



# TAIFUNNEWS



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

*Dedicated to improved operation, increased enjoyment and flight safety!*

Publication will be when and if we feel like it. If we have nothing to say and there is no newsletter, it will be up to *YOU* to contribute useful or newsworthy items.

Issue No. 2

February 1999

Editor: Joe Volmar, 65MA

## WELCOME NEW PARTICIPANTS

It is encouraging to see the interest and cooperation I am getting from everyone. I will mail all newcomers a copy of the first Newsletter and an up-to-date roster.

We are now showing 16 Taifun owners of the probable 24 in the US and Canada. Please pass the word on that we would like to include all of our compatriots in this information exchange group; it will benefit everyone!

Many of us have been corresponding by E-Mail...it sure is easier and faster. Anyone who has or has access to E-Mail through a family member, please send me your address so I can include it in the next roster. I can see E-Mail replacing this newsletter one of these days! We now have 50% of our group with E-Mail connections!

## TECHNICAL NOTES AVAILABLE

Cornelia Korff has been most cooperative in sending me the complete collection of Technical Notes (Called TM-s in German) and Service Bulletins on the Taifun since its inception. There are 115 pages involved covering 26 TM-s. Many will not pertain to your particular aircraft whereas some are important to all of us as they deal with items such as flap lever cracks, reinforcement of air brake torsion tubes, etc. I have made arrangements to have copies of the entire set made for \$5 plus packaging and shipping. If you are interested, write or call and I'll send you a set with an invoice. *Please send me your order ASAP so I can have all sets reproduced at the same time!!!!*

Even though not all the pages may pertain to your aircraft,

there is some important safety related stuff involved.

My Taifun happens to be at Grob Systems for repair after a stupid prop-strike and annual so I am having them review and comply with all the technical notes that they deem important. *(I just bought my Taifun last summer and don't know the aircraft well .... (yet).*

## NEW DOLLY DESIGN

Bob Johnson has designed a triple dolly setup that permits moving their Taifun in all directions. The three dollies are four-wheeled and are used in combination with an aluminum and angle-iron cross beam that fits between the main wheels. He uses a floor jack to lift one side, slips under a dolly then drops the beam; same on the other side. Then

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the nose dolly is inserted and the ship is ready to be moved in any direction. Bob attaches a winch to a dolly so he can maneuver the ship easily as required.

## WIRING DIAGRAM AVAILABLE

Bob Johnson and Hal Ross have come up with a terrific wiring diagram originally drawn by Mort Tyler, the prior owner of SN 1031.

This is a 21" x 33" detailed schematic of the entire electrical system of their Taifun and should be useful to some of us, even though there will be some minor variations between this aircraft and yours.

I now have a copy of this

schematic and will be glad to have copies made for anyone interested. I can have Xerox copies made for around \$3 or I can have it scanned and digitized for anyone who wants to make CAD changes in their computer. *Please specify program and format!*

## HANDHELD GPS

After much research, inquiry and contemplation, your editor just purchased a Lowrance Airmap 100. It was quite a decision to make, as all of these new little jobbies are just fantastic, but I feel that the Lowrance has just a little bit of an edge.....*this of course can change in just one month the way technical progress is being made these days!*

Anyone desiring my further

input, I'll be glad to give you my information sources and fill you in on my evaluation as I use this neat gadget.

A nice feature is the capability of downloading a highway map system that displays city streets as well as marine navigation aids.

I'm glad I bought the GPS this winter so that I'll have time to practice operating the unit before installing it in my Taifun.....*don't want to fumble around while flying!*

I purchased my GPS for \$559. from Tim Mara who owns a well known glider supply house called *Wings & Wheels* in Jamestown, NY.

Tim is also a good source for instrumentation, such as variometers. He has rebuilding connections for many of the "Made in Germany" oldies.

Wings & Wheels  
81 Jackson Ave.  
Jamestown, NY 14701  
Phone: 716-664-6894  
FAX: 716-664-6895

## LIMBACH JOINS IN

Pierre Schmitt, General Sales Manager of Limbach Flugmotoren, has been added to our database as a "Taifun Friend".

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Pierre has announced the recent delivery of the first turbo version of the L-2400 EF which developed 134 hp at 3000 rpm and 125 hp at 2800 rpm and a torque of 324 Nm at only 2600 rpm with a very moderate fuel consumption of 198 gr/hp/h. This engine was delivered to Korff for installation in a Grob G-109-B. Limbach engine parts and service for North America are presently being handled by Grob Systems in Ohio (Mike Schade).

