

# TOWLINE

February March 2010



Pix by H. Gehlhaar

## SSA Convention Display: Best Sign on the Convention Floor

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PO Box 7184 Bellevue, WA 98008-1184

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<http://www.silverstarsoaring.org/>

**Spokane Soaring Society**

Spokane, WA

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

**Vancouver Soaring Association**

Vancouver, BC

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Clubhouse Voicemail: 604-869-7211

[www.vsa.ca](http://www.vsa.ca)

**Willamette Valley Soaring Club**

Portland, OR

Information 503-647-0913

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

**Commercial Operations**

**Blanik America, Inc.**

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Vitek Siroky 509-884-8305

**Cascade Soaring McMinnville, OR**

Joe Deem 503-472-8805

[www.cascadesoaring.com](http://www.cascadesoaring.com)

SGC one-year membership renewal (January-December) US \$35.  
(SGC Membership is required for all tows behind an SGC towplane.)  
SGC Family Membership (for 14 and older) US\$10 each.

Tows (at Ephrata): \$23 for first 1500' (minimum fee) + \$1 per 100' above 1500'

Tows (airport other than EPH): \$25 for first 1500' (Min Fee) + \$1.10 per 100' above 1500'

Aero Retrieve or Glider Ferry: \$100 / tach hour

Ephrata Pilot Use Fee: \$66 for the season or \$11 per week (7 consec. days)

(Note: maximum limit if pilot fee paid by the week is \$66)

Trailer Parking: \$175 per season, or \$27 per week (7 consec. days)

RV Parking: \$350 per season (incl. tax), or \$60/week (incl. tax) (7 consec. days)

**Weather Information:**

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Highway Report 206-368-4499

## A Word from the Treasurer

It won't be long and Ephrata is going to open for another season of spectacular soaring. This means you got to get your glider ready if you haven't done so by now and,- more important, from the treasurer's viewpoint, you should mail your check in for those nasty fees that make the Ephrata operation possible.

Most of you are aware that Pat Dunston has retired from walking the flight line to see who dropped off a glider trailer, and perhaps a RV, in preparation for sending you a bill. Since we don't have Pat's invaluable resource anymore, our goal is to depend on you to simply mail in your check for the fixed fees like membership, facility fee, and trailer parking. This already works reasonably well for the seasonal users. Short time visitors are also requested to pay their fixed fees prior to arrival at the airport with an indication of planned length of stay. Please keep your e-mail address current. We do not have good visibility concerning non-deliverable e-mails.

Billing has become a significant expense of our operation and your cooperation with the above requests is appreciated. I look forward to seeing you at EPH.

Chris Gunther, SGC Treasurer

## Ephrata Dust Up 2010

*by Bruce Bulloch*

Get ready for the Ephrata Dust Up 2010!

It's time to mark your calendar for the Ephrata Dust Up 2010! The Dust Up will be held this year over the Memorial Day weekend. We're looking forward to holding an exciting event.

This contest is unique for Region 8, not only in that it is a three-day competitive event, but also in the way it combines competition and education. The Ephrata Dust Up is designed to give first-time contest pilots a solid foundation in soaring competition. For those with a few contests already under your belts, it is the opportunity to learn from some of the region's most successful competitive pilots and bring your own competitive skills to a new level. We'll hold educational sessions during the contest.

## 2010 Ephrata Fees

A subscription form can be downloaded from the SGC web site at [www.seattleglidercouncil.org](http://www.seattleglidercouncil.org). Mail your check with the subscription form to SGC, P. O. Box 7184, Bellevue, WA 98008.

<b>Membership (Jan -Dec)</b>	<b>\$35</b>
<b>Family Membership</b>	<b>\$10</b>

### Seasonal Fees (opening to closing)

Facility Fee	\$66
Trailer Parking	\$175
RV Parking	\$350

### Weekly\* Fees (one week minimum)

Facility Fee	\$11
Trailer Parking	\$27
RV Parking	\$60

\* week is defined as 7 consecutive days

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## Ephrata Dust Up 2010 --Continued -----

Last year we had twenty-five gliders participating in the contest and everyone had a great time. As Stan Kasprzyk reported in his blog:

“Competition is fun. We had a blast in the preparation, out on course as we crossed other's flight paths and observed their strategies, and after the day's competition as we "told war stories", compared results, and generally developed more camaraderie with our flying mates. I highly recommend entering your next available local contest. You WILL learn a lot, and have fun in the process!”

First-time competition pilots found the contest sharpened their cross-country soaring skills. Flying a contest task is an exciting experience that pushes you to focus on the efficiency of your soaring technique. It's a lot of fun and a great social gathering for the soaring community.

You can find details on the contest website. Go to <http://www.dustup.org> then sign up for The Ephrata Dust Up 2010!

