Self-Launching Sailplane Pilot's Assn.

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JANUARY ~ FEBRUARY 1996 NEWS LETTER

Notes from the President

As we prepare to go to press I want welcome Jack McKenney as our new Newsletter Editor. Jack flies a PIK20E out of Taos, New Mexico. Taos has an Agwagon towplane and some fantastic soaring up and down the Sangre de Cristo range from Santa Fe to Southern Colorado. Anyone passing through northern New Mexico should definitely include a stop at Taos to soar the Sangre de Cristos.

I'd like to take this opportunity to introduce a new addition to the news letter. I would like to profile an Aux-powered soaring site in each issue of the news letter. A e would be a US or foreign location where one or more Aux-powered sailplanes fly regularly. The profile should include a description of the site itself, elevation, weather patterns, topography, average lift , cloud base variation through the year and a person to contact in the area who could help a visitor with flight planning. Also, a bit of information on the local pilots, their sailplanes and history of the soaring operation.

Here's an opportunity for members to talk about their home location. Please write a profile and send it to Jack McKenney -- *first come, first serve for* publication.

'96 Aux-Power Nationals

At Hobbs NM in conjunction with the Sports and Open asses.

Practice – 16-17 June

Competition – 18-27 June

Contact Doris Miller - Contest Coordinator @ (505) 392-7449

Swedish Windex 1200c Self Launcher

The Swedish designed Windex 1200C is a unique approach to the problem of adding an engine to a sailplane for self-launch capability. It is derived from the original 1100 model and iis powered by a 25 horsepower Konig radial with a reduction gear and a variable pitch feathering propeller.

he Windex is made by AB RADAB of Stockholm, Sweden. It is available in kit form from:

Steve Coan
7760 Saddle Creek Trail
Sarasota, Fla. 34241
(941) 925-4365

Data and claculated performance at 203kg take-off weight are:

Span	12.1M(39.7")
Length	4.92M(16.1')
Height	1.14M(3.7")
Wing area	7.41Sq.M (79.6sq.ft.)
Aspect Ratio	19.75
Empty weight	150Kg(330lbs.)
Max gross	310Kg(632lbs.)
Stall speed	70Km/h(43.5mph)
N/E speed	300Km/h(187mph)
L/D @ 100Km/h	38
L/D @ 150Km/h	32
L/D @ 200Km/h	22

Performance Soaring Inc.

from: Stan Nelson

For a first profile, let me tell you about "Performance Soaring Inc." located at Gilbert Field, Winter Haven, Florida -- Elevation 140 feet. Performance Soaring was formed in 1985 by Stan Nelson, Andy McQuigg, Everett Williston, Glen Woten, Lea Lauderback and Steve Franklin. The corporation owned an L-19 tow plane and rented hanger space from Glen Woten. There were no aux-powered ships in the group at that time.

The present group consists of four of the charter members and six new members. In February 1996 there are seven non-powered ships: an AS-24, Kestrel 19, ASH-25, ASW-27, Ventus 2 and two ASW-20's There are seven powered sailplanes: three ASH-26E's, Three Ventus CM's and a Ventus CT 18 meter. Several of the pilots live close to the airfield and fly on every reasonable day all year long. It is not uncommon for five ships to launch and fly a task using GPS data loggers to score the task without the need of a start or finish gate. Most of the pilots are competition oriented and are always practicing for the next contest.

Soaring conditions from February to June are excellent. On the eight of February, Russell Perkins and I were flying out Ventus CM's to Sebring, Seminole and return, about 150 miles, when we pulled up in a thermal near the city of Sebring at about 2800 MSL. We climbed at an average of 1000fpm to 6200 feet. I hadn't seen climb like that since Minden and Taos. Of course, that is rare for Florida. Most of the thermals that day were averaging 6 to 8 knots. From June to October the moisture sets in and the lift diminishes to 3-5 knots with cloud bases from 3500 to 4000 feet. Sea breeze fronts are fairly common from May to September. Very strong cloud streets are common during that period but over-development can occur rapidly. On April 28th, 1985 I flew a record altitude flight in a non-powered Ventus to 8300 feet and haven't been that high since that time.

