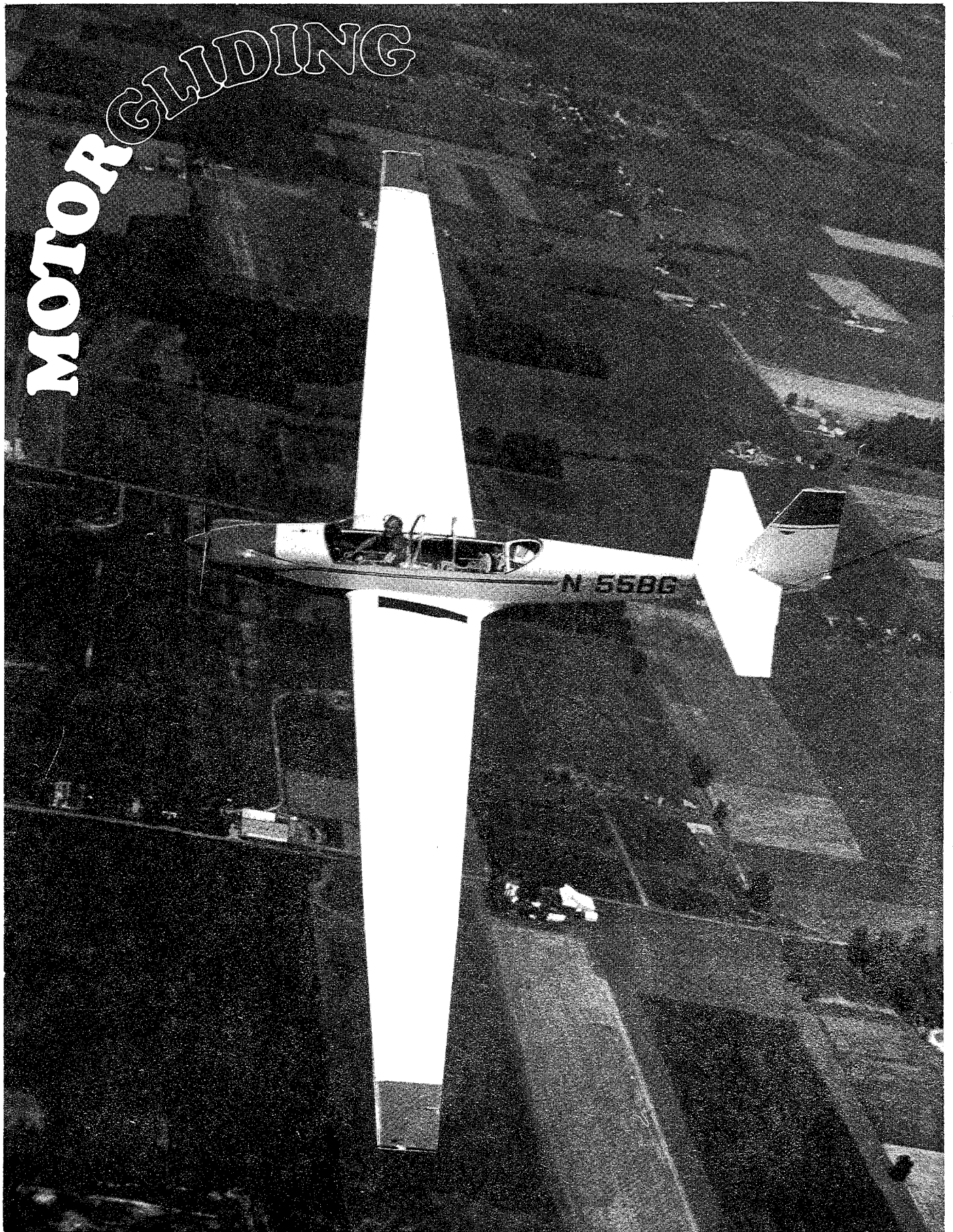


MOTOR GLIDING



FEBRUARY 1973

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SFS 31



RF 5 B

Type	Span	L/D	Cost	Delivery	Seats	HP	Engine	Rt. Sink
RF-4D	37 ft	20	\$10,500	6 month	Single	36	VW	4.0 ft/sec
SFS-31	49 ft	29	11,800	5 month	Single	36	VW	2.8 ft/sec
RF-5	46 ft	22	15,500	4 month	Dual	68	VW	4.6 ft/sec
RF-5B	57 ft	26	16,200	4 month	Dual	68	VW/Frank	2.8 ft/sec

Standard equipment includes: Airspeed indicator(s), Altimeter(s), Rate of climb, Magnetic compass, Gear warning light and horn, Safety harness(s), Seat cushion(s), Tail antenna, Cabin vent(s), Recording tachometer, Oil pressure gauge, Battery, Oil temp. gauge, Ammeter, Starter (elec.), Exhaust silencer(s).

MOTORGLIDING

Elena Klein, Editor

Vol. 3, No. 2 Published by The Soaring Society of America, Inc. February 1973

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Circulation of the January, 1973, *MOTORGLIDING* was 1028.

The Third Motorglider Competitions at Burg Feuerstein, Germany took place last summer but some of you may not have had a chance to read about them in other publications. Peter Ross and Ann Welch each wrote from an individual point of view and together their reports give the picture in depth.