## Support your little old Airport

AOPA Airport Support Network (ASN) volunteers serve as AOPA's first line of defense by being our local eyes and ears. AOPA needs your help to promote the value of GA in your community by volunteering at your airport today! We are currently looking for volunteers at Dorothy Scott (0S7), Jefferson County International (0S9), Sunnyside Municipal (1S5), Colville Municipal (63S), Chehalis-Centralia (CLS), Bowers Field (ELN), Lopez Island (S31), Methow Valley State (S52), Kenmore Air Harbor Inc. (S60), and Sanderson Field (SHN). See a complete list of airports that need volunteers. Learn more about the APOA ASN program and submit a nomination to . [Pilot@aopa.org](mailto:Pilot@aopa.org)

## SSA Convention

by Heinz Gehlhaar

In spite of the "wonderful" weather (28<sup>0</sup> F, with rain/sleet, & a local emergency declaration) the SSA Convention in Little Rock was just great. What a choice of scheduled talks and displays. Where else can you slide into the seat of a current glider for fit-check, and some dreaming. And have the factor reps answer all your questions. Where else can you meet and discuss your favorite issue with pilots, designers and manufactures you have only heard about? Where else can you talk face-to-face with the vendors and get hand-on experience and demos of your favorite equipment and compare it with the competition?

My most technical surprise: I had seen photos of the Perlan Mockup with the apparent lack of windows. Well, Einar Enevoldson was there with a mockup of the Perlan 2 cockpit showing the view-port (aka window) arrangement. I got the opportunity to check out the view from the inside. Surprisingly enough, it is quite good. I think even I could land the ship with that arrangement.

My most fun aspect: Having Lunch and Dinner with new and old friends in the local restaurants.

My most moving event: the OSTIV Presentation by Loek Boermans and Gerhard Waibel: *Concordia*, *Dick Butler's project to build a cutting-edge Open-class glider*.

The performance growth of our soaring machines and their technical development, as well as that of new persons coming into the field, is well assured as long as we have the drive and spirit of Loek and Gerhard, and Dick. Especially inspiring was the many conversations I was able to have throughout the conventions with Gerhard and Loek. Fine, very smart gentlemen who come down to your level of understanding during the exchanges.

Loek Boermans, Associate Professor at the Low Speed Aerodynamics Laboratory at the TU Delft is a specialist in subsonic aerodynamics, and aerodynamic design of high performance sailplanes. He also is the president of OSTIV.

Gerhard Waibel is the designer of the Alexander Schleicher gliders (he is the W in ASW-XX series).

His father Karl Waibel had worked with Wolf Hirth in the 1920s. Gerhard studied at Akaflieg Darmstadt, and helped with the building the SG38.

Dick Butler is a five time Open Class National Champion, and a retired aeronautical engineer, Dick is that rare competitor who can blend the theoretical with the practical. Dick's flew to several national championships in the 1970s in a very modified Glasflügel 604. More recently, he won the 2003 Open Class Nationals in his extensively modified ASW-22. After some absence, he is now flying in both the 15-meter (ASW-27) and Open (ASW-22) classes.

Those three international treasures are the prime movers behind the design of *Concordia*, a Open-class glider with a 28-meter span with thin, long and narrow wings (aspect ratio of 57), state-of-the-art airfoils, and a carefully selected wing/fuselage aero-shape. A big emphasis is being placed on a very wide range of wing-loading – something like 8 to 13 pounds per square foot. This should allow *Concordia* to excel in both very weak and extremely strong condition. Loek Boermans and his students are doing the aerodynamic design and Gerhard Waibel is looking after the structures, and Dick Butler is doing the constructing at his home base in Tennessee.

A lot more detail about *Concordia* is available at: [http://lesgpr.free.fr/construire/concordia/ConcImagine\\_WV\\_e.pdf](http://lesgpr.free.fr/construire/concordia/ConcImagine_WV_e.pdf)

## Annual Glider Program Letter.

*Adapted from Albuquerque Soaring Club by Heinz Gehlhaar*

Here is a suggested boiler plate for your friendly FAA office and their Annual Program Letter.

The FAA issues **Operating Limitations** for "Experimental/Racing and Exhibition" aircraft (most gliders are registered in the "Normal" category) which calls for the submittal of an annual program letter describing how the aircraft will be used. When the FAA certifies an Experimental aircraft (i. e. glider in this case), the **Operating Limitations** listed for aircraft in this category may vary based on aircraft, and on the date the limitations were issued. The guidance in this article generally refers to aircraft licensed since 1993, so check the reporting requirements in your specific **Operating Limitations** to make sure you meet your requirements.

The *Annual Program Letter* is your chance for you to tell the FAA what you are going to do with your aircraft, within the guidelines of your **Operating Limitations**. Apparently, there are no templates the FAA uses for issuing **Operating Limitations**: "Operating Limitations shall be designed to fit the specific situation encountered. The FAA inspector may impose any additional limitations deemed necessary in interest of safety." But this document is the guidance we must follow. These are the FAA's guidelines for operation of your experimental aircraft in public airspace and with the public safety in mind. Read it carefully.

Now, Item 37 in your **Operating Limitations** requires an annual program letter be submitted. This annual program letter must be in compliance with 14 CFR Section 21.193(d), which asks for:

- (1) The purpose of the experiment. (i. e. Racing)
- (2) The estimated time or number of flights required for the experiment.