For me, it is exciting to fly with pilots like Andy McQuigg, Don Pollard, Chicho Estrada, Rudi Moser, Steve Franklin, Russell Perkins, Peter Fuess, Bill Howard and Glen Woten. Most of these pilots have been flying gliders for over 30 years and some even longer. Every flight is a learning experience.

Although Winter Haven is surrounded by lakes with few fields close by for landing, Bartow airport is 8 miles south, Lake Wales airport is 13 miles southeast, Gore private field is 7 miles northeast and Flanders is 9 miles north. The standard briefing we give newcomers is not to depart these landing areas with altitude less than that required to arrive over Winter Haven with 1000 AGL or about 1200 feet MSL since Winter Haven elevation is about 150 feet. Twenty miles to the northwest is an extensive area of wetlands known as the "Green Swamp"infested with alligators and rattlesnakes. A helicopter would be required to retrieve the pilot and glider. Sebring is located about fifty miles southeast and Arcadia about fifty miles south. Some areas south of Winter Haven are surprisingly remote with large cattle ranches and agricultural areas. When arriving at Winter Haven we attempt to fit into the existing power traffic to be neighborly. There are three flight schools on the field including Brown's Seaplane Operation. There are ultralights, warbirds, corporate jets, home builts and small singles and twins operating most of the time. It's a great sport aviation environment.

As President of Performance Soaring Inc., I invite you to fly with us at the earliest opportunity.

Motor Gliders in Competition

The following letter was published in "Sailplane and Gliding", a British publication ----

Dear Editor,

I would like to reopen the debate on turbo (and motor) gliders being permitted to fly in competitions with their engines available for retrieves. I believe the situation has changed since the decision was taken some years ago to disallow self retrieving gliders from scoring in competitions.

The time has perhaps come to permit such gliders to compete normally in Regionals and Nationals. The domestic (non competitive advantage to the pilot in reduced crewing logistics is quite considerable. The avoidance of field landings must also be desirable from the accident and insurance point of view.

It used to be said that the motor glider held a considerable advantage over the pure glider since it could go lower searching for lift before putting on the engine and climbing away. This is actually not the case since the competition pilot may well soar away from a thermal contacted at only 300 to 400ft in the circuit into a field landing. A prudent and sensible motor glider pilot would have started his engine a good 500ft higher(to allow for the possibility of a failure to start). Thus he will have chosen his field considerably earlier than the pure glider who will have gone further on track than his motor equipped opponent.

The pure glider also has a small advantage over the motor glider in having a wider range of possible wing loadings and the ability to drop all water for the lightest possible wing loading in weak conditions.

With the advent of GPS recording and scoring, it would be a simple matter to score a motor glider, In the event of an "outlanding" to where the logger records the engine on.

Perhaps we could have a one

season trial of turbo/motor gliders being allowed to self-retrieve in competitions to see if there are in fact any problems -- maybe they are only imagined.
RODNEY B.WITTER Glyndwr Soaring Club.

We wonder when the SSA will take a realistic view of the motor glider in competition.

For Sale

Sperber RF5B ----- 17 meter 2-place tandem motorglider -- 1835cc. engine, 3-position prop,retractable gear, folding wings, 27:1 L/D , $32,500 OBO. Fred Tozczko (520) 456-2286 AZ

Grob 109A — 291TT, 30:1 L/D, new prop 8/93, KX155 navcom, Arnav R-25 loran, KT-76-A transponder, Terra AT3000 encoder Sigtronics SPA400 intercom, front and rear towbars available. June annual, always hangered, great condition. Asking $41,500
Weekdays (517) 790-0000 -- others (517) 792-8106

