

TOWLINE

February – March 2015



DG-1000 with Phil & Heinz, May 2013

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Towline is the Newsletter of
Seattle Glider Council

PO Box 7184 Bellevue, WA 98008-1184

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Oregon SSA Governor

Craig Reinhold

Washington SSA Governor

Open

Washington State Record Keeper

Fred Hermanspann 206-288-3951

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): \$36.37 for first 1500' (minimum fee) + \$1.31 per 100' above 1500'

Tows (airport other than EPH): site specific, TBD by Board

Aero Retrieve or Glider Ferry: \$140/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)

RV Parking: \$500 per season (incl. tax), or \$80/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

Region 8 Clubs & Associations

Cascade Soaring Society

One Pangborn Drive #L, E. Wenatchee, WA

cascaresoaring@cascaresoaringociety.com

Clubhouse 509-886-0811

www.cascaresoaringociety.com/

Columbia Basin Soaring Assoc.

Tri-Cities WA

Tom Seim 509-627-5532

<http://myplacefrontier.com/~engreenwell/CBSA/>

Evergreen Soaring

Arlington, WA

#165 6947 Coal Creek Pkwy Newcastle, WA

Hotline 425-238-6617

Bruce Bulloch 206-935-5927

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

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

Vancouver Soaring Association

Vancouver, BC

James Swank 604-590-6954

Clubhouse Voicemail: 604-869-7211

www.vsa.ca

Willamette Valley Soaring Club

Portland, OR

Information 503-647-0913

www.wvsc.org

Commercial Operations

Blank America, Inc.

Wenatchee, WA

Vitek Siroky 509-884-8305

SGC News

By Heinz Gehlhaar

The facility is cleaned up and “closed” for the season and all the glider- and travel-trailer are gone home. Now we are all waiting for the next season to start.

The Board Member elections are going on. Be sure you mail in your vote.

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

SGC Ephrata Status Report

Steve Northcraft traveled to Ephrata [on Tuesday 12/30/14] to check the clubhouse, touch base with Mike Wren, and speak with Scott about the annuals on the towplanes. Unfortunately Mike Wren was out sick

.Here is what Steve reported:

The clubhouse was fine, except that the thermostat was set at 62 degrees, in "pgm" mode. I lowered the temperature to 55 degrees and put it in "hold" mode. It is in the normal heating mode.

Both refrigerators are working.

All the water drains were activated just to keep the traps filled, and all the toilets were flushed.

Our current inventory of paper products is 2 cases of c-fold towels, a case of toilet paper, and about a dozen rolls of paper towels.

We probably need to replace the toilet paper dispensers since most TP now is 4 inches wide (it used to be 4.25 or even 4.4) and doesn't fit the old dispensers.

Scott was getting ready to do the annual on the Pawnee, probably will start early January. It's in pretty good shape, but he says we need to replace the bungee cords on the landing gear and do a permanent fix on the fabric tear in the tail. Also, the battery leaked into the box and it drained onto the hangar floor, leaving white residue. Scott said that it occurred earlier in the month when it was real cold. He had pulled the battery out to check it, but it looks like it is ok. He's not sure why it overflowed acid since the case is not broken, there was fluid in it, and it checked out. The left hand brake had leaked a little fluid on the hangar floor; he was going to check that out.

Scott also said that the front right cylinder on the C-182 was down on compression and he wanted to pull it and send it out for a simple repair (~\$500). He said that given the hours on that engine (~1800?), it wasn't worth putting on a new or rebuilt one at \$1000+. He also will look into the crossover pipe and make sure that the problem we had at the contest wasn't caused by a broken mounting bracket on the pipe.

Scott mentioned one of his clients up in Twisp lost his aircraft (Mooney) log books when his house burned down in the fire. Scott noted that this is not a big deal - unless - the aircraft is ever used in a Part 135 operation. In order to use it in a Part 135 operation, the logs need to be up to date; and the engine log needs to show the engine has fewer hours than the listed TBO time. Otherwise, with no logs (or reconstructed logs), you have to put in a new engine (new logs) to use it under Part 135. Moral is: don't lose the log books.

Gas was \$2.399 at the Shell south of town, \$2.299 at the Quik Mart next to DK's.