(What events you plan to participate in, location and dates)

- (3) The areas over which the experiment will be conducted; (This will come from your limitations or a waiver for the event)

An Annual Program Letter needs to have a purpose, number of flights, a timeframe and boundaries. Example:

I am submitting "John Doe's" program letter as per 14 CFR Section 21.193(d) for "N12345" a "Red Brick Glider", Serial Number "XX-XXXX"

"N12345" has a Special Airworthiness Certificate issued on "01/01/20XX" for the purpose of Experimental Racing. The Operating Limitations for this aircraft are date "01/01/20XX"

I plan to participate in the following events: Name and list in tabular form all the events you plan to take part in with location and dates. And then state: All proficiency flights for these events will be within a 300 nautical mile radius of my home base of "Blivit- blivit, WA"; any flying outside of the area stated in this program letter will only be conducted for formation flying, training, or pilot checkout and in conjunction with a specific event listed in this letter, or amendments thereto.

Note: (300 nautical miles is the maximum distance authorized, it can be a smaller area)

If an event comes up you did not plan to participate in, amend your program letter before the event. This can be done just by submitting an amendment to your program letter, either by fax or by dropping off the amendments at your local FSDO. (If you intend to drop it off in person, remember to call first, you must have an appointment.)

Those of you that are members of SSA or taking part in events authorized by the FAI (Federation Aeronautique Internationale) should add the following language: I plan to participate in the following FAI or SSA event

(Note: The OLC, is a FAI / SSA event).

All proficiency flights when conducted in preparation for participation for sanctioned events and pursuant to qualify for Federation Aeronautique Internationale (FAI) or (SSA) awards, have no geographical restrictions. These flights may, however, only take place as defined in this program letter.

**FIGURE 4-13. SAMPLE PROGRAM LETTER,  
RESEARCH AND DEVELOPMENT/SHOWING COMPLIANCE  
APPLICANT PROGRAM LETTER SPECIAL AIRWORTHINESS CERTIFICATE**

1. Registered Owner (as shown on Certificate of Aircraft Registration)		
NAME		ADDRESS
2. Aircraft Description		
1. Registration Mark	2. Aircraft Builder	3. Yr. Mfg.
4. Aircraft Serial No.	5. Aircraft Model Designation	
3. Describe Program Purpose for which the aircraft is to be used (FAR 21.193(d)(1)).		
4. List estimated flight hours required for program.		Hrs.
List estimated number of flights required for program.		No. Flts.
List estimated duration for programs (FAR 21.193(d)(2)).		No. Days
5. Describe the areas over which the flights are to be conducted, and address of base operation (FAR 21.193(d)(3)).		
6. Describe the aircraft configuration (attach three-view drawings or three-view dimensioned photographs of the aircraft) (FAR 21.193(b)(4)).		
7. Date	Name and Title (Print or Type)	Signature



**A Final Thermal**  
**Robert Raymond Chase**  
1922- 2010

Robert Raymond Chase was born in Portland, Oregon on March 6th 1922. To his family, he will always be known as Robert Chase or Uncle Robert. To his friends and business associates, it was Bob Chase.

Bob grew up in Portland spending most of his time at his Grandmother’s house, where his mom helped raise her 11 siblings, and her own two boys. As a boy Bob’s interests were like most young boys: baseball, fighting with his brother and riding bikes. He did have one interest that only a few boys in the 1920’s had, and that was a fascination with

airplanes. He’d watch planes taking off and landing at the Portland airfield day after day, riding his bike miles just to do so. He always wanted to fly airplanes, soaring high into the skies.

Bob’s first job was delivering groceries for the neighborhood store on his motorcycle with a sidecar. He was always very work oriented. His family was a hard working German family who taught their children and grandchildren to work from sun up to sun down because an idle mind is a place for trouble.

In 1941 Bob graduated from Jefferson High School. Bob worked his way thru his first years of college washing dishes in a fraternity. He was very fond of his college days. He was an Oregon State University Beaver “born and bred.....”

Bob transferred to the University of Colorado in Boulder to join the Navy’s ROTC program. His dream was to be a Navy pilot. At U of C he majored in Aeronautical Engineering earning his Bachelor of Science Degree. His Naval career started with enlistment in August 1943. He became a ground crew squadron leader for aircraft maintenance. He served in WWII and Korea. He retired as a Navy Captain from NARS T-1 of Whidbey Island after 32 years in the Navy. Bob thrived on being “Captain”. He liked being saluted and he liked giving orders. He readily adopted the Navy’s philosophy, his way or no way. Even years later packing the car for a road trip was always an ordeal. It was his way or no way. Working with him was a challenge, and meeting his standards, was even more of a challenge.

In 1947 Bob met Doreen Cummins formerly from Vancouver, British Columbia. They were married in Seattle on April 17, 1948. Bob and Doreen had two daughters Cynthia, and Barbara. Through out their marriage, Bob never gave up his dream of flying. In fact the story is told that when Doreen was in early labor ready to give birth to his second daughter, he made his wife and their three year old daughter wait in the car until he finished a flying lesson over Seattle’s Lake Union. After parking the car he climbed out telling Doreen, “If your contractions get real bad just flash the car’s headlights.”

