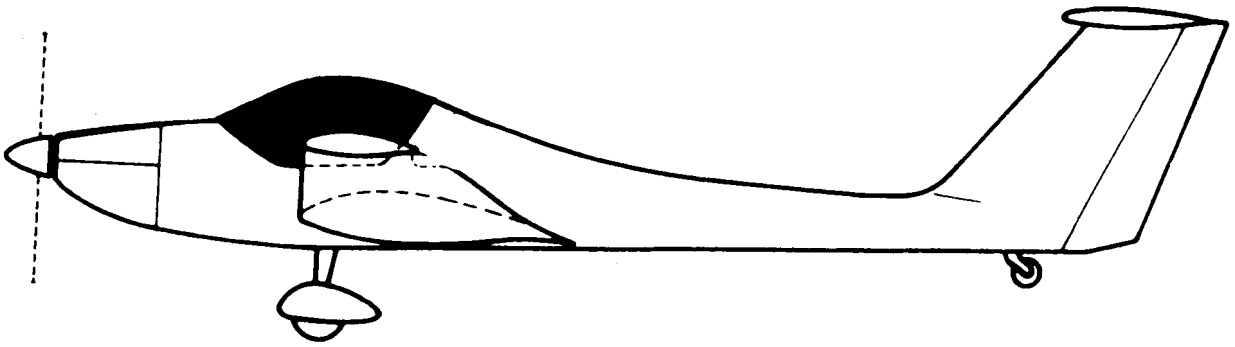
The Grob 109B 2-Place Motorglider



This 17.4 meter ship is powered by a 4-cycle 4-cylinder engine rated at 95 hp with a 1200 hr. TBO. It uses a Hoffman variable pitch prop with a full feathering feature. It is fully FAA type-certificated. Max TOW is 1870 lbs. Top speed 130 kts. Cruise...103 kts. Rate of climb is 650 fpm. Range-970 nm. Best glide 28:1. Takeoff run-643'...1,050' over a 50' obstacle. The US Dealer, Grob Systems, advises the 109B is currently not in production through 1993. Production will be resumed when sufficient orders are received. Estimated price is 108,000 DM.

Self-Launching Sailplane Pilot's Assn.

NEWSLETTER

SEPTEMBER- OCTOBER 1992

Published Bi-Monthly by SLSPA, Inc • Pete Williams, President and Editor • Jim Culp, Vice President • Issue #28 Vol. IV

How I "Hung" My PIK-20E Sailplane...

Don Burmingham of Duarte, CA has engineered a unique system that permits him to hangar his PIK-20E *over* his powered twin. According to Don, the complete system is fabricated from 2" square, 1/8" wall steel tubing. The hanging trapeze is completely adjustable. An electric motor raises and lowers the rig. Don claims the system is over engineered to handle much more than the 700+ lbs. weight of the 20E.

If any member is interested in the details, they can contact Don at 818-357-8891 or 714-482-1605.

SLSPA Fun Fly/Records Event at Tonopah, Nevada...

Soaring in this part of central Nevada is about as good as it comes. Your editor spent the better part of 1 month there this summer and found the conditions to be soarable by 10AM. Four mountain ranges extend up to 250 miles to the north. With the tops of the mountains between 10-12,000' it is possible to cruise between 14-18,000' using thermal lift that exceeds 10kts in many cases. This area has been surveyed and turn points photographed that are acceptable for FAI records. Oxygen, fuel and tows are available from the FBO and the town has good motels and food. Overnight B/W photo processing is also available. The flying field is an ex-WWII bomber training base with a newly paved 7,000' runway and a huge concrete parking apron. Field elevation is 5,426' msl. No problems on self-launching with Rotax 501/5.

July 1-7 SLSPA will hold a Fun Fly/Record Camp at this location. We need input from the membership on who would like to attend. Please return the postpaid card indicating Yes or No. Tonopah Info Packets will be mailed to all who are interested. The entry fee is $10 per sailplane which will cover the ramp parking and administrative costs. Both motorgliders and non-powered ships are welcome.
Let me hear from you ASAP! Additional info will be provided at SSA Convention/Seattle. Ed.