DG400 — excellent condition, always hangered, wing fuel and water ballast, S_NAV, Schueman, Sage, Dittel 60, oxygen, Terra mode C, Raber barograph, strong chute, full covers, numerous extras, TT492, TTE63, Cobra, $72,500 — David Wamsley @ (317 263-0859 (day) or (317)-924-5037 IN

PIK 20E IIF — 140TT,27TTE, Hahn Trailer, $50,000 – home (818)357-8891, work (909) 482-1005 CA

Wanted —

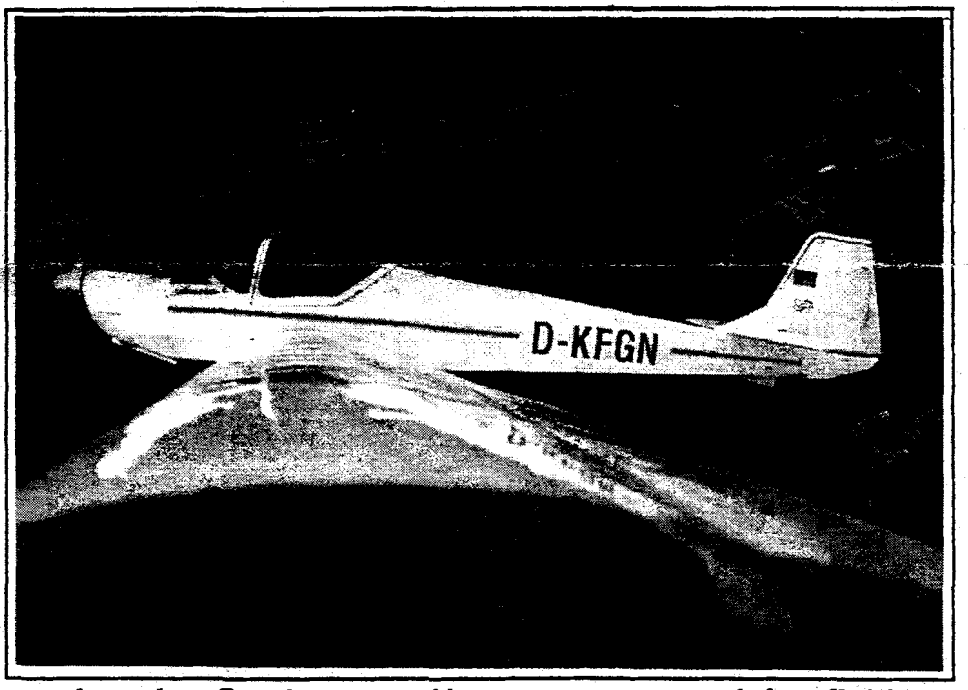
Polar-Fire Box for DG-400, call Robin Rice @ (713) 333-1508

From the editor .....

First, I must apologize for the late arrival of this newsletter, I've had to master lots of details on the layout and printing. And, Pete Williams is an awfuly tough act to follow. Hopefull, the learning process is complete and the next letter will arrive on schedule.

I'll be improving the letter as I get more experience. However, it can only be as good as the material I receive from you members for publication. Please forward suitable material to me on such topics as:

Interesting flights
New sailplanes or equipment
Safety related items
Operating and maintenence tips
Any good photos of planes, people or equipment.
Contest and competition matters
News of members -- old and new.



Austrian Sambro over Unterwossen, an alpine field

During the mid 80's ALPA in Austria developed a side-by-side two-seater motor glider powered by Limbaugh engines. About 50 were built and production stopped. A new version powered by a water cooled Rotax 912 A3 has been built at Unterwossen (where the famous alpine gliding school is based).

It has a single landing wheel with wing outriggers. Optional folding wing tips permit reducing the span from 16.68 to 10m.

The Rotax combined with a Hoffman constant speed propellor produces good climb and cruise performance . A test flight showed take-off in 100m, climb at 4.5m/sec and a cruise speed of 160km/h at 55% power.

First deliveries of this improved machine are expected this spring with a price of about DM 145,000 including basic instruments.