

# TOWLINE

April - May 2014



*Pix By Ron Clark*

*Soaring Season Is Here!!*

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Towline is the Newsletter of  
**Seattle Glider Council**

**PO Box 7184 Bellevue, WA 98008-1184**

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Clubhouse 509-886-0811

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

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Tri-Cities WA

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Evergreen Soaring

Arlington, WA

# 165 6947 Coal Creek Pkwy Newcastle, WA

Hotline 425-238-6617

Bruce Bulloch 206-935-5927

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

High Desert Soaring

Bend, OR

Brad Stankey 541-382-7016

Puget Sound Soaring Assoc.

Enumclaw, WA

Operations 206-660-0019

Stefan Perrin 253-927-9183

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

Sawtooth Soaring Pilots Association

Twisp Airport, Washington

Silverstar Soaring Association

Kelowna, BC

Malcolm Rhodes at 250-547-9507

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

Spokane Soaring Society

Spokane, WA

Rollin Hasness 509-220-4162

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

Vancouver Soaring Association

Vancouver, BC

James Swank 604-590-6954

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**

Blank America, Inc.

Wenatchee, WA

Vitek Siroky 509-884-8305

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): \$27 for first 1500' (minimum fee) + \$1.40 per 100' above 1500'

Tows (airport other than EPH): \$32 for first 1500' (Min Fee) + \$1.60 per 100' above 1500'

Aero Retrieve or Glider Ferry: \$140 /each hour

Ephrata Pilot Use Fee: \$75 for the season or \$12 per week (7 consec. days)

Trailer Parking, incl Ramp: \$200 per season, or \$30 per week (7 consec. days)

RW Parking: \$450 per season (incl. tax), or \$75/week (incl. tax) (7 consec. days)

**Note: Fees will be updated in February**

**Weather Information:**

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Highway Report 206-368-4499

## SGC News

By Heinz Gehlhaar

The facility is in good shape for opening on April 12, 2014

We are still looking for a builder to construct our new SGC Entrance sign.



Both towplanes are ready to go. By the time you read this, the flight insurance will be active again.

Last year we had by far the fewest tows that we can remember, except for 1980, the Mt St Helens event:

Pawnee 78P	Cessna 79D	Total
206	134	340

Begin to think about it, and set up your calendar for weekends at Ephrata.

Another thing we need to is find volunteers for Treasurer and for Towplane manager. Chris Gunther is planning to step down from his long tenure as Treasurer. If you are interested in serving in that function, please contact any board member. Chris will provide any necessary training for the new Treasurer.

A Towplane Manager does not really have to be a pilot. The manager is responsible for the planning and contracting of tasks and all the paperwork. So, if you would like to “own” a couple of towplanes, please contact any board member.

For other events and happenings, look at the *SGC Calendar* below, or, for up-to-date info, see the web at <http://www.seattleglidercouncil.org/> under Events Calendar.

*Linda Chism writes:* Good news- Mike Wren informs us that Bill Musselman, formerly of Prosser, is relocating his FBO to Ephrata, taking over the vacant Shaw hangar.

Bill Musselman

Fair Weather Flyers

Phone: [\(509\) 786-2080](tel:5097862080)

EMail: [fairweatherflyers@yahoo.com](mailto:fairweatherflyers@yahoo.com)

Bill's operation repairs and restores all types of GA aircraft, classics, experimental, does fiberglass work, and will be available for Glider annuals and towplane maintenance. What a great addition to the EPH ramp. A couple years Bill travelled up from Prosser to fix a towplane on a holiday weekend ago on short notice, giving "above and beyond" service to us, his customers. Mike tells me that Bill's shop will be up and running before sailplane season starts, so when you take your glider over, stop by and introduce yourself.

