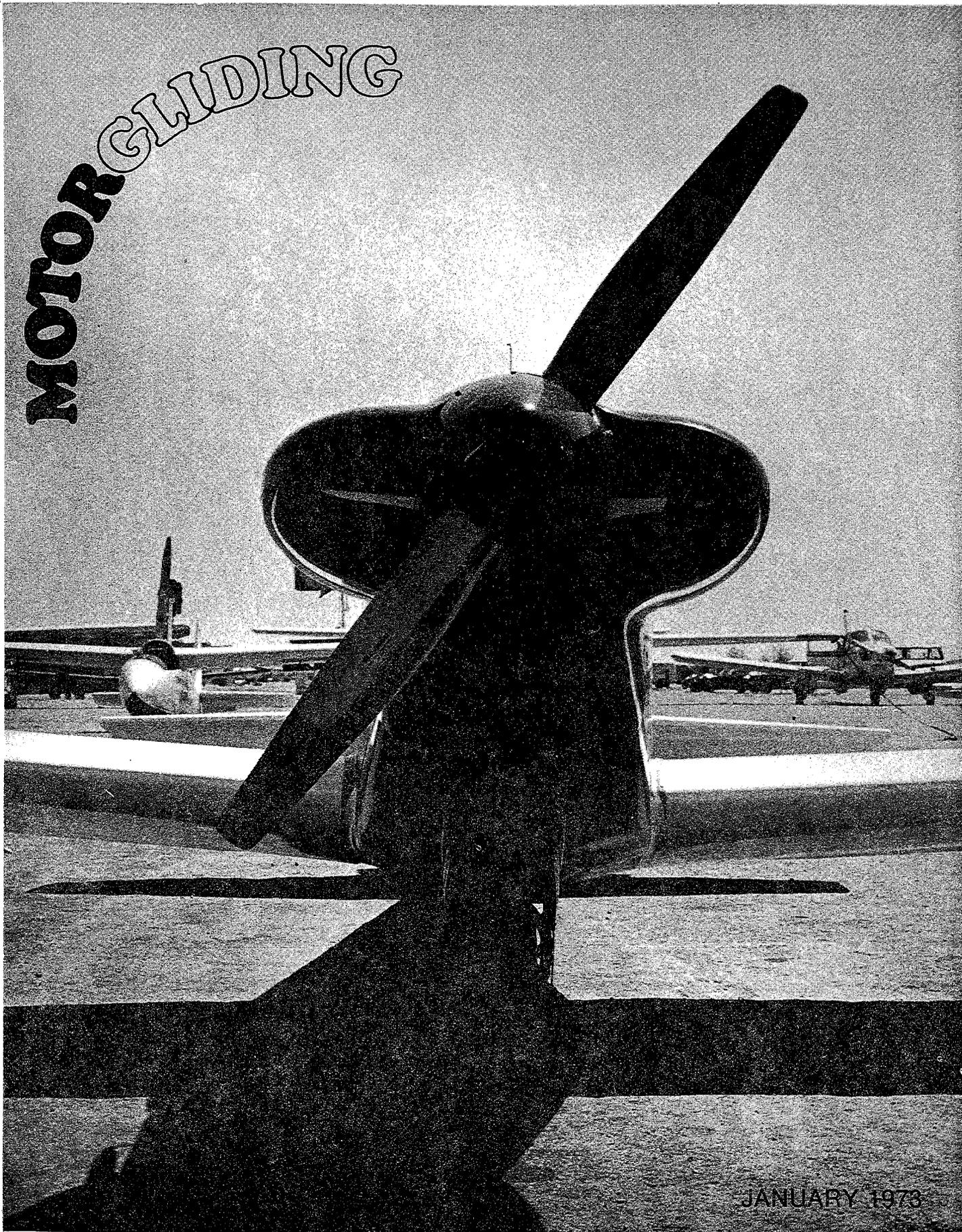


MOTOR GLIDING



JANUARY 1973

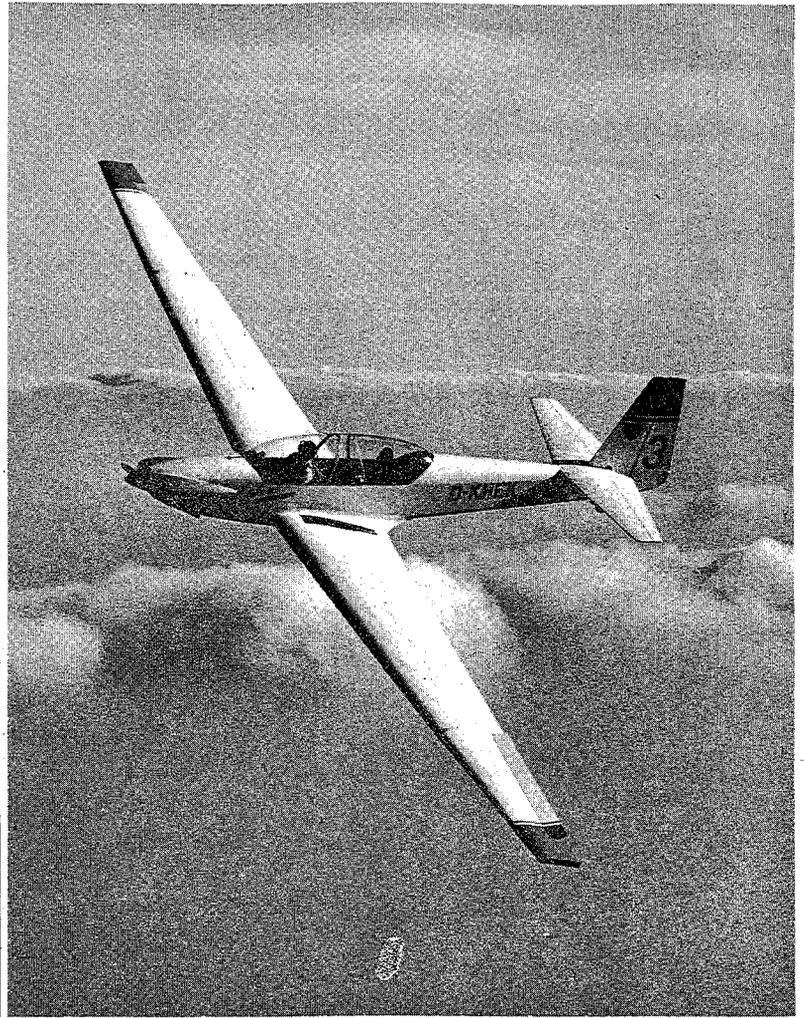
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FLY A **POWERED** SAILPLANE



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).

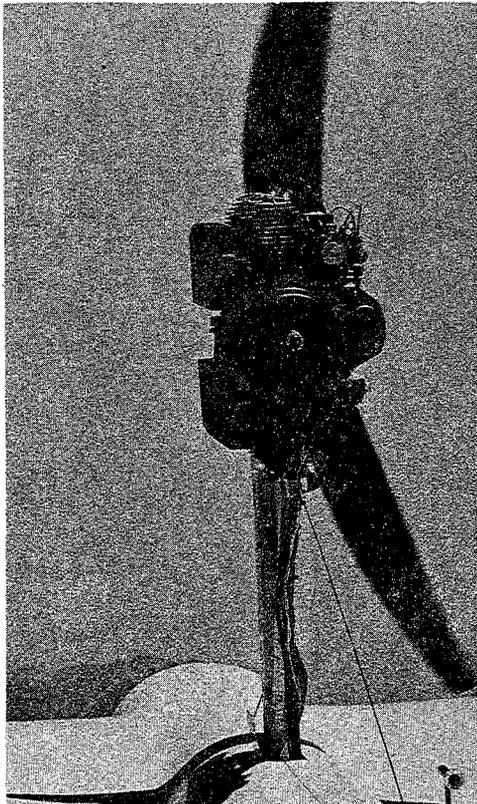
(Note: This is the first issue published after the May, 1972, issue, Vol. 2, No. 5)

Published by the Soaring Society of America, Inc.

