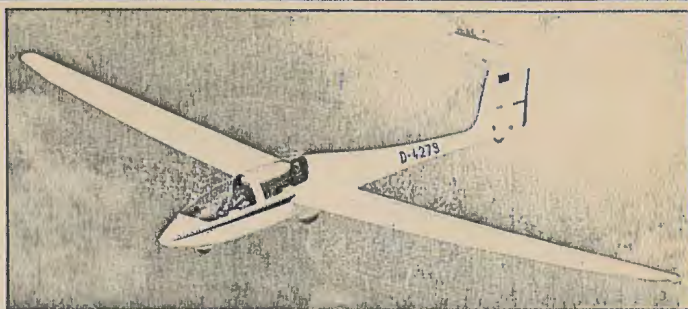


Sailplanes

The lightest aircraft in our buyer's guide make up just about the longest list. Almost 40 types of sailplane, range from those with lift/drag ratios of less than 30 to those in the mid-40s, and minimum sink rates are between 1.8ft/sec and 2.5ft/sec. Almost all gliders offer wingspans from 15-18m. Several are two-seaters. New technology and materials have found their way into production and many manufacturers are realising the possibilities of applying composite glassfibre techniques to the building of powered aircraft. The Grob G.103 Twin III Acro is a 1987 newcomer, replacing the G.102 Standard Club designs.