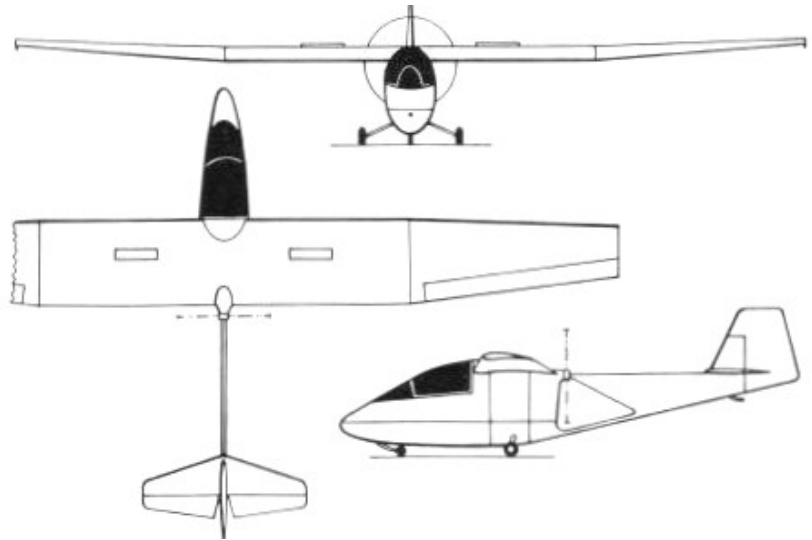
## SCG Calendar

- — April 7, 7:00PM, SGC General Membership Meeting - Museum of Flight
- — April 15, 7:00PM, SGC Board of Directors Meeting, Bellevue Library, Meeting Room #3
- — April 12/13, Opening Weekend for 2014 Ephrata Soaring Season
- — May 5, 7:00PM, SGC General Membership Meeting - Museum of Flight
- — May 24-26, DUST UP Contest at Ephrata
- — June 9-14, Region 8 Soaring Championships at Ephrata (practice day June 8); go to <http://www.ssa.org/Contests?cid=2269> for a little more info
- — July 28 - August 11, Mackay, ID Regatta (Contact Tom Dixon)
- — August 13-20, King Mountain, ID Regatta (Contact John Kangas)
- — September 5-8, Logan, UT Regatta (Contact Tom Dixon)

## 30 Years of Electric Powered Gliders

By Fred Hermanspann

Electric propulsion in its many forms seems to be now well established for cars and even motorcycles and can now be found on an increasing number of sailplanes and similar aircraft. While battery powered sailplanes have now been well established starting with the Silent AE-1 in 1998 there is a variety of solar cell powered and even fuel cell powered configurations that capture the imagination and attention of the environmentally sensitized public. The Solar Impulse (powered by 11,628 solar cells) that crossed the US last year and the fuel cell powered Antares DLR H3 expected to cruise for up to 6000 km are just some of the more attention getting efforts. Despite some bad publicity on the Boeing 787 and the Tesla cars, lithium ion batteries are currently the front runners for battery powered systems as demonstrated by the ingenious four-seat Pipstrel Taurus G4 that won NASA's Green Flight Challenge last year with an equivalent fuel mileage of 200 mpg per person.



In the future some more advanced batteries including possibly nanotube capacitors are expected to further reduce the current weight advantage of combustion engines with hydrocarbon fuels.

For all these attention-getting developments it is difficult to remember that electric propulsion for aircraft is basically just 30 years old. Sure, there was the airship "La France" in 1884 that was driven by a 7.5 HP electric motor and some 1000 lbs of batteries and succeeding in flying the first closed course tasks. But heavier-than-air vehicles relied exclusively on combustion engines for the next 80 plus years until newly developed Nickel Cadmium (Ni-Cd) batteries made their entry – first in the form of small batteries for small consumer applications. An enterprising designer working for the German model building company Graupner – Fred Militky – tinkered around with electric powered model airplanes in the early 1970's and finally got the idea to apply it to a sailplane. He got together with Austrian Heinz Brditschka to join forces to produce the first battery powered glider. Brditschka had just acquired the production rights for a new motor glider - the Raab Kraehe (crow). It was an ugly duckling and was more of a poor man's power plane than a glider but it was light and had a low flying speed (and thus low power requirements).

They equipped this plane with a modified auto starter motor of about 13 HP and a Ni-Cd battery pack of 300 pounds and on Oct. 23, 1973 Heino Brditschka, the 17 year old son of Heinz made the first electric powered flight of about 7 minutes. This plane, optimistically named MB-E1 (Militky Brditschka Electric One), made a number of flights of up to 12 minutes and achieving height gains of up to 1200 ft. However, this achievement was treated generally more with curiosity than appreciation for its fundamental importance and the plane went into production as HB-3 Austria-Kraehe with a 42 HP Rotax engine. It later was developed into the two-seat HB-21 and HB-23 Hobbyliner, officially motor gliders but not really successful - not enough performance as either sailplanes or powerplanes.

It is a sign of the rapidly advancing progress in electric propulsion that this pioneering effort has been overshadowed by more spectacular achievements of more advanced configurations and largely forgotten. But nonetheless, this was a milestone in aviation history (associated with gliding no less) and should be treated as such.