Feature Article on DG-500 in AOPA Pilot Magazine...

In early October, Tupper Robinson's DG-500 flew for the APOA photographer out of Livermore airport in California. The photos and article to be seen in an issue of AOPA Pilot hopefully to be published in early 1993

1993 Events Schedule...

SSA Convention	Feb	25-27	Seattle, WA
15M Nats	May	18-27	Mifflin County A/P, PA
Sports Nats	June	22-July 1	Hobbs, NM
SLSPA MG Fun Fly & Records	July	1-7	Tonopah, NV
Open Nats	July	20-29	Littlefield, TX
High Country Safari	Aug	1-14	Minden, NV
Standard Nats	Aug	3-12	Uvalde, TX

MG Nats...Still unscheduled.

SSA Board Approves Motorglider Entry for FAI Regionals and National Sports Class!! Rules Being Finalized...

Bud Schurmeier is working with the Competition Committee director, Jim Payne, to finalize rules for motorized sailplanes to compete in 1993 Regionals and Sports Class National contests.
Bud's letter to SLSPA follows: "The SSA Board of Directors at their meeting in September, approved a competition rules change for 1993 that will allow Auxiliary Powered Sailplanes to compete in Regional FAI and Sports Classes and in the National Sports Class contests with an operable engine. The engine may be used to prevent landout or for self retrieve. If the engine is started in flight the pilot will receive distance points to the last validated turn point prior to starting the engine.

"When the Rules Committee, chaired by Jim Payne approved this proposed change they recommended that the SSA Board of Directors review this rule in the fall of 1995. *continued to page 2*

"At their meeting last February the Rules Committee also proposed that the Auxiliary Powered Sailplanes be required to take an aero tow like the unpowered sailplanes. This issue is still being debated by the Rules Committee. The key concerns are: Safety (cooling and stowing the engine in a gaggle); Fairness (all pilots should initiate soaring flight at the same location and altitude) and not blowing oil and dust on the other sailplanes on the grid."
Editor's Comments:

Schurmeier is continuing to work with Jim Payne on this issue to find a way to permit self-launching and still satisfy the above concerns. Bud has been instrumental in representing the best interests of the motorized sailplane pilot who desires to compete on the regional level in a FAI scored event and we all owe him a vote of thanks for his efforts in succeeding in this area.

The rules require an engine run to validate the baro/engine run marking system. This is obtained during self-launch or an airborne engine run after release from tow in the case of a sustainer engine sailplane.

The question is how many powered sailplane pilots will enter a regional or sports nationals if they cannot self-launch? The objective is to open more contests to the motorglider pilot. At best it is difficult and time consuming to get *ANY* rule change through the competition Committee. Therefore it is imperative that the motorized pilot be permitted to self-launch if he so desires. Otherwise the tow requirement will be cast in concrete. Actually by self-launching the total launch time will be reduced getting everyone out on course quicker. We should also remember that motorized ships have been competing alongside pure ships at the MG Nats without any problems in self-launching and gaggles. *Most of us fly a motorglider because we can self-launch so why should we go back to pushing sailplanes to the launch grid?*

SLSPA's position in developing the rules is as follows:
1. Permit self-launchers to launch if the CD considers safety is not compromised or the pilot can elect to take a tow.
2. Establish an altitude and time limit for the self-launch climb. These limits can be validated by the Baro Trace. Establish penalties for exceeding these limits.
3. Establish a penalty if the pilot uses or stows his engine while in a gaggle of sailplanes.
4. Grid the motorized ships either first or last to keep the dust off of our nonpowered brothers' ships.

A postcard is provided for USA membership input on this matter. Please send your comments ASAP so we can get consensus and pass it on to Bud and the Rules Committee. Thanks!