There is now a Taco Bell where the Basin Street Inn used to be at the south end of town. For those of you who too young to remember the BSI, the location is across the street from the Burger King, just south of Dusty's Drive In.

There is also a new large (~300x300?) fenced enclosure just west of highway 283 ~halfway between Ephrata and George (opposite the farm where they sell small storage buildings). The cyclone fence (w/zip wire?) around it is ~8 ft high with privacy slats, and it has several surveillance

cameras. At first I thought it was a new auto junk yard, but the sign says its some kind of "agricultural" company. Probably that new industry WA and CO have.....

Weather was clear on the drive over and back; Mt. Stuart looks gorgeous this time of year with snow on it. There is snow on Mission Ridge from Vantage to Wenatchee, but no snow in Ephrata, or (it appears) even east of the Columbia.

Board of Directors Meeting Minutes

BoD Minutes: November 18, 2014

Place: Bellevue Library, Meeting Room #3

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Marlene Nelson, Steve Northcraft, Noel Wade, Movses Babayan

Meeting called to order: 7:19 pm

October meeting minutes approved as submitted and will be posted on the web.

Finances

Simmons reported that since May 16 about \$26,800 in expenditures have been posted against about \$23,200 in income for a deficit of about \$3600.

The KEYBANK account has a little less than \$27,000 currently.

Noel presented a preliminary Profit & Loss report reflecting the financial status through early October. There are a few outstanding fees owed from members that Noel will be reconciling that should net about \$1500 additional income. No late fees will be imposed until next year because our normal billing process has been disrupted lately.

There was (another) long discussion about the general reduction in activity at Ephrata the last few seasons (we had a little less than 390 tows in 2014) and the possible impact of this on tow pilot availability.

Ephrata Facility

Simmons inspected the facility recently and found everything in good order. He has arranged to have the floors stripped and re-waxed in March just before the 2015 season starts.

Tow planes

No changes of note since the previous report. The temporary patch to the fabric tear on the Pawnee stab will be replaced with a permanent fix at the next annual inspection and the C-182 manifold cross over pipe will be fixed at its annual. Answering a question from Marlene, Steve said we don't use winterizing fluid in our tow planes during the down time and he usually goes to Ephrata around Christmas to recharge the batteries and run the engines.

SGCSF and DG-1000 Report

The SGC Board approved Steve's appointment as a SGCSF director to fill Mark Nyberg's vacant post until January 2015 when two new directors will be needed (Noel may be able to fill one of these slots if his work schedule allows). With this action the SGCSF Board had enough members to approve the sale of one of their "end-of-life" parachutes to Para-Pernalia for \$300.

Heinz is starting to work the 2015/16 DG-1000 pilot roster and so far there are five pilots who have re-committed to sign up. Heinz also e-mailed a revised 2015/16 DG-1000 Use Agreement for review. It needs to get Kevin's aerobatic usage document added as an appendix.

Towline Status

Inputs for the next issue are needed by November 25 and Heinz is looking for new material.

Elections

Kevin should now have all the membership names he needs to send out nomination ballots.

Web Site

General membership meeting dates for 2015 have been added to the calendar.

Past Events Report

Another successful awards banquet was held on November 1 with about 43 members and guests attending.

Future Events

Bob Breidenthal is still working to set up the Soaring Safety Seminar for early 2015.

Moses will check on the dates for the Museum of Flight Soaring EXPO. Also Moses has volunteered to manage the 2015 Dust Up scheduled for the Memorial Day weekend.

Noel volunteered to manage the 2015 Region 8 contest and needs to set a date soon so pilots can set their contest schedules.

Next General Meeting

December 1 and a program has yet to be determined.

Additional

-Financial audits will be scheduled for January with a report to the membership at the February meeting.

- Tow plane registrations and the SGCSF state registration for 2015 have all been done.

Meeting adjourned at 8:39 pm.

BoD Minutes: December 16, 2014

Place: Bellevue Library, Meeting Room #4

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Heinz Gehlhaar, Steve Northcraft, Moses Babayan

Meeting called to order: 7:10 pm

November meeting minutes approved as submitted and will be posted on the web.

Finances

No report this time. The 2014 financial audit is due in January and volunteers are needed.

Ephrata Facility

No change from the last report. Simmons paid our facilities janitor a bonus for his work. One web camera is offline while the Port offices are being remodeled.