Early on the family lived in NE Seattle. Bob, Doreen and the girls were all active in Camp Fire Girls. Bob spent many hours serving on committees, clearing trails at Camp Sealth and participating in fund raising drives.

In 1962 the Chase family moved “across the lake” to Kirkland into the home of their dreams. Bob designed the house only consulting the professionals when required. He supervised the hammering of every nail and the laying of every brick. That same year he decided to go into business for himself. He still like being “captain” and working for Hewlett Packard and Boeing just didn’t do it for him. Between working on the house and starting a new business he lost 50 lbs. Both he and Doreen almost had nervous breakdowns, but eventually the house all came together. Today, the family home stands as a tribute to Bob and Doreen. As parents, grandparents, great grandparents, and Seattle Glider Council members their family home was the site of many celebrations and parties.

Bob had many business adventures. He was President, CEO and head salesman of R. R. Chase and Associates, selling airplane parts to Boeing. He also owned and operated “Oil Spill Services”. This business built and sold oil containment boom and oil spill clean up materials. Bob also turned his love of flying into a business called Soaring Unlimited and gave himself the opportunity to play in that big sky of his childhood dreams. Every weekend and numerous vacations were spent traveling to a new airfield or teaching others to fly gliders. Bob was a Northwest soaring pioneer, an original member of the Seattle Glider Council and instrumental in bringing Bob Wander to the Seattle area for our instructor revalidation clinics. For many summers he would spend two weeks with the Air Cadets of the Civil Air Patrol teaching the cadets how to soar like the birds. At one point, Bob set the Washington state altitude record flying the Yellow June Bug, an SGS 1-23, over Mount Rainer. He was quite well prepared and ready for the right time to make the flight. When he saw the lenticular clouds building, he was on tow to the mountain. Later in the day he was back, still high overhead in Issaquah after gliding back from Mt. Rainier. It was a flight of a lifetime.

Another great joy was being a Grandparent. Many hours were spent at his grandchildren’s ball games or at ballgames with his children and grandchildren. He was an avid Husky fan, often attending games with Doreen or Cyndi. Besides encouraging his grandchildren in athletic endeavors,

he taught the rewards of hard work and respectful behavior. And when that didn’t sink in you might hear their parents say, “Be good or we’ll send you to Grandpa Bob’s!” It was a threat akin to reform school.

Doreen passed away in 2001. Bob is survived by his wife, Harriet Pomerrank Chase. Bob and Harriet were married in Greece in the fall of 2002. The Pomerranks and the Chases had been long time friends. For the past seven years Harriet and Bob lived in Bob’s home in Kirkland.

Bob is also survived by his daughters, Cyndi Bellamy, Barb Sperling, their husbands, former husbands and numerous grandchildren, great-grandchildren, numerous step-grandchildren, step-great-grandchildren, nieces, nephews, cousins and friends.

## Soaring Expo 2010

Our annual Soaring Exposition is on on March 20 and 21 at the Museum of Flight. Come and take a look at some full-size sailplanes, paragliders, and radio controlled gliders. Here is the schedule of activities for that weekend. Please participate and help. Contact Heinz at <mailto:soarboy@comcast.net> or Doug at [N848DG@gmail.com](mailto:N848DG@gmail.com) .

### Friday March 19, 5:00 PM

- . Move in to the Museum of Flight

### Saturday, March 21, 10 am to 5 pm

- 11:30 AM *Development & Flights of LightHawk*, by Dan Howell
- 2:00 PM *US Women in Soaring*, by Frauke Elber
- Private dinner Party with Frauke Elber. See Heinz at [soarboy@comcast.net](mailto:soarboy@comcast.net) or 206-932-5428

### Sunday, March 22, 10 am to 5 pm

- 11:00AM *Emergency Bailout Procedures and Survival Equipment for Pilots* by Alan Silver
- 2:00 PM A soaring movie: *2061km in the Sierra Wave*
- 5:00 PM Move out of the Museum of Flight

## 50 YEARS AGO IN...

# Towline

Submitted by Linda Chism

The "Soaring Sixties" started out with the SGC being in "the most favorable position in its history" per newly elected Director Joe Robertson. Towards the end of 1959, a trial six month lease was obtained at Enumclaw Airfield for use of the airport and the old FBO building there. The previous issues with Arlington's management were a thing of the past, as the glider operation now had the run of Enumclaw. The facility was being greatly improved over the winter months by way of members' work parties. The social areas of the large hangar were cleaned up and painted, new light fixtures hung, and the entire hangar exterior got a new coat of paint. The Enumclaw Goodyear dealer donated old tires which were cut in half and painted bright yellow for use as runway edge markers. An ongoing problem was drainage on the runway, but several gravel spreading parties helped to reduce the mud. A parallel grass landing runway was planned to speed the PA-11 towplane operation. Members were requested to donate any extra tables, chairs, or sofas to the airport lounge. There were even plans to fence in an outside area near the lounge to make a childrens' play yard with swingsets and add a toy area in the hangar.

One big improvement for the glider operation at Enumclaw was the plan to activate a café at the airfield. Kitchen equipment was located and installed. Member Opal Wathew volunteered to manage the kitchen with various others lined up to flip burgers on the grill. There was mention of a newly named "Ladies' Auxiliary" which would keep this café running.

