



TAIFUN NEWS



The unofficial newsletter for Taifun owners in the U.S.A. and 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. 3

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Editor: Joe Volmar, 65MA

WELCOME NEW MEMBERS

Shawn Knickerbocker:

Is a motor glider CFI and a pilot examiner in Orange Park, Florida. Shawn is a CFIG for motorgliders to include the Katana, G-109, AMT-200, Vivat and VA-17. He is also a FAA DPE in gliders to include motorgliders and will provide insurance qualifications if needed.

Alvaro de Orleans-Borbon:

Is a Taifun owner from Monte Carlo who asked to be included in our group; he says "there's nothing like this in Europe". Alvaro has explored airfoil and power plant changes, has an additional 60 liter "ferry tank" and carries a life raft as he "likes to explore the sea-breezes". *He should be an interesting contributor!*

Larry Mansberger:

Owns and operates Mansberger Aircraft, an aviation repair shop at Minden, Nevada. He is also an authorized fiberglass repair and refinishing technician.

100 HORSES AVAILABLE

The May issue of the German *Flieger Magazin* describes in great detail the joint efforts of Korff and Limbach in upgrading the Taifun. The engine is a liquid cooled L-2400 with electronic fuel injection and produces 100 hp, 20 horses more than most of us are accustomed to.

Anyone interested can get a reprint from me, but it will be in German, of course. Complete details can be obtained from Cornelia Korff. As mentioned last winter, Korff also has an upgrade program to convert the L2000

equipped Taifuns to L2400. They still have a few used engines left in stock. Since writing this section, I received my July/August issue of *Motorgliding International*, which features a similar article *in English* by Jochen Ewald.

E-MAIL CONTACT

About half of our members have given me their E-Mail addresses and we have used this media to exchange ideas and questions almost instantaneously! If anyone has E-Mail and hasn't told me so, please send me your address right away...it'll be to your benefit!

Sounds like I work for AOL, but if you don't have E-Mail yet, you'd better get on the bandwagon! I use it for business, glider club affairs,

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personal and now for *Taifuning* and it saves me hours of time. Many side-benefits, too....yesterday I E-mailed a city map of Frankfurt to a friend just before he boarded the plane for Germany! I'm happy to say that our Adrian Soaring Club stands at 82% of members now having E-Mail and we all love it!

FEEDBACK COLUMN

Louis Skydell:

1. Purchased a shock cord net from a motorcycle shop intended for the luggage rack of a motorbike but works great and fits in the baggage compartment of our Taifuns. Louis says that, if it wasn't for his baggage being secured firmly by this net, he would have had a *helluva* headache after his recent crash during take-off.

Editor's note: After following Louis' advice, I went one step further and purchased a second baggage net, which I stretch over the right seat when flying alone; this keeps my camera, water bottle, etc. from jumping up and through the canopy in rough air!

2. Purchased small Halon fire extinguisher from Aircraft Spruce & Specialty and mounted it with Velcro behind right seat for easy access.

3. Carries a chamois in his Taifun to wipe wings in case of rain before take-off—this way he can wipe off water easily when it's time to take off after rain quits.

4. Has painted his wing lock indicator pins red so that he can easily verify that they are retracted while he's sitting in the cockpit.

John Gill:

Has been using two large suction cups (such as used by glass installers to carry heavy pieces of plate glass) to ease the strain of Taifun wing handling. He places one on the top and the other one on the underside of a wing and says it works great to have "handles" on the wings for "older, shorter and weaker" pilots. (*John: YOU ARE NOT ALONE!*)

After he has placed the wings in their dolly receivers, John remounts the suction cups on the inside of the wing tips to pull his Taifun into the hangar. He has not seen any damage to the gel coat from the suction cups as yet.

Dewey Gerrard:

How can one tell when the landing gear gas shocks should be replaced?

