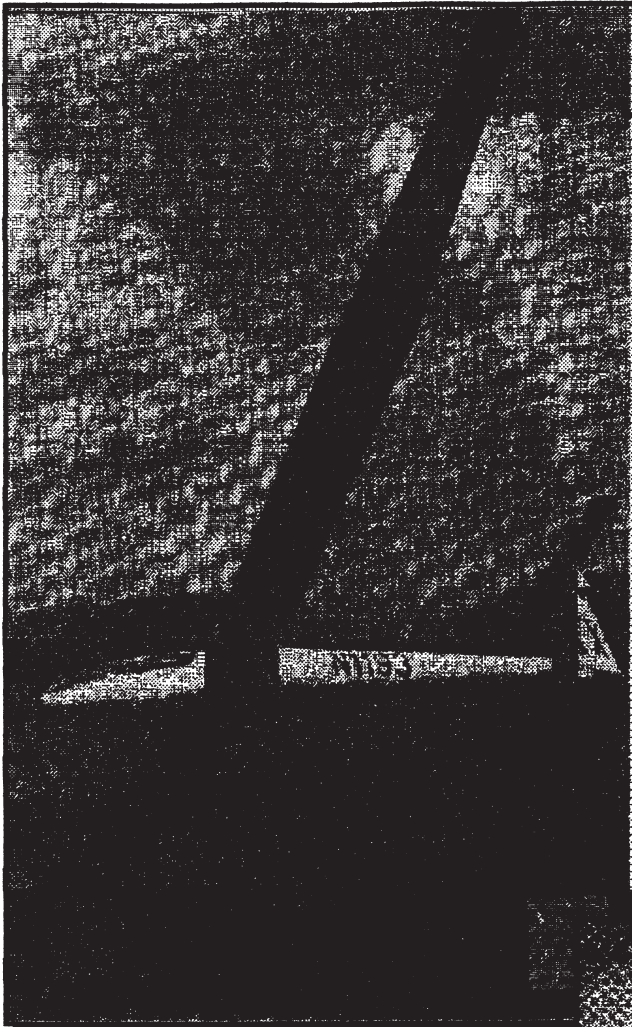


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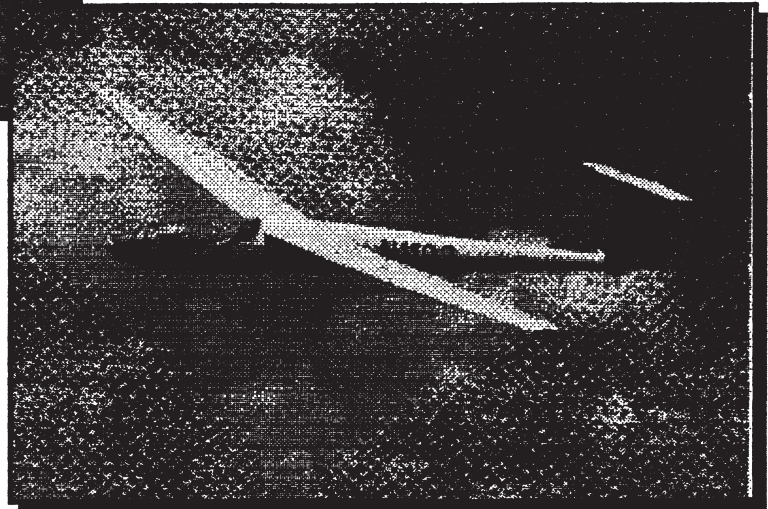
DIAMANT 16.5



ABOUT THE DIAMANT:

THE DESIGN OF THIS SWISS MANUFACTURED, SINGLE SEAT, HIGH PERFORMANCE SAILPLANE STARTED IN 1960 SINCE THAT TIME, THE DIAMANT HAS BEEN PRODUCED IN THREE MAJOR VARIANTS, WITH SEVERAL SUB-MODELS ~~TO~~ EACH TYPE. THE MAJOR TYPES ARE AS FOLLOWS: *→ MODIFIED FROM*