## Alvord Safari.

This year's Alvord Safari will take place July 19th-27th. Things will be much like they have been the last few years. We will be camped out on the west side of the Playa (least dusty side). We will have our trailer installed wash rooms in place and will be doing auto launches for the week. We have pretty well dialed things in over the years so a ground launch of a single place or two place glider with a C/G hook takes about 3 minutes with a release altitude of 2,200-2,500' AGL.

We will have the club 2-33 with a C/G hook available for those needing a ground launch endorsement as well as instructors at the Alvord. As in the past anyone coming down to fly will need to be a temporary member of WVSC but we have made that as painless as possible (ask for the reservation form).

Meals will be available and we will have other club gliders available but owners of private ships are encouraged to bring them provided they have C/G hooks and oxygen systems are recommended as most cross country flights from the Alvord will be done between 13,000-18,000' We do have two wave windows at the Alvord should those conditions exist.

A side note, I managed to cover over 1,300 miles last year at the Alvord with my best flight being a 546km OLC all from ground launches.

I will again be the point of contact for any questions or for reservations and can be reached by phone during the week at 503 735-0569 office or email [stever@schoonercreek.com](mailto:stever@schoonercreek.com) .

## Nephi --Let's go Soaring

*By Bruno Vassel, B4*

Spring is around the corner and we only have few days left until 6/30/2014 when we converge in Nephi, Utah, - and have one of the funnest weeks of our lives! That might sound like a long time away but it will be here sooner than you think. Just wanted to give you all an update on how things are going and answer some questions. Here we go:

1. "Uhhh, I have never seen such a huge group of pilots signed up for an event!!!" Yeah, we are pretty excited that so many of you are either coming back for more fun or have heard how good Nephi soaring really is from someone other than this event promoter... ☺. Yes, we will have a full house but please trust us that we and Nephi can handle you all. We had our test run last year and learned a lot to be ready for this big year. Here's how:

a. We have PLENTY of tow planes already lined up for this big group! Don't worry! Our launching grid is an informal first come first serve line up after the airport NOTAM's closed at 11 am and those of you wanting to launch early for long distance and record flights can get as early of a tow as you wish. I am planning on launching around 11:30 for my distance attempt days and then around 1:30 for my casual 500km days. If you want to launch early in the day and fly 7-9 hours, come at 11am and line up near the front. If you want to fly during the best hours and fly 5-6 hours you can launch at noon, or 1:00 or even 2:30! The soaring conditions often last till after 9pm sunset this time of year at Nephi!

b. This is a PowerFlarm MANDATORY event. Even though there will be a good number of gliders in the air, with proper looking out the canopy and help from PF, we should not have any problems. You will not be towed without a unit for safety sake of others flying around you. If you do not have a PF or are not able to purchase one before this event, you may rent a portable PF unit for \$50.00 for the week which includes shipping costs. More info on the rental units may be found here: [www.williamssoaring.com/powerflarm/rent.html](http://www.williamssoaring.com/powerflarm/rent.html). It is highly recommended that you do not wait to the last minute to place your order for a rental unit as gliders without will not be towed for safety reasons!

c. We have prepared a 300' wide cross wind area at the north end of the field so if rare strong crosswinds happen we can land large numbers within airport boundaries safely.

d. We have a new 80' x 80' city hangar built over this winter to use as our home base for the week - there will be plenty of room!

e. We will have two water filling areas, each with 4-5 stations (9-10 total) this year to ballast gliders and keep the process moving in the morning.

f. We are not dirt farming again this year for tie downs! The city is preparing the entire east side grass off the taxiway for us to tie down by. Just push your glider 30 feet onto the paved taxiway and tow the glider to the grid. Yes, you need to come prepared with stakes and rope to tie out both your glider and trailer. The city is building a big \$900k apron in 2015 for us to use so this should be the last year we need to tie down in the grass.

For more info go to <https://sites.google.com/site/nephisoaring/2014-nephi-olc-xc-camp/update-1>

## Seniors take to the air in Florida

By ROXANNE BROWN

South Lake Press

Posted: Monday, March 17, 2014 10:18 am

The first time Don Wasness flew in a glider, it was because a friend in Maryland prodded him to come along.

That flight took place in 1965 and Wasness became hooked. He has been flying ever since, logging more than 5,900 miles over the years.

"We (pilots) see the world like no one else sees it. We're sitting in a bubble looking out and we can see so much all around, above and under us. It's a feeling like no other, and it's just beautiful," Wasness said.