George Uveges - Guest Editor

Bennett Rogers - Assistant

Harry N. Perl - Chairman
Powered Sailplane Committee
Soaring Society of America



Contents

PUBLISHER'S 'POLOGIES, B.S. Smith	2
BIRDWATCHER, Elena Klein	3
LETTERS TO THE EDITOR	3
PHOTOGRAPHIC ESSAY OF ROSAMOND GET-TOGETHER, George Uveges	4-12

When the Powered Sailplane Association held its five-day get-together at Rosamond Airport, Rosamond, Ca., George Uveges was on hand with his camera. George took so many fine photos that we decided to make up an issue composed entirely of his pictures taken at the meet. And because *MOTORGLIDING* is currently between editors, we asked George to be the guest editor for this issue and do his own layouts and captions -- which he kindly consented to do. A more detailed account of the meet will appear in a future issue.

Front and Rear Cover Photos....

Our front cover gives a head-on look at John Chalmers' Fournier SFS-31 (basically an RF-4 with the longer Scheibe wing from the SF-27M). John's ship has a fixed-pitch propeller, but a feathering prop (similar to that on the Schleicher AS-K14) is an (expensive) option.

The rear cover shows Bill Mouton's SF-27M during a Rosamond sunset.

MOTORGLIDING is edited by Elena Klein, whose mailing address is 326 Elwood St., Redwood City, Calif. 94062; and is published by the Soaring Society of America, Inc., whose offices are at 3200 Airport Avenue, Room 25, Santa Monica, Calif. 90405, phone (213) 390-4449.

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Cover price of *MOTORGLIDING* is 50¢ per issue.

PUBLISHER'S APOLOGIES

WOW - has it ever been a long time coming. My sincerest apologies to you all, but mostly to outgoing editor Jack Park who really got a good thing going -- *MOTOR-GLIDING* -- and was let down by me taking so long to find a replacement for him when he had to withdraw due to personal commitments. *MG's* editorship by Jack was an unpaid labor of love.

So to all you readers, we ARE carrying on! Your subscriptions are continued, commencing with this January, 1973, issue, for the remaining seven months of issues you have paid for but have not yet received. Because so much time has gone by since the last issue, we feel it best to renew publication in this fashion. Yours and future subscriptions will expire after each subscriber receives 12 issues rather than having all subscriptions expire at the end of the year. We trust this meets with your approval.

Now, to the business at hand. It is a distinct pleasure to introduce your new editor, Elena Klein. Readers of Pacific Soaring Council's (PASCO) *WEST WIND* magazine will recognize our great fortune in her agreement to take on this *MG* task for she performed an outstanding job as *WEST WIND* editor. I really had to "bend her arm" to overcome her reservations about taking on a task involving great technical interest and expertise on the reader's part. But I assured her that you would make it easy by providing the material.

That is what it really is all about. This is a voluntary, unpaid task for us all -- editor and authors. You have to write the articles, the letters and provide the pictures for your editor to be able to function. She'll generate material, of course, and will be writing to known authors soliciting more material. I think you are going to enjoy what's already in the mill -- special abstracts, personal interviews, etc., which Elena is working into future issues. In fact, the next two issues are going to be coming along soon enough that we'll be mailing March *MG* in March!

That last statement puts the pressure on the SSA office. That's our final bit of information for you herein. All business matters, subscriptions, renewals, advertising, etc., will be handled at that address -- see first page. The mechanics

of putting out *MG* will be done there -- final typing, printing, mailing, etc. But, address Elena directly, again see first page for her address, with material for suggested articles and letters-to-the-editor.

And thank you all for being so patient.

Bernald S. Smith, Chairman
Publications Board
Soaring Society of America

GERMAN MOTOR-GLIDER MEET

The 4th German Motor-Glider Competition and Motor-Glider Meeting, will be held at Burg Feuerstein, Nuremburg, W. Germany from May 26-June 3, 1973. The German Aero Club invites American pilots to participate. According to information provided, the entry fee is DM 150 per aircraft. Accommodations, including breakfast, lunch, and supper are DM 15 per person, in two-bed-rooms, or DM 12 per person in a dormitory. Only self-launching motorgliders will be admitted. There will be two classes -- single-seaters and two-seaters. Straight goal, triangular, or out-and-return tasks may be included. The entry deadline is April 1, 1973, although if interested pilots cannot respond to the SSA office by that date, we will request that the German Aero Club accept late entries. At this late date, the SSA cannot offer any assistance in arranging for the use of a motorglider, so any interested pilot would be expected to make his own arrangements.

ADVERTISING RATES, CONDITIONS, AND SIZES

Display ads: \$10 for ¼ page; \$15 for ½ page and \$25 for full page. Prices are for full-size, photo-ready copy. Extra charges for make-up, \$3.00 to \$5.00; reductions, \$2.00; and photos, \$2.50. Sizes: ¼-page, 3-3/8 x 4-1/8; ½-page, 7 x 4-1/8, or 3-3/8 x 9-1/2; full page, 7 x 9-1/2. Classified ads: 50¢ per line (41 characters) or portion thereof.

B. S. Smith has made some dubious assertions in his Publisher's 'Pologies and my arm is still out of shape. I have spent a couple of weeks sifting the debris of *MOTORGLIDING* delivered to my address in crates and boxes from the Santa Monica offices of SSA. George Uveges starts the relight of *MG* with a power assist. Subsequent issues will be attributable to a birdwatcher of mature years who has hovered on the wing, so to speak, of the sailplane scene these many years but has never learned to fly. Let this serve as a warning and an apology -- a warning that I have no expertise in the esoteric field of soaring or motorgliding and will be prone to errors of fact and fantasy; an apology for my shortcomings. I can identify dangling participles but I can't type photo-ready copy. So someone else will have to take the blame for whatever

happens to the copy after it leaves my hand. Policy? Well -- I prefer to answer letters in *MG* instead of individually. Questions and requests for information will have to be answered by knowledgeable readers. So be prepared to send your answers to the letter column. Controversies the same. Content? Mostly up to you. It will take me a while -- months? -- to be able to identify material that has already been used in *MG* or that is stale or unsuitable. Please help me in this regard by writing or phoning (415-366-5272) to tell me when I goof or even when I don't. Send me pictures, information, articles, letters, recommendations, and, when and as appropriate, a little gentle praise. I will do my best to deserve it.

Elena Klein

LETTERS TO THE EDITOR

July 1, 1972
Gentlemen:

Thanks for sending my back issues of *MOTORGLIDING*. I am now presently completing work on a Bakeng Duce for a fun plane and sincerely wish to build a 2-place high performance motorglider. Can't you put me in contact with a good set of plans or do I have to design one? Hope you can be of help.

