



TAIFUNNEWS



The unofficial newsletter for Taifun owners in the U.S.A.

Dedicated to improved operation, increased enjoyment and flight safety!

Publication will be if and when we feel like it and when we aren't busy soaring. If we have nothing to say, it will be up to *you* to contribute useful or newsworthy items.

Issue No. 1 September 1998

Editor: Joe Volmar, 65MA

HELLO THERE!

By Joe Volmar

As a new Taifun pilot I am happy to hear from 13 of the 25 owners in the USA. The responses to my inquiry letter indicate that all of us want a newsletter in order to pass on ideas and information, especially since we have no factory or dealer to support us, so here goes.....

I plan to publish several times a year, depending upon material submitted and on my available time.

After the first year I will send invoices to all participants to cover my printing and mailing costs.

A copy of this first edition will be sent to the Taifun owners who didn't respond to my letter to give them another chance to join us.

Canadian owners are also invited and, who knows, in the future we may include some German and other international colleagues!

A roster of participants is enclosed; please send me supplemental information to add to the next roster, such as E-Mail address, FAX No., etc.

I intend to encompass in my roster such individuals and firms that have an interest in the Taifun and will contribute to this newsletter. These "non-owners" will be marked with an (*) and include, for example, the ASA (Auxiliary-powered Sailplane Association), former Taifun owners, motor-glider instructors, service firms with Taifun expertise, etc.

CANOPY GAS-SPRING

By Louis Skydell

As some of you may have noticed when sliding your canopy forward to close it, very often the vertical support rod will incline forward and bind, thus preventing canopy closure.

To remedy this situation, the horizontal gas-spring attached to the vertical support rod should be replaced.

Call the Stabilus Company at 215-997-4232 and give them your gas-spring model number. They will furnish a replacement (stronger than the original).

PROJECTS UNDERWAY

There seems to be quite some interest in solo-rigging equipment, although several owners are doing OK solo without any gadgets. I myself have managed to assemble alone, but it's quite a chore and I will be looking into systems.

Louis Skydell has developed and fabricated a dolly set-up with wing rotating capabilities. As soon as he has ironed out all the kinks, he plans to send me photographs for this newsletter.

PARTS & INFO SOURCE

Louis Skydell introduced me to the Korff Company in Germany, which is in possession of a parts inventory as well as most of the manufacturing drawings for the Taifun 17E. This firm has been appointed by the LBA (German equivalent of the FAA) to be the official "Model Trustee" for the Taifun.

I have just requested a copy of all previously published TM-s (Technical Notes) pertaining to the Taifun (I am told that there are around 30 of them) and I will have them available for reproduction. The Korff people have been most cooperative and will be putting these and upcoming Technical Notes on their website within a month or so. If you don't care to wait for this website posting or if you don't have computer access for downloading, I will be glad to have copies made and will forward them to you at cost.

For parts or other inquiries contact:

KORFF LTB
D63128 Dietzenbach
Dieselstrasse 5
Germany
Tel: 011 49 6074400633
FAX: 011 49 6074400646
Website: <http://www.korff.com>
E-Mail: info@korff.com

AUTOMOBILE PUSH-BAR

By Joe Volmar

Since our soaring club hangar has only a 20 ft concrete apron and I prefer to assemble on grass anyway, I had to find a way to roll my folded-up Taifun from the grass onto the concrete to get the ship back into the hangar.

By trial and error I came up with push-bar constructed as follows:

Main bar: made of 1 1/4 inch electrical conduit (EMT). The bar is 14 feet long (a 10 ft and a 4 ft piece joined with a 12 inch piece of 1" galvanized plumbing pipe inserted and shimmed to fit snugly inside). The main bar is attached to the dolly by means of a 4 1/2 inch gate hinge with pin removed and replaced with a longer pin cut from bar stock and secured with a safety pin for easy removal.

Diagonal braces: made of 1 inch EMT and are 10 ft long.

Trailer hitch: is called a "spotting hitch" and is designed to be attached to front bumpers. I re-enforced my license plate bracket to accept the hitch which I remove when not in use. This is not the normal way to install such a hitch, but there is so little strain on it that I opted this method for aesthetic reasons.

I am now able to push my Taifun around at will and have

marked a designated track for my right main wheel on the hangar floor with safety tape. This allows me to park my ship in the exact spot every time.

One word of caution, though: I have noticed a distortion in both of my "collar latches" of my tail dolly. This may have been caused by jarring the dolly wheels as they strike the edge of the concrete ramp. I will watch this carefully and will install heavy duty latches if necessary.



