



# 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.**

Issue No 11

May 2003

Editor: Joe Volmar, 65MA

**WELCOME  
NEW  
MEMBERS**

Milton and Margot Barnes from Wadesboro, NC, have purchased Susan VanFleet's Taifun. Welcome to our group; your input will be appreciated.

**LONGEST  
FLIGHT EVER**

A couple of weeks ago somebody asked me about a transatlantic flight made in a Taifun in the early 80's. I had no knowledge of such a feat, but started investigating. Can't beat this electronic age .. within a few days our friend Joerg Stieber came up with details upon which Klaus Fey sent me an Aerokurier book written by the pilot Michael Schultz describing the flight in great detail.

In 1980 Herr Schultz, now deceased, packed the Taifun prototype into a Lufthansa 747, hauled it to Los Angeles and assembled the ship for his adventure. The book describes his flights to San Francisco, the Grand Canyon, Las Vegas and then on to Oshkosh. After creating great interest in the Taifun there, Schultz flew on to Toronto and was soon homeward bound via Labrador, Greenland, Iceland and Norway to Hamburg, Germany.

I'd say that this fellow had lots of guts, even with his survival suit and auxiliary fuel tank! If any of you Taifun Owners want to compete with Mr. Schultz, please let me know and I'll take the pictures.



*Photos courtesy of Aerokurier Publishing & C. Sorensen*

## WING LOCKING AD

Cornelia Korff has sent me some interesting data to help us comply with the German AD 2003-051, which eventually should be followed by an FAA AD.

I had some difficulty evaluating my Taifun, as I have serial number 12, which has the proper blocks which allow only minimum movement of the pin. If anyone has the proper blocks without the notch, feel free to contact me regarding acceptable tolerances.

Here are Cornelia's Korff's notes in reply to my inquiry:

Regarding the blocks F1-1300:

Of course these are the original blocks, except that VALENTIN installed them in most Taifuns not in accordance with the drawing but instead milled an unapproved notch into the blocks (see pictures in the TM). The notch in the block in the picture is by no means a wear abrasion but a modification already done at installation by VALENTIN, allowing the bolt to be pushed back generally by at least 10 mm while in the locked position. This results in the bolt wobbling back and forth during flight as it is no longer

held by the forward tongue of the shear force fitting but is already resting on its cone. This results in a tangential "wobbling" of the wing during flight, which ultimately causes the bolt to deflect and the bushing in the rear of the locking mechanism to wear. Consequently it is possible that damage could be done to the fiberglass structure in the vicinity of the shear force fitting or in the area of the telescoping rod connection to the root rib (which, of course, is the rear wing locking mechanism). Even the main or secondary bearings can get damaged in this instance.

All we want is to restore the standard design according to the drawing, then it will certainly function. It is interesting that the early serial numbers (below 1020) for the most part have the correct block (without a notch). Nothing was milled out in these. When you say that in your case it is only approx. 4-5 mm, then you are fortunate under the circumstances and already have the correct block, which then does not have to be exchanged. In the end it is not significant whether it is 2 or 4 mm. What is important is that the cylindrical part of the bolt is still supported by the front tongue of the shear force fitting.

We now have performed this TM on about 35 Taifuns. Most of them had the wrong blocks

with the notch; the "winner" was one where the bolt was pushed back a full 25 mm. Here, of course, all the main and secondary bearings, as well as one telescoping rod, were "shot". So far, the "new" blocks always fit exactly in the spot of the old block. When inserting the "new" block, it is important to make sure that the long side (hypotenuse) of the triangle lines up exactly parallel to the signal pin, otherwise the lower welding seam of the signal pin will jam during opening and closing of the lock on the upper part of the block. During assembly, it proved best to place the block into a resin bed and only screw it in "loosely", position the block parallel to the signal pin, check and see if opening and closing works without problems, smooth out the resin bed and let it harden, and then tighten the screw. This way there is the least tension and locking takes place "smooth as silk". So far we have had no instances of the old position of the block not functioning.

Additional info on the resin procedure: Use a mixture of resin and cotton fiber. The excess resin squeezed out when placing the block should be dressed with a wooden paddle so that the space between the block and the root rib flange is completely filled. The excess resin on the other sides can be scraped clean with the paddle.

# WING HANDLES

I have never been happy extracting Taifun wings by clutching the ailerons, especially during cold weather which tightens up all of the mechanism. After experimenting with four different vacuum holders, I found these to be most suitable. The expensive professional models are too large in diameter to conform to the wing curvature and the cheapos don't have enough suction. I bought the dual-cup model, which works just fine (underside of wing) but the single may also do the job.

Lee Valley & Veritas®

Home Woodworking Gardening Hardware Gifts

You are here: Index > Assorted Tools > Drywall Accessories

Login Account info View cart ?

Switch currency

Your shopping cart is empty

### Vacuum Cup Lifters

Return to Search

These vacuum cup lifters are handy for a number of applications. Especially useful in the shop for moving laminated sheets or transferring tools, they can also be used for lifting sheet metal, glass, ceramic and marble slabs, as well as filing cabinets and some furniture.

Made from lightweight cast aluminum, the lifters feature 4-1/2" diameter cups and are capable of holding substantial weights. The 9" long single-cup lifter is best suited for vertical-mount applications and will hold material weighing up to 110 lb (50 kg). The more versatile 13" long dual-cup lifter can hold material weighing up to 175 lb (80 kg) and can be used for both horizontal- and vertical-mount applications. Each weighs just under 2 lb.

<b>A. Single-Cup Lifter</b>	<b>\$19.50</b>	
<small>88K17.01 View Add Tech Info</small>		
<b>B. Dual-Cup Lifter</b>	<b>\$24.95</b>	
<small>88K17.02 View Add Tech Info</small>		

Home Woodworking Gardening Hardware Gifts

©Copyright 1998 to 2002 by Lee Valley Tools Ltd. and Veritas® Tools Inc. All rights reserved.

“**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. © Joe Volmar

**EDITOR:**

**Joe Volmar**

1864 Irish Road

Dundee, Michigan 48131

U.S.A.

Phone: 734-529-5406

FAX: 734-529-5329

E-Mail: [joevol@dundee.net](mailto:joevol@dundee.net)

Website: [www.volmarjoe.com](http://www.volmarjoe.com)

---

**TAIFUNNEWS**

**c/o Joe Volmar**

**1864 Irish Road**

**Dundee, MI 48131**

**U.S.A.**

*Inside This Issue:*

- **Welcome New Members**
- **Longest Flight Ever**
- **Wing Locking AD**
- **Wing Handles**