Sincerely,
Victor Smalley
3730 E. Bellevue #25
Tucson, Arizona 85716

July 22, 1972
Gentlemen:

Please send me your magazine: *MOTOR-GLIDING*. Enclosed find \$5.00 for subscription as per your article on SLS self launching sailplanes in *POPULAR SCIENCE* Magazine.

I have a 113 H.P. Franklin aircraft engine with about 25 hours on it and a 3 bladed regular pitch propeller and a 2-bladed, reverse-pitch propeller. Would it be useful on a powered sailplane? It weighs perhaps 250 to 300 lbs. Or perhaps someone would like to buy them.

Thank you
Wendell L. White
225 So. "F" St.
Oxnard, Calif. 93030

May 10, 1972
Dear Sir:

I found your address in *LOW & SLOW* No. 3. In response, I would like to inquire if you know who would be selling very light motors of 2 or 2½ H.P. (weights if possible) suitable for pushing a fair-performance hang glider with rugged central construction?

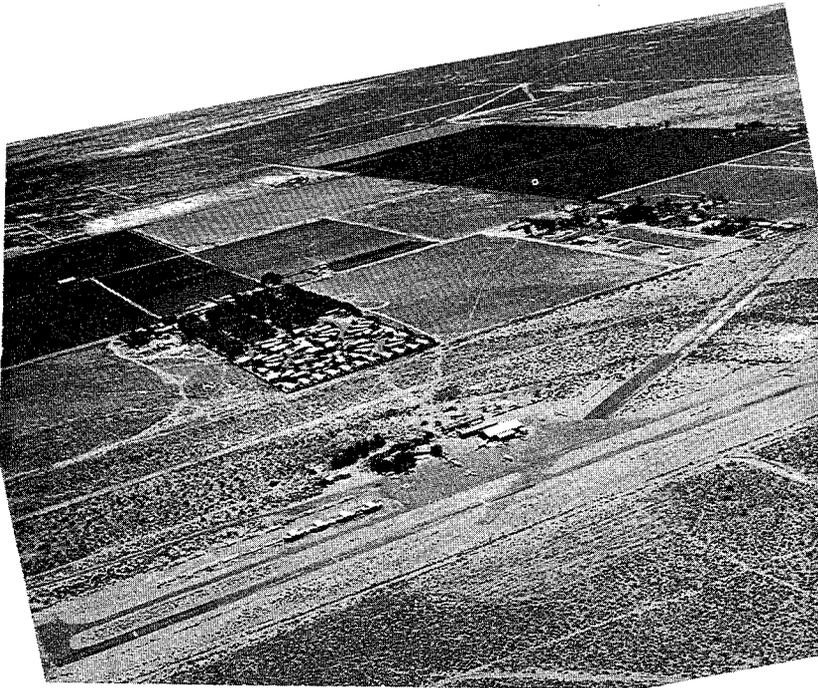
Forms of hang-gliding are under way here. (In fact Bill Moyes, master kiteman, intends breaking his and other records with a ski-assisted jump from near the summit of Mt. Cook, New Zealand (12,000 feet) next month.)

Most U.S. transnational corporations have manufacturing or sales branches here, so supply should not be a problem -- if they are the source of motors (I had been thinking in terms of a chain-saw motor previously).

Please let me know developments, particularly if there is any serious hitch involved in producing an airscrew suitable for such low H.P.

All strength to your movement.
Yours faithfully
Stephen Cooper
28/417 Liverpool Rd.
Ashfield, NSW
Australia 2131

P.S. My research shows of a very light plane flown in Britain in 1923 on 2½ H.P. -- about 30 mph.



Site of the 1st Motorglider get-together was Rosamond Airport, (34°51'N--118°12'W), Rosamond, Ca. By air, it's 57 miles north of Los Angeles.

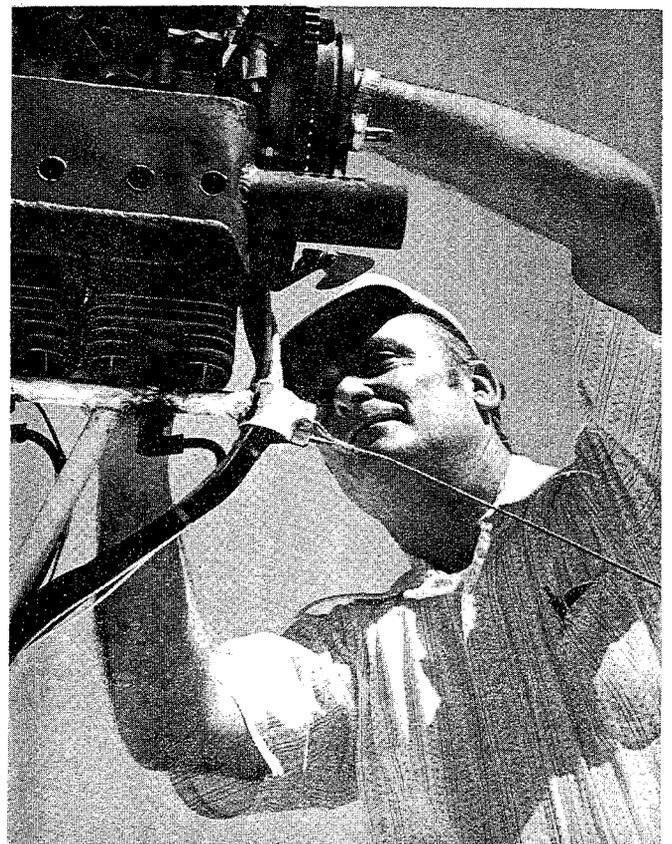


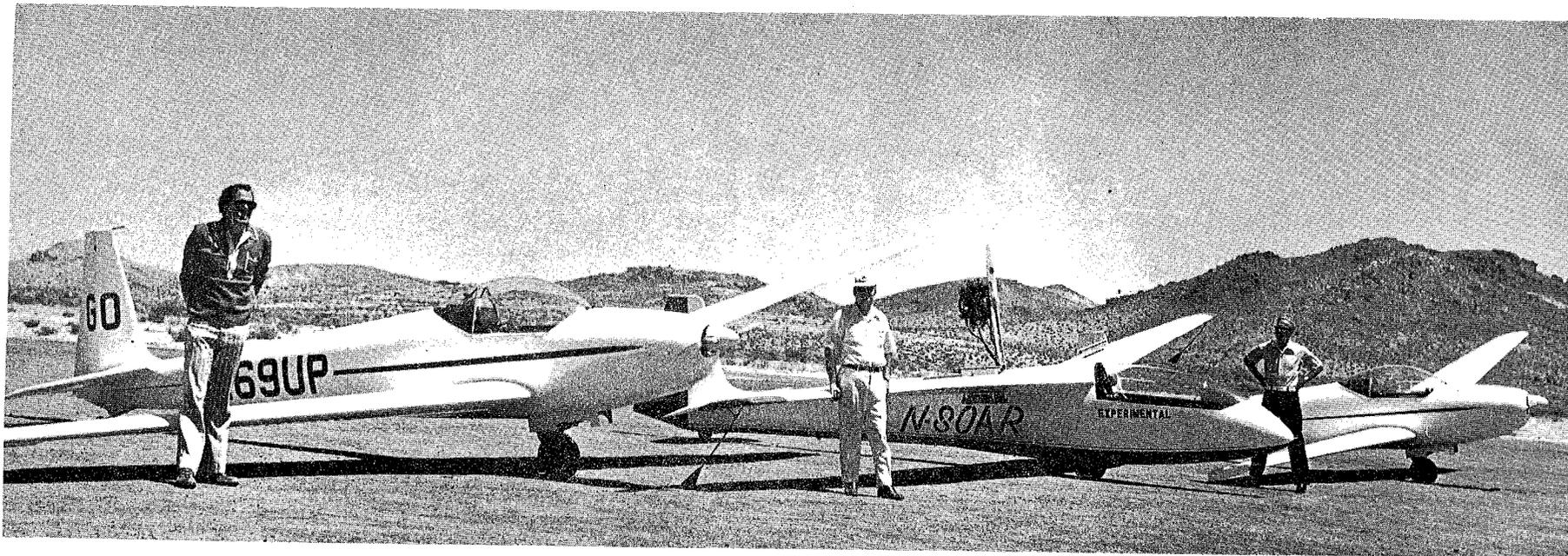
Bennett Rogers, host of the Motorglider Meet, examines the SF-27M engine installation.