- o **HBV** THE FIRST OF THE PRODUCTION SERIES WITH 10 OF THE TYPE BEING MANUFACTURED BETWEEN 1964 AND 1967. THE MOST UNIQUE CHARACTERISTICS OF THIS MODEL IS THE MATING OF GLASFLUGEL LIBELLE WINGS TO THE ~~FIRST STANDARD~~ DIAMANT FUSELAGE. *DESIGN*
- o **16.5** TRULY THE FIRST ENTIRELY COMPOSITE AIRCRAFT TO SEE PRODUCTION STATUS. A TOTAL OF 25 WERE PRODUCED WITH 23 KNOWN TO BE CURRENTLY "AIRWORTHY". THROUGHOUT THE LATE 60's AND EARLY 70'S THIS WAS ONE OF THE TOP SHIPS OF CHOICE FOR COMPETITION FLYING.
- o **18** FURTHER IMPROVEMENTS IN THE DESIGN RESULTED IN THE WING BEING STRETCHED FROM 16.5 M TO 18 M. THE RUDDER WAS ALSO INCREASED IN SIZE TO ACCOMADTE THE ADDITIONAL WING AREA. BASICALLY THE ULTIMATE RACER IN THE SERIES WHEN PRODUCTION WAS TERMINATED IN 1971.



PERFORMANCE SPECS: 16.5

WINGSPAN: 54.2 FT.
LENGTH: 24.7 FT.
HEIGHT: 4.35 FT.
WING AREA: 143.0 SF.
ASPECT RATIO: 20.5
VNE: 150 MPH
STALL SPEED: 47 MPH
MAX GROSS WGT: 900 LBS.
BEST L/D: 45 TO 1 @ 60 MPH
MIN SINK: 1.71 FT./SEC @ 47 MPH
AIRFOIL: WORTMAN FX62-K-153 MOD.
FIRST FLIGHT: *MAY 1967*

SOME HISTORICAL FACTS ABOUT THIS DIAMANT: 16.5

2ND ONE MADE

- o SUCCESSFULLY COMPLETED FACTORY FLIGHT TESTS IN ALTENRHEIN, SWITZERLAND, ON 29 MAY 1967.
- o ENTERED UNITED STATES ON 12 JUNE 1967 AS "N1193". ACCEPTED BY MR. GEORGE MOFFAT, JR. OF ELIZABETH, N.J.
- o "EXPERIMENTAL" AIRWORTHINESS CERTIFICATE ISSUED BY F.A.A. ON 15 JUNE 1967.
- o ENTERED IN 34TH ANNUAL U.S. NATIONAL SOARING CHAMPIONSHIPS, MARFA, TEXAS 04-14 JULY 1967, WHERE MR. MOFFAT FLEW IT TO AN OVERALL 4TH PLACE FINISH.
- o TEMPORARY GROUNDING OF ENTIRE DIAMANT FLEET, ON 2 OCTOBER 1967, DUE TO DEFECTIVE PUSH RODS ON THE DIVE BRAKES AND THE LANDING GEAR ACTUATING MECHANISMS.
- o THE AIRCRAFT IS OFFERED FOR SALE AND IS PURCHASED BY MR. WALTER R. TALALAS OF AKRON, OHIO IN OCTOBER OF 1968.
- o IN FEBRUARY OF 1968, FLUTTER PROBLEMS ARISE IN THE CAMBER CHANGING FLAPS RESTRICTING THE AIRSPEED TO 110 MPH, UNTIL COUNTERBALANCES ARE INSTALLED.
- o THE F.A.A. ISSUES A "STANDARD" AIRWORTHINESS CERTIFICATE FOR THIS TYPE ON 01 JULY 1969.
- o AS THE NEW 18 METER DIAMANTS ARE ENTERING THE COUNTRY AN ATTEMPT IS MADE TO INCREASE THE PERFORMANCE OF 16.5 METER SHIPS BY HAVING THE 18 METER WINGTIP EXTENSIONS GRAFTED IN PLACE.
- o FLIGHT LEVEL 17 (17,000' M.S.L.) IS ACHIVED BY MR. TALALAS, IN WAVE LIFT ON 02 NOVEMBER 1969.
- o MR. TALALAS HAD ENTERED THE SAILPLANE IN THE REGION 5 SOARING MEET IN CHESTER, S.C. FROM 02 APRIL TO 07 APRIL 1969. (THE RESULTS OF WHICH HAVE BEEN LOST TO HISTORY)
- o DURING THE END OF MAY 1969, MR. TALALAS PARTICIPATED IN THE WRIGHT MEMORIAL GLIDER MEET. (AGAIN THE RESULTS HAVE BEEN LOST TO HISTORY)
- o THE SHIP MADE A RETURN TRIP TO MARFA, TEXAS IN JUNE OF 1969. AND A TRIP TO CHAMPAIN, ILL. IN LATE SEPTEMBER.

