



TAIFUNNEWS



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.

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Editor: Joe Volmar, 65MA

WELCOME NEW MEMBERS

Guy Veasey purchased Zel Herman's N5ZD last August, who passed away. Guy has been flying since 1969 and owns a Javelin sailplane as well as a 7GCAA Citrabia. His Taifun will be based at Hemet, California.

Jim Josenhans purchased 66RF from the estate of Bob Fergus, who also has passed away. Jim is a CFGI living in Berkeley Heights, New Jersey and wants to investigate turbulator tapes for the Taifun.

Dave McConeghey, ATP CFI Multi-engine Instrument Motorglider, doesn't own a Taifun (yet) but would like to join our group as a "Taifun Friend". Dave instructs in motorgliders and will also deliver same. He lives in Wichita and you can call him at 1-800-660-0846 if you need his services.

150 mpg

By Bob Gurr

How to go 300 miles on two gallons of gas.....
Wednesday August 25, 1999 dawned hot and clear. Aviation weather data obtained on the internet showed the makings of a glorious soaring day all over Southern California. Winds aloft brought moisture from Mexico, and the distribution of temperatures and humidity with altitude would generate strong updrafts and many mid-level cloud build-ups. Rarin' to go, I opened the hangar and assembled the beautiful Taifun Motorglider, then took off at 11:50AM. Heading north from Whiteman Airport in the San Fernando Valley towards the growing white cumulus clouds, I encountered strong lift. Shutting down the engine and feathering the propeller after only 15 minutes, I became

The Great Soaring Bird.

In 20 minutes I soared, without the engine, up from 5,500 ft. to 13,400 ft. over Big Tujunga Canyon to just below cloud base. A line of clouds extended east as far as I could see. Heading east at 70 MPH, I passed Mt. Waterman, Big Pine, then soon reached the Cajon Pass. The lift just under the clouds allowed me to cruise with little circling for lift. The day was surely going to be memorable. Soon, Lake Arrowhead passed 10,000 ft. below, then Big Bear Lake, San Gorgonio Peak was next. While those in the desert roasted at 112 degrees, I was in shady 40 degrees. Passing Cabazon and Lake Fulmore, I circled 10,800 ft. San Jacinto Peak. Only five days earlier, I had hiked there up to 9,700 ft. in cold rain. But today I was an eagle way above, spared any physical effort. I could see the many trails on top of the wilderness that I will surely revisit soon. Cruising

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southward, I could go no farther as the rain and lightning increased over the Garner Valley south of Idylwild. Heading back north, I had a panoramic view of all the Palm Springs area baking in the sun while I was enjoying the cool, dark, and smooth air above. From time to time I passed by other sailplanes riding natures great free ride. By late afternoon, the cloud lift had given me effortless free passage back near Wrightwood, reaching 14,800 ft. in 36 degree air. I was able to stay above 9,550 ft. all day.

As the day waned, lift continued just as strong as midday. Passing by Palmdale, I headed in clear air for Magic Mountain at Valencia, arriving with 6,000 ft. of altitude. Slowly descending in a glide over the mountains north of San Fernando, I relished the fabulous view as I prepared to restart the engine and change from soaring eagle back to mere airplane again. Landing at 5:35PM, the flight lasted 5:45, of which 5:25 was without power. Averaging 55 MPH, I used only two gallons of gas to enjoy 300 miles of beautiful Southern California on the best local soaring day in 39 years.

FEEDBACK COLUMN

Gerald Dufour:

Do you know what kind of oil is used in the Taifun carburetors?

JoeV sez:

My Limbach book says to use carburetor damper oil, P/N 170.210.005. However, the Grob folks who work on my Taifun said it was OK to use regular SAE-20 oil.

Joe Reed:

Lubed ALL of his controls and everything works better. Broke a carb cap and secured new one with safety wire. Couldn't start engine on a recent cold evening It seems that he needed a new magneto. Mike Schade at Grob recommends replacing them every 250 hours especially since we have only single ignition systems.

WE

NEED

MORE

FEEDBACK

FROM

YOU !!

Also send stories, questions, pictures or whatever you have to make this newsletter worthwhile.