Tasso Proppe's letters and graphs likewise are not new but seemed interesting nevertheless to the Birdwatcher. We hope you'll find them so and that Tasso will bring us up to date in the near future.

(The following article is reprinted from the October-November, 1972, *Sailplane and Gliding*.)

THE MOTORGLIDERS AT BURG FEUERSTEIN

By Peter Ross

AIRFRAMES

Schleicher The AS-K16 side-by-side two-seater with two main wheel retractable undercarriage and feathering propeller with fine and coarse pitch control was not entered in the contest, and did not arrive until the end of the week after I had left. The first production aircraft has now flown. With the low wing and retractable undercarriage it looked as if a wheels up landing could be expensive.

One AS-K14 was fitted with a Sachs Wankel engine.

Sportavia Fifteen of the new RF-5B *Sperber* have been built, and one was entered in the contest. Flown by Hugo Jannichen, it was remarkable how slowly and tightly he was turning. The performance with feathering propeller appeared equal to the SF-28.

One SFS-31 *Milan* was entered. This marriage of RF-4 fuselage and SF-27M wings flies well but lacks the performance of the lighter single-seaters.

Scheibe The *Tandem* is now in production, and three examples were flying. Major changes compared with the prototype which flew last year are the low position of the wing, which has made forward sweep unnecessary (and the rear seat much more comfortable!) and the adoption of the 60-HP Limbach engine as standard. Rudder loads are

reduced by an aerodynamic balance. Performance is now equal to some of the single-seat motorgliders.

The SF-27M single-seater with *Cirrus* wing has not entered production and experiments continue so as to find the ideal power plant. The prototype now has a two-cylinder Hirth engine with cogged-belt reduction and a propeller from an RF-5B. The thrust is equal to the *Falke*, and the engine must develop over 40 HP. It had been fitted with nylon outrigger wheels at the semi-span, and using the blast of its powerful engine, taxiing was possible without a steerable tailwheel.

A standard SF-27M was flying with the same engine but with direct drive. This is somewhat lighter but not so effective. Both have electric starters which may also be fitted to the four-cylinder Hirth.

Prometheus An 18-meter *Diamant* with a Microturbo Eclair jet engine took part in the competition. A joint company formed by the makers of the sailplane and of the engine intends to market a two-seater, and this motorglider has been built to obtain practical experience.

The best position for the engine is the main problem. On *Prometheus* the high tail is out of the jet blast, and the fin reaches an acceptable temperature, 70°C, but makes the rudder rather sensitive power-on. Take-off is lengthy, but once clear of the ground the rate of climb is good, and top speed, (airframe limited) of 137 mph on 80% of the 80-kg thrust (at 47,500 rpm) is spectacular, as is the fuel consumption of 80 litres/hr. Fuel is carried in the main-spar water-ballast tanks, and enough is carried for 20 minutes. Gliding performance is good at low speeds, but the drag penalty increases considerably at speed.

The engine has given no trouble at all, but battery condition is critical for successful starting, and caused a landing at the second turning point on the first day.

Akaflieg München The 20-meter Mü-23 betrays the many years which have passed since the design was started, and the performance of this tandem two-seater with VW engine is similar to the *Falke*. The retractable undercarriage gives it a very strange appearance on the ground. It was nice to see that the Munich Technical

College is still using glider design as part of the syllabus and it is to be hoped that the next design will not take so long to be turned into a flying machine.

Raab Krähe The prototype of an improved *Krähe*, plans of which were shown as long ago as the motorglider rally in 1965, was present and fitted with a two-cylinder Rotax engine. In view of the low performance compared with more recent designs, this is unlikely to be more than a design for home consumption only.

Sirius This was also a non-competitor, and arrived after I had left. Ann Welch reports that the high propeller efficiency of this twin-Wankel-engine ducted-fan installation appears to be offset by the high fuselage drag. The high-pitched noise was unsatisfactory.

This prototype has attracted a large government research grant, and this is the cause of some bad feeling amongst the other constructors who have developed more practical aircraft without subsidy.

K-8B Entered for the second year was the K-8 fitted with two Stihl chainsaw engines. Although unacceptably noisy, this represents a very cheap and reliable way of obtaining a single-seat motorglider with negligible performance penalty.

ENGINES

Microturbo Eclair The version fitted to *Prometheus* weighs 35 kg and is a smaller version of the 100-kg-thrust model used in the *Caproni* two-seater. (See also under *Prometheus* above.)

Sachs Wankel Capacity is 508 cc and output 28 bhp. It sounds like a much more powerful four-stroke engine. Weight is more than the 26-BHP Hirth four-cylinder it replaces in the AS-K14. The electric power needed for starting still appears to be the major problem.

Limbach and Stamo These VW-based engines are still the main source of power for all but the lighter single-seaters. The Limbach in 60- and 68-BHP versions has an electric starter, and the 45-HP Stamo can be delivered with either hand or electric starting. Both have an alternator to charge the battery when fitted with electric starter.