John Chalmers, La Jolla, Ca., gets his Fournier SFS-31 *Milan* ready for flight.



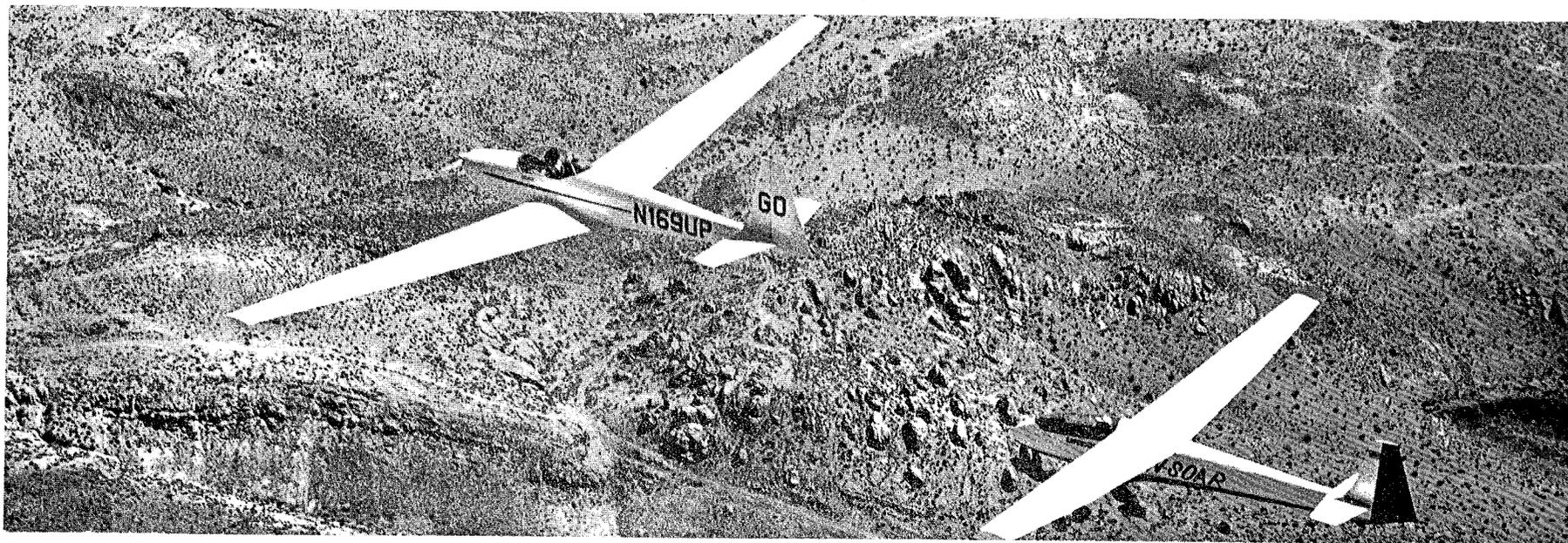
William J. Mouton inspects his Hirth engine prior to starting. Bill trailered his Scheibe SF-27M from New Orleans.

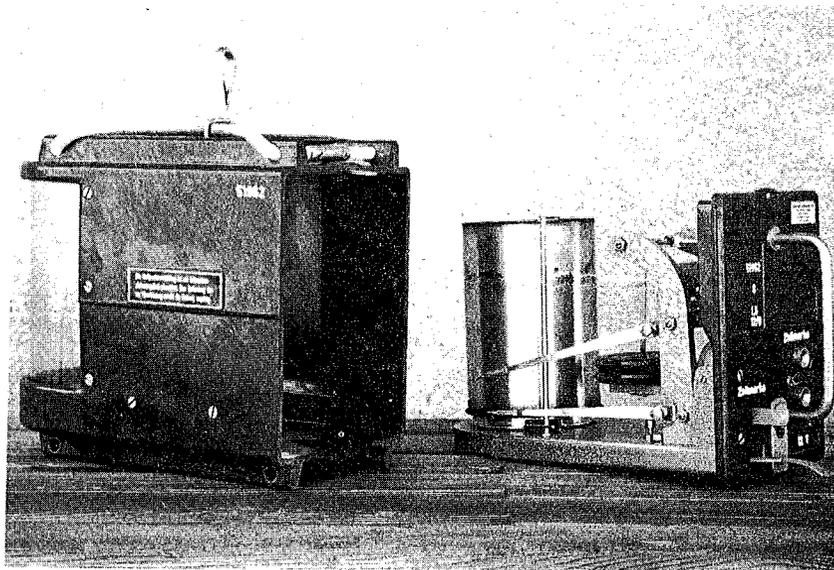




Owners and SLSs pose for photographer on first day, August 14, 1972, of the 1st Motorglider Meet. Left, Bennett Rogers, Los Angeles, Ca., Schleicher AS-K14; William J. Mouton, New Orleans, La., Scheibe SF-27M; Dr. Robert Tawse, Mansfield, Oh., and his Schleicher AS-K14.

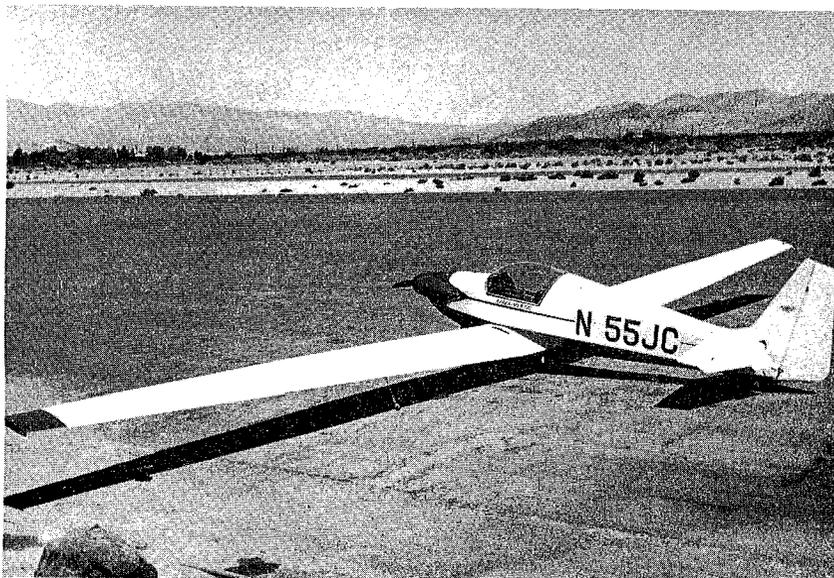
Below, one gets an aerial view of Rogers and Mouton formation flying over rocky terrain near Rosamond.