Pierre is also searching for an additional sales and service outlet elsewhere in the U.S. This should be a certified aviation engine service station based at an airport and can be a large or small operation. Please pass the word on to your aviation contacts.

## SAUER ENGINES

One of our newest members, Marion Janik, has a Sauer ST-2500 (100hp) in his Taifun.

Marion is acquiring data and manuals for his engine and will be glad to share with anyone in our group who has the same powerplant.

## JOIN ASA

Since only 6 Taifuns are shown on the Auxiliary-Powered Sailplane Roster, some of you may not be aware of this organization. Their bi-monthly newsletter has excellent maintenance and piloting articles.....you can never learn too much about this game!

Membership is open to anyone interested in powered sailplanes. Annual dues are \$ 2 0 U S A and \$ 2 5 International. Write or call: Brian Utley, ASA Membership Chairman, 1930 SW 8th St., Boca Raton, FL 33486-5205  
Tel: 407-750-6876, FAX: 407-393-7458

## LANDING OUT WITH MY TAIFUN

*By Bob Sykes*

Last July I was sniffer soaring at 1650 rpm over western NY with bases at 6000. All in all a delightful day. After two hours I was ready to land. On the downwind leg I was unable to open the gear doors. The sliding handle was blocked from the full travel required to open the gear doors. I could feel springy resistance and could not get full travel. Without full travel the gear

will not crank down.

My airport has grass alongside the paved strip so I would be landing within sight of the FBO Hangar. At 1000' AGL, I shut down the engine and locked the prop in full feather in a horizontal position to avoid prop damage and an engine tear-down. A long straight approach with 15 degree flaps and spoilers to control descent put me on the grass threshold parallel to the runway. A very slight flair running just above the grass resulted in belly contact at about 50 to 60 knots. The ship slowed rapidly in a 250' slide on dry grass. Only the belly contacted the ground; damage to it was limited to about 48 inches aft of the nose wheel gear door sill. The exhaust, all antennas and all wing and control surfaces emerged unscathed.

Once on the ground my curiosity was at a high level. How could my simple mechanical gear system get hung up? First we had to raise the glider high enough to get underneath. This was done by nylon straps around the engine mounts at the firewall and a bucket loader to lift. As the front goes up provision must be made to cushion the tail so the rudder does not contact the ground. With the glider elevated enough to lower the gear we went underneath for a look. The port landing strut cover had overlapped a small

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portion of the gear door by 1/8 of an inch. Since the gear door couldn't open the sliding handle did not have full travel. The gear door must be open or the gear will not crank down. A broken hinge where the strut cover door pivots on the wing resulted in the misalignment. When the gear door snapped shut on retraction it pushed past the strut cover and came to rest above it. The strut cover was now obstructing the gear door movement. We removed the overlap and the gear doors opened and the gear was cranked down in the normal manner.

The cosmetic damage to the belly skin required many hours of sanding, laying on a layer of fiberglass fabric and resin, more sanding, filling, sanding, etc. until finally the gel coat could be applied. It's not auto repair. I flew during the repair period up until the gear doors were masked for the gel coat. The broken hinge must have failed from lack of lubrication. I do not recall ever lubricating it. By getting under the wing it is fairly easy to lubricate with 3 in 1 oil. Rebuilding the hinge cured the overlap but I sanded the strut cover edges to get a uniform 1/8" separation from the gear doors to match the starboard side. This of course was done on jacks.

How does one know if this hinge is binding? Since the other end of the strut cover is

attached to the strut you must disconnect the lower end to free the cover and check for no resistance. I could have saved myself a lot of work if I had checked the hinge for freedom of movement. Until this bazaar overlap I never understood the consequences of a broken hinge. It is also important to check the clearance between the strut cover and the gear door when retracted. My suggestion is to be sure you have a small uniform clearance.

From this experience I would recommend that one land gear up if they have to land out. Your landing "roll" is much shorter and more important, it is much easier to repair cosmetic belly damage than it would be to repair the landing gear linkage. That might well be impossible.