Hirth The 26-HP Hirth four-cylinder two-stroke remains the standard source of power for the lighter two-seaters, and may be converted to electric starting. With-

out an impulse magneto the need for an electric starter is probably greater than for the four-stroke engines. We may expect the 634-cc model 171R engine to appear on a production motorglider before long.

Various In the static exhibition a VW engine was shown with a reduction gear, and several small two-stroke engines were shown by the ECE Company, one two-cylinder horizontally-opposed engine gives 18 HP at 6,000 rpm for only 13.2 kg weight. Two of these were fitted to an ageing *Specht* two-seater which charged about the airfield on the ground making a fantastic din and demonstrating that motorgliding, as with most sports, has its lunatic fringe.

SUMMARY

Although not a year of startling technical innovation, the improved performance of the two-seaters showed the result of steady development. Not seen this year was the Schleicher K-13 two-seater fitted with retractable Hirth 171R engine which made its maiden flight at Feuerstein last year.

With the possibility of international competition for two-seater motorgliders, this development is likely to increase, and a retractable engined Scheibe *Bergfalke* IV with 1 in 34 glide angle is a mouth-watering prospect.

(The following article was extracted from a report to the British Gliding Association by Ann Welch.)

VISIT TO 3RD MOTORGLIDER COMPETITIONS BURG FEUERSTEIN, GERMANY, JUNE 1972

By Ann Welch

Burg Feuerstein has a single narrow hump back asphalt runway on a hill top, with the west end coinciding with the edge of a steep soaring slope. There was no slope wind during my visit. There is no taxi way so taxiing out is on the runway which, being hump-backed, requires that control has to be exercised at all times to prevent frequent collisions. In this day and age radio is easier than a man with a flag so all the motorgliders had radio. While on the subject of supplementary equipment, it is easier for the Germans with their well stocked bank balances to

bow to the demands of their ATC and airworthiness authorities than to fight these authorities. So it is normal to discover little motorgliders smothered in navigation lights and rotating beacons, and their cockpits equally stuffed with radio, VOR and all manner of other aids. Only Scheibe has managed to resist the tendency to turn a simple, practical and reasonably cheap type of aircraft into a sort of mini-executive transport.

The competition itself was composed of 32 entrants divided basically into 2 classes: A - higher performance and B - lesser performance. In both classes there was subdivision into single and 2-seaters. There were 5 contest days with normal glider type tasks. On 2 days no motor time (other than for launch) was used by any Class A contestant and on one other day all pilots used some motor time. Alongside the competition was a Meet -- a get-together for motorglider enthusiasts, who could compete on a day-to-day basis, or just fly, talk, and work on their aircraft. As a result there was a delightfully relaxed and friendly atmosphere, with time to enjoy the occasion.

Most of the aircraft were standard production machines, a few were modified production aircraft and the remainder one-off prototypes of varying practicality. In Class A single-seaters there were 5 standard SF-27M and one with Cirrus wings. There were 6 AS-K14, one with a Wankel motor. This had a less good climb (with engine) performance, but a similar db rating to the Hirth. Enthusiasm for the Wankel motor generally was muted. In the Class A, 2-seaters, 3 of the 4 entries were the SF-28 Tandem Falke. In Class B, 2-seaters predominated; 9 out of 13 total. There were 7 standard Falkes and one RF-5.

The one-offs in the competition ranged from a production RF-3 to prototypes such as the Swiss jet, Diamant Prometheus, and the huge MU-23 of Akaflieg, Munich. Visiting aircraft included the Schleicher AS-K16 two-seater, and the single-seater Sirius fan jet. The high propeller efficiency of this twin-Wankel engine device would appear to be offset by the high fuselage drag. The high pitched noise was unsatisfactory. Many aircraft used extremely small outboard wheels on solid nylon stalks. That these were highly practicable was obvious from the panache with which everyone taxied about among the parked aircraft and spectators.

There was a general feeling that the ability to self-taxi was well worth the slightly increased drag due to these wheels. The biggest restriction on self-taxiing now is simply the 2-stroke engine with its inability to run slow enough.

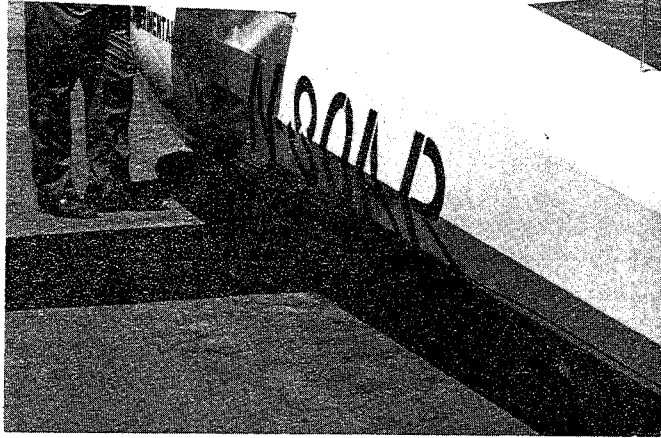
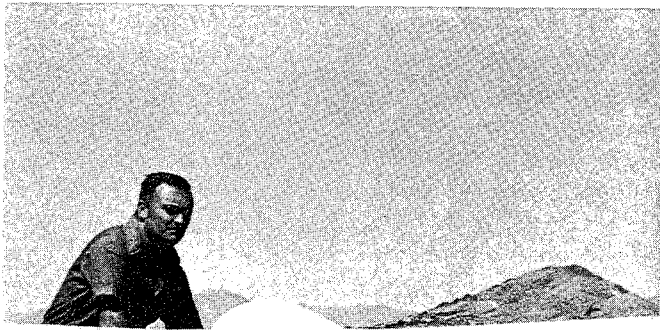
An interesting feature of the competition was the competitors. These were divided fairly clearly into 2 groups. The older pilots who were first and foremost pure soaring pilots and who had come into motorgliding for a variety of practical reasons, and young, some very young, pilots whose flying interests were primarily in the motorglider as such. Among the older pilots were two World Champions, Haase and Huth, for whom the motorglider now provides fun soaring without fuss. It was not an unexpected finding that these two groups of pilots should have somewhat different views on how motorglider competitions should be developed.