It is easy to forget the complexities of 1960's telephone service, and the instructions for the use of the new Enumclaw line are a reminder of how good we have things now ! The new line was an eight-party phone but because it was a business line, it was believed to be rarely busy on weekends. The phone number was TA 5-4204, and members were to answer a double ring only. The charges for outgoing

calls were to be on the honor system, requesting the operator to charge the call to a home number. Members were asked to please not accept collect calls at the field. If you needed a retrieve, and forgot the number, you could just ask the operator for the Enumclaw Airport.

To showcase the airfield and introduce soaring to a wider public, an Air Show Fly-In was planned for on Sunday, May 22. Later reports described the visiting aircraft that filled the field and the crowd that was thrilled by Joe Robertson's aerobatics and paper cutting. There were multiple glider launches by council and club members to help show the public what sailplanes are all about. While the summer of 1960 would bring increased activity in Wenatchee with much of the equipment moved east for the season, Enumclaw was proving to be a great location for training, glider building and repair, and council functions.



## Early February Soaring

by Fred Hermanspann

While most soaring clubs in the Northwest are still in hibernation, the Arlington operation by Evergreen continues throughout the winter, weather permitting. This winter may have brought unusually severe winter weather to the Northeast but the Pacific Northwest has so far enjoyed one of the mildest winters on record. As a consequence there have been a number of ridge and wave flights and the first few thermal soaring flights have been made.

On Tuesday, February 9, I was enjoying my morning cup of coffee while contemplating the low overcast outside when Winfried Feifel called me from Arlington where he happened to have some business, announcing a soaring day with blue sky and high cumulus clouds building in the mountains. So, after hastily organizing an ESI operation I headed out to Arlington. We prepared the L-13 (2414J) and took off at about 1:45 pm. Keith McLean dropped us off some 15 miles out in the direction of Threefinger Mountain and we were off to enjoy this beautiful area. Even with the unusually low snowpack this winter everything above 4000 ft is solidly covered in snow and ice and only some ski tracks in the landscape indicated some human



presence. Lift was variable, reaching over 7000 ft on occasion to allow us to explore the area from Whitehorse Mountain to Green Mountain. Arlington has some of the most scenic mountains close by and with a nice snow cover the sights are hard to beat. With a better sailplane one could have explored going further east but with an old beat-up Blanik it was advisable to stay on the conservative side. By 3:30 pm the clouds began to dissipate and we went on our final glide, trying first to reach Mount Pilchuck. That did not quite work out – we lost too much altitude on the way, but the trusty old Blanik still managed a glide ratio of close to 4 miles per 1000 ft on the way home.

It was not a particularly impressive XC flight but it was a nice beginning for the season. Incidentally, the only other OLC entry in the US for the day was a flight in Arizona.



Winfried Feifel enjoying the View



Looking towards Sloan Peak



Three Finger Mountain



Mt. Pilchuck behind Green Mountain



Mt. Bulhon and Jumbo Mountain

## National Event/Contest Dates

Date(s)	Event	Location
3/7/2010 - 3/13/2010	<a href="#">Seniors Championship</a>	Clermont, FL
4/19/2010 - 4/24/2010	<a href="#">Region 5 North</a>	Perry, SC
5/10/2010 - 5/15/2010	<a href="#">Region 9 South</a>	Tucson, AZ
5/13/2010 - 5/16/2010	<a href="#">36th Central California Soaring Club Camp</a>	Avenal, CA
5/16/2010 - 5/22/2010	<a href="#">Region 2 - Mifflin County Airport</a>	Reedsville, PA 17084
5/24/2010 - 5/29/2010	<a href="#">Region 10 North</a>	Cherry Valley, AR
5/31/2010 - 6/5/2010	<a href="#">Region 6 North</a>	Ionia MI
6/7/2010 - 6/12/2010	<a href="#">Region V South</a>	Cordele, GA
6/15/2010 - 6/24/2010	<a href="#">18-Meter Nationals</a>	Waynesville, OH
6/15/2010 - 6/24/2010	<a href="#">Sports Class Nationals</a>	Parowan, UT
6/28/2010 - 7/3/2010	<a href="#">Region 8 Championships</a>	Ephrata, WA
6/29/2010 - 7/8/2010	<a href="#">Open/Standard Class Nationals</a>	Hobbs, NM
7/12/2010 - 7/17/2010	<a href="#">Air Sailing Sports Class Contest</a>	Reno, NV
7/19/2010 - 7/24/2010	<a href="#">Region 9 North</a>	Logan, Utah
8/3/2010 - 8/12/2010	<a href="#">15 Meter Nationals</a>	Uvalde, TX
9/20/2010 - 9/25/2010	<a href="#">Region 4 South</a>	New Castle, VA
7/19/2011 - 7/28/2011	<a href="#">15 Meter Nationals</a>	Logan, Utah

## 2010 WSPA Soaring Seminar

by Neita Montague, President,

*Women Soaring Pilots Association*

2010 will find Air Sailing, Reno, Nevada, again hosting the Women Soaring Seminar July 17-23.

