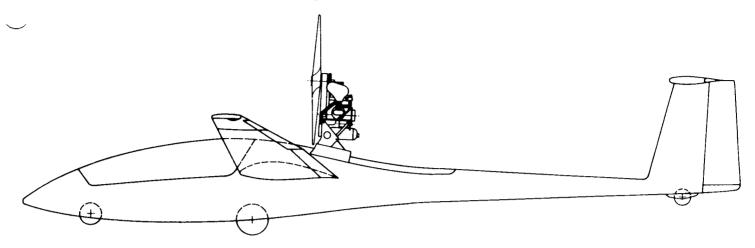
Rotax Powered 20 Meter JANUS-CM Self-Launching Sailplane



The Schempp-Hirth 2-place powered sailplane has a glide ratio of 42.5/1. The 60hp Rotax 535 is liquid cooled and provides a takeoff distance of 900' (standard conditions) with a climb of 500fpm. Empty weight is 1,047 lbs; max. weight is 1,543 lb. at a wing loading of 8.2 lb/sq. ft.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

JANUARY-FEBRUARY 1992

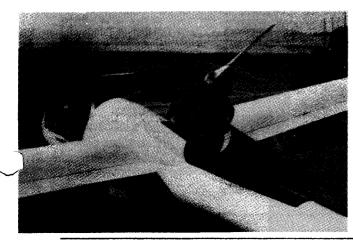
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nimbus 2m....

Serial No.28. Open Class ship with 48/1. Rotax 505 engine for self-launch. TTA 600hrs/Eng. 10hrs 50H, Dittle Radio Rico, Ball, CHT, Tach, Tinted Canopy, Disc Brake, Steerable Tailwheel, Tip wheels, Assembly fixtures, 6.5 gal. fuel capacity, Ekerle Trailer. This is a carefully engineered self-launching conversion licensed in the Experimental category. \$52,000 US. Please call for more information.

Bob Marshall 601 Sequoia St. Brentwood, CA 94513 (SFO Bay area) 510-294-4700



Paul Gaines is refinishing the wings on a DG-400 and will offer FOR SALE. This is a low time ship with 23 hrs. on the engine. A Cobra Trailer is part of the package. Paul is experienced with the Glaser Dirks factory fiberglass methods and this should be a beautiful ship. No damage history. More details at SSA Convention. If interested, call Paul at 803-478-8401

SOAR AT TAOS......

Jack McKenney is putting together a fun fly at Taos, NM scheduled for July 12-19, just before the MG Nats at Littlefield. Soaring conditions are super at this location with a 90mph 300km flown last year by Ventus b/T. PlK 20Es and DG-400s have no trouble launching from this field. Tows are available. If interested: Jack McKenney

P.O. Box 488 Arroyo Seco, NM 87514 505-776-2558

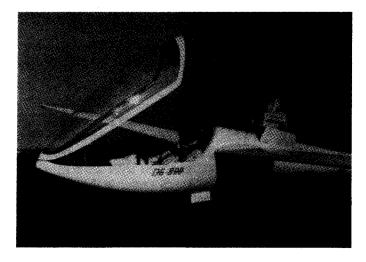
Jack also advises he has developed a check list for the PIK-20E in 3"X4" plastic laminated form. Send SASE.

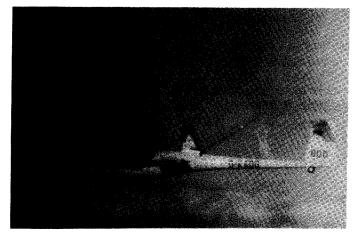
Regon uprate...

Glaser-Dirks advises the maiden flight of the new DG-800 was made by Gerhard Glaser on Dec. 9, 1991 (See Photos). The white shroud covering the bottom of the extended engine is a sound attenuating structure to meet German noise abatement requirements. It also acts as an air guide for cooling.

Some Interesting facts:

- * Wing sections part at halfspan (7.5m) to permit the 18 meter ship's wings to be stowed in a normal 15 meter trailer.
- * Auto-hookup of all controls including water ballast.
- * improved safety cockpit features using Kevlar hybrid fuselage shell with new safety harness geometry to minimize "submarining".
- * Redesigned emergency canopy release sytem uses only one lever for removal.
- * 15M wing tips or winglets are options.
- Option to purchase (refundable) is DM 1,800.
- * 1992 delivery price of basic ship is DM 136,000.
- * First deliveries expected 2nd half 1992.





Competition Rule Change Requested>>>>>>>

Bud Schurmeier has requested the SSA Rules Committe to make changes to permit the Auxiliary-Powered sailplanes to fly in the FAI and Sports Class events without the requirement to disable the engine.

The current rules allow the Aux/Prwd sailplane to compete alongside pure sailplanes providing that if the engine is used ZERO points for the day is awarded. At one regional in 1991, Aux/Pwrd sailplanes did compete in the 15-meter class without disablement of the engine. If the engine was used, the pilot was scored to his last properly photographed turnpoint. This is the request that Bud has made to the committee. This would also permit self-launch and retrieve without penalty. The reason for this request is to open up FAI competition to the motorized ships on a fair and no advantage basis. This in effect does away with the motorized ships being in a separate class and encourages more MG pilots to enter competitions.