MOTORIZED DOLLIES

Lazy and aging Joe Volmar now has the ultimate..... he can assemble and pre-flight his Taifun all by himself in less than 30 minutes using the motorized dolly conversion shown below. He has added a 12 Volt electric motor to his wing jacks, allowing him to adjust wing height during insertion. Through use of a pendant switch on a 20 foot cable, he can stand at the wing root and adjust the height while guiding the spar tip into its receiver.

Anyone wishing to duplicate his system is welcome to photos or is welcome to visit Michigan and examine his system.



Hello Joe...

As you know, I bought the 17E from the widow of Zell Herman and have it for sale. I have been exchanging emails with Ed Fullerton of Petaluma CA for a couple of weeks to the point where he wanted to fly it. This demo opportunity provided an excuse to visit relatives in San Jose. Ed is a retired chief pilot for Delta Airlines. He has flown jets in the Marine Corps, with Pan Am and finally, 747s with Delta. He also flies helicopters. So I flew the Taifun from Hemet CA to Petaluma CA 12/17/99. Half way there, I noticed the alternator was not putting out, so had to cancel flight following to conserve what was left in the battery. It turned out to be a loose belt. Ed showed me his stuff with a smooth rotation and climb out pegged at blue line. We did some lazy eights and shut the engine down. Unfortunately, there was no lift. I showed him how the engine could easily be air restarted by milking the prop pitch. We cycled the gear a couple of times, so he could appreciate the pros and cons of manual vs electric gear systems. He, like me, prefers the manual system. I think he was impressed with the speed we could get out of

80 hp. He was not too impressed with the useful load. I enjoyed his frustration of not having three hands when it came time to land. His final flight path actually had a few bobbles! All in all, I was impressed with his quick learning ability and professional approach. While I did not receive a deposit, I think he may be a buyer.

I noticed during the long flight at max speed that the right tank drained faster than the left, that a little right rudder was needed with a slight amount of left stick to keep the ball centered. I wonder if other Taifuns fly the same way. Maybe the rigging is optimized for soaring speeds.

Flying back, I spotted a couple of sailplanes over Wrightwood. I shut the engine down, feathered the prop and joined up. I had to depart and continue my journey since my bladder was complaining after about a half hour. I imagine they are wondering who that guy was! I enjoyed the adventure and the bird now has 10 more hours on the engine.

I am attaching a night shot (the night before the departure north) and a picture of the refurbished wing dollies.

There is nothing like a long solo flight to become intimate with your plane. The Taifun is no exception. I really appreciate its handling qualities and

the level of craftsmanship. In a way, I feel like Arnold and his rug. If I sell the rug, I am out of business. Maybe I'll keep it.

Guy

INTERESTING TAIFUN TIDBIT

Our German friend Peter Selinger, sailplane photographer, archivist and historian, recently told me the following:

In Germany our Taifun is affectionately called "The poor man's Me-262".

It seems that Mr. Valentin was in some way connected with Me-262-s during World War II or just simply loved that revolutionary machine. In any case, when he was developing the Taifun, he requested that the designers attempt to create a resemblance of the Me-262 fuselage. He apparently succeeded; just look closely at your Taifun from a rear quarter!

HOWEVER, NO SHOOTING AT OTHER AIRCRAFT ALLOWED!

JIM LEEDY LIKES HIS TAIFUN

Jim writes:

In April I flew down to Minden, NV from Richland, WA: 450 nm in a little less than 3 1/2 hours on 12 gallons of gas; we had a 45 knot tailwind. We flew three days down there in light thermals, then flew back in intermittent wave up to 17,000 feet behind the Sierras and Cascades. It took five hours to get home, mostly on idle and used up another 12 gallons. This is something few could do in any type of glider except for a touring motorglider such as the Taifun.

AWAITING GERMAN TM-S

I have been patiently awaiting some TM-s (AD-s to us) from the German LBA which the Korff folks promised to send me in the spring. Since I have had no replies to several recent inquiries as to their status, I will mail out this newsletter without them. If and when I hear from Korff with copies of the TM-s, I will mail them out separately.

80 HP at 6200 FT

By Guy Veasey

Moriarty airport is about 40 miles east of Albuquerque. It has a 7700 ft. runway at 6199 feet above sea level. I managed to use all of it in my latest lesson in flying.