The Schleicher AS-K16 and the Scheibe Tandem Falke:

These are both excellent 2-seater motorgliders but whether or not they began life to the same general specification, they have developed into quite different animals.

The AS-K16 is side-by-side, and is fitted with a 68 HP Limbach VW engine. The propeller is a feathering Hoffman with additional 2-position coarse and fine pitch control. The 2-wheel undercarriage is retractable, the wheels coming up inwards into the wing. The handling is excellent, also the view from the cockpit. The take-off and climb performance is more than adequate and the AS-K16 feels like a glider and soars well with the engine stopped. The electric starter produced instant in-flight restarts on the four occasions tried. The AS-K16 is obviously a really delightful machine and probably one of the nicest and safest aircraft a private owner could have. It is, however, likely to be expensive, and is somewhat complicated for a basic school trainer. Landing wheels up could be costly since the main spar would be in virtual contact with the ground.

The Scheibe SF-28 Falke is a tandem aircraft with a deep fuselage in order to fit in the spar and the pilots and still provide a good view from the rear seat. The fixed wheel fairing adds to the appearance of depth. The Limbach VW engine provided, as expected, very adequate take-off and climb and the electric starter again gave instant in-flight restarts. The handling characteristics have a distinct family like-



Bill Mouton demonstrates the ease of extending his Hirth engine on the SF-27M. The crank in the cockpit only requires $3\frac{1}{2}$ turns to fully extend or retract the engine. Bill now has an electric starter in his ship.





The AS-K14 climbing to altitude just after takeoff. Main landing gear will be retracted shortly to provide better climb rate. The Schleicher tailskid has been replaced with a tailwheel.

Bennett Rogers, perched for good forward visibility, gracefully accelerates on takeoff run. Hard-surfaced runway provides a desirable takeoff mat.



ness to the standard Falke but with improvement in both rudder and ailerons. The stall is also similar. The rear, (instructor's) seat is comfortable and with absolutely no view problems. All controls are duplicated with the exception of engine stop and restart. It is appreciated that this facility is necessary for school use and something will be done about it. Propeller feathering from the rear seat in addition to the front might be more expensive, but this point would not arise for a school aircraft with fixed-pitch propeller. Conversation engine on was not an effort and should not provide difficulty when instructing. Not all instruments are duplicated front and back but all engine instruments can be seen over the front pilot's shoulder. The Tandem Falke is obviously an excellent school machine for basic training, but would be specially good for solo checks and advanced and soaring training. The glide ratio is better than that of the standard Falke.

The airbrakes on both the AS-K16 and the SF-28 are only of "normal motorglider" effectiveness, but both aircraft side-slip well. The above notes are obviously subjective, but there was not time to find out more.

DESIGNING, ITALIAN STYLE, Interview
with Livio Sonzio

(When I heard that the Italian designer of the A-21J, Livio Sonzio, was in Palo Alto I asked if I could interview him for MOTORGLIDING. Bernie (B. S. Smith, Publications Director of SSA) said that Sonzio had gone to Los Angeles with Hugo Taskovich, Caproni's representative in California. They would be back that evening and if I would dictate my questions to Bernie, Bernie would deliver them to Hugo and Hugo would interview the designer on tape before he left for Italy next morning.

A week later a cassette arrived in the mail. It didn't fit my recorder but it did fit my daughter's. I inserted the cassette and turned it on. Garbled-gawlk! Obviously Bernie or Hugo had sabotaged the tape by running it next to a cement mixer. I turned it over and tried the other side. Hugo had translated the interview into quite intelligible English. Whether he edited out any trade secrets I couldn't tell because Dr. Sonzio's Italian was complete scrambled by that cement mixer but some conspirato-

rial laughter came through clearly. The following then, is Hugo's version of Sonzio's answers to my questions as delivered by B. S. Smith and translated by Hugo. Ed.)

MOTORGLIDING: Did you design other sailplanes before the Caproni?

*SONZIO: I designed a sailplane at Politecnico in Milano, then *Sirius II* and *III* for Avio-Milano. The *Sirius* was later completed by Caproni. The *Calif* was prepared first as a single-seater with Avio-Milano and then the project for the multi-place, the centerwing of the singleplace with a new fuselage, was initiated at Avio which was absorbed by Caproni. With the absorption (merger?) the project was absorbed and continued by Caproni.*

MOTORGLIDING: Are you a glider pilot?

