

Auxiliary-powered Sailplane Association

November-December 1998 Newsletter

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....

As the year comes to a close I would like to thank the membership for the help and support that made 1998 a success for the ASA. We had one of the best national contests ever at Hobbs, NM. The weather conditions and organization at Hobbs were outstanding. We've seen the self-launch/aux-powered movement take a giant step forward with launching of the 'Motorglider International' magazine which will be a key factor in spreading the word worldwide. Those in our membership, in the SSA and Sailplane and Gliding membership that supported and brought this endeavor to fruition are congratulated. Remember, this is the time of year when you should take an in depth look at your equipment and glider. With flashlight and mirror you can discover potential problems before they stand you down. Broken and loose wires, missing safety wires, loose nuts and bolts, parts needing lubrication, etc. are just waiting for you to find them. Send in your GPS, Recorders and Barographs for upgrade and calibration. Re-read your flight and maintenance manuals on a cold winter's night. You'll be surprised at what you have forgotten. Happy Holidays! Stan Nelson

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Motorglider International Magazine

This new bi-monthly magazine is published jointly by the British Gliding Association and the Soaring Society of America. The first issue is November-December 1998 and will be published towards the end of October with an informative and varied mix of features reflecting the motorgliding scene. We have been fortunate to enlist the help of experts throughout the world.

Derek Piggott flies the Stemme S10 with its new Rotax engine.

Pete Williams, one of the leaders in the motorgliding world, helps with "Buying a Motor Glider" while Tom Knauff, a USA record holder, instructor and founder of the Keystone Gliderport in Pennsylvania, asks "Is a Motorglider For You?"

Weather is of vital importance to all pilots and Tom Bradbury goes back to basics with a series of articles aimed at giving a better understanding of the conditions.

Mike Woollard, BGA Technical Committee Chairman, tells how he restored an RF-4 to flying condition.

Jochen Ewald, that photo journalist who seems, to be the first pilot to get himself into the latest cockpits, will report on sailplane developments and tell us what is new from the factory floor.

Jack Alcock, BGA Senior Regional Motorglider Examiner, takes us on a learning curve, dissecting accidents and discovering what can be gained from the mishaps of others.

We have been traveling round some of the Germany manufacturers and will be reporting on our visits in forthcoming issues. We welcome your letters, news and articles. Ideally send them by e-mail or on a disc in ASCII format backed by hard copy. But a fax (again backed up with hard copy) or even in handwriting will be acceptable. The important thing is to have your contributions to help make this a lively magazine, which reflects the growing interest in this branch of the sport. We would also like photographs and colour prints, but please write the caption on a

label before sticking it on the back as writing, sometimes shows through.

Send your contributions to: The Editor-Gillian Bryce-Smith, 281 Queen Edith's Way, Cambridge CB1 4NH, England
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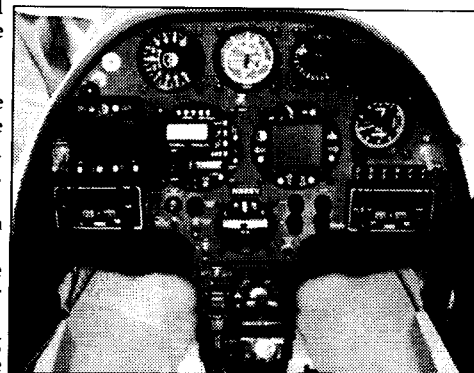
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Submitted by Gillian Bryce-Smith

Soaring at Taos, New Mexico

It is September in Taos, New Mexico. For two weeks now the weather has been picture perfect with scattered cu's and bases above 15,000 feet and daytime temperatures in the 70's. The house thermal is still kicking up 800 feet per minute two miles from the airport. High on the 13,000ft. slopes the Aspen trees are changing color. During the first two weeks of October, the mountains are alive with color. We've already had a dusting of snow on the peaks and by Halloween they should be white. We've had several days of stacked "lennies" so far and more to follow. Once climbing above 12,000ft, Blanca Peak is clearly visible 80 miles to the north. It is an impressive, white block of a mountain reaching to over 14,000ft. From there north past the Sand Dunes National Monument is a continuous ridge that passes west of Silver Cliff/West Cliff and on to Salida. Salida now has a glider operation with access to the Collegiate range to the northwest and the Sangre de Christos to the south. Flights to these areas are a regular occurrence from Taos.
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NIMBUS 4DM front cockpit instrument panel.