Tow planes

No changes of note since the previous report. Annual inspections will be started soon.

SGCSF & DG-1000 Report

DG-1000 State Registration and 2015 KAWO trailer parking rent has been paid. The 2015 pilot roster is still in work. Other upcoming issues include 2015 flight insurance, annual inspection (starting 02/02/15) and parachute replacement. About \$329 of operating funds remain in the budget. Some members of the Willamette Valley Soaring Club have inquired about usage of the DG-1000 at KEPH during their week encampment prior to the Region 8 contest.

Towline Status

Inputs for the next issue are needed by January 25 and Heinz is looking for new material.

Elections

The 2015 Board of Directors elections process has stalled so the Board voted to extend all current memberships to March 1, 2015 and tasked Moses to get nomination ballots out via email with a return cutoff date of January 11, 2015. Final election ballots will be mailed shortly thereafter. It was noted that we need a better process for maintaining the membership roster since it is used to determine election candidates.

Web Site

Will add Evergreen and WVSC KEPH encampments to the schedule.

Future Events

Bob Breidenthal is still working to set up the Soaring Safety Seminar for late February or early March 2015.

The Museum of Flight Soaring EXPO is scheduled for March 14/15 and we will plan to have the DG-1000 on display.

The 2015 Dust Up is scheduled for the Memorial Day weekend and the

2015 Region 8 contest is planned for June 15 – 20 with the practice day on June 14.

Next General Meeting

January 5th and we may try to get a presentation on flying in and across the Cascade mountains.

Next Board meeting: January 13, 7:00 pm at the Bellevue Library, Room #4.

Additional

We should make another attempt during 2015 at getting the By-Laws changed to allow subsequent changes either by Board action or by simple majority of voting members instead of a majority of the entire membership (which is the current rule and is essentially impossible to implement).

Meeting adjourned at 8:24 pm.

SCG Calendar

- – February 2, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – February 10, 7:00PM, SGC Board of Directors Meeting, Bellevue Library, Meeting Rm. #1 (tentative)
- – March 2, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – March 14/15, Museum of Flight Soaring EXPO
- – April 6, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – May 4, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – May 23-25, DUST UP contest at Ephrata
- – May 25-30, Evergreen Soaring (tentative) encampment at Ephrata
- – June 6-14, WVSC (tentative) encampment at Ephrata, contact [Frank Pilz](#)
- – June 15-20, Region 8 contest at Ephrata (practice day June 14) - see [SSA contest web page](#)
- – June 20-28, King Mountain, ID Soaring Regatta (Contact [John Kangas](#)). More info at [King Mountain Glider Park web site](#).
- – July 27 - August 10, Mackay, ID Soaring Safari (Contact [Tom Dixon](#) / 208-867-6953 - space is limited)
- – September 14, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – October 5, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – December 7, 7:00PM, SGC General Membership Meeting - Museum of Flight

A Tale of Two Airfields

By Fred Hermanspannn

With the New Year under way and the days getting longer it is time to look forward to the upcoming soaring season. It is also time to reflect on how the past season worked out on the two main XC soaring sites in Washington – Arlington and Ephrata. They represent both sides of the Cascades and the results for the past season may offer some ideas on how to plan the 2015 activities and adventures.

Evergreen's operations at Arlington never shut down in winter except for weather and started already on January 3 for 2015. However, true XC soaring does not really start until at least the end of February. Using the posted OLC results it began in 2014 on March 11 when Ron Clark posted a 204.6 point flight. As usual Ephrata operations started in the beginning of April with Steve Northcraft posting the first 2014 flight with a 144.1 point flight on April 13.

The following weeks showed steadily improving results with Arlington flights ahead of the Ephrata flights. Dan Housler gained the Arlington lead on April 28 with a yoyo flight up and down the western foothills in low cloud base conditions gaining a total of 450 points. Two weeks later – on May 12 – Ron Clark regained the lead for Arlington with an amazing flight across the North Cascades, that included the first double crossing of the Cascades from Arlington and the largest triangle ever achieved from Arlington (370 km). With 556 points it turned out to be also the best west side flight in 2014 and together with the best flight out of Twisp (630 points) it earned him the Cloyd Artmann award for 2014. The attached table shows more detailed data.