Those were Wasness' sentiments Saturday after completing the final task of the 24th annual Seniors Soaring Championship, a national competition sanctioned by the Soaring Society of America that takes place each year at the Lake Seminole Gliderport in Clermont.

Wasness, now 81, is the only pilot of the 55 competing this year that has flown and competed all 24 years.

His daughter, Marlene Wasness, who has been part of his ground crew since she was in high school, said her dad placed first in the inaugural competition, second the next year and third place the year after that.

"1E is the number he got assigned for his first competition, and he's kept it. It stands for One-Echo but he's been nicknamed One-Easy because he makes flying look so easy," she said.

Marlene's brother, James Wasness, also helps out with the crew duties for their dad, and before their

mother, Dolores, passed away in 2010, she happily did as well.

"She used to come to this competition with my dad every year. She knew he loves flying and she loved watching him fly. She died about 3 ½ years ago and it's been tough, but we're still hanging in there," Marlene Wasness said.

Don Wasness said his intention is to compete in the national competition for as long as he is able.

"I'm 81 now, working on 82, and if I feel as good next year I'll be here, and every year after that for as long as I have," he said.

The competition, which started with a practice day on March 8, ended Saturday. Wasness finished 13th out of 55 competing seniors.

Among the 55 were world champions and members of the world team, including Karl Striedieck, 77, a world record-setting glider pilot from Pennsylvania and a member of the U.S. Soaring Hall of Fame, and Rich Owen, an Orlando top flyer and co-coordinator of the competition.

On Sunday, Canada's Virginia Thompson, a co-coordinator, confirmed that Striedieck was this year's winner, followed by Owen, who came in second, and Henry Retting, who was third.

*Added by Heinz*

Our Phil Rose was there also, as a Junior Guest participant. He writes: "*Finished 42 outta 57, but was #26 outta 57 on the last day, battling with the big*

*boyz. It would've been better than that if I had a DuckHawk and could run with the massive 15/18 meter crowd. Flying in the same glider and flying alongside Karl Striedieck in the same thermal is an awesome learning experience!!”*

*You can watch Phil in an interview he was roped into:*

<http://www.youtube.com/watch?v=LWZZhrkhInQ&sns=em>

And then Phil surprised me with a full article about his adventure in Florida

## Warm Breezes, Palm Trees, and Thermals

*By Phil Rose*

Searching for warm breezes, palm trees, and thermals? This was at the top of everyone's list as many folks were escaping to the Orlando, Florida area and away from the particularly cold and snowy winter this year in many parts of the U.S. The sunshine brightened all the moods for the 2014 Seniors Soaring Championship. Starting with a field of 60 gliders, it was the biggest contest I've been a part of. Two other things: 1) Being under the minimum entry age of 55, I was only flying as a guest; and 2) I was flying in my friend's glider that was smaller than all the others--the SparrowHawk with an 11 meter span. The previous owner of this glider flew it on his 91st birthday. I carried his some of his ashes around the course on Day 1 in this ship named "Ol Dudley."

Anyone who has friends with a glider on the east coast please note: borrowing a glider or forming a partnership with somebody, saves you a round trip trailer drive across the country ☺

Being a western soaring pilot with little experience flying in the flatlands of central Florida, I jumped at the chance to fly with Soaring Hall of Fame pilot Karl Striedieck in his DuoDiscus on the practice day. His knowledge of the airmass, local conditions, and the flight behaviors of



nearly every kind of bird was truly fantastic. Interestingly enough, we even landed out on the relatively weak day. Good thing it was the practice day! Never mind that he went on to win the contest for the second year in a row.

Flying with the Seniors is a fantastic experience that is truly worth the trip--these pilots are some of the best pilots in the world. Funny thing about this sport that is different as compared to many others: you get better as you get older. Combine the senior talent with the spectacle of flying in such a large field with so many different gliders (all properly weighed and using a handicap system), and you begin to get a sense of the beauty, history, and challenges of this contest. The volunteers, the mentors (especially local contest organizer Rich



Owen--2nd place overall), the location, the tow pilots, and all of the staff were absolutely world class and very welcoming to all the aviation enthusiasts.

**Day 1:** Assembly and towing the glider to the line is a snap even for only a one-person crew. Each wing weighs 37 pounds and can be carried and balanced by one person. The empty weight of the glider is 155 lbs due to the nearly 100% carbon fiber construction and its qualifications as an "ultralight category" glider. A 2 hour Turn Area Task (TAT) was called by the Contest Director. The regulars/locals galloped around the course in fine fashion as they worked the lift lines along highways and other infrastructure to the tune of 50 miles per hour handicapped speed.