Dewey also sez:

Another concern I have is the main wing locking mechanism. Mine seems to be getting harder to lock. When I first bought the aircraft in 1987, it seemed easier as I could lock it with one hand while standing outside the cockpit. Now I find it's nearly impossible, so I climb into the seat then push it

down to lock it works better for me. Perhaps I'm getting older and weaker now. Does anyone have any similar experiences? I've tried to lubricate the mechanism, but it's hard to reach.

Susan Van Fleet replies to prior questions:

Bill Starick: I've been using Champion REL37B spark plugs in my Limbach L2000EB for 1 1/2 to 2 years. This spark plug does not have as long a thread as the Bosch. If you can't find them call John C. Herman at 1-800-969-1110.

Dewey Gerrard: I've also had problems with the changing of the fuel filter. My mechanic started using the #10 crush copper washer instead of the one that came with the MAHLE-KL25 and we didn't have the leakage problem last time.

Jim Leedy: I also had problems with the Magura master brake cylinder (changed it out twice) even though I always used DOT4 and made sure it was a new moisture-free bottle. I finally had my whole brake system replaced with American parts and I use aviation brake fluid. I have been delighted with the excellent system which is easy to service. (*Editor's Note: I just replaced my defective Magura master cylinder, which is at least No. 3 for my Taifun. The next time I will also take drastic measures like Susan did!*)

I am asking the other Taifun owners how often they are replacing their starter relays. I

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am using the Bosch 0 332 002 156 (86H) and got 510 hrs and 6 years on the first one, 174 hrs and 3 yrs on second and only 134 hrs and 2 yrs on last one. Battery, starter and solenoid are all OK; what could be going on?

Susan is looking for all the input she can get regarding mechanical assists for wing folding; please contribute your ideas!

Bob Gurr:

I've found the part number for the fuel filter as located by Wes Wierciouch, the A&E for the Sauer-engined Taifun at Whiteman Airport near Burbank, California:

Kayser P/N AK-10-KA (equiv. To Bosch P/N 0 450 905 011) about \$17.00

This filter is also equiv. To Purolator GF-140-1 (Limbach P/N 170 095.001). Used on lots of VW, Audi, BMW and Porsche from 1976 up; our local foreign auto parts store carries them.

Regarding the intake valve carbon situation described in the last *Taifunews*, here's what I've done at the instruction of my local A&E:

I removed the valve rocker arm shaft assembly, with the prop in a position of very little valve spring pressure. After removing the spark plug from the cylinder, I inserted several feet of 3/16 inch nylon rope through the spark plug hole. Rotating the prop so as to press the rope up against the

valves, I removed the valve springs. I then could push the valves down into the cylinder while moving the prop to allow the rope to make room for the valves.

With an inspection light I could examine the valve seating faces while rotating them..

I found a shiny spot about .150 inch diameter on the intake valve seating face, oriented in line with the valve seat at the narrow portion of the head, adjacent to the exhaust valve. The rest of the intake valve seating area was dull compared to the shiny spot.

I made a tiny inspection mirror from a scrap of mirror, epoxied to a copper wire. Inserting the mirror thru the spark plug hole revealed a similar spot on the intake valve seat. With a small dab of compound on the intake valve, I was able to do a light "in-place" valve grind by placing a hose on the valve stem for lifting and rotating.

The intake valve seating area now was shiny all the way around and looked as normal as the exhaust valve. Cleaning the valve and seat with another tiny nylon rope to remove the compound, I re-assembled everything. When my A&E is next available, we will re-check the compression and I'll let you know the results.

Questions:

1) Has anyone seen grooves rubbed into the main tires by the brake calipers? I have

learned that Goodyear tire dimensions have a modest carcass variance and some develop rubbing grooves.

2) Is there supposed to be a drain hose clamped to the 5/16 ø 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 was asking about it.

Editor's Note:

After discussing Bob's question with the Grob folks, we decided that "it can't hurt to divert any oil drips, so that my Taifun now has a magneto drain hose!

