller and myself.

ASA member Charles Petersen was the launch director for the first half of the contest. Thanks for a job well done.

I want to commend all of the pilots for their safe flying, but Don Pollard was a star. Don gave up a rolling finish on the last day and started his engine very close to the airport. Don would have had to land in the opposite direction of the rest of the traffic (there MAY have been room on the very wide runway), but gave up many positions in the final standings by taking the SAFE choice.

While I'm on safety, if you are not signed for the Yahoo user group for the ASA it is time to do so. Go to Yahoo.com and click on groups. Sign up if you are not a member then "find" the ASA-News group. The answers to your questions are there....if not start a new thread and ask a new question.

I found that the thread that started on March 10th to be interesting. It started as "Retractable Engine Checkout", but transitioned to "How Low Do You Go?" I would not take all that was printed as gospel, but over a beer (after flying) will make for a lively discussion. Then make conservative and SAFE choices.

Great Soaring !!

Rick "FD" Howell, Pres.

Coming Up in the Next Issue
New Member List
Long Distance Glider
Your Article/Photos HERE!

SAFETY CORNER

Oliver Dyer-Bennet CFI/CFIG
Safety Director ASA



Devoted to the enjoyment and safety of the sport of high performance powered sailplanes and motorgliders.

Recently completed an FAA flight instructor revalidation clinic. Along with a lot of coffee and doughnuts, one of the things that came out of this clinic was the that the FAA is big on safety concepts.

One of the concepts is, P.A.V.E. The FAA breaks down PAVE as follows:

P = Personal, pilot, ready to fly.

Is the pilot physically and mentally ready to operate his aircraft in a safe and consistent manner that will lead to a successful, and enjoyable flight.

A = Aircraft in good condition.

Is the aircraft itself, ready to fly. Is the aircraft in good mechanical condition. Does it have a current annual. Does it have a good pre flight. Are its aircraft systems go, and is the insurance in place.

V = Environment, weather.

Are the weather conditions such that a safe flight and happy landing is a part of the flight package. As the pilot are you feeling the pressure to get there, despite the weather conditions.

Flying a high performance sailplane which is designed by the Germans to be marginally stable, so that you can feel the lift zones better, can become a handful in marginal VFR conditions.

E = External pressure.

Got to catch a thermal, got to finish this 300k flight, got to do well in this contest, got to out thermal the other guy.

This self induced pressure, can lead to some unintended results.

I remember a contest at El Mirage, some years ago when a

Safety Corner cont. Page 9....

ASA FLY-IN AT PAROWAN

8 – 15 JULY 2006

All gliders are welcome...please sign up early !!

The Sports Class Nationals were great last year....what a place to fly !!

Flights over the Grand Canyon, Zion National Park, Bryce Canyon, and Cedar Breaks are breathtaking !!

Dinners will be served at the airport.

RV's and Camping on the airport. Shower available.

Tow planes available for non-powered gliders.
Approx \$50 / tow (2000 ft).

Fees: \$125 includes 4 catered meals.

Call Rick Howell, 972-245-0830 for help with accommodations .
Or PatRickHOWELL2@earthlink.net

2006 Dallas SSA Convention Photos





Plane Side

Knut Kjenslie

Robert Mudd



Oliver Dyer-Bennet





Brian Utley, Pat and Rick Howell, Skip Atwell



Tilo's "Gang"



**Far left Volker
Halbe, DG Sales
Manager**



Chris Klix (L) and Knut Kjenslie (R)



**Rick Howell, Stephen Dee, Eric Greenwell, Terry
Edmonds, Oliver Dyer-Bennet, Brian Utley**



TECH TALK

by Gary Evans

QUICK DISCONNECT TRANSPONDER ANTENNA

The idea location for a transponder antenna is the lowest part of the aircraft pointing straight down which on most gliders would be right in front of the main gear. That location is seldom used however because the antenna is subject to damage when the glider is being loaded or unloaded from the trailer.