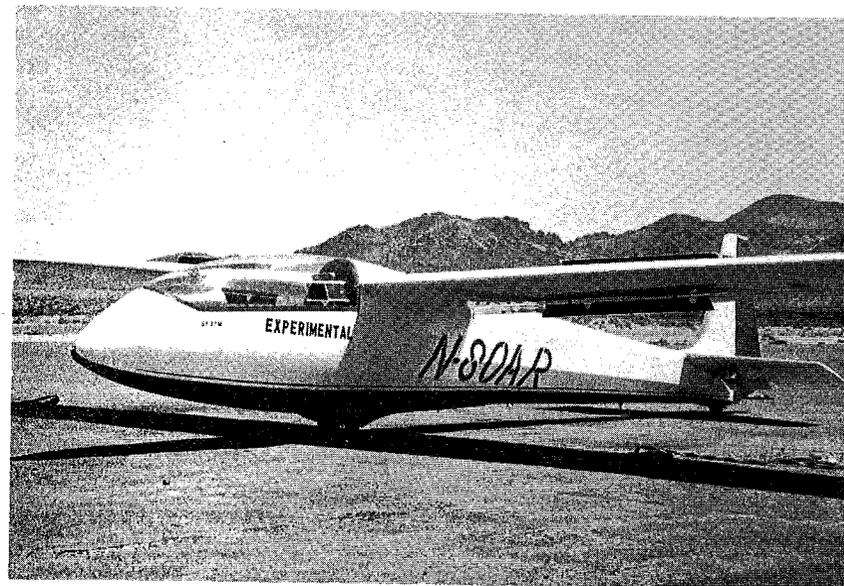
"Winter" barograph modified to conform to requirements in SLS badge, contest, and soaring records. Bottom arm records when engine is running.

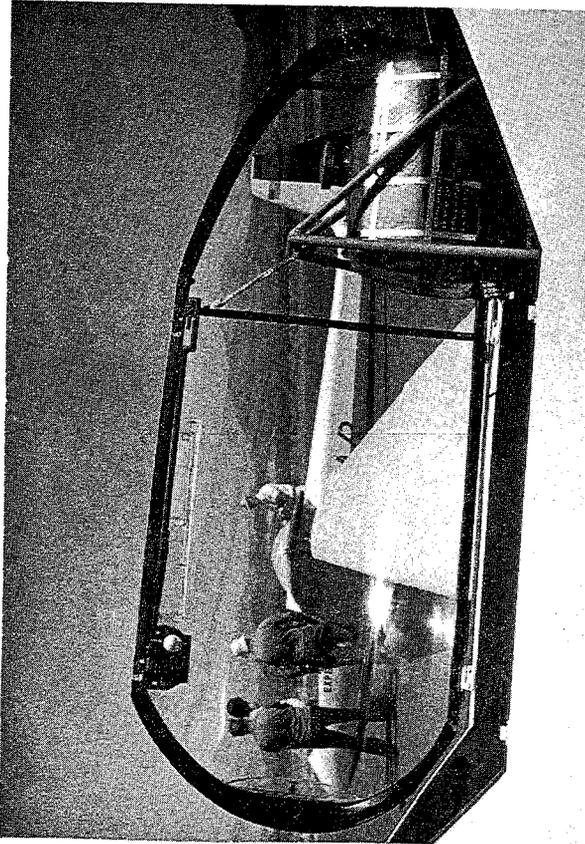
John Chalmers' Fournier SFS-31 *Milan*. 15-meter wing is the laminar-profile Wortmann. Note outrigger under wing.



The AS-K14 (Gas On/Gas Off) hangared with Ka-6 and EAA type at the Rosamond Airport.

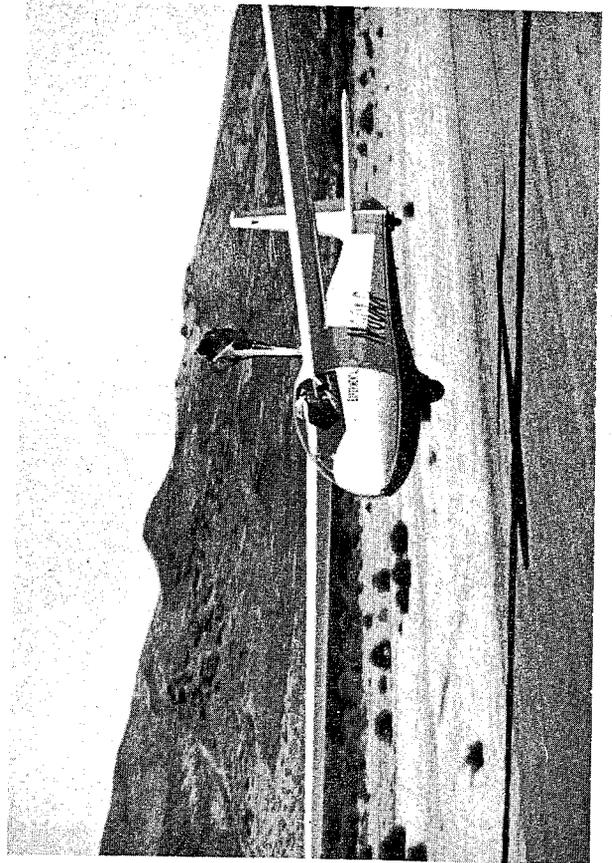
The SF-27M on it's tiedown spot at Rosamond Airport. The clean lines give this SLS the best performance in the 15-meter class.





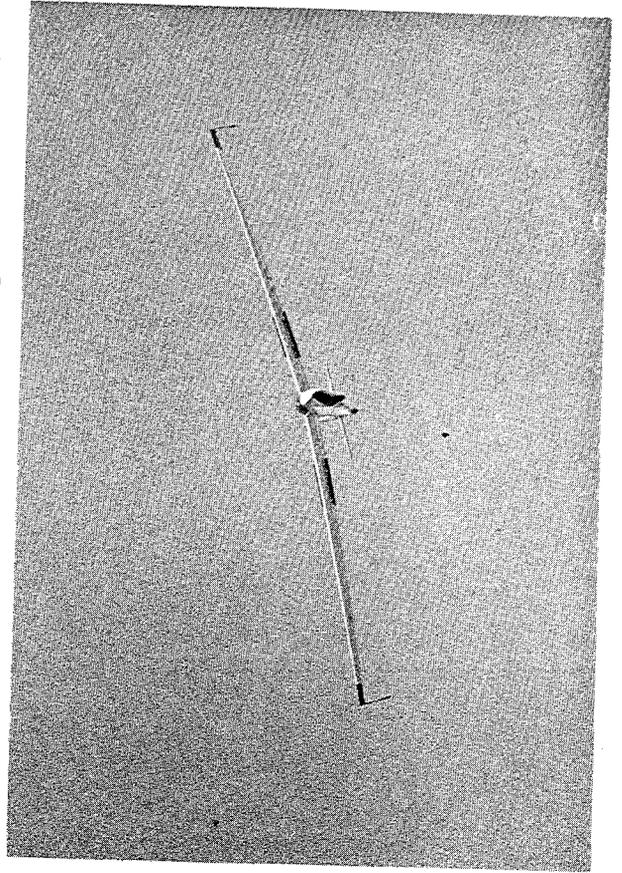
The gathering of SLers on the ramp at Rosamond as seen through the canopy of Dr. Tawse's AS-K14.