SONZIO: Yes. On the basis of what I have read in soaring and aviation magazines, talking with people like you, with the clients visiting the factory, American pilots coming to contests in Europe, talking about soaring in the U.S., all are sources of my knowledge of soaring in the U.S. It is difficult to compare conditions in Italy with the U.S. In Italy there is a small number of pilots, about 150 glider pilots. Of these only 25 to 50 are active...about ten or fifteen very good pilots. We are lacking a solid base in soaring. Space is at a premium, a very straight narrow space with basically two routes to fly. One is north and south down the spine of the Appennines to Sicily. One is from east to west and to make a 500-km flight from Calcinate Del Pesce you have to go beyond the borders of Italy and land in Austria. Off-field landings are very difficult because of very small fields and many trees. You have to have a glider with an efficient airbrake-spoiler system and strong landing gear. The glider must be very maneuverable and stable in turbulence. Eighty to ninety percent of flights are made in mountainous terrain.

MOTORGLIDING: Have you ever seen the Hummingbird? You know it has been in active service for over twenty years. Do you anticipate that the Caproni will be able to equal that?

SONZIO: Yes, I know the Hummingbird and I hope that the A-21J will also have a long life. Of course the Hummingbird was built a long time ago with a form of design which is right now being rejuvenated and having a

second youth. We have designed something similar which is different but similar with the hope to open a new era in soaring. There is a definite need in soaring for a motor-glider.

MOTORGLIDING: Did you build the glider to conform to the engine or did the engine just happen to suit your needs?

SONZIO: The concept from the first was to use a jet, this was in the earliest stages of design of the *Sirius II* and *III*. At that time we were thinking of using a BMW engine. So the installation of the jet was in mind from the first days of design. The installation of the engine was done after the glider was completed. The only production jet available is Microturbo. There are other types of small jets like the Williams Research but none of them has gone beyond the prototype. The reciprocating engines, the combustion engines, present the problem of where to put the engine because of the propeller. The Wankel, the Volkswagen made by Limbach, the Franklin 75 - the installation of that type of engine is very complicated. The jet lends itself much better to design. There are two fundamental points to make: first, the installation of the jet practically speaking doesn't reduce the L/D and it is done without going to very complicated installation. The second point, with the jet installation there is no vibration, especially in the range of two to thirty-forty hertz, the construction type frequencies for the wings. On the other hand, the jet consumes fuel faster, is carrying a large amount of fuel, is heavier on take-off but not much heavier than a sailplane with a combustion engine with the hardware required to mount it. One of the advantages of the combustion engine is that it costs much less, fuel consumption is much lower than the jet. On the other hand, if you want to achieve less dynamic drag, you have to make the engine and propeller disappear...this type of engineering construction is very expensive and will be equal to the price of the jet engine which is easily installed. The combustion engine produces vibration which requires extensive engineering to overcome...

MOTORGLIDING: What about maintenance?

SONZIO: We hope we won't have any problems but only experience will tell. Maintenance of the jet is very simple especially with the installation which we have chosen but only experience will give the answer.

MOTORGLIDING: Are you working on any new concepts?

SONZIO: As soon as a designer finishes a project he has another on the table. (conspiratorial laughter)

MOTORGLIDING: Do you think the motorglider is the wave of the future as far as soaring is concerned?

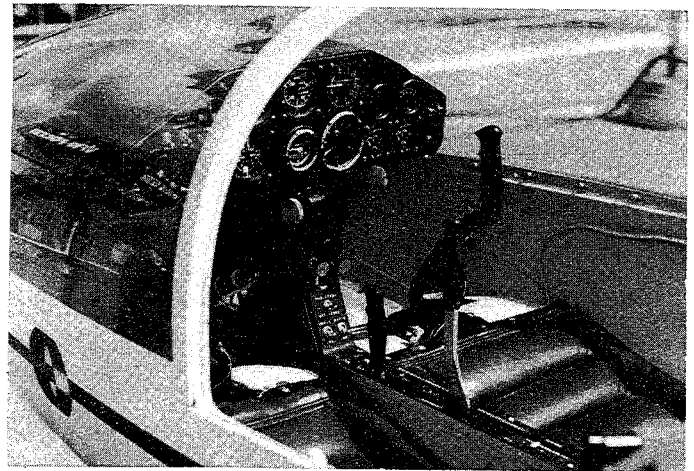
SONZIO: Absolutely. I don't see any other answers to the soaring movement because of the developments of the last few years, because we have answers to the problems today to the problems of the past. Look at the sailplane operation which requires besides the sailplane pilot, two or three people as a crew, the towplane, the pilot. Even if people have the time you are put to a strain to use your time properly. A motorglider would give you the feeling that any time is the right time to fly.

MOTORGLIDING: Do you foresee that motorgliders are going to be accepted in national and international soaring competition?

SONZIO: The motorglider will be very welcome, especially in the fields of national and international competition...we can foresee in this kind of competition two new categories, the pure sailplane and the multiplace powered sailplane.