DG Factory Advises Caution on Use of Unleaded Fuel...

Wilhelm Dirks advises the exclusive use of unleaded fuel may eventually cause damage to the GFRP fuel tanks, especially if methanol is in the fuel. He recommends leaded super auto gas. Since this type of auto fuel is not readily available in the US, Dirks says to mix 50:50 super unleaded and Avgas LL100 as specified in the manuals.

DG TN 826/27...Installation Modification Necessary to Install Ducati Ignition Boxes on Rotax Engines...

Dirks advises the boxes are still mounted at the rear of the engine but requires mounting modifications as described by TN 826/27. This TN is necessary only when exchanging the old Polar Fire boxes for the smaller Ducati boxes. Such modification to be executed in the field by a licensed workshop and inspector. The essence of the TN is modification of the existing mounting plate (4M9) and the propeller brake lever (4M16) or you can order a new mounting plate and prop brake lever. Modification is also necessary of the engine lower mounting plate (4M7). Send SASE for copy of TN 826/27. Also see Jul/Aug '92 Newsletter for Rotax TB 505-06 (Ducati Boxes, conversion to).

DG-400 Engine Retraction Problem Solved...

Peter How (South Africa DG Dealer) cured engine retraction problem by replacing gas strut after testing the strut's load characteristics. Engine retraction had ceased just as engine prop support touched arm of large door lever. He found the strut had a large amount of internal friction and was stiffer than it should have been. Peter says to beware retraction without the strut...very fast with damage possible. Peter advises that even new struts may have too much friction and if retraction problems exist to test struts load using a press. The strut manufacturer is aware of this failure.

Grob 103 SL Update...

Karl Abhau is importing a Grob 109 SL in the spring of '93 to be based at Minden, NV. He has recently test flown the ship at the factory in Germany and reports 350 fpm climb rate with 1 person and 300 fpm with 2 persons. The 103 SL has a Rotax 505 rated at 45 hp. The elevation of the airfield of the test flight was 2,000' msl. Karl had the 2-position pitch (climb/cruise) prop changed to a special fixed pitch climb propeller. Karl also visited Schempp-Hirth and flew the new Discus powered sailplane with a water-cooled Rotax engine. Climb reported at 800 fpm!!

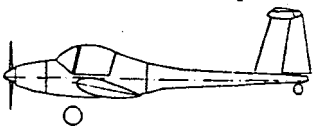
FOR SALE:

☛ DG-400: Low Time. Most Options. S-Nav 3.5. Dittle 50 radio. Minden-Fab Trailer with 1-man rigging. All service work by Glaser-Dirks USA. $65,000
Contact: Glaser-Dirks USA 707-942-5727 FAX 707-942-0885

Romanian IS-28 M2 Motorglider...

U.S. Dealer Howard Allmon of Flite-Lite, (Gliders) Inc. Advises a new IS-28 M2 2-place motorglider now lists for 63,175 FOB Ft. Lauderdale, FL. Flite-Lite is the official U.S. dealer for Romanian sailplanes, namely:

IS-29	D2	$32,450
IS-35	Acrobat	$55,000
IS-28	B2	$47,500



The motorzied M2 is offered with an Emdair 2 cylinder 4-stroke or a Limbach 4-cylinder 4-stroke. More Information? Contact Howard Allmon, 11037 S. W. 40th Ct., Davie FL 33328 Phone: 305-472-5836, FAX 305-473-1234

1992 National Auxiliary Powered Championship
July 21-30 Littlefield Texas
8 Contest Days
(4 Speed and 4 Post)

1. Estrada	Ventus CM	5764
2. Pollard	Ventus CM	5133
3. Buck	Ventus CM	3950
4. Schurmeier	PIK-30	3615
5. Clark	DG-400	3344
6. Noyes	Ventus CM	2318

SLSPA NEWSLETTER SUBJECTS INDEX

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Back issues available to members at 85 cents each or all issues for $20. Prices include postage.
Non-member prices $1/Issue.