



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 12 April 2004

Editor: Joe Volmar, 65MA

WELCOME NEW MEMBERS

David Birtwhistle, who is the manager of a five man Taifun syndicate in the UK. Welcome to our group.

EYQUEM SPARK PLUGS DISCONTINUED

As stated in the enclosed Limbach Technical Bulletin, the EYQUEM plugs are no longer available and are replaced with a plug bearing a Limbach part number but will require replacement of the old ignition harness. Both items are available from Grob Aviation in Bluffton, Ohio. Their contact info is on the enclosed "Taifun Owners and Friends" list.

THERMALLING AT IDLE

Since there have been many discussions about this subject, I resurrected an old memo from Mort Tyler, a former Taifun owner, which might be of interest. I will quote his note in its entirety:


In all of the articles written on the virtues of having a "built-in thermal" that I have read, flying along with the engine at idle or thereabouts has been touted as one of the major plusses of our Taifuns.....
HOWEVER, the engine manual specifically cautions against doing that, so I asked Peter Limbach to clarify. He stated that, (to the best of my recollection) due to possible internal resonant frequencies, the engine should not be run for extended periods between 1900—2300 RPM. His tone was not at all "cautionary" but just that it would be better not to do so. The second point,

which might apply also to the above, is extended running at idle. Peter stated that the cams are designed to rotate the valves for better wear and that they do not do so at the lower end. The solution (per Peter) is to periodically increase the RPM-s for a short time while you are "thermal-sniffing". I trust that I have not misquoted or mis-stated the above info.

Mort Tyler

MEMBER INPUT NEEDED

In order to make this newsletter more useful and interesting, your editor would **REALLY APPRECIATE** your contributions....I'm sure that each and every one of you could come up with a novel flight or an intriguing technical fact to help us all enjoy our Taifuns more.

	<h1 style="text-align: center;">Technical Bulletin</h1>		<h1 style="font-size: 2em;">63.1</h1>
<p>Subject:</p> <p>Affected engine models:</p> <p>Background information:</p> <p>Priority:</p> <p>Compliance:</p> <p>Caution:</p> <p>Note:</p> <p>Approval:</p>	<p>Spark plug EYQUEM A 755 L, Part Number: 205.123.100.000 and Spark plug EYQUEM A 755, Part Number: 170.123.101.000</p> <p>All engine models:</p> <p style="text-align: center;"> L 1700 L 2000 L 2400 EB, L 2400 EE </p> <p>Production of current spark plug EYQUEM A 755 L, P/N: 205.123.100.000 and EYQUEM A 755, P/N: 170.123.101.000 terminated.</p> <p>On replacement of spark plugs</p> <p>The spark plug EYQUEM A 755 L, P/N: 205.123.100.000 is replaced by spark plug LIMBACH LB-L41.0, P/N: 205.123.101.000. The spark plug EYQUEM A 755, P/N: 170.123.101.000 is replaced by spark plug LIMBACH LB-N41.0, P/N: 170.123.103.000.</p> <p>When using the new type spark plugs a new ignition harness must be used also.</p> <p>The ignition harness P/N: 205.123.010.000 is replaced by ignition harnesses P/N: 205.123.011.000. The ignition harness P/N: 205.123.020.000 is replaced by ignition harnesses P/N: 205.123.021.000. The ignition harness P/N: 170.123.020.000 is replaced by ignition harnesses P/N: 170.123.021.000. The ignition harness P/N: 209.123.020.000 is replaced by ignition harnesses P/N: 209.123.021.000.</p> <p>References in the manuals are to be added in handwriting.</p> <p>Engine specific data does not change.</p> <p>This document has been translated to the best of our knowledge. In case of doubt however only the German original shall be considered authoritative.</p> <p>This Technical Bulletin is approved in accordance with the procedures of the LBA approved development organisation LBA.NSD.006.</p>		
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