MOTORGLIDING: Do you foresee a time when the cost of motorgliders will be within the reach of the common garden variety of soaring pilot?

SONZIO: There are two answers. One is how many of the motorgliders are being produced. To be competitive a production must be established of a least ten sailplanes per month. If the market demands that this



SIRIUS II Cockpit

could be established it is clear then we arrive at reduction of the cost of building. The second answer would be to study new types of construction -- a new type of construction should not always rely on light metals or fiberglass. There should be a new type of material which would be more competitive -- or better methods. When we find this new method we could come out with kits enabling the pilot to build or finish construction himself.

To say something on the self-launching sailplanes, there are very many prototypes made now but in my opinion none of them yet is completely satisfactory. One design has some advantages that another doesn't have, but also on the minus side, they have many disadvantages. The problems arose because the approach most of the time was to place an engine on an already existing sailplane. My opinion is a self-launching sailplane has to be designed from scratch on the design table. Only that way can you properly put all compromises together. To me it's clear that in order for soaring to reach more people, a motorglider is essential... I thank you Mr. Smith for giving me this occasion to express my views and I wish very good luck to all soaring pilots in the U.S. (And thank you, Mr. Sonzio, B. S. Smith, and Hugo...Ed.)

CLASSIFIED ADS

For Sale: \$2,500, 15-meter GA-II Chiricahua, 30-1 glide angle, less than 50 hours total, ready to fly, with enclosed trailer. George Applebay, 9412 Gutierrez Rd., NE, Albuquerque, New Mexico 87111; (505) 296-8697.

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LETTERS TO THE EDITOR

June 1, 1972

Gentlemen:

I recently subscribed to *MOTORGLIDING*, and of course, find it very interesting. I hold a Gold "C" with Diamonds (No. 177), and our company is the one which manufactured the Sisu with Len Niemi as designer and project engineer. Unfortunately, I have not been very active in soaring the past few years because of political office and three other full time jobs. However, I continue to fly "to get from one place to another."

My son is 15 now, and is very interested in flying. While I would like to teach him myself in gliders, we just do not have that much activity in the Lexington area where we now spend a great deal of our time. Therefore, I believe perhaps the motorglider might be the answer. Could you tell me where I might get a list of all of the manufacturers of powered sailplanes or if any are available at this time. I do not know much about the Schleicher AS-K16 twoplace motorglider, except what I see on the inside back cover of the magazine. Also, I found the article concerning the Lambie Fournier RF4D very intriguing. And, finally I wonder if you know whether or not the AS-K14 which was featured and owned by Mr. Hurley has been sold.

Please forgive all of the questions, but since we donated our Sisu to the Smithsonian Institute, I have really been out of touch with soaring and/or motorgliding. Any help that you might offer will be greatly appreciated.

P. J. Baugh
P.O. Box 4237
Lexington, Ky. 40504

We hear that Jere Hurley's AS-K14 was sold to Homer J. Rader, Jr., of Dallas, Texas, in February of this year. The U.S. dealers of SLS's are as follows...Ed.

Graham Thomson, Ltd., 3200 Airport Ave., Santa Monica, Ca. 90405
Schleicher Sailplanes, Inc., P.O. Box 218, Bloomfield Hills, Mi. 48013
Sport-Aviation, 401 Holmes Blvd., Wooster, Ohio 44691
Avia International, Box 3007, Palo Alto, Ca. 94305

June 11, 1972

Gentlemen:

This is the situation of my Kraehe as of today:

I managed to get it out of the clutches of Customs and the Customs Brokers (who also acted as the Shipping Agent Representative and blackmailed me for \$520.00).

For a while, I pulled up a stool in front of it in the garage once in a while and wondered what in hell I wanted it for.

And very hesitatingly, I started proceedings to get it certificated by the FAA -- what is the FAA going to do to me next?!

Except for requiring to convert the beautiful metric indicators into the quaint system of inches, rods, stones, fortnights, and fahrenheits, they didn't do anything to me...would you believe it!

The engine didn't run properly, leaning out too much at transition from idle to power (it simply quit at throttle advance). It's a Tillotsen carburetor that nobody seems to know anything about -- but I fixed it empirically.

Now I'm constructing a trailer -- the superstructure, that is. I got a basic chassis with a road license for \$150.00.

My tentative date of first flight is July 1st (Saturday) at Ramona Airport. If it works, I will keep exercising engine air starts, continuing Sunday 7/2 and then some more on Tuesday, July 4th. By that time, I will have enough data to know what I want to do next.

.....
...The thing looks very solid and competent to me, and its reputation supports that, too.

O.K. That's it for today.

Keep in touch
Tasso Proppe
1786 Eldora St.
Lemon Grove, Ca. 92045

August 11, 1972

Gentlemen:

Who is carrying the banner now? Just in case somebody is (and in case there is an interest in nonsensational stories):

I flew my Kraehe at Ramona on July 1 and 2, but I developed enough troubles to quit on the 4th: The AC Generator (Alternator) developed funny light signals which turned out to be internal shorts (intermittent, the worst kind) and the carburetor refused to accept acceleration on touch and goes, the engine just plain quit three

times in about 15 attempts.

During trouble-shooting, the short disappeared entirely.

