# APS NEWS

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Bob Adams soars over the Chugach Mountains in Alaska

In this Issue:
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## **President's Corner**

Greetings from **your** new president. I emphasize "**your**" because the ASA is your organization. Please let us know what your wants and desires are and we will do our best to accomplish the wishes of the members.

I spent four days on my feet at the convention, so I had to pass on Monday golf and just rest for a day. The convention had highs and lows. The low was two display halls, but this problem is already fixed for Memphis 2007.

The highs were the Software College, Electric Self-Launch Gliders (Alisport – Silent 2 Lithium Electric , Apis E 15 meter , and Lange – Antares ) , floor demonstrations (started last year at Ontario by the ASA), seminars and the fact that ALL of the manufacturers were represented in the display hall. You can go to www.motorglider.com and link to Dealer Contacts for the latest news on gliders.

The ASA is sponsoring a fly-in at Parowan (8-15 July). The fly-in is open to pure gliders and motorgliders. Evening meals will be provided at the airport - 5 meals included in your camp fee (Camp fee \$125.00). Camping on the airport is permitted and RV's are welcome. A separate restroom/shower facility is available for our use. This is going to be "THE PLACE TO FLY" this summer.

For more info on Parowan go to <a href="http://parowan.soaringweb.net">http://parowan.soaringweb.net</a> (last year's Sports Class Nationals web site). To register either call me at 972-245-0830 or email PatRickHOWELL2@earthlink.net.

Great Soaring!!

Rick "FD" Howell, Pres.

## **Coming Up in the Next Issue**

SSA Convention Photos and
wrapup
Full article on the
Sparrowhawk
Ground testing the ASH26E
Engine
Parowan Parowan

## **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.

Hi, Powered sailplane & motorglider fans

We will start the first Safety Corner column with some background.

I had my 1st glider ride at the age of 3 in a Pratt Reid, in Pleasanton, California. While I do not remember much of the flight, I do remember that the glider was heavy on the controls and hard to center in a thermal.

Then it was on to models and FAI free flight model competition, both indoor microfilm in the Moffett Field blimp hanger, and outdoors, with Nordic A2 and the .15 powered class.

The above was a great training tool and foundation, for a future interest in gliders and the sport of soaring.

Later I went on and picked up private glider, private power, commercial power, commercial glider, instrument, multi engine, CFI and the CFIG ratings. Also acquired 8,000 flight hours, neatly split between gliders and airplanes.

Over the years I've worked as a flight instructor at Oakland airport and Buchanan field, Concord, a tow pilot, and commercial glider pilot and instructor at various glider operations and on any given Sunday would do aerobatic air shows in a Great Lakes biplane.

In the 1970's became interested in contest flying and competed with a Diamant, a Nimbus II, and a series of 20 different DG sailplanes, both powered, and non-powered.

My Diamond badge #365 was obtained in my first sailplane, Rene Comtes former Diamant 16.5, which had been at the world championships in Marfa, Texas.

I was the DG agent and factory official repair facility for 25 years, from 1979 to 2004. During this time we sold, and resold over 400 DG's in the USA and have made many good friends in soaring and have had some wonderful soaring adventures over the years.

Currently I am involved with AMS Flight and the Discus winged Carat.

During this time have experienced, seen, or heard of, many of the highs and lows of soaring. Have also seen, gliders damaged, friends hurt, or taken to soon, for various reasons, from this wonderful sport of ours. Having learned a few things about what makes for safe pilotage, as well as the structures and mechanics of sail-planes, I'll attempt to share these experiences with the ASA members.

Having recently wrapped up my FAA flight instructors revalidation clinic the next Soaring Corner will discuss the FAA safety concept, P.A.V.E.

Oliver Dyer-Bennet

# Winter Wave Flying Rigors

By Eric Greenwell

There was a posting on the rec.aviation.soaring newsgroup in early December that ended with "Watch the OLC [Online Contest]. This is serious competition. Winter is no excuse."

