



# 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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## New power retrofitted

Some new power options have been developed by Korff. I'm not suggesting that you have this done right away, as the cost is pretty steep, but they sure improve performance and offer towship possibilities.

A recent article by Jochen Ewald reprinted with permission from Gliding and Motorgliding Magazine ([www.glidingmagazine.com](http://www.glidingmagazine.com)) is attached hereto.

## WELCOME NEW MEMBERS

Gary Davis and his partner Bob Morgan have just joined our group. These fellows are from Fall River, Mass and have just imported SN 1012 from the

Netherlands.

Talk about loving a Taifun ... these guys flew over there and took two full days to pack their motorglider into a 40 ft container THEMSELVES!

Now we know where to go for packing and shipping advice.

Welcome aboard, Gary and Bob.

## CAREFUL INSPECTION

In view of personal experience and some rumblings I get from Germany, I am making a suggestion to all of you.

Some Taifuns have shown excessive wear in the main spar receiver bearings mounted inside the wing root stubs.

These bearings should be snug and not rotate 360° transversely. In my case, one bearing actually showed considerable play and the other one rotated freely in all

directions. There is a carbon fiber lining in these bearings which doesn't seem to have good impact resistance, thus frequent and forceful insertions during rigging are causing this lining to compress. I am expecting a German TM with exact details sometime in the future, but in the meantime you may want to inspect your bearings carefully..

Korff has ordered a supply of new bearings in anticipation of replacement. The folks at Grob Systems have replaced both of mine already.

## PLEASE CONTRIBUTE

Sorry about the skimpy newsletter, but nobody is contributing anymore .... We need your input!

For example, has anyone had leaky gear struts? Did you have them rebuilt in the US?

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