The Ephrata crowd was catching up and on May 31 Joe Steele (from the Willamette Valley Soaring Association) achieved the first Ephrata flight in 2014 to supersede Ron's mark with a nice triangular flight of 577.5 points. Two days later Nelson Funston flew a modified yoyo with 752 km (for 677 2 points), possibly the longest flight ever out of Ephrata. There were a total of six Ephrata flights to exceed Ron's flight: Bruce Friesen (Edmonton Soaring Club) and Nelson Funston achieved two each. And on July 6 Noel Wade flew a large triangle (513 km) in his newly acquired ASG-29 (flying with some 25 gallons of water) for 688.4 points (the best Ephrata flight in 2014). XC soaring from both fields slowly dwindled down after that and the last XC flights for the season occurred towards the middle of September, (Fred Hermanspannn posting 182.5 points on 9/13 from Arlington and Nelson Funston posting 222.5 points on 9/14 for the last Ephrata flight).

A comparison of the best flights from these two airfields for the last 5 years, all based on posted OLC flights, shows that this is the typical development:

	Arlington	Ephrata
2010	May 9/ Dan Housler/ 416 pts.	July 5/ Helmut Gebenus/ 480 pts.
2011	May 17/ Ron Clark/ 561 pts.	June 24/ Harry Peters/ 574 pts.
2012	May 26/ Dan Housler/ 522 pts.	July 1/ Nelson Funston/ 635 pts.
2013	May 14/ Ron Clark/ 546 pts.	July 7/ Tim Martin/ 658 pts.
2014	May 12/ Ron Clark/ 556 points	July 6/ Noel Wade/ 688 pts.

In summary, 2014 confirmed the long established patterns about these two primary Washington soaring hubs: Arlington XC activity starts earlier and produces the best flights until at least the middle of May; Ephrata then takes the lead in terms of achieved OLC points, peaking out sometime in June or early July. And the stronger thermals and higher working altitude bands (agl) lead to significantly higher speed and distances. The usual summer XC activity slowly tapers off and eventually dies out on both sides in September barring any

unusual wave conditions. Occasionally there are some days in October that still allow some XC soaring in Arlington but this counts then already for the next OLC year.

All these comparisons have to be taken with some qualifications. They imply that every pilot is always trying to achieve the highest OLC score on every flight and they also assume that they all do their XC soaring at these 2 airfields. Actually, pilots may also fly for specific tasks or just for enjoyment, some fly in contests and some explore different sites. Nonetheless, the OLC provides a wealth of statistical data and the general conclusions can be taken as a fair representation of the potential of the above airfields. Each site (and side) has its attractions and together they offer an interesting variety of conditions for the interested pilot.

Comparison of Outstanding XC Flights 2014

Pilots	Dan Housler	Ron Clark	Joe Steele	Noel Wade
OLC Points	450.3	555.6	572.5	688.2
Date	April 28	May 12	May 31	July 6
Sailplane/ HC	Cirrus 17.7	LS-3	Mosquito	ASG-29/18
Handicap	100	107	107	114
Airport	Arlington	Arlington	Ephrata	Ephrata
Duration – hrs.	5.6	6.0	5.5	5.9
Terrain	foothills	North Casc.	Col. Basin	Col. Basin
OLC distance – mi	257.1	303.0	307.1	373.5
handicapped	257.1	283.2	287.0	327.7
FAI triangle – mi	75.8	222.1	245.4	321.3
handicapped	75.8	207.6	229.3	281.9
Altitude band – kft	3 to 4.5 first, then 4.5 to 6	6.0 to 11.3	8.2 to 11.8	6.6 to 10.2
Thermals used	40	38	29	34
avg. dist. between thermals – mi	6.4	8.0	10.6	11.0
avg. climb – fpm	287	337	470	400
avg. speed – mph	46.1	50.9	56.5	64.3
handicapped	46.1	47.6	52.8	56.4

Contest Flying: Learn from the Expert

Karl Striedieck writes:

Now booking KS Duo Discus flights at five 2015 contests and X/C camp.