Joe Volmar:

I have looked high and low in all of the Taifun Manuals for an answer and can't find one to this question:

When shutting down the engine for soaring, it says to "cool down the engine" before shutting it off. To what readings do they want the engine cooled? Could it be that this varies considerably depending upon the outside temperature at the time? How important is this procedure in moderate temperatures, as encountered at low altitudes in the summertime?

Maybe our Limbach or Korff friends can give an opinion. Along these lines, someone told me that somebody at Limbach stated that it's not advisable to soar with the engine idling. Any opinions as to who said this and why?

SOLO RIGGING DOLLIES

Lou Skydell has done it again! He has designed and fabricated a pair of neat dollies that allow him to rig and de-rig a Taifun alone with very little effort. An important feature is that **THE WINGS ARE SECURELY CAPTURED BY THE SYSTEM AT ALL TIMES** with no danger of being dropped by a weary pilot or picked up by a windgust!

Unfortunately there are no drawings or parts list, but the photos will give you a pretty good idea how they work.

Louis has offered to consult any of you by phone should you want to have a set built.

I have purchased these dollies from Louis, who had an unfortunate total loss of his Taifun last Fall. If anyone wants to see the dollies or wants more photos, please call or visit me.

I have expanded upon this system by connecting the two dollies and adding a tow bar connected to a battery operated "dragger".....how lazy can Joe get?

The dragger comes in several models and is available for around \$750. from Skyline Aviation in Flint, Michigan; telephone 1-800-535-8640.

Joe Volmar



I have many more photos of this solo-rigging system and will be glad to send them to anyone interested in duplicating this back-saving device.

Additional photo of this system on Page 6.



AN ANGEL FROM NOWHERE

Susan Van Fleet

I had a fabulous time in Lakeland. I took the Taifun into a grass strip (South Lakeland-Mulberry). My first time on grass in the Taifun and she did beautifully! On the way home it was so turbulent that I elected to go up the coast over water (a little better but not much). I tried to get a quick turn on fuel in St. Augustine as the weather was deteriorating; wouldn't you know, the starter relay went "click" and that was it!

I looked out the canopy and a man in a flowered shirt had appeared from nowhere. He said in a thick, guttural accent: "Von't start...is battery?"

I tried to explain that the battery was fine and that it was the relay. He walked to the proper side of the propeller and said:

"I push you off...turn on!"

I was really wary and shook my head "NO".

He replied very emphatically:

"I am motorglider instructor in Schermany.....TURN ON!"

I did, he propped me off, I blew him a kiss and away I went!

I will never know who this guardian angel was of mine, but I'll always be grateful. Aren't airports and airport people wonderful?

To Mr. CFG in the flowered shirt, if you should ever read this: Please don't be offended when I poke fun at your German accent; as a "Landsmann", I think it adds flavor to Susan's nice story!

QUESTIONNAIRE PLANNED

Some time ago, Bob Gurr suggested to me that a questionnaire might be useful to all of us.

I think it's a good idea and will work on it for the next issue.

Here are some of the proposed questions:

What kind of flying are we doing....soaring or mostly power trips? Where do we go, how high, type of airports we operate from, etc.

List all of your regional parts suppliers and service people.

What kind of engine life are we getting? Overhaul costs? By whom?

Same for propeller.

Please let me know what type of info YOU would be interested in and I'll include it in the questionnaire.

REPLIES REQUESTED

I am really pleased with the amount of questions and answers we are getting. Please share your experiences and

opinions with the rest of us. I will print most everything; even if there's a lot to read, it will help all of us to get to know our Taifuns.

This reminder is directed especially at our technical "friends". I still am not charging for this newsletter just yet; all I ask is that everyone contribute information to help the group!

“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 the U.S.A. © Joe Volmar

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Don't be fooled by the photo-optical illusion in the above picture. The wingtips are NOT further apart than the roots; the folded Taifun is still narrower at the tail. *This photo placed here to conserve space.*

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