It was time to return to Hemet CA after the conclusion of the SSA Annual Convention in Albuquerque. I had flown to Moriarty airport in a Taifun 17E, a motor glider. This 1985 German craft was designed and built to be a self launching sailplane with touring capability. 127 mph on 80 hp is pretty impressive. I had flown from Hemet to Double Eagle airport, just to the west of ABQ, on 3/14/00, nonstop. I probably could have made it all the way to Moriarty, but was getting a bit low on fuel.

I arrived at the Moriarty airport at 0830 3/20/00 to find the plane covered with frost. This was frost like I had never seen before. The crystalline feathers were 1/2 inch tall on all the upper surfaces. I knew the frost should go, so with paper towels in hand, commenced the de-ice program. The first half of the laminar flow airfoil is particularly sensitive, so I

started working from the leading edge. It was cold work, with bare hands. After clearing 1/2 of the frost from the wing and from the windshield and losing all feeling in my hands, I figured it was good enough. The temperature was about freezing and the sun was just beginning to heat the air with no clouds. I figured, the remaining frost would melt/sublime in a short while. I had the tanks 3/4 full and about 50 lbs of baggage, well under the max gross weight. The wind was light and variable.

After a preflight, I fired up the Limbach engine and taxied out to the east end of the runway. I completed my checkoff list and advanced the throttle. I noted the slow acceleration, which I expected. At about 2/3 rds down the runway I finally reached Vr, 50 kts.

I eased back the stick, the nose came up and the plane lifted off slowly. After gaining about 2 feet, it settled back down on the runway. I kept the throttle in, straightened out the roll and eased back again. It lifted off, gained about 3 feet and held. It was not climbing and the end of the runway was coming up. I chopped the throttle and came to a stop with light braking at the end of the runway.

During the taxi back to the

ramp, I had time to think. I had come close to not cutting the throttle. The terrain was clear, flat and free of obstacles. I pictured myself flying away from the airport in ground effect, sweating buckets, pulling up in vain on the stick. I had made the correct choice on the throttle, but knew that I would have to answer all the airport professors that witnessed my aborted takeoff.

I cut the engine and climbed out. Sure enough, about 5 experts walked toward me. I joked about the frost that was still on the wings being mixed with epoxy. One of the experts opinioned that the engine didn't sound like it was developing full power. Another recalled several planes that had pancaked in the desert beyond the runway. One thought I had too high an angle of attack when I first rotated. One thought I had done a good job.

All agreed that all the frost had to be removed. One even helped me with the job.

After all traces of frost were removed, it was time to try again.

This time the plane used 1/2 of the runway before reaching rotation speed. It lifted cleanly and accelerated while I retracted the gear. I

had 100 ft over the end of the runway and made a gentle bank to the left with the ASI needle on the blue mark of 62 KTS, which is the best rate of climb. About 1/2 mile out I found some lift and climbed to 8,000 ft. circling at about 45 degrees angle of bank. I changed the flap setting from +8 degrees to -8 degrees, switched from climb pitch to cruise, and was on my way home.

What did I learn?

Frost must be completely removed before taking off. Be prepared to abort your takeoff if all is not well.

POTENTIAL TROUBLE

Your publisher had a close call last week. All of a sudden, my propeller wouldn't change from the "Feather" mode to "Climb". Luckily I had just landed as a glider and was preparing to re-start for taxiing when this occurred.

Investigating the problem, I discovered that the black plastic dust protector, which slides forward or backward in tracks as the propeller control lever is moved, had broken and was crumpled up accordion fashion AHEAD of the lever, preventing full forward travel. Had this

occurred in the air beyond gliding distance of my airport, I would have had a heck of a time transporting my Taifun home for repair.

REMEDY:

With great difficulty, I removed the console cover (had to remove the numerous knobs, etc) and was able to extract the damaged plastic strip and re-install the console cover sans dust strip. I don't think that the strip needs to be there, as long as your passenger doesn't eat any crumbly crackers in flight!

I chose not to install the spare strip shown below (which I salvaged from a wreck) as it seems mighty flimsy to me. Someday I may fabricate a new strip out of heavier stock.

SUGGESTION:

Visually inspect all three dust protectors occasionally; if you see ANY signs of tearing or crumpling, remove that strip!



DUST STRIP FOR PROPELLER LEVER.

I'll only admit to my close friends that I had to be towed back to the hangar by a John Deere lawn mower!
JoeV

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