This got me thinking about the rigors of winter wave flying, which is the only way most of us will be able to have good flights until the sun comes back. I've decided that winter is an excuse! This just a summary of my thoughts, but I hope it's enough to get you thinking seriously about some of the hazards of winter wave flying.

- It's cold, which often means more clouds and lower clouds, even below 18,000 feet.
- Lots of clouds mean:
  - Inadvertent IMC is a danger. Stay well away from clouds, but ...
    - Keep the attitude instrument running, because a cold soaked battery will not get a just as cold gyro going in time.
    - OR...
    - Have an electronic attitude instrument that powers up in less than 3 seconds.
    - And know how to use your instrument!
  - Canopy frosting/fogging is going to happen
    - Use plastic to "double pane" most of the canopy
    - Descend if the frost prevents you from seeing clearly: avoiding clouds and other gliders is critical.
- Cold, cold, cold:
  - You must be dressed for it, or you will get cold in a hurry, interfering with your flying and forcing you to descend before you are ready.
  - Surviving after even a successful outlanding might mean spending the night in the cold. Are you prepared to

- spend all night in temperatures lower than you had at takeoff?
- It can be very windy on the ground (waves, remember?), making the postlandout situation even worse



- And the days are short, so if you don't land at an airport, it will be hard to find and retrieve you before dark arrives
- And finally, it might be more likely you will need that retrieve: an engine and battery that have cold-soaked in subzero temperatures will be reluctant to start!
- It's winter (did I mention that?), which often means
  - Snow on the ground, so outlandings might be treacherous
  - Snow on the airports
    - Most of the municipal airports we count on during the summer don't get cleaned off in a hurry in the winter
    - Snow banks along side the runway can catch a wing
    - Ice and snow patches on the runway might make it hard to stop or even stay on the centerline, especially in a strong crosswind.
- Wave flying involves wind (duh!)
  - Takeoffs and landings can encounter strong turbulence
  - Strong rotor winds on the ground may not align well with the runways, rendering them dangerous or useless.
  - Strong winds that vary with altitude make it difficult to determine which airports you can reach.
  - And should the worse happen, a bail out followed by a landing in 30-40 knot winds could be a real bummer.

### Cont. Page 5

## **Gliding First Person**

Flash: Cessna 152 declares that it really wants to be a self launch glider or

How my glider training saved my #!@#!.

To all of my flying friends,

Glider Training is what seamlessly enabled me to switch gears and take this event in stride on this one. A guardian angel might have helped as well. announced to the Metro tower cab that I was not able to maintain altitude and was going to have to "set it down".

They gave me the wind data and said they would inform emergency services about the situation. I was only 1500 feet above the ground and because the Cessna 152 has at a glide ratio of 7:1, 2 miles in range and 90 seconds to touchdown; although the engine was intermittently producing some power which helped to extend my glide somewhat.

In my view to the South West were several options: 1<sup>st</sup> a school yard, too small and because there were cars in the parking lot, likely to have children playing. 2<sup>nd</sup> and further away was an open area with a snow covered field. Snow covered fields may look good from afar but what lurks beneath the snow? Nonetheless that was my goal with I-75



I was talking to Detroit Metro tower, circling over a densely populated site 8 miles east of Detroit Metro (DTW) airport in a borrowed airplane when the engine started to run rough. After application of carburetor heat, the engine ran slightly better, then rough again. Full throttle and mixture were applied to no effect. It was at that time that I

below me along the way as I traveled Southwest bound with the vehicular traffic, and into the wind.

Within seconds aware that I wouldn't make the 2<sup>nd</sup> option I concentrated on I-75. Over the freeway I quickly settled earthward, lower and lower until I became aware of huge power transmission lines paralleling my flight path, the tops of which were now at my altitude, and 50 yards to my right.

Also prominent in view were the tops of cars and trucks but more importantly, open areas of concrete looming closer below. Since my airspeed was roughly equal to the speed of the moving traffic I was able to adjust my relative position for and aft pushing and pulling on the yoke to drop into an opening between the vehicles and eventually settled down onto the pavement in the flair between the cars.

