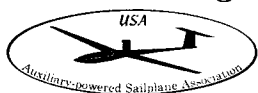


Auxiliary powered Sailplane Association



January-February 1997
NEWSLETTER



Published Bimonthly by ASA, Inc. - Stan Nelson, President - Bruce Templeton, Vice President - Issue #54 Vol. IX

From The President

The past two months have been very busy coordinating ASA events for the SSA convention in Arlington, Texas, Jan 31-Feb 1, 1997. The ASA breakfast has been rescheduled for Saturday at 7AM.

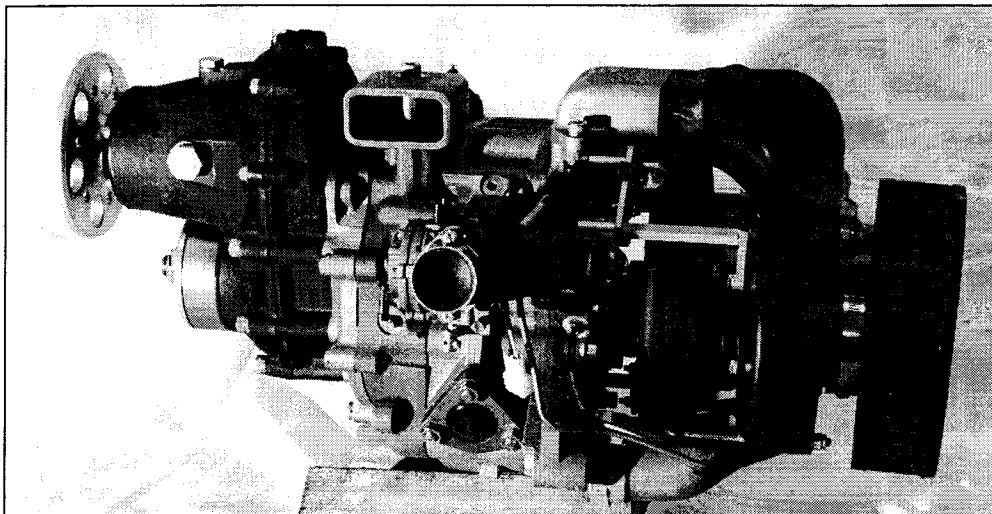
The Post Card Poll had a response rate of 51% and indicated that 58% of ASA members prefer to continue working with SSA toward eventual integration of auxiliary powered sailplanes into existing FAI Classes and that if such efforts fail to materialize, ASA would seek other organizations to affiliate with and conduct our own contests. 20% of the respondents preferred to work with SSA only and 8% preferred to seek other affiliations and not work with SSA.

The results of this poll are in the hands of the SSA Executive Committee. This concept of integration has been discussed with the SSA Executive Committee and I am confident that a fair and thorough analysis will be made by SSA leadership in an effort to implement this goal as there are many issues on the table now. The SSA will approach this as a broad issue that affects all SSA divisions, not just competition alone.

In the interim, the ASA will be more directly involved in deciding the framework under which Auxiliary-powered Sailplane National Contests are conducted since aux-powered sailplanes are specifically excluded by Contest Rules from competing in SSA Sanctioned FAI Classes. The SSA Contest Board is not responsible for rules governing Aux-powered Sailplane National Contests.

...continued on Page 3

Mid-West's Wankel-Rotary Engine Type AE50RA



This compact 294cc powerplant is currently installed in the ASH-25M and the ASH-26E. It is a single rotor engine with a liquid cooled housing and forced air rotor cooling. Output is 50hp at 7,500 rpms. It has a single carburetor and dual electronic ignition. With all accessories it weighs 139lbs. Overall size is about 24" long and 12" wide. It has a twin rotor cousin (AE100R) that produces 100hp. Since 1992, Mid West Engines, Ltd., a U.K. company, has produced over 100 of the single rotor version to JAR 22 standards. Mid-West photo

The 1997 Auxiliary-powered National Soaring Championships.

To be held at Cordele, Georgia June 10-19 in conjunction with the 1997 Standard Class Nationals. Cordele is located in south-central Georgia on I-75 between Macon and Valdosta. There will be two classes according to existing Aux-Powered Rules:

18 Meter Class (handicapped): sailplanes with wing spans of greater than 15 meters & up to and including 18 meter spans.

Open Class (non-handicapped): wing spans greater than 18 meters.

It is **recommended** that contestants have a down loadable GPS Data Recorder which records engine runs. It is **recommended** that contestants without GPS Data Recorders be equipped with Data Back Cameras that can display time, and an electrically powered or battery operated Barograph that contains a specific Motorglider sensor that can show engine run duration. For a copy of the Aux-Powered Rules, please contact Bud Schurmeier at 619- 941-3703.

The contests at Cordele are conducted by a professional and experienced staff & the extracurricular activities are great fun. For info & entry application, contact Clyde Taylor 770-985-2732 or 404-715-7227. Please indicate on you application if you will require tows. See you there!