**Day 2:** Weak conditions resulted in scrapping the day...for most of the field. Walking past the line of crews putting their gliders away, Karl Striedieck (KS) asked me if I was going to try and fly the course anyway. I told him it sounded like a good idea to try, and he said, "the only way you'll get better is to fly on weak days like today." Bingo! It turned into a freestyle cross country soaring camp with KS and John Seymour (SM) helping out fellow pilots by leading a cross country soaring gaggle and instructing on the radio. I joined the group off tow and pressed on course with only 2000 ft of altitude. Many of us made it to several turnpoints despite the weak conditions. Flying next to KS in the same thermal and on course is a great learning experience.

**Day 3:** Weakest weather of the contest with 29 landouts! Crews, trailers, and tow planes were racing up and down central Florida. The daily winner managed a handicapped speed of just under 41 mph--somewhere above stall speed but below min sink speed. He barely made it home ahead of the pilots (including me) who managed to get an aerotow retrieve from one of the many awesome grass strips where some of us landed out.



**Day 4:** Weak weather (even after taking an official "rest day" when a cold front came through the day before). Stronger winds, blue skies, and thermals capped at 2500 feet made for another dozen landouts. Flying past fields where there were many 15 meter ships sitting in the dirt, I began to think that the 11 meter SparrowHawk wasn't doing so bad after all. Alas, when faced with a setting sun, I was able to experience some of the hospitality of some of the friendly farmers and ranchers of central Florida. One of my mentors brought the trailer--thanks a bunch!

**Day 5:** Warmer weather, and lo and behold, cumulus clouds with bases up to 5000 feet. Things were starting to look up! The daily winner was 59 mph compared to my 50 mph: but hey, at least we've achieved a speed that is approaching best L/D for our ships. Of particular note at the back of the starting grid (where all the guests like me launch last): J.P. Stewart, age 19, was regularly lapping me in his LS-6 and finished 17th for the day. Quite an accomplishment and a total inspiration for folks of all ages.

**Day 6:** Terrific weather. Finally some strong conditions to stretch out the legs of this western pilot. Indeed, the SparrowHawk flew its fastest day with a speed of 59.5 mph and the daily winner, Bob Salvo, posting a speed of 68 mph in his Genesis. This put the SparrowHawk in 26th place for the day out of the final field of 56 gliders. It felt great finishing in the top half of the field for once while battling with the big ships and all their "Seniors" local knowledge.

PowerFlarm was used by most contestants and there were no safety incidents. This is a testament to each pilot and their commitment to safely launching and recovering 60 gliders every day for 8 days a week. The airspace is benign, and there are plenty of places to land out.

Now's the time to plan on yourself being in the first contest of the year for 2015. Care to join the sun and fun next year? Perhaps I'll ask you again next January when the sky has been gray for a while. ☺



## New FAI Award: *Angelo d'Arrigo Diploma*

*Lausanne, Switzerland, 18 February 2014* – The FAI Environmental Commission (EnvC) has established the *Angelo d'Arrigo Diploma*, a new FAI environmental award which aims at recognizing and promoting major contributions in the field of environmental and sustainable development, in accordance with the development of a philosophy and a vision of sport aviation that increasingly wants to be respectful of the environment that surrounds it.

The diploma is to be presented for the first time in 2014 and may be awarded to individuals or organizations that have contributed significantly to the defense of and respect for the environment affected by air sports. The activities may include: scientific research, private, public or commercial events or activities, developed or promoted directly by pilots, sport flying clubs, FAI Members or public or private bodies as small and medium enterprises. Only one Diploma shall be awarded each year.

The award was named after Angelo d'Arrigo, an Italian Microlight and Hang Glider pilot (1961-2006). D'Arrigo flew with eagles and all kinds of birds of prey which earned him the nickname of "Birdman": by following desert hawks he became the first man to cross the Sahara and the Mediterranean in free flight without using an engine; he crossed Siberia with Siberian cranes and flew over Everest with Himalayan eagles.

EnvC President Pierre Duval said, "The *Angelo d'Arrigo Diploma* is a unique opportunity to put under the spotlight persons or organizations which prepare the future of our sports. Through this distinction, we would like to single out those who dedicate their action to a better integration of our sports into a human and natural environment, making our sportsmen, sportswomen and competitors part of a cleaner and environmentally friendly world. We need these silent heroes of greener skies who simply are the pioneers of this century's aviation development."