- Seniors and X/C March 14-19
- X/C camp March 20-27.
- R2 Mifflin, Pa May 17-23
- Sport Nationals, Ohio Jun 24 - Jul 3
- R4N Fairfield, Pa Oct 11 - 17

In this the 13th year of bus rides the cost is still the same: \$200

No charge for revelation of secrets of success; such as effective swear words, special thigh slapping techniques or whistling. (Surcharge for requests except for Deutschland Uber Alles)

Contained barfing: n/c Uncontained barfing: \$50

Rebates for taking controls when pilot dozes off, forgets task, gear, call sign, etc.

Write him at *karls at uplink.net*

Glider Flying over Canada

Steve Northcraft points out that since 2013, you are not permitted to do it, even just briefly.

Here are some of the details of this issue.

ICAO flight plan now required for all border crossings

May 15, 2013 by Jim Moore

The FAA has updated its guidance for pilots planning flights across international borders to mandate the use of International Civil Aviation Organization (ICAO) flight plans in any case where an international border will be crossed, **even if the flight begins and ends in U.S. airspace.**

The ICAO flight plan form was [updated in November](#), at which time the FAA said that domestic general aviation operators who use the FAA domestic flight plan form may continue to do so. The agency in March updated the [Aeronautical Information Publication](#), a regulatory document developed in conformance with international standards, to require the use of an ICAO flight plan for any flight that crosses an international border, either VFR or IFR. Changes to the [Aeronautical Information Manual](#) were published concurrently.

Most general aviation operators may continue to use FAA domestic flight plans for operations within U.S. borders, though the FAA notes in its [online guidance](#) that an ICAO flight plan is preferred in all cases.

ICAO flight plans are required for flights operating with reduced vertical separation minimum (RVSM, used exclusively above 29,000 feet), flights seeking separation based on Performance Based Navigation (PBN) such as RNAV 1, and flights expecting services based on Automatic Dependent Surveillance-Broadcast (ADS-B), according to FAA guidance.

History Making IFR flight

A U.S. Army pilot made history in 1929 by flying “blind”

IEEE Milestone Honors First Flight to Rely on Instrumentation

By AMANDA DAVIS 8 December 2014

From <http://theinstitute.ieee.org/technology-focus/technology-history/ieee-milestone-honors-first-flight-to-rely-on-instrumentation>



Photo: Underwood Archives/Getty Images

U.S. Army Lt. James H. “Jimmy” Doolittle looks over the cockpit in his biplane that he used to safely land without ever seeing the ground, using only a radio receiver and other instruments to guide him.

After World War I ended in 1918, the role of the U.S. aviation industry changed and expanded. Airplanes—once primarily for military purposes—began being used commercially to transport mail, cargo, and civilian passengers. Weather and low visibility, however, often disrupted scheduled flights, which were required for planes to become commercially successful.

In the early 1920s, cockpit instruments could display altitude, direction, and air speed, but they could not determine an aircraft’s position relative to the ground. The knowledge of that position is crucial for pilots to land safely—especially if low visibility prevents the pilot from seeing the ground. Better navigation instruments

were available by the end of the decade, but for pilots to trust them, someone had to test the instruments during a real flight.

That person was U.S. Army Lt. James H. “Jimmy” Doolittle, who in 1929 became the first to fly a plane “blind.” His vision was purposely obstructed so that he would rely solely on radio and aeronautical instruments to guide him. He took off and landed a biplane—an aircraft with its two wings stacked one above and one below the fuselage—at Mitchel Field, in Garden City, N.Y. His flight was recognized in September with an [IEEE Milestone](#). Administered by the [IEEE History Center](#), the Milestone program applauds outstanding technical developments from around the world.

A COLLABORATIVE EFFORT



AP Photo

The U.S. Army Air Corps Husky NY-2 biplane was built in the late 1920s with the latest aeronautic instrumentation, which allowed its pilot to fly and land without seeing the ground.

The instrument panel developed for Doolittle’s biplane was the result of collaboration among the Army Air Corps, engineering companies, and research laboratories. The Consolidated Aircraft Corp. of Buffalo, N.Y., built the Army Air Corps Husky NY-2 biplane [right] that Doolittle piloted. It was equipped with an altimeter, which measured the altitude of the plane above the ground. The Kollsman Instrument Co. of Merrimack, N.H., manufactured the device.