2 WINGS
FLOWN
(#11 + 12)

- o RECORDS INDICATE THAT THE SAILPLANE WAS NOT FLOWN FROM THE END OF SEPTEMBER 1969 UNTIL JUNE OF 1972, WHEN IT WAS PURCHASED TO MR. GEORGE NASH OF KINGSVILLE, TEXAS.
- o EXTENSIVE REWORK/REFINISHING ACCOMPLISHED BY MR. NASH DURING THE WINTER OF 1972-1973
- o AIRCRAFT PURCHASED BY MR. ROBERT ELM AND MR. GEORGE METTS ON 03 FEBRUARY 1973.
- o AIRCRAFT PURCHASED BY MR. PAUL CORBET OF GLENDALE, CALIF. IN FEBRUARY OF 1975.
- o A THIRD REFINISHING OF THE AIRCRAFT WAS UNDERTAKEN FROM DECEMBER 1975 UNTIL APRIL 1976.
- o THE AIRCRAFT WAS NOT OPERATED FROM SEPTEMBER 1977 THROUGH AUGUST 1978.
- o THE AIRCRAFT WAS SOLD AGAIN TO A MR. RACKHAUSAS ROMAS, OF STUDIO CITY, CALIF. IN SEPTEMBER OF 1978. NO RECORDS OF MR. RACHKAUSAS FLYING THE SAILPLANE EXIST AND THE AIRCRAFT LOGS INDICATE THAT A MR. A.D. CUMMING OBTAINED THE SHIP IN JUNE OF 1978. ROMAS (1ST. TIME)
- o AFTER ABOUT 100 HRS. MR. CUMMINGS ALSO REFINISHED THE FUSELAGE AND SOLD THE SHIP TO MR. LARRY HILDERBRANT OF NORTHRIDGE, CALIF.
- o MR. HILDERBRANT ENJOYED ABOUT 40 HRS. IN THE SHIP INCLUDING SOME HIGH ALTITUDE MOUNTAIN WAVE FLIGHTS, AUTO TOWS, AND MANY DESERT FLIGHTS.
- o IN AUGUST OF 1993, AFTER ONE FAILED ATTEMPT IN JULY, MR ART BABIARZ, JR. NEGOTIATED THE COUNTRY FROM MOHRSVILLE, PENNA. TO NORTHRIDGE, CALIF. IN HIS PONTIAC TRANSPORT (HAVING OVER 106,000 MILES ON IT AT THE START OF THE SOJOURN) AS HE FINALLY OBTAINED A DREAM HE HAD PURSUED SINCE FEBRUARY OF 1970 AS HE, HIS WIFE, HIS FINANCAL GUIDE (IE, FATHER) AND TWO SONS RETURNED TO MOHRSVILLE, PULLING THE 30' TRAILER 2,674.7 MILES.
- o THE SAILPLANE HAS BEEN THOURGHLY WORKED OVER AND RELICENSED IN THE ORIGINAL "EXPERIMENTAL" CATAGORY FOR EXHIBITION OF ITS CLASSIC LINES.