MG pilots are encouraged to contact regional CDs and request to fly on this basis as a means of gaining acceptance at the regional level. A copy of these rule changes is available from SLSPA. Send SASE.

DG-400/Rotax 505 Prop Shaft Change...... Several pilots have made this change with a minimum of problems. Here are their comments:

- 1. A bearing puller expedites the pulling of the bearings off the shaft.
- 2. If you desire to machine the shaft rather than get a new one, contact Ron Tokar in Walla Walla, WA...he can put you in contact with a shop that can do the job. 509-529-3160.
- 3. One pilot reported 4 hours to complete the job.
- 4. Another pilot reported his new shaft's large diameter was .0075 too large and had to be polished with a crocus cloth to fit. This is the part of the shaft that fits into the aluminum housing of the prop support tower. The factory has been notified.

Rotax Engine Repair and Parts Source....

Skip Kemner reports good service for the Rotax engine from: Bombardier Corp.

7575 Bornbardier Ct. Wausau, WI 54402 715-842-8886

More on the New 6262 1992L...

Mike Shade of GROB Systems provides updated input on the new self-launcher from GROB:

- * Cost is 149,500 DM
- * Engine is 48hp air-cooled Rotax 505A.
- * Fuselage is stiffened due to engine bay opening.
- * Carbon-fiber construction throughout most of airframe to save weight.
- * Nose wheel is steerable but without large angles so wide radius turns can be made to get clear of the runway.
- * Full functioning controls are in both cockpits. The rear cockpit has a priority switch to control who has the con.
- * Engine extraction/retraction is totally automatic using one switch.
- * The propeller is novel for a retractable selflauncher...it is electrically controlled and has two blade positions-climb or cruise. This according to GROB, will permit the pilot to power out to the soaring site of his choice or come home when the soaring conditions are poor.
- * With 19 gallons on board in 2 separate tanks, the power on range is 250mi.
- * It is in series production with LBA certification soon and FAA certification by the Spring of '92.
- * USA deliveries can be expected in March of '92.

Editor's Note:

A privately-owned GROB 103SL is expected to be based at Minden by May of this year.

DG-600M Self-Launching Handbook Data: The factory advises that "self-launching max take off weight is 970 lbs (440kg) and that prior to take off the handbook must be consulted to ascertain that runway length is adequate taking into account surface conditions such as grass or rising runway. in case of doubt, choose a safe tow."

SPRING CHECK LIST:

- 1. Fuel tank flushed.
- All TNs incorporated.
- 3. Battery system operational.
- 4. Extension/retraction system checked.
- New spark plugs.
- Carb and fuel system checked.
- 7. Propeller free of nicks and delamination.
- 8. Prop. Brake operable.
- Prop bolts torqued.
- 10.All connections and bolted parts checked.
- 11. Control connections properly mated and secure.
- 12. Wheel brake and spoilers operable and adjusted.
- 13. Engine runup/taxi/shutdown and walk around.
- 14. CHECK LIST. Don't takeoff without it!!

"THE SOARING PERSONALITY"

SLSPA member Dan Matzke completed this research in 1983 concerning the personality characteristics of soaring pilots. Dan is a Ph.D. and a pilot/owner of a Grob 109. He is also a recognized photgrapher. Dan and wife, Julie live in Palmdale California.

"It was found that soaring pilots as a group (both sailplane and hang glider) are psychologically healthy, well adjusted and highly functioning. No evidence of pathology was found. Evidence was found which indicated that soaring pilots are similar to other high risk-takers such as parachutists and rock climbers. However, they are significantly different from other pilot groups.

Soaring pilots, as a group, scored significantly different from the norms for adult males on a total of 18 out of 33 scales analyzed. These included scoring higher marks on scales measuring levels of personal adjustment, self-confidence, ideal self and leadership. Soaring pilots also scored higher on scales measuring the need for Achievement, Exhibition, Automony, Dominance, Change and Hetrosexuality. They scored lower on scales measuring the need for Agression, Order, Deference, Support and Inferiority.

As compared to general aviation and Navy jet pilots. soaring pilots scored significantly higher overall on scales measuring Autonomy and Nuturance, and lower overall on scales measuring Agression, Order and Deference.

In comparing sailplane pilots to hang glider pilots, a significant difference was found on only 3 of 33 scales analyzed. Sailplane pilots were found to be more persevering, disciplined, analytical and intellectual, whereas the hang glider pilots were found to be more relaxed, easygoing, spontaneous, and imaginative.

An analysis comparing accident-free pilots to accident-involved pilots found that accident-involved pilots scored significantly higher on the scale measuring Exhibition. A trend was also noted suggesting a higher level of Dominance in the accident-involved group."

Editor's Note:

is it possible that pilots who fly with an engine
onboard are a separate group of wimps as compared
to pure sailplane pilots? Even the eagles know when
to flap their wings now and then. Oh well, lets keep
on keeping on. Have a safe season.

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