"Bill" Mouton applies full throttle to the 26-HP 2-cycle, 4-cylinder, Hirth engine for liftoff.



The Rosamond Airport super service personnel like George Green helped make the Meet a success.

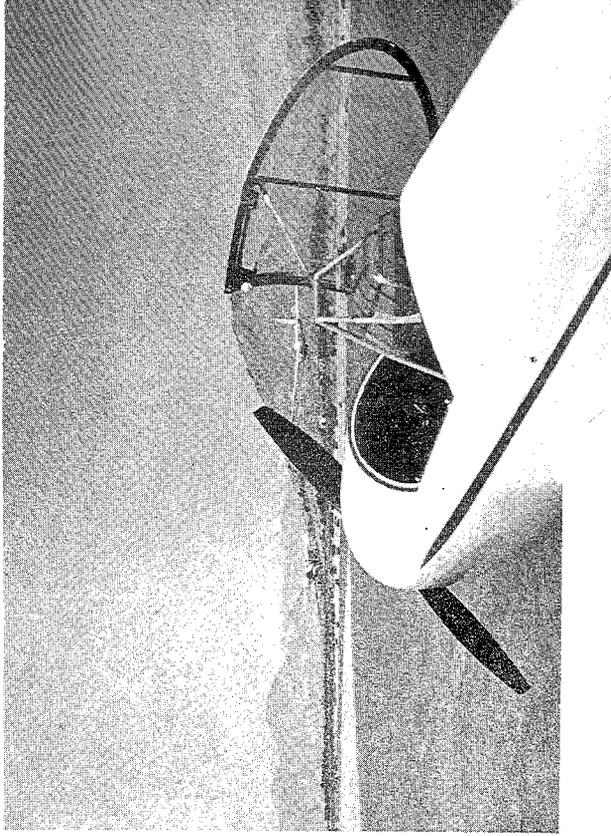
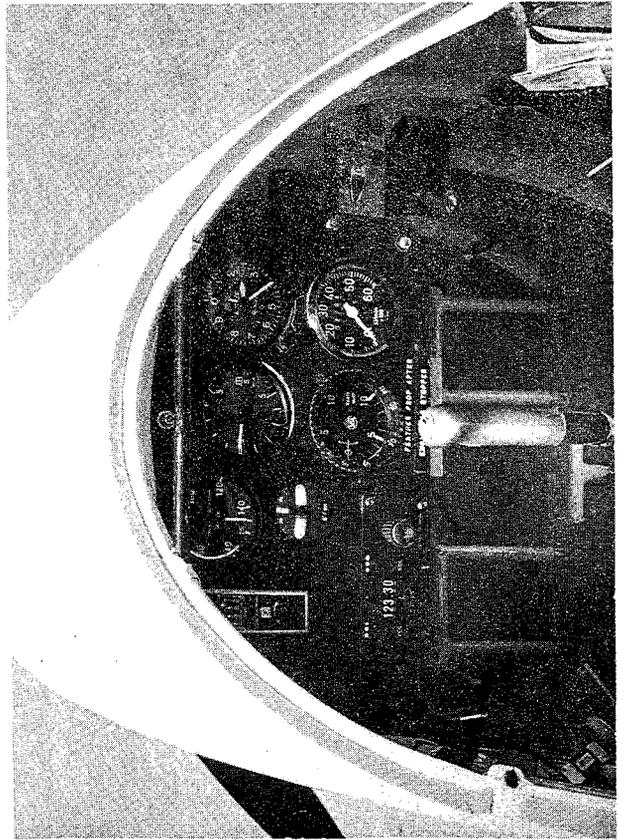
Approach to its landing at day's end, the SF-27M with spoilers and custom outriggers extended.





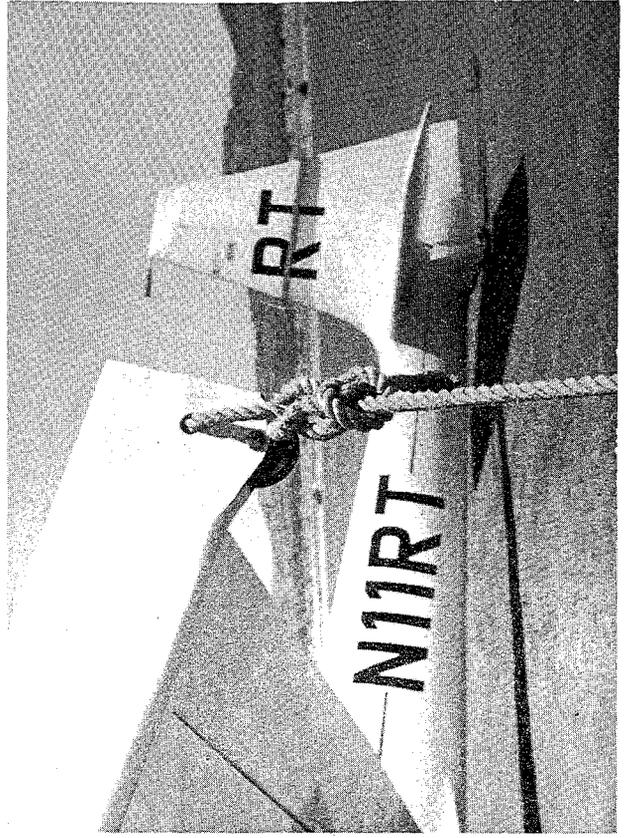
Bob Tawse inspecting the movable fairing he has added to seal the opening under the engine while soaring.

Uncluttered, easy to scan, instrument panel of the AS-K14.



The contrast of equipment required to launch sailplanes.

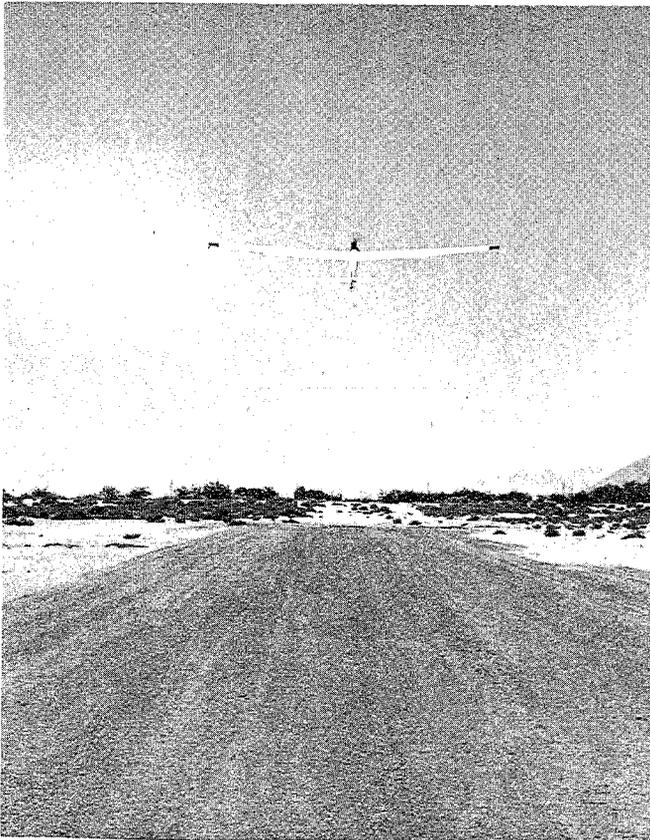
An exceedingly sanitary tiedown/wingtip-wheel installation fabricated with fibreglass. Note pitot cover tied to rudder lock to prevent pilot from forgetting to remove it before flight.