The altimeter was synchronized with a barometer on the ground—which allowed it to measure the airplane’s height above the ground. An artificial horizon display developed by Sperry Corp., an electronics manufacturer in Lake Success, N.Y., indicated the aircraft’s orientation relative to the Earth, expressed as pitch, roll, and yaw. The plane also was equipped with a special directional radio system to navigate to and from the airport. The system, built by Radio Frequency Laboratories of Boonton, N.J., included a radio transmitter and receiver with a trailing wire antenna that provided voice communications with people on the ground. At the time, the standard installation relied on Morse code transmissions—which made their use problematic under difficult flying conditions. Other onboard instruments standard in most aircraft at the time included a magnetic compass, an air speed indicator, and a turn and bank indicator.

Researchers from the Full Flight Laboratory, a facility at Mitchel Field that was funded by philanthropist Daniel Guggenheim, tested and installed the plane’s special instruments.

FLYING BLIND

On 24 September 1929, Doolittle and his copilot, Army Lt. Benjamin Kelsey, took off from Mitchel Field for the test flight. Doolittle piloted the plane from the rear cockpit, where a metal hood kept him from seeing outside. Kelsey, in the front cockpit, served as Doolittle’s safety officer; he could see the ground and was ready to take over the controls if the instruments failed. But Kelsey was never in control at any time during the flight—which he indicated by keeping his hands visible above his cockpit. The plane flew 32 kilometers and then landed after 15 minutes.

Doolittle would go on to receive the Medal of Honor for leading a World War II mission in 1942. He led the 16 B-25s that took off from the carrier USS *Hornet* in the Pacific and bombed Tokyo for the first time during the war.

A ceremony for the IEEE Milestone was held on 24 September 2014, 85 years after the blind flight took place. A plaque was mounted on the wall of the Mitchel Field exhibit at the Cradle of Aviation Museum, in Garden City. It reads:

On 24 September 1929, the first blind takeoff and landing occurred at Mitchel Field, Garden City, N.Y., in a Consolidated NY-2 biplane piloted by Lt. James Doolittle. Equipped with specially designed radio and aeronautical instrumentation, it presented the cooperative efforts of many organizations, mainly the Guggenheim Fund's Full Flight Laboratory, U.S. Army Air Corps, U.S. Dept. of Commerce, Sperry Gyroscope Company, Kollsman Instrument Company, and Radio Frequency Laboratories.

This article was written with assistance from the IEEE History Center, which is funded by donations to the IEEE Foundation.

World Games 2017

Lausanne, Switzerland, 2 December 2014 - The **Air Sports events** have been scheduled at the very beginning of *The World Games 2017* in Wroclaw, Poland, together with Dance Sport, Finswimming, Life Saving, Roller Sports and Sports Climbing, the International World Games Association announced yesterday.

The events of the three air sports disciplines selected to feature on the program of the Games, namely Parachuting Canopy Piloting, Glider Aerobatics, and Paramotoring, will take place concurrently from Friday 4 to Monday 7 August 2017, starting the day after the Opening Ceremony on 3 August.

The Games, which will showcase a total of 28 sports, will continue until the 13 August when the final medals in Gymnastics, Inline Hockey, Muaythai, Tug of War and Waterskiing will be awarded. The Closing Ceremony is due to be held on the evening of that same day.

The **Glider Aerobatics** competition is a test of the pilot's ability to perform a pre-planned program of spectacular aerobatic maneuvers whilst managing the glider's energy. The silent and graceful maneuvers are blended together in a sequence aimed at impressing the judges with the pilot's precise handling skills. His ability to manage the glider's speed, energy and position within the "box" is of paramount importance to obtaining a winning score. This sport is particularly successful and popular in Poland.

Parachuting Canopy Piloting involves a series of tasks designed to test a parachutist's ability to control his canopy and fly accurately. Pilots compete over a stretch of water for safety reasons because of the high speeds involved - at the same time creating spectacular action as the parachutists whizz across the surface of the water, leaving a plume of spray behind them.

Paramotoring (also known as powered paragliding) enables the pilot to take off from level ground unassisted and climb to altitude; there is no need to launch from a hill or high ground. Paramotor units typically weigh 30kg; after a short take-off run of 10-20m this weight is carried by the wing. The pilot sits in a chair-type harness, controlling the engine output with a hand throttle lever.