The *Angelo d'Arrigo Diploma*, like all FAI medals and diplomas, will be awarded each year at the Opening Ceremony of the annual FAI General Conference. Nominations may be made by any of the following nominating authorities: FAI Members, FAI Executive Board, FAI Commissions, FAI President, and FAI Secretary General.

### 50 YEARS AGO IN...



*Submitted by Linda Chism*

In April, the Boeing club reported exploring the possibility of buying a 1-26. A new class of glider training graduates was about to finish and the club needed another "more advanced sailplane" to supplement the 1-19. Negotiations began with a seller in California around a price of \$3000. It was planned to finance the purchase half with contributors each committing \$ 50 worth of prepaid flight time, and half with a bank loan. In late June, the deal went down and a converted club trailer was driven to San Francisco to pick up the 1-26. The seller was located near Livermore at the Hummingbird Haven airport. The Northern Ca. Soaring Association there was reported as having a hangar that held a dozen gliders, a swimming pool, and a clubhouse.

In May of 1963, the SGC had operations at both Enumclaw and Issaquah. However, it was to be a wet spring and operations were limited. A few flights had achieved 30 minutes. Crushed rock was being added to Enumclaw's strip to fill in the low spots. The Student Training Program took all the student pilots over to Wenatchee for Memorial Day Weekend and some intensive training. Several students were soloed on the ridge.

Other pilots came and flew, and towing didn't end until the towplane ran out of gas at 8:30 pm. "Everyone present enjoyed this first-class gliding weekend in which over 75 flights were logged without a single incident to mar the record."

The SGC monthly meetings were well-attended and were usually held at the University of Washington or at a Boeing facility. These weeknight meetings started at 8pm and often included coffee time before the speaker of the evening. May's meeting was Professor Bob Joppa's talk on sailplane instruments, interpreting variometer indications, and thermal soaring techniques. The meeting broke up well past 11pm.

## Safety Ideas

*By Heinz Gehlhaar*

*I am always looking for items relating to soaring safety. If you have any inputs, please send them to [soarboy@comcast.net](mailto:soarboy@comcast.net)!*

### Safety on the field.

*Comments by Ron Clark*

There should be a safety meeting at the beginning of each flying season to cover safety issues. Beware of people or pilots who lack basic flight line safety awareness: Standing in front of gliders ready for takeoff; walking on the landing field with their back toward landing traffic; sitting in the glider after landing with no concern about dragging their glider off the strip with a glider landing behind them; standing on the taxiway or in the middle of the runway talking and not paying attention to gliders or power planes. Also "experienced" pilots doing lax preflights; or not announcing their landings properly, if at all.

When maneuvering gliders on the flight line, people should be stationed at wingtips and tail. Especially when maneuvering around my glider.

People handing tow cards to the tow pilot should be thoroughly briefed. Make sure you have the towpilots attention and his/her signal to approach before approaching. Make sure people understand the danger of a turning prop. It seems obvious, but it needs to be stressed anyway.

When possible, somebody should help the towpilots put away the towplane in the hanger to act as wingwalker and helper. Hanger rash can be expensive.

### More about Murphy

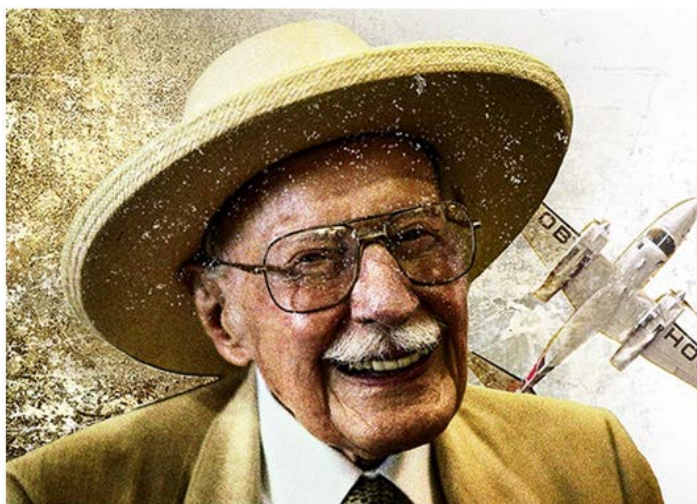
Whenever we handle gliders we should assume Murphy's Law is in effect and that the worst will happen. General precautions can be used to prevent the chances for mishaps. Gliders should be moved using the lifting handles provided. We never push on control surfaces or flaps. During gusty conditions, when in the hanger areas or in close quarters with vehicles or other aircraft, three persons should handle the glider. Gliders are always parked well clear of traffic areas and into wind with spoilers open and the wing weighted (usually with old tires) for the wind strength. Note that when using tires they should not be leaned on the wing but placed fully on the top, clear of control surfaces. Canopies are lifted only by their frames or handles and never by the plexi-glass cutouts. Canopies should always be locked when closed and not left unattended when open. Gusts of wind have broken canopies and the replacement costs are in the thousands of dollars.