## TAIFUN WAVE FLIGHT

*By Jim Leedy*

Over the last 2 years I have been fortunate to have the opportunity to have several wave flights with the Taifun and wanted to pass on some observations that I think may be helpful. The biggest factor I have found is of

course the cold. If one elects to keep the engine on, which I have done to 22,000, one will keep warm inside and of course not have to worry about restart or battery power. The engine has kept running up to 22,000 but of course has no power at that altitude. On other occasions I have elected to shut down and have found after one to three hours of wave flight one can almost expect not to be able to restart. The engine and battery can be expected to be cold and very unlikely to restart even with windmilling the prop. I think this is mainly due to the engine and oil temperature. Shutting the cowl flaps is not that effective in keeping the engine warm. Another concern one must remember is your gear will be much harder to operate and I would suggest cycling the gear once while several thousand feet up while one still has options. For the most part the loss of engine restart has not been any problem as I regularly land without power and would encourage all to practice this. Oxygen wise I have been using a small bottle and a 2 person Nelson regulator, which can be laid horizontal and strapped to the bar behind the seats. I have been pleased with this system.

## USED ENGINES FOR SALE

Due to conversions to higher horsepower in numerous Taifuns, Korff has the following engines for sale:

Type	TSN/O	DM Price
L2400EB1.B	1400	4,500.
L2400EB1.B	1120	6,000.
L2400EB1.B	367	15,495.
L2400EB1.B	150	18,750.
L2000	950	4,700.
L2000	900	5,700.
L2000	100	16,000.

Contact *Cornelia Korff* for additional info!

## TAIFUN FOR SALE

Our colleague Bob Fergus wants to sell his Taifun 17E for health reasons. You can contact him for further details at:

8727 S.E. 72nd Ave.  
Ocala, Florida 34472  
Tel: 352-245-7285

## FEEDBACK COLUMN

*This is the place where all of us can help each other at one time or another.....if you have an answer and reply to the Taifun*

*Owner directly, please send me a copy to publish in the next TAIFUNNEWS.*

Dewey Gerrard is searching for a qualified repair person who can rework his broken canopy. He has a replacement canopy from a different Taifun but it is 1/4 " off. This will be a very ticklish job, as the acrylic portion of the new canopy has to be removed from its frame and installed on the old frame. Dewey is based in Salt Lake City.

Dewey also states:

One other area that has my concern is the fuel filter. It has a copper washer on the bottom, and even though I replace the washer every annual inspection, it is hard to get it to seal. If you torque it to the proper torque, it sometimes smashes the washer and it leaks, and if you don't torque it enough, it also leaks. Have other owners found a solution? Or is my torque wrench on the fritz? Another problem area is the Hoffman prop. it nicks so easily, I suspect due to the higher rpms needed to taxi, plus the rocks and gravel that seem to be everywhere. I've used some prop edge tape, and that helps some, but I sure wish I could find some of that stainless steel tape I saw a few years ago at an air show. If you know of a source let me know.

Bill Starick is having trouble finding a Bosch sparkplug No. WB4A/WB240ERT1. His attempts through Bosch have been unsuccessful. Any ideas?

Bob Gurr has some carbon

stuck under an intake valve and is figuring out the best cure...any thoughts? He also asks: "Is there supposed to be a drain hose clamped to the 5/16" barbed fitting on the bottom of the magneto drive housing, or should any oil drops just drip onto the heater cuff? My A/E inspector is asking about it." Bob also suggests that I assemble some data useful to all of us, such as types of flying we do, types of airports, service difficulties, engine life, etc. This sounds like a good idea and I will draft a questionnaire to go along with the next TAIFUNNEWS for everyone to submit.

Joe Reade states that he found that his gear retraction mechanism was too hard to operate. Victor Braatz at Korff advised him to replace the gas springs on all three landing gears; according to him they should be replaced due to the age of the aircraft. Joe also reminds us to check the tightness of the top nuts on your Stromberg-Zenith carburetors.

Jim Leedy thinks that his Magura master cylinder seals were damaged by adding DOT-3 brake fluid instead of DOT-4, even though the Flight Manual states that either DOT-3 or DOT-4 may be used. Has anyone experienced a similar problem?

“**TAIFUNNEWS**” is an unofficial publication published solely for the benefit of Taifun owners in the U.S.A. and Canada. Information and photographs will be gratefully accepted but publication will be at the editor’s discretion. Clean and legibly typed copy or E-Mail submissions will be appreciated. Use of published information is strictly at your own risk; the contributors and the editor assume no responsibility for the feasibility and/or quality of processes, procedures or products described in this publication. Published in U.S.A. ©1999 Joe Volmar

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