After redesigning the carburetor, a Tillotson contraption, and its controls, it seems to perform at least acceptably. It's probably explained better this way: the carburetor and I will get used to each other in time, which requires emotional adjustments on both sides.

Soaring conditions at Ramona were poor. They have an inversion at 1500 ft. above the field which is not enough to accomplish anything.

So, after getting my problems, not fixed, but, under control, I took the Crow to Elsinore on August 5th. It's a long haul from San Diego to Elsinore, and it's even more of an effort to assemble your bird in the heat and the dust, but I finally managed to get airborne at 15:56. After 7 minutes of engine time, I managed to catch myself a thermal and mix with the big shots, as you may deduct from the record attached. This record is made up from tape recorder notices, talking to myself, so it has no official value.

On Sunday, Aug. 6th, I got going a little earlier (T.O.12:10); the real thermals did not develop until 13:20. The real Gliders had to land and tow up again. I restarted the engine about 6 times and stayed airborne.

The Crow (Kraehe) is very slow and, therefore, circles on a smaller diameter. When the thermals are narrow, the crow flies the core of the thermal and the fast (high performance) sailplanes fly the fringe. When it comes to penetration, I will lose for sure, but it's kind of a supreme satisfaction to outclimb everybody else in one of those narrow thermals. That happened to me twice.

After 3 hrs, and 15 min., I landed quite happily with a ground loop -- there is no defined wind direction in Elsinore.

My instruments recorded an altitude gain from engine off, 1360 mtr. to 2500 mtr. = 1104 mtr. (my instruments are metric, you know). Total engine time: 53 minutes.

Soaring is fun, even if you do not break any records -- as a matter of record: Soaring is the fun, not the records.

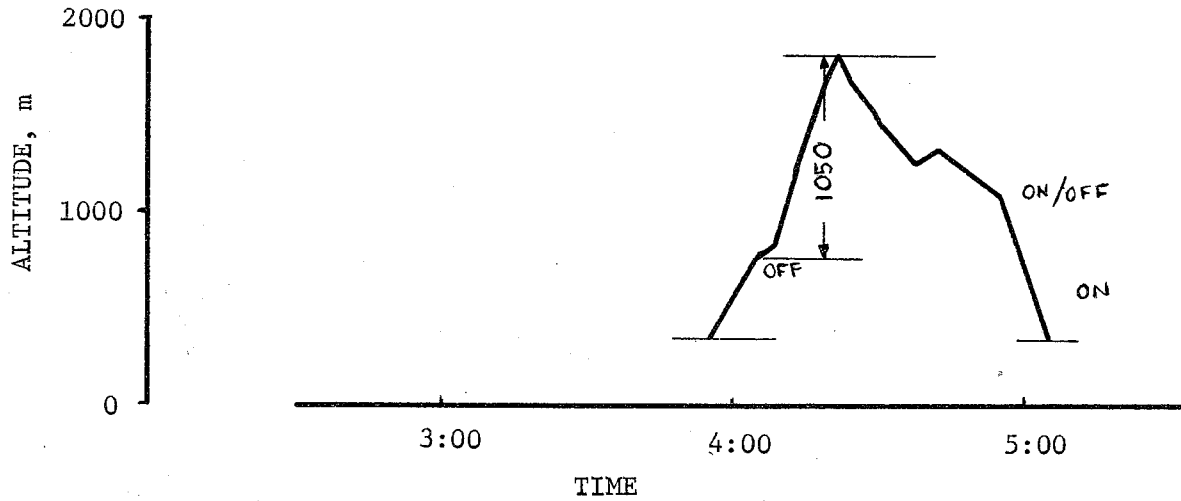
Next time, I go to Hemet, to see what they have to offer in terms of Thermals.