The SF-27M climbing out over desert floor.

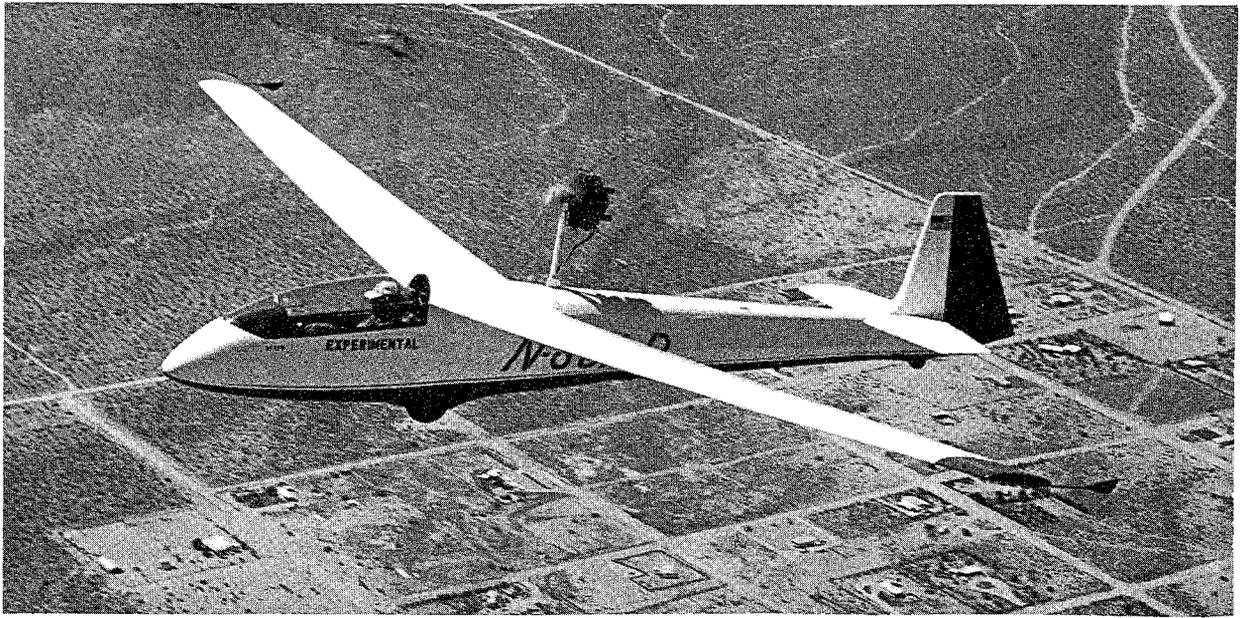
The Hirth engine provides enough forward speed on takeoff to pull up abruptly enabling pilot to clear high obstacles.



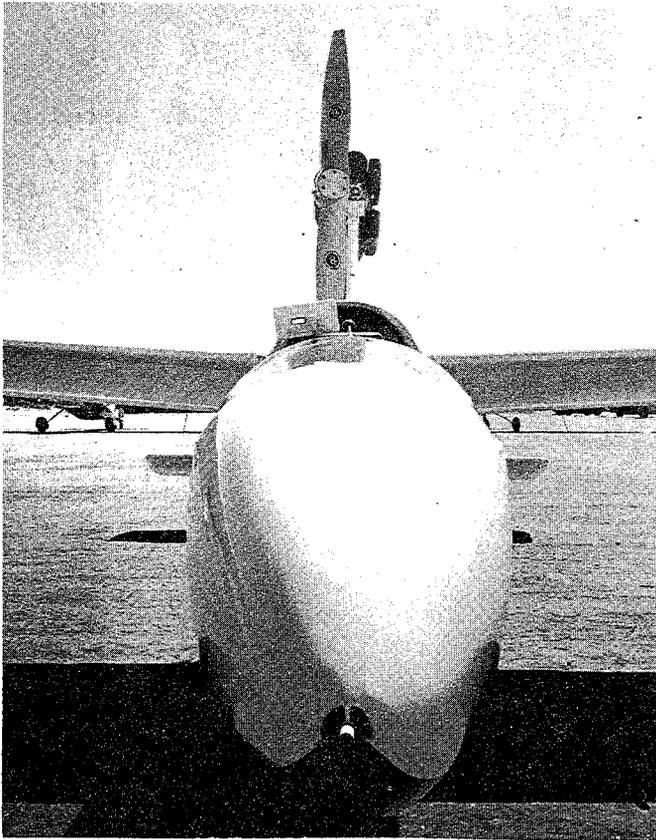
SF-27M with engine halfway retracted in flight.

The SF-27M silently glides along in search of lift in the Mojave Desert.





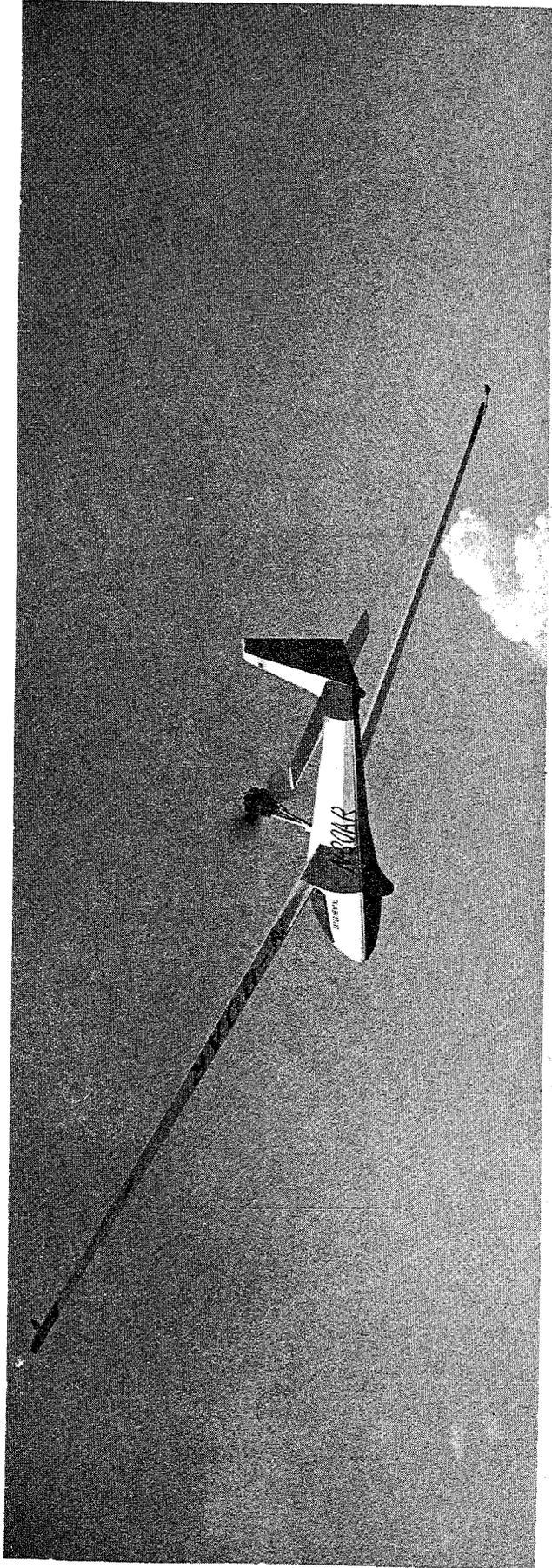
Pilot Bill Mouton monitoring instruments during his climb to altitude. Note the retracted outriggers at wingtips. The small wheel is faired in a shell to minimize induced drag.