Grob G.103 Twin III Acro

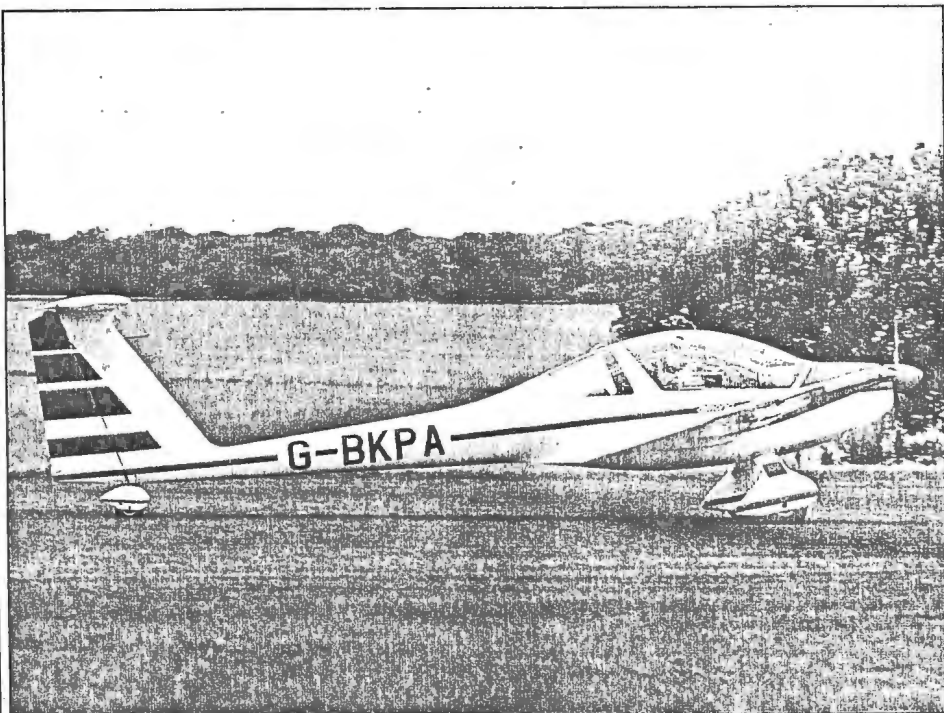
Sailplanes

Type	Wheel	Seats	Span/length (m, ft in/ft in)	Weights (lb) Empty/max	Max L/D at (kt)	Min sink ft/sec at kt	VNE (kt)	Price
Brauchle Glasflugel 304B	R	1	15, 49 2/21 2	518/992	42(52)	1.9(42)	135	DM44,500
Scheibe SF-34	2F	2	15.8, 51 10/24 7	700/1,190	35(53)	2.0(42)	139	DM52,000
Caproni Calif A21S	R	2	20, 66 10/25 4	961/1,419	43(56)	1.9(43)	136	—
Centrair 101 Trainer	—	1	15, 49 2/22 4	544/1,003	39(54)	2.0(40)	135	Fr119,000
Pegase	—	—	—	544/	41(54)	2.2(43)	135	Fr135,500
Marianne	—	2	18.5, 60 8/29 6	815	40(54)	1.8(40)	135	Fr235,500
Glaser-Dirks DG-101/G	R	1	15, 49 2/23 0	516/925	39(57)	1.9(40)	141	DM37,820
DG-300 Elan	R	1	/22 4	527/1,157	41(52)	1.9(42)	146	DM46,820
Grob G.103 Twin III Acro	—	2	18, 59 6/27 0	815/1,323	38(58)	2.1(39)	151	—
ICA-Brasov IS-28B2	R	2	17, 55 9/27 9	882/1,301	33(51)	2.5(46)	124	—
IS-29D2	R	1	15, 49 2/23 11	529/793	37(50)	2.1(43)	121	£12,720
IS-30	—	2	17, 55 9/27 9	882/1,301	34(51)	2.4(43)	135	£16,800
IS-32	R	2	20, 65 8/27 5	882/1,301	45(60)	2.0(49)	105	£21,840
IAR-35	R	1	12, 39 4/20 4	452/726	23(51)	2.8(43)	217	£15,360
Issoire-Siren Pik30	R	1	17, 55 49/22 5	683/1,014	45(60)	1.8(40)	140	Fr262,000
Nippi-Pilatus B4-PC11AF	R	1	15, 49 2/21 7	506/770	35(46)	2.1(39)	129	—
Rolladen-Schneider LS4	R	1	15, 49 2/22 5	529/1,040	40(54)	2.1(44)	146	DM46,250
LS6	R	1	15, 49 2/21 10	551/1,157	—	—	151	DM56,800
Schempp-Hirth Ventus A/B	R	1	15, 49 2/20 0	485/1,157	44(54)	1.9(40)	135	—
Ventus B/16.6m	—	—	16.6, 54 6/21 7	583/1,157	46(49)	1.9(4.0)	135	—
Janus B	F	2	18.2, 59 8/28 4	816/1,366	39(59)	2.3(49)	119	—
Janus C	2F1R	2	20, 65 7/28 4	805/1,543	44(54)	2.0(46)	135	—
Nimbus 3/24.5	R	1	24.5, 80 5/25 0	873/1,653	56(51)	1.4(40)	146	—
Nimbus 3D	R	2	—	1,045/1,653	56(55)	1.5(43)	146	—
Discus	R	1	15, 49 2/21 5	503/1,157	43(51)	2.0(44)	135	—
Schleicher ASW19B	R	1	15, 49 2/22 5	523/1,000	39(51)	2.0(39)	138	—
ASW20B	R	1	—	573/1,158	43(54)	1.9(54)	151	—
ASW20C	—	—	—	550/1,000	43(54)	1.9(45)	143	—
ASW20BL	—	—	16.6, 54 5/22 5	584/948	46(54)	1.8(44)	143	—
ASW20CL	—	—	—	562/838	46(49)	—	135	—
ASK21	2F	2	17, 55 9/27 4	805/1,323	34(49)	2.3(39)	151	—
ASW22B	2R	1	25, 82 0/26 7	990/1,655	60(55)	1.5(50)	146	—
ASK23	2F1R	1	15, 49 3/23 4	507/838	34(49)	2.0(38)	119	—
Schweizer 2-33	—	2	15.5, 51 0/25 9	600/1,040	23(52)	3.1(42)	85	—
Sprite	—	1	14.1, 46 2/20 7	475/710	31(53)	2.3(42)	105	—
SZD Puchacz	—	2	16.6, 54 8/27 6	837/1,258	30(46)	2.3(41)	119	£16,500
Jantar 2B	R	1	20.5, 67 3/23 7	978/1,430	50(56)	1.5(50)	135	£18,000
Standard Jantar 3	R	1	15, 49 2/22 0	496/1,415	40(66)	2.0(33)	154	£13,000
Junior	—	1	15, 49 2/21 10	486/785	35(44)	2.0(39)	119	£12,000