The first Women Soaring Seminar was held in Tehachapi in 1979. In 1983 the seminar was a Women's Wave Camp at Ephrata, WA.

In 1985 a group of women sat in a trailer at Air Sailing and pulled together an organization to support and mentor women and to continue these special seminars. Men are welcome to join as members and we usually have 8 to 10 attend each year. Join the WSPA on [www.womensoaring.org](http://www.womensoaring.org) to get the most updated information and our "Hangar Soaring" newsletter starting in January.

The seminar officially begins on the 19th, but events are planned the two days before to help you acclimatize to our high desert soaring. We suggest you plan on arriving on Friday the 16th so you won't miss anything.

The seminar ends on Friday the 23rd with a celebration and an awards banquet, but we encourage you to fly the next two days for your best Badge or Record flights. Members of Air Sailing are available to help you with advice and recorders.

Membership in the WSPA is required for the seminar and you can either pay extra for the registration as a non-member or you can sign up now and receive our "Hangar Soaring" which will give you the most up-to-date details. Proceeds of the seminar support our scholarships and our organization.

For further information contact  
[neitalibelle@aol.com](mailto:neitalibelle@aol.com)

## Safety Ideas

by Heinz Gehlhaar

*I am always looking for items relating to soaring safety. If you have any inputs please send them!*

*It is this time of the year again. We need to ask ourselves this question, published in the SSA Soaring Safety Foundation*

### Current vs. Proficient

#### Legal - But Safe?

In recent years, the National Transportation Safety Board has determined that the failure of the pilot in command to maintain control of the aircraft has been cited as a recurring probable cause in a number of glider accidents. For the five-year period 1991 - 95, for example, 26 glider accident investigations were concluded with this brief and compelling statement. Furthermore, the number of accidents in which loss of aircraft control is a factor increases dramatically with the inclusion of stall/spin related events. This is especially troubling because the very essence of pilot responsibility is the ability to maintain control of the aircraft in all flight regimes. It is important to note, however, that this problem is not unique to the soaring community. NTSB accident data for 1995 indicates that almost one-half of the fatal general aviation airplane accidents occurring in that year involved loss of aircraft control as a primary or contributing factor.

Accidents, which result from loss of aircraft control typically, involve multiple contributing factors, the most notable of which is pilot proficiency. Proficiency, by definition, is "the state of performing a given skill with expert correctness." Unlike other activities, however, proficiency as a pilot encompasses a wide range of required knowledge and skills, including the ability to operate the aircraft in a precise and coordinated manner, an understanding of the regulatory requirements for operations in the national airspace system, and a knowledge of the aircraft and related systems. Furthermore, a pilot must be able to continuously evaluate the effects of a dynamic meteorological environment on the conduct of the flight. Pilot proficiency, therefore, relates to the pilot's ability to perform tasks associated with the safe conduct of a flight with expert correctness.

In a 1901 speech to the Western Society of Engineers in Chicago, aviation pioneer Wilbur Wright stated, "...that practice is the key to the secret

of flying." Although this sentiment was expressed soon after the Wright Brother's first experimental expedition to the Outer Banks of North Carolina, the concept is as applicable for pilots today as it was almost a century ago. The importance of maintaining proficiency in critical aviation skills in today's complex operational environment continues to increase proportionally with advances in aircraft design and technology. The FAA, recognizing the importance of proficiency in these critical skills, created regulations to define the minimum level of activity required for a pilot to exercise the privileges of his or her pilot certificate.

The first of these regulatory requirements is addressed in FAR 61.56, Flight Review. This regulation states that no person may act as pilot in command of an aircraft unless that person has accomplished a flight review in an aircraft for which the pilot is rated within the preceding twenty-four calendar months. This review requires a minimum of one hour of ground training which must include a discussion of current FAR Part 91 General Operating and Flight Rules. The flight portion of the review must include one hour of flight training on those maneuvers and procedures that, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercise of the privileges of his or her pilot certificate. Of course, the flight review must be conducted by an authorized flight instructor and a record of the satisfactory completion of the review must be entered into the pilot's logbook or permanent record.

The second regulatory requirement is addressed in FAR 61.57, Recent Flight Experience. This regulation states that no person may act as pilot in command of an aircraft carrying passengers unless that person has made at least three takeoffs and three landings within the preceding 90 days. These takeoffs and landings must have been accomplished in an aircraft of the same category (airplane, glider,

etc.) and the pilot must have acted as the sole manipulator of the flight controls.

The rationale for these regulations is based, in part, on certain aspects of the human learning process. Professor Edward L. Thorndike, an early pioneer in educational psychology, theorized that the ability of an individual to learn new skills, or to retain previously acquired skills, is influenced by certain conditions. These conditions, referred to as Thorndike's Laws, have served as the foundation of aviation instruction for many years. The first of Thorndike's Laws that pertain to a pilot's ability to accomplish specific tasks is the Law of Exercise, which states that tasks most often repeated are best remembered. Consequently, to maintain a minimum level of competency in a specific task, it is important to perform the task on a regular basis. In other words, the old adage "practice makes perfect" is good advice.

