Motorgliders

A new addition is the re-introduction of the Fournier RE.5. René Fournier tells *Flight* that a price has not been fixed. The RE.10 is listed under the Brazilian manufacturer Aeromot, which builds the design as the AMT-100. The RF.5 is manufactured and assembled in Spain by Coparavia with the French company responsible for marketing and distribution. The France-Spanish agreement is understood to allow for a similar re-introduction of the old RF.4 design. Many of these companies are also in the sailplane business, of course (see page 71), although the 1988 Buyer's Guide sees no glider manufacturers producing powered machines for the first time. Glaser-Dirks emphasises the alternative 15m and 17m span options available for the DG-400, and has clarified the confusion which arose from last year's edition over the DG-500M motorglider and DG-500 sailplane. Motorgliders offer a powered range of 100-200 n.m. with minimum sink rates of 1·5-4·0 ft/sec for all but one of the entries. Only Scheibe and Glaser-Dirks have provided up-to-date prices for this year.

Valentin Taifun 17E

Motorgliders

Type	Power	Fuel (Imp gal)	Span/length (ft in)	Weights (lb) Empty/max	Max L/D (kt)	Min sink ft/sec (kt)	VNE (kt)	Price
Aeromot AMT-100	80 h.p. Limbach L-2000LO1	19·8	57 4/25 11	1,234/1,700	30(54)	2·6(49)	119	—
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 10/29 6	1,102/1,598	31(54)	3·3(52)	108	—
Fournier RF.5	80 h.p. Limbach L-2000E01	13·2	45 1/25 7	990/1,455	20(—)	—	431	—
Glaser-Dirks DG-400	43 h.p. Rotax 505	5·0/12·5	55 8/23 0	560/1,058	42(59)	2·0(43)	146	DM91,965
DG-500M	60 h.p. Rotax 535	10/20·6	72 2/28 5	1,157/1,819	—	—	146	DM142,500
Hoffman H36 Dimona II	80 h.p. Limbach L-2000EB1C	17·5	52 6/22 6	1,234/1,697	27(56)	3·5(43)	148	—
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	—
IAR-28MA		13·2	32 9/22 11	1,147/1,676	15(60)	6·2(50)	135	—
IAR-34		13·2	55 9/25 7	1,232/1,676	—	—	127	—
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	DM94,450
SF-25C Falke 88	65 h.p. Limbach SL-1700EA							DM91,350
SF-36	80 h.p. Limbach L-2000	11·7	53 5/23 7	970/1,450	28(52)	3·0(41)	112	DM115,000
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 ASW22BE	42 h.p. Rotax 505		82 0/26 7	1,124/1,653	60(59)	1·5(46)	151	—
Schweizer SGM 2-37	112 h.p. Lycoming O-235-L2C	11·8	59 6/27 5	1,260/1,850	22(52)	3·7(49)	115	—
Siren Pik 20E2F	43 h.p. Rotax 505	6·6	49 2/21 5	683/1,036	41(63)	2·3(47)	154	—
Pik 30E/17m			55 9/21 5	683/1,014	45(59)	1·8(41)	140	—
Valentin Taifun 17E	90 h.p. Limbach L-2400EB	19·8	55 9/25 6	1,345/1,874	30(57)	3·1(46)	135	—