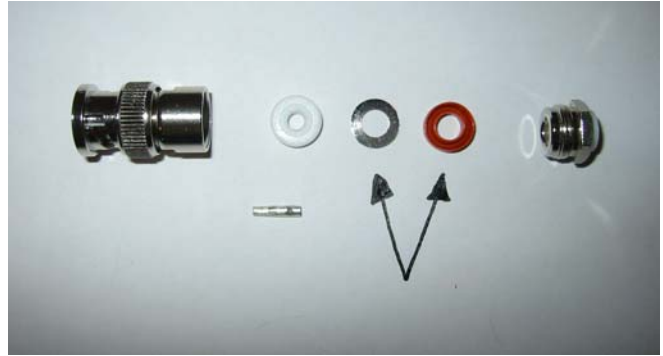
While some installations on fiberglass ships employ internal antennas it isn't the best location for maximum efficiency and it isn't possible on carbon fiber as the carbon blocks the signal. The perfect solution therefore would be a removable antenna that employs a BNC twist lock connector. Problem is that to my knowledge no one makes such an antenna but all is not lost.

A BNC antenna can be fabricated with a little work as follows.

The antenna used was an AV-22 manufactured by R.A. Miller Industries, Grand Haven, MI. This picture shows the antenna disassembled.



The other parts came from an Amphenol # 523-31-202 cable connector available from www.mouser.com. Discard two pieces indicated.



The BNC twist lock body must be modified by drilling .180 diameter hole (#15 drill) to a depth of .170. To do this the drill will go through a metal wall and part way through the Teflon insulator. Do not drill all of the way through the Teflon.



Next step is to unsolder the female tip from the antenna shaft of the AV-22 and replace it with the male tip that came from the 523-32-202 connector. One additional piece is needed to complete the project, which is a # 5 plastic washer. The one I used had an I.D. of .140, an O.D. of .312 and a thickness of .062 which is available from Mouser as part # 561-D662. The purpose of this washer is to isolate the antenna shaft from the twist lock body. The pieces are then assembled as shown.



Tech Talk (cont.)

This is the new assembled antenna and the fuselage connector (Amphenol BNC Bulkhead jack-to-jack Adapter part # 523-31-3220) also available from Mouser.



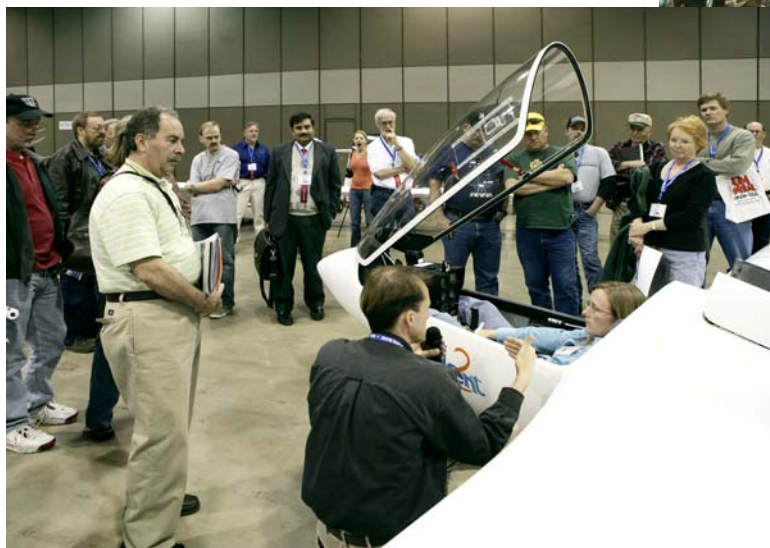
Use a continuity test to verify that the shaft is isolated from the twist lock body and visually check that the center conductor is set at the correct height for mating with the fuselage connector. If it is not you can adjust the center conductor height by altering the thickness of the plastic washer.

Safety Talk from Page 3...

true grit pilot, refused to give up on a weak thermal. The intention was to stay with this weak thermal, until it blossomed, and make a low save.

What happened was that the pilot did stay with the thermal, working it for everything it had, until the wing tip contacted the dry lake and the fuselage was broken in half.

A situation where the sink rate of the glider was higher than the lift rate of the thermal. Under the hot pressure of a contest and, "get home itis", the pilot failed to see what was actually going on with his flight and make corrections.



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.

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Treasurer: Eric Greenwell 509-943-9065
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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

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With optional 15-meter wingtips, completely competition-ready. Includes excellent instrumentation, O2, tow-out gear, wingtip wheels for taxi, Cobra trailer, etc. Top-notch condition. Dave.Nadler@nadler.com Please see http://www.nadler.com/public/Ventus_2cm_offer.html

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Stemme S10VT s/n 11-036
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DG 400

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