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Auxiliary-powered Sailplane Association

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NOTE FROM THE PRESIDENT

ASA membership is growing at a fast pace. Not all new members are members of the SSA but are drawn to the sport by the operational flexibility of auxiliary-powered ships. Displays at Sun and Fun and Oskosh have created a great deal of outside interest. As the numbers of auxiliary -powered sailplanes increase, the ratio of auxiliary powered sailplanes in comparison to other types increases. Most new sailplanes are now designed to support an engine installation. This provides design economy and the ability to fly FAI classes while providing the operational flexibility of self-launch and minimizing land-outs. Most major manufacturers are now producing more auxiliary-powered sailplanes than other types. Better powerplants, new technology and improved engineering are all visible in the new designs, and kits are now beginning to address the cost factor of these sailplanes. I believe this trend will accelerate and have great potential significance to the sport of soaring. This is the time for the ASA to examine its Vision, Goals and Mission with great clarity. I need you help in doing this. I ask you indicate you choice on the postcard included in this newsletter to help me identify the direction the organization should go in the future.

A PILOT'S REPORT FROM THE NETHERLANDS

By Pete Williams

During the last seven years since moving to the Minden area, I have had the opportunity to meet many foreign sailplane pilots many of whom visit regularly to sample the excellent soaring conditions.

This year, I was privileged to meet Ruud Rozendall, a Netherlands pilot and his wife Nicky. They are ownership partners with Helmut and Ingrid Koehler of a DG-400 that remains based at Minden. The Koehlers also own and base their Ventus CM an Minden. Ruud owns a DG-400 that is based at Terlet Airfield in the eastern part of Holland. A DG-400 pilot since 1988 (s/n 4-222), Ruud says the taxi and self-launching capability

gives him the freedom to be completely independent. He has experienced problems with the Bosch ignition boxes and after switching the Ducati system says the problems disappeared. According to Rudd, gliding is possible from April to September. Climb rates are

400-800 fpm to about 7000'agl during these months. The highest hill in Holland is 300'msl.

Ruud has a Masters Degree in aeronautical

engineering from Delft University in Germany. He is also a professional underwater photographer having won many awards including World Champion in Cuba, 1982. He has published several books on the subject. He has carried this photographic expertise into the soaring realm and is now producing very striking photos using a wing-mounted Nikon camera with a wireless electronic trigger system. As can



Rudd Rozendaal in his DG-400 over a snow covered crest in the Swiss Alps

be noted by the photograph, there is little or no lens induced distortion due to the selection of lens and careful location of camera angle.

Rudd's photo have a mystical quality of

