

feel the sky

Duo Discus-XLT

Two seater in a new dimension
With the "Turbo" safe back home



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The Concept

Many years ago we developed the very successful concept 'Turbo', a completely new motorization known worldwide that, in recent years has had many imitations. This concept is so successful because it is easy and safe to operate. Therefore it is very important to us that our future aircraft models can be equipped with dependable and straight forward Turbo systems - always with the maxim: **"Keep it simple"**.

The Turbo system

The Turbo engine has the advantages of motorized flight with only a slight increase in wing loading in comparison to a simple glider. The ease of operation and handling, along with the low

amount of necessary maintenance, make this motorization so well liked by clubs and private owners alike. This simple "get home helper" is extremely dependable and is only noticed by the pilot when actually needed. Otherwise, the engine system stays in the background and needs only moderate attention to care and maintenance all over the year. All these advantages make the Schempp-Hirth Turbo system the most often purchased engine type in our sales statistics.

Making good even better

The successful Oehler-Turbo system with the **Solo 2350** engine and the newly developed automatic **ILEC controller TB 06** is now a working advancement. Many of the operation steps are now **fully**

automatic. It is, however, very easy to switch to the manual system in the event of some unforeseen difficulty. This allows for the greatest possible safety.

This is how the new automatic Ilec controller TB 06 functions:

Ignition on:

The engine extends and the electric fuel pump is activated. (if the fuel shutoff valve is closed, a warning "FUEL" will show up on the display and an audio warning signal will sound.)

Flight:

Flight speed should be 110 to 120 km/h.

Pull "Deco" handle:

A notice will be displayed when the necessary starting rpm is reached.

Engine start:

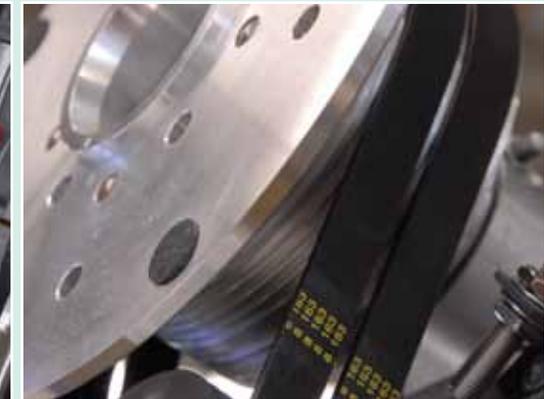
Opposed to a 2 blade propeller, the Schempp-Hirth 5 blade propeller reaches the necessary rpm's with a relatively slow flight speed. The electric fuel pump shuts off automatically when the engine is running properly.

Ignition off:

The engine retracts automatically and fully within seconds.

Refueling, maintenance and inspection

A manual extend and retract switch allows for completely manual operation in order to refuel, service and preflight check the engine system.



Technische Daten			
Empty mass	465 kg / 1025 lb	Range of wingloading	32,6 - 45,7 kg/m ² / 6,7 - 9,4 lb/ft ²
Engine	Solo 2350 D	Weight Engine (removable)	45 kg / 99,2 lb
Cylinder capacity	350 ccm	Max. all-up mass	750 kg / 1653 lb
Rated Power	22 kW	Propeller	assym. 5-blade folding propeller
Cylinder	2	Fuel consumption	16 l / hour 3.2 Gal / hour
Tank capacity	16 Liter / 4.2 US Gal.	Range (680 kg)	200 km / 108 nm

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