## National Event/Contest Dates

Date(s)	Preferential Entry Date	Event	Location
4/21/2014 - 4/26/2014	2/20/2014	Region 5 North	Perry, SC
5/5/2014 - 5/10/2014	3/6/2014	Region 5 East	Lancaster, SC
5/18/2014 - 5/24/2014	3/19/2014	Region 2	Reedsville, PA
6/2/2014 - 6/7/2014	4/3/2014	Region V South	Cordele, GA
6/8/2014 - 6/14/2014	4/9/2014	Region 8 Championships	Ephrata, WA
6/10/2014 - 6/19/2014	4/11/2014	18 Meter Nationals	Minden, NV
6/14/2014 - 6/21/2014	4/15/2014	1-26 Championships	Waynesville, OH
6/15/2014 - 6/21/2014	4/16/2014	Region 2 North	Wurtsboro, NY
6/16/2014 - 6/21/2014	4/17/2014	Region 6 South	Waynesville, OH
6/16/2014 - 6/21/2014	4/17/2014	Region 9	Moriarty, NM
6/24/2014 - 6/30/2014	4/25/2014	Region 9 Sports Class/13.5 Meter	Hobbs, NM
6/24/2014 - 7/3/2014	4/25/2014	Standard Class Nationals	Hobbs, NM
6/24/2014 - 7/3/2014	4/25/2014	15 Meter/Open Class Nationals	Montague, CA
7/1/2014 - 7/5/2014	5/2/2014	Nephi Utah OLC/Cross Country Camp	Nephi, UT
7/7/2014 - 7/11/2014	5/8/2014	Region 10 North	Yoder, KS
7/14/2014 - 7/19/2014	5/15/2014	Air Sailing Sports Class	Reno, NV
7/15/2014 - 7/24/2014	5/16/2014	Sports Class Nationals	Midlothian, TX
8/4/2014 - 8/8/2014	6/5/2014	Region 10 South	Waller, TX
8/4/2014 - 8/9/2014	6/5/2014	Region 9 North	Nephi, UT
8/11/2014 - 8/16/2014	6/12/2014	Region 11 Soar Truckee Combined FAI	Truckee, CA
8/17/2014 - 8/23/2014	6/18/2014	Region 3 Soaring Contest	Dansville, NY
9/22/2014 - 9/27/2014	7/24/2014	Region 4 South	New Castle, VA
10/12/2014 - 10/18/2014	8/13/2014	Region 4 North	Fairfield, PA
6/24/2015 - 7/3/2015	4/25/2015	Sports Class Nationals	Waynesville, OH
7/26/2015 - 8/4/2015	5/27/2015	Standard and 15 Meter Nationals	Elmira, NY

## Legendary Bob Hoover honored



*Photo composition by Kelly Johnston, courtesy of Lesley Poberezny, Tribute to Bob Hoover.*

**February 27, 2014** - Aviation's top personalities gathered on February 21 at the Paramount Studios Theater in Hollywood, California, to honor the legendary Robert A. "Bob" Hoover, for his 60-plus years of aviation excellence. The event, emceed by EAA Chairman Emeritus Tom Poberezny and attended by a veritable who's who from the aviation world, paid tribute to Hoover's incredible flying career during which he was a test pilot, fighter pilot, air show performer, aviation statesman, teacher, and mentor.

Called the "best stick and rudder man he has ever seen" by Gen. Jimmy Doolittle, Hoover was honored by aviation leaders, celebrities, and icons at the historic Paramount Studios Theater. Attendees also had the

chance to view the premier of a new documentary, "Perfecting Flight: Bob Hoover," narrated by Harrison Ford.