Keep in touch,
Tasso Proppe
1786 Eldora
Lemon Grove, Ca. 92045

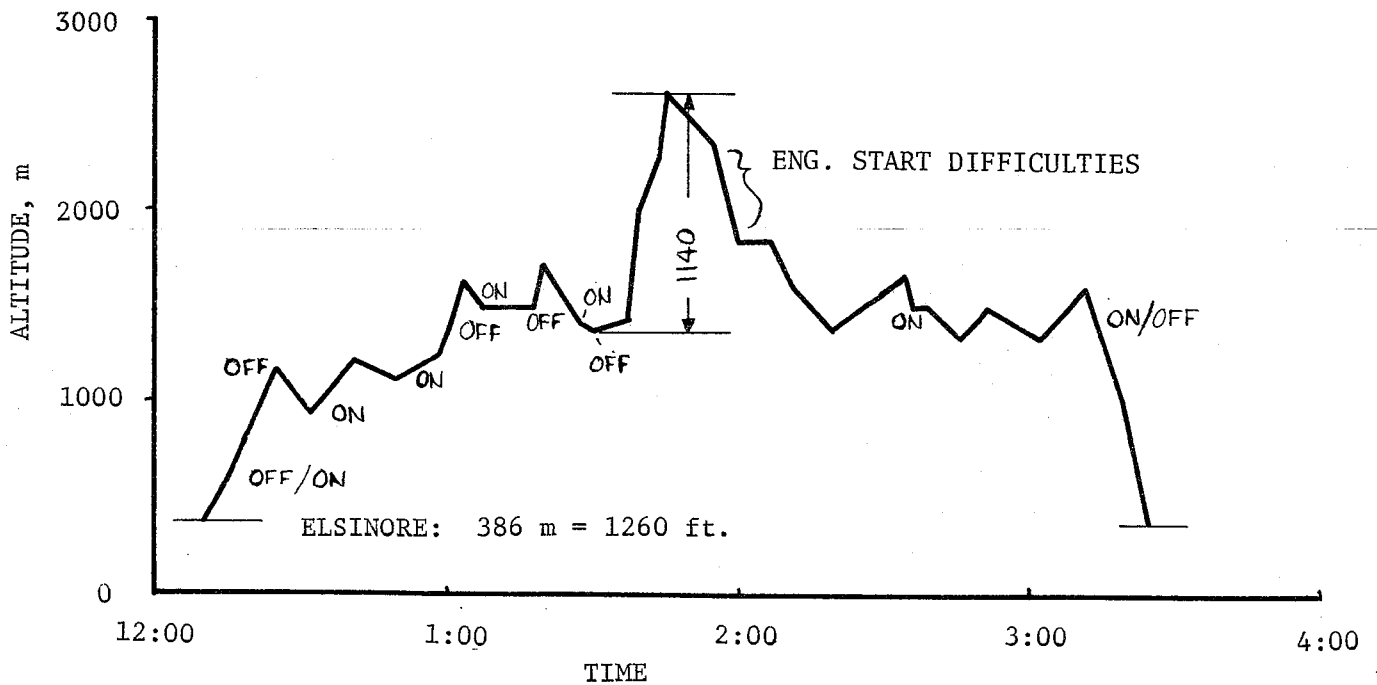
FLIGHTS OF TASSO PROPPE, IN KRAEHE
(SEE LETTERS)

ELSINORE

SATURDAY, AUGUST 5, 1972



SUNDAY, AUGUST 6, 1972



July 31, 1972

Gentlemen:

I was please to see an informative article in *POPULAR SCIENCE* magazine describing the sport of motorgliding.

I became interested in motorgliding a number of years ago, since then I built my own aircraft. I was in the process of fitting a 30 HP BMW engine when the craft was damaged by malicious mischief. I was discouraged to the point of not continuing and the aircraft has since been in my garage.

I was wondering if you could make my story known to others interested in motorgliding. I will sacrifice my aircraft to an interested person at a very reasonable price.

The aircraft is all metal construction, high wing with V tail. It has an advanced flap-air brake system and a total weight of 164 lbs.

Wingspan, 17.0 ft.; chord, 3 ft.; mainframe, 13.0 ft. FAA certified.

Thank you for whatever help you can offer.

Roger L. Long
1195 Agate
San Diego, Ca. 92109

For those who missed it, *POPULAR SCIENCE* carried a highly illustrated, four-page article by Ben Kocivar on SLS's in its August, 1972, issue. It referenced *MOTORGLIDING* and as a result we have many new subscribers to welcome. ...Ed.

May 3, 1972

Gentlemen:

Am enjoying the *MOTORGLIDING* magazine. Appreciate your efforts and those of the contributors in making it possible.

Have finally acquired an RF4D so my education is getting started. Thought I would write to give you the info for your file on motorgliders. This one is N7521 (Serial 4050) and was purchased from Dick Hodgkins of Austin, Texas. It was formerly owned by C. C. Holt of Houston and F. J. Britton of Florida.

Landon Cullum, Jr.
P.O. Box 1511
Wichita Falls, Tx. 76307

June 7, 1972

Gentlemen:

You will be interested to know that Nelson Aircraft Corp. demonstrated its magneto version and new speed reducer version of the H-63CP engine at Transpo '72 as well as flying the magneto version on the Hummingbird, including the retraction and extension of engine, and restarting in the air, at least once every day on the regular program. I think it is probably a first for the powered gliding field displaying at a major show in the United States....

Yours very truly,
Charles R. Rhoades, Pres.
Nelson Aircraft Corp.
P.O. Box 454
Irwin, Pa. 15642

SLS CLUBS

Mr. Leroy Kelm of Playa del Rey, Calif., is looking for persons interested in forming a club to purchase a self-launching sailplane, with the hope of purchasing a Caproni A-21J in the long run and possibly obtaining a two-place trainer with a reciprocating engine in the nearer future. He envisions the club hiring a part-time instructor/manager to give training and to supervise flight operations and maintenance should the club buy the jet-assisted A-21J. He would like to base the Caproni at Santa Monica or Torrance airport, with ferry flights to the desert and other areas for soaring activity. Kelm, not a pilot yet himself, realizes that such a concept is unprecedented and bound to be expensive. He is presently giving it research and would like to receive expressions of interest from people in the Los Angeles area. The address is 234 Rees St., Playa del Rey, Calif. 90291, telephone (213) 821-3175.

Other people interested in organizing clubs featuring SLS equipment may have notices placed in *MOTORGLIDING*. An information kit with suggestions on starting soaring clubs can be obtained at no charge from the Soaring Society, Box 66071, Los Angeles, Calif. 90066.

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