Motor gliders

These motor gliders range from 20 h.p. to more than 100 h.p. Most designs boast L/D ratios in the 30-50 range and minimum sink rates of 2.0-4.0ft/sec at speeds of 40-55kt. More than half of the manufacturers listed here also appear in the following section on sailplanes (page 50). Our anticipation in 1986 that this year might see even more glider companies entering the powered aircraft stakes has not been fulfilled; indeed, one established motor glider—Grob's G.109B—is deleted at the manufacturer's request since it is no longer in production. Waiting in the wings for inclusion next year in the up-to-200 h.p. single-engined category is Grob's new G.115 two-seater (see flight-test in this issue) for which West German certification is still awaited. Grob expects the machine to enter production later this year.

Changes this year include deletion of the Glaser-Dirks DG.400/17. This 17m-span model is available as a DG.400/15 with extended wingtips yielding improved lift/drag ratio and reduced sink rate. The 22m-span DG.500 has been redesignated the DG.500M.



Hoffman H36 Dimona motor glider

Motor gliders

Type	Power	Seats	Span/length (ft in)	Weights (lb) Gross/baggage	Fuel (Imp gal) Std/opt	Cruise 75% (kt)	Range (n.m.)	Price
Caproni Jet Calif A21SJ	286lb thrust Microturbo TRS	30	66 10/25 4	1,165/1,763	65	2.2(52)	136	—
Centrair Marianne M	60 h.p. Volkswagen JPX	3-3	60 8/29 6	1,102/1,598	31(54)	3.3(52)	108	—
Fournier RF10	80 h.p. Limbach L-2000LO1	19-8	57 4/25 11	1,234/1,700	30(54)	2.6(49)	119	—
Glaser-Dirks DG-400/15	43 h.p. Rotax 505	4-5/13	49 2/23 0	619/1,058	42(59)	2.0(43)	146	DM88,425
DG-500M	60 h.p. Rotax 535	6-3/13-2	72 2/28 5	1,014/1,819	—	—	146	—
Hoffman H36 Dimona	80 h.p. Limbach L-2000EB1C	17-6	52 6/22 6	1,191/1,698	27(57)	3.0(43)	148	DM93,500
ICA-Brasov IS-28M2A	80 h.p. Limbach L-2000EOI	13-2	55 9/23 0	1,235/1,676	25(57)	3.9(43)	113	£29,760
IAR-28MA		13-2	32 9/22 11	1,147/1,676	15(60)	6.2(50)	135	£29,760
IAR-34		13-2	55 9/25 7	1,232/1,676	—	—	127	£30,000
Scheibe								
SF-25C Falke 2000	80 h.p. Limbach L-2000EA	12	50 5/24 11	880/1,430	23(41)	3.3(38)	103	DM85,000
SF-25C Falke 87	65 h.p. Limbach SL-1700EA							DM87,500
SF-36	80 h.p. Limbach L-2000	11-7	53 5/23 7	970/1,450	28(52)	3.0(41)	112	DM98,000
Schempp-Hirth Janus CM	60 h.p. Rotax 535	9-4	65 7/28 4	1,058/1,543	44(59)	2.1(49)	135	—
Nimbus 3T	26 h.p. Solo 2350	3-9	80 5/25 0	972/1,653	56(51)	1.5(40)	146	—
Ventus BT	20 h.p. Solo 2350		54 6/21 7	562/948	46(49)	1.9(41)	135	—
Schleicher ASW 21BE			82 0/26 7	1,150/1,655	58(65)	1.6(52)	146	—
Schweizer SGM 2-37	112 h.p. Lycoming O-235-L2C	11-8	59 6/27 5	1,260/1,760	22(52)	2.8(43)	115	—
Siren Pik 20E	43 h.p. Rotax 505	6-6	49 2/25 6	682/1,040	41(60)	2.3(43)	135	Fr246,750
Pik 30E/17m			55 9/23 0	702/1,040	45(54)	2.0(42)	135	Fr262,000
Valentin Taifun 17E	90 h.p. Limbach L-2400EB	19-8	55 9/25 6	1,323/1,808	30(57)	3.1(46)	132	DM107,500