



# ***Southwest Soaring***

**Quarterly Newsletter of the U.S. Southwest Soaring Museum**

**May 2012**



**Glen Stone and Linda Akhavein with the L Spatz 55**

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**A 501 (c)(3) tax-exempt organization**  
**An affiliate of the Soaring Society of America**

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**Mailing Address:**

**P.O. Box 3626**

Moriarty, NM 87035

**Website**

[www.swoaringmuseum.org](http://www.swoaringmuseum.org)

**USSSM Foundation:**

Dexter Sutherland

(505) 662-7969

[dexsuth@earthlink.net](mailto:dexsuth@earthlink.net)

**Cover:** Glen Stone and Linda Akhavein with the L Spatz 55

## News from the President

**George Applebay**

We are grateful to Glenn Stone for his donation on April 28 of the Scheibe L Spatz 55. This historic glider is a welcome addition to the museum's collection.

Please join us in Moriarty on Saturday, September 8, 2012, for the museum's fall benefit dinner. Our speaker will be Gordon Boettger, holder of U. S. National and North American records for wave flights along the Sierra Nevada, some in excess of 1400 miles. Gordon will also describe his plans to challenge the world records being flown in South America.

### Directions to the Museum

Approximately 35 miles east of Albuquerque on Interstate 40, take Exit 197 onto Old Highway 66 in Moriarty, NM. The museum is the big building on your left.

Join us for dinner and a celebration of soaring  
Saturday, September 8  
Moriarty, NM

Speaker:

National Record Holder  
**Gordon Boettger**  
Chasing Miles in the  
**Mountain Wave**

Donation \$50

Contact Kathy Taylor

505-672-0152

[kathytaylor1000@msn.com](mailto:kathytaylor1000@msn.com)

Proceeds to benefit the U. S. Southwest  
Soaring Museum



## **Scheibe L Spatz 55**

On April 28, 2012, the museum acquired a Scheibe L Spatz 55, Serial #759, N8752R, donated by Glen Stone of Tallahassee, Florida.

### **Glider History**

This glider was built in 1962, the last year of production, and imported into the United States by Marc Abel of Framingham, Massachusetts. Marc flew the Spatz until about 1965, mostly at Hiller Airport; when it was purchased by Karl Kretschmer. Karl flew it at various New England airports, including the Region 1 contest at Sugarbush, VT. Later, the glider seems to have been flown by a club (in Princeton, New Jersey?). By 1968 the glider was flying from Terry, Indiana, before being acquired in 1973 by partners Aladar Wieland of Glens Falls, NY, and Charles Gregory of Porter Corners, NY. Remaining history is murky.

Glen Stone purchased the glider in 1989 from Bruce Barrette, a painting contractor in Baltimore, Maryland. Bruce was a soaring enthusiast, who got the Spatz from an airport owner who owed him for an unpaid painting contract. The Spatz had been in an accident some years earlier, when the left main spar was broken. It had sat in the trailer at the airport for years. Bruce did a major restoration in the mid 1980's, giving it the present paint design, and flew it a good bit.

At the time of Glen Stone's purchase, the wings were in need of repair. He spent a year corresponding with the Scheibe factory in Dachau, Germany, and making the repairs under the supervision of a local licensed mechanic. He rebuilt about two and a half meters of the left wing and replaced many smaller areas of the left and right wings. He learned a lot in the process. (His good friend quips, "Education is expensive!")

Glen flew the Spatz until 1998. "It was a great "floater" and, as the spoilers are not very effective, he became proficient in the side-slip for landing. The local club fizzled out about then and for the next few years he flew a rented Blanik L-13. There were never enough people around to help assemble the Spatz. Current time on the airframe is 416 hours.

### **Egon Scheibe, Designer**

Egon Scheibe was a Dipl.-Ing. from the Aeronautical Division of the Technical University of Munich. Martin Simon, in "Sailplanes 1920-1945," one of Dimon's elegant books on historical gliders, describes Egon Scheibe's early work. The innovative steel tube and fabric fuselage of the Mü 10 Milan was designed in 1933 while Egon was leader of the student Academic Flying Group (Akaflieg) at München.

### **Spatz Evolution**

In "Sailplanes 1945-1965," Simon describes the evolution of the Scheibe Spatz (Sparrow) series, from the first Spatz in March 1952. "Scheibe aimed to produce a small, light and inexpensive sailplane that would be capable of good performance. He followed his well established methods, a light steel tube frame for the fuselage and a wooden wing with his own wing profiles." The heavier and stronger Spatz B, outwardly indistinguishable from the A, followed in December 1952.

Scheibe collaborated with Rudolf Kaiser on the development of the 15-m L Spatz (L for "Leistung", or "Performance"), a similar design but with a longer, thinner wing that first flew in 1953.

"The L Spatz 55 followed in 1954, with the wing now mounted high on a new fuselage with a built in wheel undercarriage." The L Spatz 55 was developed to the Standard Class rules in force at the time. It features dive brakes and simple assembly. Baptist Hofmann made a flight of 679 km in an L Spatz 55 in Germany. The type proved highly popular and was built in hundreds, not only in Dachau but also under license in Italy, France and Spain. Production continued until 1962 and many remained in regular use in 2002.

The final Spatz of the long series appeared in 1966, the L Spatz III."The L Spatz III, had a slight reduction in fuselage height and frontal area, enlarged air brakes, a trim tab on the elevator and a slight wing twist for improved stall handling."

### **Scheibe Flugzeugbau**

Egon founded Scheibe Flugzeugbau, a manufacturer of sailplanes and motorgliders at the Munich-Riem Airport in Germany in 1951 and later moved to Dachau. The company had produced over 2,000 aircraft by 1985. After Egon Scheibe died in 1997

soon after his 89<sup>th</sup> birthday, his sons-in-law took over the firm. By 2006, they were ready to relinquish control themselves due to their advanced age, but without a successor, the firm ceased operations. Hartmut Sammet subsequently founded Scheibe Aircraft GmbH in Heubach, taking over maintenance of existing Scheibe aircraft, and the manufacturing rights to the Scheibe SF 25.

The Scheibe company produced a long series of gliders, including the two-place Bergfalke (Mountain Hawk), and a series of motorgliders, including the SF-24 Motorspatz, SF-25 Falke, SF-26, SF-27M, and SF-28 Tandem Falke. Scheibe's first production two-place fiberglass glider was the SF-34 which first flew in 1978.

### L SPATZ 55 SPECIFICATIONS

- Span 15.0 m. / 49.2 ft
- Area 11.71 sq. m. / 126 sq.ft.
- Aspect ratio 19
- Airfoil Mü 14%
- Empty weight 157 kg. / 346 lb.
- Payload 112 kg. / 246 lb.
- Gross weight 269 kg. / 592 lb.
- Wing loading 22.97 kg. / sq. m. / 4.71 lb. / sq. ft.
- Structure wood/ fabric wings and tail, steel-tube/ fabric fuselage

### Performance

- L/D max. 29@72 kph / 39 kt / 45 mph
- Min. sink 0.67 m/s / 2.2 fps / 1.30 kt @63 kph / 34 kt / 39 mph

### Other

- Country of origin Germany
- Designer Egon Scheibe
- No. of seats 1
- No. built over 400
- No. in the U.S. 14



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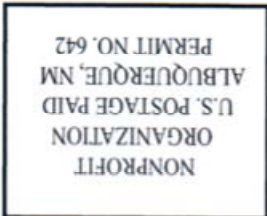
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