



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. 15

June 2005

Editor: Joe Volmar, 65MA

PANEL REFRESHING

Dear Joe,
I appreciated your August newsletter and thought I would write of my work on N67LM. Unfortunately, I've been doing more fixing than flying since I bought the Taifun this past March.

I replaced the placard for the electric MT-Propeller with an engraved hard plastic placard. The factory placard was made of paper and was peeling off the panel and almost unreadable. The entire panel installation of the MT-Propeller control sure looked like a 'mickey mouse jury rig' afterthought by the Germans. It appears that they sort of jammed the BAUER ELEKTRONIK Propeller Control Unit P-120-M under the tachometer and manifold pressure gauge and just above

the oil temperature gauge, but so close to these instruments that there was insufficient room to hold the unit to the panel by more than two screws. Getting the glue under the paper placard off the panel was difficult but finally yielded to 3M Adhesive and Tar Remover. The plastic placard I installed was neatly made by a trophy store near me, Trophy Treasures in Woodland Hills, CA.

Regarding the P-120-M, it appears that the toggle switch that controls the propeller pitch/rpm was installed upside down; it DEcreased rpm when pushed up, and INcreased rpm when pushed down. Some previous owner had apparently attempted to compensate for this by crudely painting a + and a - above and below the toggle switch, but this indicated INcreasing PITCH (+) and DEcreasing PITCH (-) respectively. Unfortunately, this could be misinterpreted and was opposite to the placard

reading START/STEIGEN (i. e., Start/Climb) for high RPM and UP toggle switch activation, and REISE/SEGELN (i. e., Cruise/Soar) for reducing RPM with DOWN toggle switch operation. I took the P-120-M unit out, opened it up and turned the toggle switch over and then removed the +/- markings.

My next project is to get rid of the portable Intercom duct-taped down to the center console (keeps hitting my elbow) and replace it with a panel mount unit which will go where an obsolescent Apollo LORAN receiver presently resides.

This may not be too interesting for your readers but it's all I have right now.

Dick Davidson

SEEKING OLD ENGINE

Cliff Johnsen is seeking a worn out engine to rebuild as a spare....Contact him at chicocloff8@hotmail.com

WELCOME NEW MEMBERS

Luis Avila (Spain)
Luis Irigoyen (Spain),
Cliff Johnsen (California)
Joseph Bacon (Connecticut)

GERMANY TO SPAIN

Our new member Luis Avila recently picked up his newly purchased Taifun in Germany and flew it all the way to Spain in one day. Be sure to look at the details of this picturesque flight by going to <http://www.geocities.com/lavisar/narracione1.htm>

NOSE-GEAR COLLAPSE

Your editor just had an unusual and unfortunate experience. While pulling my Taifun with the manual nose-gear towbar across a transition from grass to asphalt, the nose-gear suddenly collapsed. I didn't realize that my 78 year old body had that much energy!

In any case, examination revealed that the actuating strut had parted completely in two places resulting in the collapse.

Such an occurrence is all the more reason to have your mechanic check for cracks and/or deformations during required inspections.

It is my conjecture that the reinforced strut parts called for in Technical Note 3/818 were not installed. It appears that the replacement parts we just received from Korff are of heavier tubing.

I am very thankful that the collapse occurred during ground handling and not while landing!

Joe Volmar

ROSTER ATTACHED

A copy of our current membership roster is included with this newsletter. Please let me know if any corrections are in order.

"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

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