

Auxiliary-powered Sailplane Association

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Stan Nelson-President • Bruce Templeton, Vice President

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ASA, Inc. is a Division of the Soaring Society of America

BiMonthly

President's Message....

At the request of Paul Schweizer, Chairman of the National Soaring Museum, ASA's Brian Utley attended the 1998 Symposium of the Eastern Sailplane Homebuilders Workshop in Elmira, NY on July 16th. The theme was Motorgliders and Self-Launching Sailplanes. Talks were given on subjects from pre WW 2 motorgliding to the present including the Hummingbird, Scheibe Falke, Schweizer 2-37 USAF Academy motorglider and ultra light Self-Launching Sailplanes. Brian spoke on ASA's role in motorgliding. This included the U.S. Motorglider Assn. of the early 80s, the Self-Launching Sailplane Pilot's Assn. of the late 80s from which evolved the ASA of today. Brian also spoke of the joint efforts of ASA and SSA in the rewrite of FAR Part 61 and the revision of motorglider handicaps. The talk was well received and helped to educate the attendees about ASA.

On behalf of ASA, I would like to wish David Noyes and Hannes Linke a speedy recovery. May they both be back to the joys of soaring at the earliest possible time. *Stan Nelson*

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DG-USA SHOP TALK

by Eric Striedieck

DON'T LOOSE YOUR BEARINGS

A few dozen small rollers, less than one-half inch long, carry the whole fiberglass or metal enchilada down the highway. Less than one c.c. of grease is required to keep all the rollers gliding smoothly on the four races. However, with mileage the grease can get displaced to the edges of the bearings, ultimately causing metal to metal contact heat, friction and failure. Guess which part of the country it will always fail? It will be on that stretch of highway between Eureka and Austin Nevada. Because the axle is so far from the driver, the early warning signs aren't heard. Then, due to the fact that Highway 50 is so lightly traveled, no other drivers alert the eager sailplane pilot that a

small contrail is following the right trailer wheel. In a small tow vehicle, the added drag at the axle may be noticed. In a motor home on cruise control, the outcome may not be noticed until the intrepid pilot reaches Minden. He will think that the raised eyebrows on the flight line is simply Nevada hospitality, not realizing that the others are interested to see a Cobra trailer listing hard to starboard and traveling with only one wheel. Only a few minutes and Neanderthal level skills are required to inspect this very important item on the check list. At minimum, the-wheels can be jacked up (one-at-a time) and spun. A smooth, quiet sound will superficially indicate a functional status. A rumbling, gravelly sound trumpets impending trouble. However, to be sure of the status of the bearings, the wheels and hubs should be removed and a visual inspection performed. Given the small cost of the bearings (usually under twenty bucks apiece, four required) it is wise to replace any bearings in question. If one repacks the bearings on an annual basis, they will likely outlast the pilot .



Aux-Pwrd 1998 Nationals contestants and crews lineup for a portrait on the Hobbs ramp. Photo via ASA.