I was careful to let the Cessna roll as far as I could so that the traffic behind could avoid hitting me. The engine had stopped some time ago.

I got lucky because there was not a scratch on the aircraft, nor any fender benders in any of the 6 miles of traffic which had eventually accumulated behind me.

After getting out of the aircraft the first eye contact I made with an individual was a woman passing by in a sport utility vehicle flipping me off! To her I say, in the words of Steve Martin, "Well Excuse Me!!!" I say, I have never been flipped off by a fellow pilot!

Concerned about being rear ended, my first task was to push the aircraft back to the side of the freeway which allowed a lane of traffic to flow. I then called the owner of the aircraft to inform them of the situation.

Next was a call to the Detroit Metro tower staff and I called Angelina to let those people know that I got down safe and sound.

"Hey Angela, this is Sullivan. Hi ya Sullivan what's up? Just fine Angelina. By the way that was me who landed on I-75 just now. Oh Sullivan, are you ok? Everything is fine, not a scratch. Hey you got the number for the FSDO? Sure".

I then called the FSDO where I got into voice mail but it turned out that he was trying to call me so we connected. By then blue-suits from 5 different agency's arrived which was reassuring because not a single vehicle driving by bothered to stop and check if I needed any help. And that was a lot of cars.

The cops gave me a breathalyzer test which was fun but it was so cold out I had to try 10 times before it worked. By then I was sober right? The FSDO wanted to make sure that there was fuel in the aircraft so they had the police check the gauges which confirmed that they were full to the brim and I was off the hook so it was ok to move the aircraft.

We actually got the airplane onto a standard automotive flatbed truck and hauled it down the freeway and Westbound to Metro airport and what a parade it was. People anticipated our passing with cameras in large groups the entire route. We had an escort of 6 police cars ahead and at least as many behind, lights flashing for the 8 mile ride which too an hour and a half at 5 miles per hour.

So the Cessna sits in a hanger metro waiting for the FAA to look at it and perhaps discover some information which might help to prevent this kind of an event from happening again.

Best Regards, John

### Winter Wave from pg. 3



### • Vne problems

- With most gliders, Vne (redline) as shown on your ASI, <u>decreases</u> with altitude. For the ASH 26 E, Vne is 146 knots at 10,000 feet, but only 118 knots at 20,000 feet.
- Flying along the lenticulars in strong winds means high speeds if you want to make much progress. This pushes you close to your real Vne, which is no longer that little red line on your ASI.

I don't mean for all the above to scare you out of winter wave flying. Being aware of the dangers, preparing for them, or knowing how to avoid them, can make for some very good flights in safety.



## Heads Up Checklist

### © Kempton Izuno 2006. All images by author.

Motorgliders are much more complex to operate compared with pure gliders due to the engine and propeller mechanisms. Numerous reports of engine non-starts indicate that many (but not all) occur because the pilot didn't following the proper engine start procedure. In other words:

## "It's not that the engine failed to start, but that the pilot failed to start the engine!"

Not surprisingly, all manufacturers provide an engine start procedure. The issue is executing on the checklist tasks <u>in order every single time</u>, especially when under pressure. You really need the checklist is when you're a) low, and/or b) you think "I've done this dozens of times, so I don't need the list". Of course, you have a landing field picked out and are ready to land there, right? The consequence of even one in-flight propulsion start failure may dramatically increase your risk. So, how to ensure that at least the human side of the engine operation works properly?

On acquiring my ASH-26E in early 2002, I knew that I was quite capable of forgetting one or more key steps during engine start. To put the odds in my favor as much as possible, I came up with a checklist mounted in such a way as to be <a href="hands free">hands free</a>, in plain view and easily read. Mounted on the glare cover, it easily flips over when not in use and is directly in front of me when I need it.



Fliplist Open. Note: This fliplist page has changed.

The list is bound front and back with a flat black binder cover material from FedExKinkos. The flat black color

eliminates glare. A piece of Velcro holds it to the top of the glare shield and allows for easy removal.