Capt. Chesley "Sully" Sullenberger, hero of the Miracle on the Hudson and former EAA Young Eagles co-chairman, announced the inaugural list of inductees to the new "Bob Hoover Hall of Honor". The charter inductees for the prestigious hall include Neil Armstrong, Lee Atwood, Capt. Eugene A. Cernan, Jacqueline "Jackie" Cochran, James H. "Jimmy" Doolittle, Burt Rutan, Dick Rutan, and Drury Wood Jr.

The Hoover Hall will reside at Embry Riddle Aeronautical University's Florida campus, Poberezny said.

"The Hoover Hall of Honor will not only preserve the accomplishments of Bob and these individuals but also analyze and recognize the characteristics that fueled these incredible legends to be successful over a lifetime in aviation," he said. "It's not just what they did, but how they did it. These attributes will be used to inspire future generations. That's why this is important."

## Growing the Sport of Gliders

By Benét J. Wilson

<http://www.aopa.org/News-and-Video/All-News/2014/March/10/Tucson-Soaring-Club-Growing-the-sport-of-gliders.aspx>

The Tucson Soaring Club, formed in November 1967 at Ryan Field with 25 charter members, focuses on promoting the sport and training the next generation of glider pilots. It currently has 110 members, with 25 members who are inactive, said Ron Olson, who handles flight operations.

In 1983, the club moved to Marana Number 5 Auxiliary Field, a facility used during World War II. The members cleared the brush for runways and built the hangars.

The club has 10 aircraft, including three two-place Grob 103s and a two-place Politechnika Warszawska PW-6U; four single-place aircraft (two Schempp-Hirth Standard Cirruses, a Politechnika Warszawska PW-5, and a Schweizer SGS 1-34), and two Piper Pawnee towplanes. "We also have a dozen private owners," said Olson. Joining the club requires a \$400 initiation fee, the first month's dues of \$65, and \$64 for a one-year membership in the Soaring Society of America. Family memberships cost \$32.50 for each additional family member. "We also offer a three-flight introductory package for \$250, of which \$100 can be applied toward membership," said Olson. Youth and student memberships cost \$32.50 a month.

Club aircraft are available to members at no additional cost, and tows cost \$1.20 per 100 feet plus a \$2 fuel surcharge. "Our youngest guy was an Air Force cadet, and it goes up to guys in their 70s and everything in between," he said. It currently has around 20 students made up of college students and people in their 40s or 50s who want to learn how to fly, he added.

The club stays active in the Tucson community, doing everything from a yearly aviation camp for Boy Scouts to doing flights for the disabled, said Olson. "We have one glider with a hand control, so we've done events with the Wounded Warriors," he said. "We go to the Cactus Fly-In in Casa Grande, and do a show-and-tell about gliders."

Olson advises those wanting to start a club to research and see how other clubs have succeeded—and failed. "The Soaring Society of America has all kinds of people to help direct new clubs," he said. "You also need to encourage young people by taking a ride with a friend or club member. Share the sport."



### Smart Sayings

- ‡ If I agreed with you, we'd both be wrong. (I have to remember this one)
- ‡ War does not determine who is right - only who is left.
- ‡ The early bird might get the worm, but the second mouse gets the cheese.

## Classifieds

### GROB 109 Motorglider for Sale



- Dual NAV-COM's: KX155 & KX165
- KT76 Transponder
- PS Engineering Audio Panel
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- Propeller: Recent overhaul
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This ship has been stored in a hangar and is in excellent condition.

**\$44,500 OBO**

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- Prestigious newsletter.
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- Pay will double after two months of good work.
- Seattle Glider Council is a good employer.
- You will know all activities before anyone else.
- You can wield the power of the written word.
- Great accolades from your club members.

If interested, contact [soarboy@comcast.net](mailto:soarboy@comcast.net)

**More classifieds** 

## **Classifieds Continued**

### **STD CIRRUS for Sale**



**Very nice standard class sailplane S/N:125,  
1409 hours total time, great cross country ship in  
excellent condition:**

- ✓ Fuselage refinished with pin stripes in gelcoat
- ✓ Custom fabric interior with lap belt retaining straps
- ✓ Contoured wood stick grip, and adjustable backrest
- ✓ Microair 760 radio with gooseneck microphone
- ✓ Cambridge L-Nav with electric vario indicator and remote controller
- ✓ Cambridge CV560H electric vario
- ✓ Winter airspeed
- ✓ United altimeter
- ✓ Falcon accelerometer
- ✓ Airpath C2400 compass
- ✓ Eberly trailer, with new single man Wingrigger and wing wheel

**Priced to sell: \$18,500 OBO**

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