



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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ALTERNATOR PULLEY BOLTS

The following observation was just submitted to me by Bob Johnson; I'm checking my Taifun tomorrow!

“As I mentioned on the phone the other day, we recently had a problem with our Taifun's 80 HP Limbach engine that may be of interest to other owners with this same engine. Upon returning from a cross country flight, we tried to reposition the prop prior to putting the ship away... When we tried to pull the prop through, we could feel heavy drag like some internal part was binding. We suspected the flywheel. When we removed the accessory mounting case at the rear of the engine, we found that all four bolts holding the alternator pulley to the flywheel had backed out and one was binding against the

housing. The odd thing about it was that all bolts had been drilled for safety wire, but there was no evidence that they had ever been wired. We corrected the problem by tightening the bolts and applying safety wire. Luckily the damage to the housing was minor and it did not need replacement or repair.

We are the original owners and we know that the accessory case had never been removed. We can only assume that it came from the factory without these bolts being safety wired.

Because of the potential seriousness of this, other owners may want to inspect these bolts using a mirror and flashlight. I believe that the bolts would be visible through one of the inspection holes in the accessory case.”

Bob Johnson, N14XX

5/11/04 Checked bolts as Bob describes and mine have safety wire inserted!

Joe Volmar

EAT YOUR HEARTS OUT!

Received The following from Bob Gurr the other day.... makes me want to move to California!

Hi Joe:

After watching the internet pages for winds aloft and radiosonde charts from Vandenberg and San Diego both Saturday and Sunday, Monday looked to be fabulous. Small cu developed high Sunday over the San Gabriels while I mountain biked up 5,000 ft. Mt. Lukins.

Leaving Whiteman at noon, I shut off the engine only ten minutes later about five miles northeast at 4,400, then I was at 10,000 (15) minutes later. Lift (and big sink) was everywhere. Scattered flat cu developed with bases at 16,000 but did not develop tops

consistent with the radiosonde data.

I spent most of the time above 13,000 with a flight duration of 5:10 hours.

Peak altitude tops were always 16,000 where the temperature was a pleasant 18° F. Surface max was reported as 106° at Chino Airport. The flight covered the area from Wrightwood east to Simi in the west, and Silverlake to the south where I was at 13,000 near the 5 freeway at Glendale Blvd.

At 5pm the lift over the Sylmar to Camp 9 area was roaring up at 1000 fpm....I was hardly descending nearby with 30° flaps gear down and full spoiler. Wind was reported as calm 2 minutes before landing, but gusted to a 15 knot right quarter tailwind at touchdown! One more lander went almost the full length before stopping.....tower then changed the pattern. Wind was then gusting to 20 out of the northwest like a Santa Ana sundowner condition.

This was one of the best local days in me memory....really unusual for April.

Bob

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