Fliplist Closed

The "hands free" aspect is key, as both hands are busy in most motorgliders when stepping through an engine start sequence. To be easily read, it is directly in front of me, in my case covering one vario. I'm not concerned with this as I have another vario off to the right side. Large lettering is a must so I don't have to squint. To date, I've not had one engine start failure due to a procedure error.

After a season of use, it became obvious that this approach was also perfect for all phases of pre & post flight checks. Now my "fliplist" as I call it, has grown to five pages, one each for pre-launch check, engine start, engine shutdown, before landing and after landing. Each page is laminated for durability. I've given early versions of fliplists to other motorglider owners who have built their own. I strongly recommend this as cheap insurance for any motorglider pilot. This is also suitable for any glider, but clearly has the greatest benefit for such a complex machine as a motorglider.

My current checklist is on the following pages. I'm now on my sixth version as I don't hesitate to make a new list when I change a line item. This is an excellent half day project for the winter months. Am I going to see one of these on your panel this season?

### **PRE-LAUNCH**

### Tail NOT pointed at Sun

Positive Control Check

Wallet In backpack Catheter CONNECT

Dollys OFF

Ballast Valve TEST & CLOSE

Nose Plug OUT
Pedals Adjusted & Locked

Altimeter Set

Instruments ON, Radio Freq? Spoilers CLOSED & LOCKED

1 **Flaps** Controls Free Trim Neutral **Belts Tight** 

TAXI PLAN Upwind wing up Upwind wing down Takeoff Wind

Cable Connect Traffic **CLEAR** Emergency Determine Canopy String free & LOCKED

### **ENGINE START**

Headset & NC ON

Fuel Valve **OPEN** 

Engine Master ON **ILEC Breaker** ON

Raise Prop Green Light

Ignition ON

Fuel Pump LISTEN Prop Stop **OFF** Throttle 1/4 Open 2 sec.

Primer

Airspeed 55 Hand on Spoiler

"CLEAR PROP!"

Press STARTER

Warm 2-3 min @ 4,000

### **ENGINE SHUTDOWN**

Airspeed 65 Flap 3 Throttle 1/4 Open **RPM** 6000

Wait for temp drop Ianition **OFF** Wait for prop to slow Prop Stop ON Retract Prop Out of View Water Temp Drop of 10°

Retract Prop THUNK

**ILEC Breaker** OFF Engine Master OFF Radio Volume UP

Headset NC OFF

### **BEFORE LANDING**

WX 20m upwind? Airport Frequency? Gear Down

Ballast DUMP

**Flaps** 

Wind Direction / Speed

Trim Forward

Spoilers Check

Traffic LOOK Announce entering downwind

Speed 50 + 1/2 wind

WINDY? >60 to ground

### Flap "L" only on Final

Allow for roundout & float

### AFTER LANDING

Varios, Radio **OFF** Both Batteries OFF OFF Charger Engine Master OFF

Fuel Valve CLOSED Headset NC OFF Flaps +3 Oxygen Bottle CLOSED **EDS** OFF **Engine Tach Time** WRITE Nose Plug IN **FOOD** OUT

**PARACHUTE** OUT

### The 'Ensign' glider hangar

### **Brian Utley**

The hangar it is an Ensign T hangar upgraded to withstand Minnesota weather, namely snow loads and high winds. It was completed in October so I haven't been able to use it operationally yet but I am pleased with it so far. It has a solar panel on the right corner for charging the hoist battery. I plan to upgrade it so that I can use it to charge my DG 800B batteries while it is in the hangar.



The field is SYN, Stanton, MN. and comprises two grass runways. It is strictly a sport aviation airport so the traffic is very compatible with our operations. The glider club is the Minnesota Soaring Club with 5 sailplanes and a PA-18 towplane. We have about 100 members and I am currently serving as President.