Professor Thorndike also suggested that tasks most recently performed are also best remembered. This means that not only is it important to repeat tasks on a periodic basis, but within a recent time period as well. This principle is referred to as the Law of Recency. The influence of these conditions on the pilot's ability to perform certain tasks illustrates the importance of conducting critical flight operations on a periodic and recent basis. Although regulations pertaining to recency of experience and recurrent flight training attempt to ensure that pilots conduct these critical flight operations on a periodic basis, accidents occurring during critical phases of flight continue to plague the entire general aviation community.

To address this dilemma, it is important to first distinguish between being current and being proficient. Remember that proficiency, by definition, means performing a given skill with "expert correctness." In contrast, currency simply refers to being up to date or occurring within a recent period of time. These definitions are useful in illustrating the point that being current in a particular task does not necessarily imply proficiency at that task. If we apply these definitions to the recency of experience requirements specified in the regulations, it becomes evident that a pilot, while legally current, may not be adequately proficient in certain critical flight skills to act as pilot in command.

In 1983, Embry-Riddle Aeronautical University conducted a study designed to measure the skill retention levels of newly certificated pilots and to determine how accurately these pilots were able to predict their own level of personal proficiency. The results of this research provide some interesting insight into potential cause factors of the most frequent types of glider accidents.

Primarily, the study revealed that general aviation pilots suffer a significant degree of cognitive and flight skill loss within a short period of time following the completion of structured flight training. Cognitive skill loss, in this case, refers to pilot judgment and decision-making ability. The areas of flight skill loss most affected include critical flight operations such as takeoffs and landings, stall recognition and recovery, minimum controllable airspeed, and emergency procedures. This finding is especially relevant for the soaring community considering that more than 70% of all reported glider accidents occur during the takeoff and landing phases of flight. Furthermore, stall / spin events, loss of aircraft control, and takeoff emergencies represent a substantial percentage of the number of takeoff and landings accidents that occur each year.

Perhaps the most surprising aspect of the study, however, was the finding that a pilot's ability to predict and evaluate his or her own skill retention levels for specific flight tasks is negligible. Simply stated, pilots are seldom accurate in assessing their own level of proficiency in a given task. This is especially true for infrequently performed maneuvers such as emergency procedures. The inability to accurately assess personal proficiency combined with the potential for loss of critical flight skills helps to explain why in-flight emergencies such as the PT3 continue to pose such a formidable challenge to soaring safety. In many cases, the FAA mandated flight review is the only exposure many pilots have to recurrent training in emergency procedures. However, the Embry-Riddle study suggests that the flight review required by the regulations may not be sufficiently frequent for relatively inexperienced pilots to maintain critical flight skills. The same may be true for more experienced pilots who do not exercise critical flight skills for prolonged periods of time.

It is equally important to consider that the requirement for the flight review may be satisfied in any category of aircraft for which the pilot is rated. This means that an individual possessing pilot in command privileges in both airplanes and gliders may accomplish the flight review in either an airplane or a glider. The privilege to carry passengers is then extended to both airplanes and gliders as long as the 90-day takeoff and landing requirement is satisfied for each category. Consequently, it is possible for a pilot, rated in both airplanes and gliders, to be in compliance with the flight review requirement, yet never participate in recurrent training in a glider.

The most important component of any accident prevention strategy is the pilot and the need for every pilot to maintain a high degree of proficiency in critical flight skills is a crucial factor in the prevention of soaring accidents. One of the most effective ways to address the problem of proficiency in critical flight skills is participation in a personal recurrent training program. The primary advantage of this type of activity is the flexibility available to design a recurrent training program that not only satisfies the requirements of the regulations, but allows the integration of individual training needs as well. The development of a personal proficiency program will require an accurate initial assessment of individual flying skills and aeronautical knowledge by a competent flight instructor. This evaluation can then be compared to a known standard such as the FAA Practical Test Standards. The assessment period may also be used to provide the training necessary for the pilot to regain the level of proficiency required for initial certification.

One of the most important aspects of participation in a personal proficiency program is the establishment of a recurrent training schedule. As previously noted, current regulatory requirements may not provide an adequate level of recurrent training for every pilot. Participation in one of the many programs specifically designed to promote proficiency in critical flying skills can be used to supplement the training required by regulations. One such program, the FAA Pilot Proficiency, or Wings, Program encourages participation in recurrent training on an annual basis. Not only does successful

completion of each phase of the program satisfy the requirements for the flight review, but participants receive a distinctive set of wings and a certificate of accomplishment as well. Other opportunities for structured recurrent training include the ABC and Bronze Badge Training Program and the instruction required to qualify for a higher level of a pilot certificate, or to add additional privileges to an existing certificate. Regardless of the type of program selected, the most important point to remember is that training is the foundation of proficiency. Unless each pilot continues to participate in a regular recurrent training program, critical flying skills erode very quickly.

One final thought concerning the influence of pilot proficiency on loss of control related soaring accidents. Because transition training for single seat gliders consists almost exclusively of ground-based instruction, it is extremely important for pilots to become completely familiar with all procedural and operational aspects of an aircraft prior to the first flight. This includes the operation of all aircraft systems, a knowledge of normal and emergency procedures, aircraft limitations, and any operational requirements that may be specific to an individual aircraft, especially weight and balance considerations. Furthermore, until a reasonable level of experience is obtained in the aircraft, pilots should establish a specific set of personal limitations that preclude operations in conditions of high wind or other meteorological conditions that may have an adverse effect on the initial operations of the glider.