The clean surface of the fuselage gives this SF-27M good performance in both modes of operation. Small rectangular mirror in cockpit gives the pilot a good view rearward.

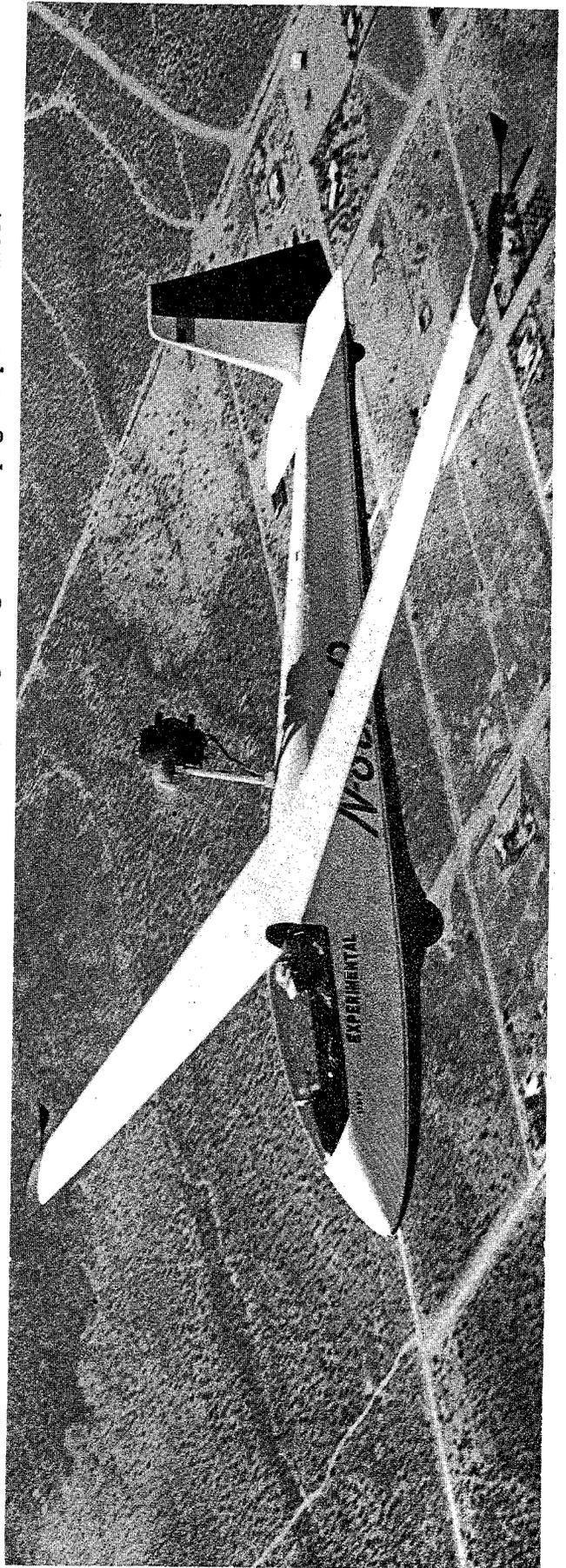
The SF-27M approach to land so a left turn can be made onto taxiway at halfway point on runway. Bill's SF-27M has added a steerable tailwheel for good ground handling.





Bill Mouton banks toward a building cumulus in the distance.

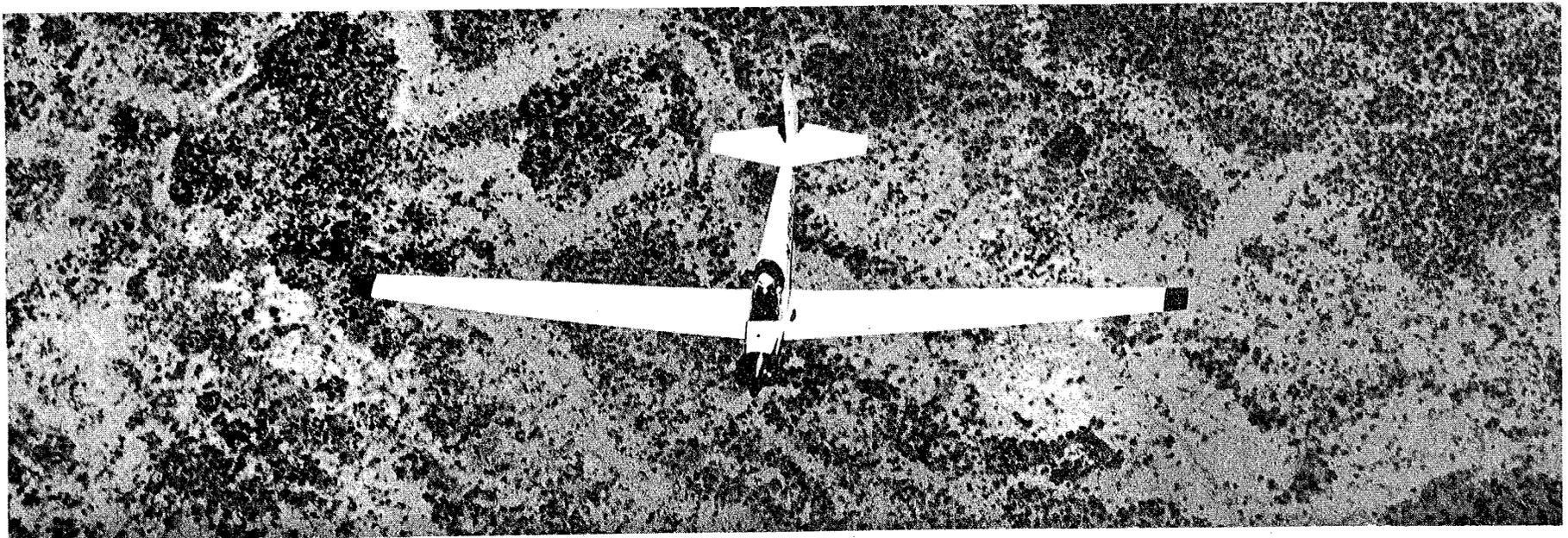
The SF-27M climbing at a good rate. Close faired main gear, faired outriggers and closed engine compartment doors all help in giving this ship good performance.





Feathered prop clearly visible as Bennett Rogers closes in for photo.

John Chalmers, Fournier SFS-31, passing beneath photo-plane on climb out.



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