## **TECH TALK**

by Gary Evans

### THE ULTIMATE WING ASSEMBLY TOOL

There are several good wing tools available today and they do a great job of simplifying the assembly process. They become invaluable if extra hands aren't around and if you fly a 20m glider chances are there will be no one if they saw you drive in with the trailer.

I purchased a standard Cobra wing tool with my glider and it worked very well in all conditions except high winds when you still need extra hands to safety move the wings. Wing tool or not however you are still do a lot of moving back and forth between the fuselage and tool making small adjustments to obtain perfect wing pin bushing alignment which can either be a fast or slow process mostly dependant on luck. The newest version of Cobra's wing tool shown here is a remote control model, which incorporates two linear electric motors inside its frame. It is capable of making both vertical and horizontal adjustment from a small hand held remote controller.



Broken down the tool still fits nicely in the trailer storage container.

With the exception of the motors the tool is very similar to the standard version with all of the same adjustments.





The power unit has a quick disconnect which allows you to keep it at home on charge until needed. It also has a compartment on top for storing the remote control.



# The procedure for aligning pin bushing with it is to either watch the bushings or put your finger on the bushings while moving the wing with the remote control.

This tool is a very well designed typical of Cobra quality. The only down side is the cost which is about double that of a standard tool but life is short, patience is limited and its only money!

### **Editors Note:**

I've had two of these units. The original came with my first glider, an HpH 304CZ. I liked it so much I bought another one when I purchased my DG808.

Using the powered Cobara rigger I could typically be rigged in about 15 minutes, wings and tail installed and ready for taping.

The only caution I would offer is that in any type of high wind situation have someone hold the wing tip as you are maneuvering the wing in and out of position. When it is vertical any large gust can knock the entire unit to the ground. (voice of experience here:))

Cobra sells two versions, one with the remote that Gary talks about and one with a wired control. Several hundred dollars difference in price, but the wireless remote is easier to use and you don't drag around a cord.

## More photos from Bob Adams in Alaska



Powering to 11,500 ft.



At 14,500 ft. in wave talking to Anchorage approach (txpd. and flight following)



Wave day in early Feb. just below the lennies

#### **ASA Mission**

The Auxiliary-powered Sailplane Association, Inc. was founded in 1988 as a non-profit organization to encourage the design, development and safe us 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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## FOR SALE

### Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI-Glider Self Launch Endorsement Kansas 316-409-9624 Email: <mcconeghey@cox.net>

### **RF5B For Sale**

Dave McConeghey 316-409-9624 Photos <a href="http://members.cox.net/motorglider">http://members.cox.net/motorglider</a>

### Ventus 2cm

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. Please see

http://www.nadler.com/public/Ventus 2cm offer.html

### Scheibe SF-28A

1982 Tandeme-Falke motorglider, ~1200TT, 460 Engine (65hp Limbach 1700EA), custom covers, custom open trailer, Hoffman prop (recent overhaul), new canopy, new muffler and heater shroud. \$47,500 Matthew Poleski, 815-544-3870, <matthewpoleski@aol.com>



### Stemme S10VT

Stemme S10VT s/n 11-036 135 total hours All ADs, new prop, full panel, dual controls,



folding wings, excellent condition. \$210,000 Contact Raemon Polk: <a href="mailto:rpolk@mindspring.com">rpolk@mindspring.com</a> or 404-435-3978

Diamond badge, motorglider CFIG is in the market for a Taifun (Scilleric FoGHOB) Hyaile is slittly and am in no hurry. If considering selling, please contact me so that we can discuss your plans and my desires.

glessard@verizon.net



### **DG 400**

Werner Baeuml seidenadler@yahoo.com

### **DG 400**

Airframe 1480tt, Engine 14.5 since Binder Overhaul. Komet Trailer, Mountain High EDS oxygen, Cambridge 302, winpilot and ipaq. A whole bunch of spares. Spare prop,drive belt,prop sensor,tailwheel and fork, fuses,tools,goodies, single man rig system, 15 meter with winglets ....17 meter tips, wing wheel Steve Hill - Steve@hillstamping.com

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