WINTERIZING TIPS

(Or if no flights are expected for over 30 days)

1. Inject 2-stroke defogging oil into carbs while engine running. Shut down immediately. Protects bearings.
2. Drain the fuel tank. Flush tank before first flight of the season.
3. Inspect and lube all mechanical connections that require lubrication.
4. Air all tires to 5psi over recommended pressures. Replace worn tires.
5. Inspect all hinges. Replace worn bungees.
6. Check prop and prop belt for connection integrity, nicks and wear.
7. If solar panel not used, remove batteries and place on charge.
8. Clear out and clean the cockpit. Remove any instruments you plan on working on.
9. Tape shut all air vents including carb throats and exhaust pipe outlet.
10. For trailer, air the tires and lube hitch and braking system. Check condition of wheel bearings.

By accomplishing these checks early, you have actually completed part of the Annual Inspection and are ready for this event come spring.

Pilot Reports

GROB 103C Twin III SL Prop Brake Actuation & Retraction Tension Spring Failure

Bruce McGhie reports that during a routine in-flight engine retraction, after successfully braking the prop and initiating retraction, the prop was not arrested in the vertical position and continued to windmill. In the Twin III SL, the engine reclines 5 degrees from full up when retract is selected, at which time a helical tension spring assists in the "capture" of the prop brake placing the prop in the vertical position which electronically initiates the final retraction phase. The proper function of this spring is necessary for a successful retraction. This, unfortunately, led to a forced landing in a corn field, but with only minor damage to the front wheel fairing.

Post flight inspection revealed that the tensioning spring that mechanically actuates the prop positioning had broken off just below its upper hook. This spring is subject to severe fluctuations while the engine is running. The excessive vibration of the spring had abraded the metal engine frame support on Bruce's 103C. Close inspection of the hooked end of a replacement spring revealed surface imperfections and several replacement springs had to be inspected before finding an acceptable one with a minimum of surface imperfections. Engine time was 29.6 hrs.



Tension Spring on Grob TWIN S/L. McGhie photo



Ten years of engine, propeller and sound attenuation technology are represented in this photo of a DG-800B (left) with the MidWest liquid cooled buried engine and a DG-800A (right) with the Rotax air cooled extracted engine. Ed Shilen's 800B sits beside David Volkmann's 800A at Oliver Dyer Bennet's shop in Calistoga, CA. Photo: Pete Williams

FOR SALE

DG-400 17 and 15 Meter Tips. S/N 120 (1985). Full Panel including S-Nav, Radio, 02, Aerograf Baro, Wing Fuel Tanks, Ballast Bags, ELT, Cobra Metal Trailer @ Solar Panel and much more. 800B coming. 702-265-3877 (NV).

New PZL Variometers

We are now dealers for the PZL Variometer line. Proven & dependable Polish craftsmanship. 2.25" \$395 3" \$295 with flask. FOR THE BIRDS 702-265-3877



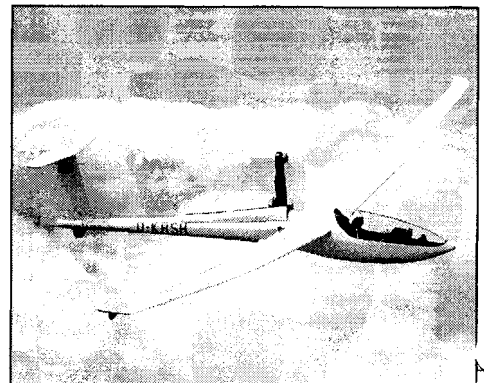
ASA PUBLICATIONS

The following pubs available pp USA:

Solo 2350C Service Manual.....	\$6
FAA Advisory Circular 61-94.....	\$2
Flying the DG-400.....	\$4
Safety Survey of Motorgliders.....	\$4
Pilot-Owner Survey/Motorgliders.....	\$4
Safely Flying Aux-pwrd Sailplanes.....	\$4
DG-400 TN Listing.....	SASE
Powered Sailplane Repair Survey.....	\$4
Rotax Manuals 275 501 505A 535C	
Pilots	\$2 \$2 \$2 \$3
Repair	\$4 \$4 \$4 \$4
Parts	\$5 \$4 \$5 \$4

Pete Williams, 1033 Dresslerville Rd. Gardnerville, NV 89410. Checks to ASA

Bruce reported this failure to the Grob factory and suggests all Twin III owners conduct a very close inspection of this spring prior to each flight. Grob has responded with redesign of this function, using a shock cord style rubber band instead of the metal spring. Although no Service Bulletin is to be issued, owners have the option of replacing the spring tensioner with the new system, which can be obtained through the USA dealer, Grob Systems in Bluffton, Ohio. Bruce McGhie is an active paraplegic soaring pilot with over 1,200 soaring hrs. For more information contact him at 203-873-8446.



DG-800B (Solo Engine) cruises above the clouds over Germany. Photo by G. Marzinzik.