In closing, remember that current and proficient are adjectives used to describe separate and distinct levels of competency. In the context of aviation, being current simply means that a pilot has complied with the regulations and is legal to exercise the privileges of his or her pilot certificate. Proficiency, on the other hand, describes a pilot who conducts each flight with competence of a professional or, in other words, expert correctness. Proficiency also means making the commitment to put safety above all other considerations every time we fly. Most important, however, proficiency means much more than simply being legal to fly. It's about being safe to fly.

## Ephrata News

### **DG-1000 Membership**

The SGSF DG-1000 Group has room for a few more embers for the 2010/2011 Season. If you are interested, please contact Heinz Gehlhaar at 206-932-5428 or soarboy@comcast.net.

The details of membership will be about the same as last season. The actual paperwork is in final review and will be available soon. Here are some of the highlights:

You will be signing a **DG-1000 Use Agreement** which lists the detailed rules. Most of them are summarized here; however the actual rules of the document shall govern.

- The Membership Premium for 2009/10 is \$850 for the year.
- There will be a Flight Fee of \$10.00 per flight.
- There will be a refundable Damage Deposit of \$300.00
- You must hold at least a private pilot glider license
- You must have a Silver C Badge (some limiting exceptions exist)
- You must have had at least one off-airport landing.
- Ground handling/assembly and flight Check-outs are required.
- No flying during mid November to mid February (no insurance coverage)
- From August-April the ship is in Arlington, otherwise the ship is in Ephrata.
- All days will be assigned to individual Group Members.
- Use of the glider is at the discretion of the Member who "owns" that day.
- During the Region 8 Contest the glider will be scheduled for a group of Members to fly the contest.

The new fuel tank at EPH will be owned and operated by the Port.

### **2010 Calendar**

. Ephrata will open on the Weekend of April 3<sup>rd</sup>/4<sup>th</sup>  
Look at <http://www.seattleglidercouncil.org/> for an up-to-date schedule, and click on **2010 Calendar**. Also, if you have an update to the Calendar, or if you have some neat pictures, please send that to our webmaster Jim McNeil at [jwm033@netscape.net](mailto:jwm033@netscape.net).

### **SGC Schedule**

- – February 20/21, NW Aviation Conference & Trade Show (More details at <http://www.washington-aviation.org>)
- – March 1, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – March 9, 6:30PM, SGC Board of Directors Meeting, Bellevue Library, Room #4
- – March 20/21, Soaring Expo, Museum of Flight (move-in on March 19)
- – April 3/4, Start of Soaring Season at Ephrata (bathhouse facilities not open for 1-2 weeks)
- – April 5, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – May 3, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – May 29-31, Dust-Up (2) Soaring Contest at Ephrata
- – June 27 - July 3, Region 8 Soaring Contest at Ephrata (practice day June 26)
- – November 6, Annual SGC Awards Banquet, Ivar's Salmon House

## Classifieds

### GROB 109 Motorglider for Rent

Available for rent \$65 per hour, dry.  
Instructors available.

Contact Chris Klix,  
Pacific AeroSport LLC,  
360-474-9394  
Arlington WA.

See [www.pacificaaerosport.com](http://www.pacificaaerosport.com) for  
additional information and requirements.

### Libelle for Sale

Fixed gear. Good condition.  
Nelson Oxygen. Terra 760 channel radio.  
New Borgelt 400 audio Vario with T/E probe.  
Mechanical Speed to Fly Vario. Compass.  
Turn coordinator.  
2 wing stands. Tail dolly. Wing dolly.  
Very good towing enclosed aluminum trailer.  
Easy loading dollies.  
Asking \$ 15,000

Gene Ogden  
Mount Vernon WA  
(360) 848-9134  
[nogo@comcast.net](mailto:nogo@comcast.net)

### GROB 109 Motorglider for Sale

Dual NAV-COM's: KX155 & KX165  
KT76 Transponder  
PS Engineering Audio Panel  
Artificial Horizon  
Engine: Factory fresh overhaul,  
Limbach L2000EB1-AA  
Propeller Reconditioned  
Re-finished wings  
\$54,900 OBO

Contact Chris Klix,  
Pacific AeroSport LLC,  
360-474-9394  
[www.pacificaaerosport.com](http://www.pacificaaerosport.com)

### Standard Cirrus Co-Ownership

Co-ownership available in PY. Std.  
Cirrus, Standard class ship with water  
capabilities, cockpit for tall or large person  
up to 242 lbs.,

~35:1 glide ratio, gel in good shape,  
Volkslogger/GlideNavII glide computer,  
Schumann/Cambridge varios, more.  
Contact John Gilbert ([soaring@blarg.net](mailto:soaring@blarg.net),  
206-283-4638) for details.

### Wanted to Publish:

Wanted: great stories or cheap drivel to  
fill this newsletter. Call Heinz. (But don't  
call him nasty names.)