STALL WARNING PROTECTOR

By Joe Volmar

This item was invented out of necessity to offset my clumsiness (and that of some aviation craftsmen). After three of us bumped into my stall warning tab, I fashioned a shield out of 1 1/4 PVC pipe, some shock cord and two suction cups...applied dayglow orange paint and a ribbon.... works great!



SOLO RIGGING

By Bob Sykes

I have always assembled solo; heavily coat all male parts with 3/1 oil. Do not move position of main bearing after you remove wing, this keeps it lined up for next insertion. After one wing is on, I will place padded jack under wing stub on that side to level opposite stub to reduce wing tip height on insertion.

MISC. TIDBITS

Louis Skydell sez:

“There are three brands of sparkplugs available for our Limbach engines: Bosch, Champion and Eyquem. The Champion is the only plug with the proper number of threads so that the plug does NOT extend into the combustion chamber. The Bosch and Eyquem may corrode at the last thread and cause removal problems. I suggest checking the plugs for corrosion occasionally, cleaning them off and applying a lubricant or anti-seize compound.”

Louis also has a good idea to improve wing handling: buy a pair of work gloves with a “Sure Grip” coating to keep the wings from slipping from your grasp, especially while removing them.

Joe Volmar sez: “I found out the hard way that Taifun rudder pedals must be applied *gently* when taxiing in the grass. I broke my left pedal last week and it took my A&P about 5 hours to remove and replace the rudder pedal assembly (this isn’t counting the welder’s repair time!). If anybody needs this repair done in the future, I will gladly pass on some tricks learned from the Korff people. Incidentally, I was told that rudder pedal cracking is a

common problem in Germany with new Taifun pilots until they learn to wait until the aircraft is in motion before applying rudder!”

Susan Van Fleet sez:

“Have recently switched to Champion REL37B spark plugs for my Limbach L2000EB 80 HP and am very pleased. I had the brake system completely redone for \$600-all American parts-aviation brake fluid-a great system. Had my Solex carburetors overhauled and am pleased with workmanship. Had prop re-balanced and blade angle re-aligned. I will gladly share the addresses of the people that have worked on my Taifun.”

YOUR PARTICIPATION IS NEEDED

In order for this newsletter to be successful and helpful to us all, I will need input from everyone!

Please send me anything of interest, especially your questions so we can request answers and opinions.

With our good mix of owners and participants we should all be able to reap some benefits (and I'll learn to improve my poor typing skills!)

Your suggestions regarding content of this newsletter will always be welcome.

LIMBACH PARTS

I have been in touch with the Grob folks. They have done extensive work on several Taifuns and they also stock Limbach engine parts:

Grob Systems
1070 Navajo Drive
Bluffton, OH 45817
Tel: 419-358-9015

TAIFUN FOR SALE

Zel Herman informs me that his Taifun 17E is for sale. The ship has only 80 hours on Hobbs meter.

Zel Herman
49355 Flightline Way
Aguanga, CA 92302
Tel: 909-763-5193

FEEDBACK CORNER

Joe Volmar: There is adhesive residue on the interior underside of my canopy leading edge, indicating that there was some sort of weather-stripping or tape applied at one time. Do other Taifuns have something there that was removed from my aircraft?

Please submit any questions you may have and I'll publish them requesting feedback for you!

MAILING LIST

I have prepared the enclosed mailing list for your convenience. Please drop me a note regarding any corrections or additions; I am especially interested in E-Mail addresses since they offer the latest in speedy and low cost communication.

In cases of partnerships I am only showing one owner in the interest of simplicity....my apologies to the partners who lost out when I flipped my coin!

I received "Mail Returns" on Raymond Boyt at Craswell AFB in Texas and on Carroll Shelby in McKinney, Texas..... anyone have current addresses on these folks?

“*TAIFUNNEWS*” is an unofficial publication published solely for the benefit of Taifun owners in the U.S.A. Information and photographs will be gratefully accepted but publication will be at the editor’s discretion. Use of published information is strictly at your own risk; the contributors and the editor assume no responsibility for the feasibility of processes, procedures or products described in this publication. Other publications may feature articles printed herein providing credit is given.

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Dear Taifun Owner:

TAIFUNNEWS

Some time ago I mailed a short questionnaire to all USA registered Taifun owners. For some reason you didn't receive this letter or chose not to reply.

I would like very much to include all of us in my mailings and information feedback program.

If you wish to be included, please drop me a note with the data as shown on the enclosed roster as well as any particular questions or suggestions you may have.

Joe Volmar