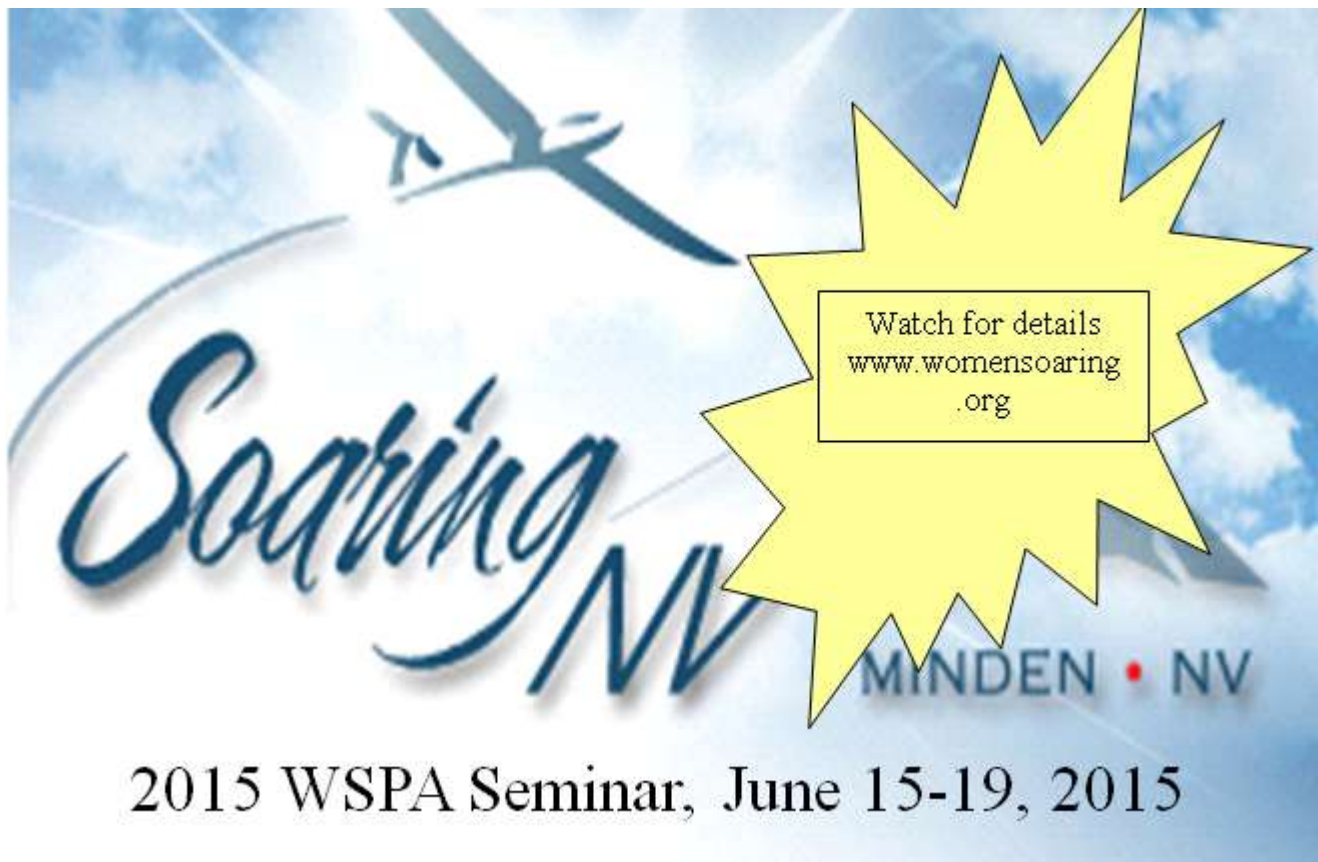
Burt Compton is still at it

Want a concentrated course to finish your glider rating? Sorry, no "crash" courses, but I do offer quality training to meet your goals. I'm booking free checkrides (and free room if reqd) until June 30 2015 at Marfa, Texas, many to finish their Private and Commercial glider ratings but mostly for Flight Instructor "add-on", renewal and reinstatements, which was the majority of the free checkrides that I have conducted over the past two years. Good for soaring in the USA!

Come to west Texas and enjoy our excellent weather (not too warm up here at our 5,000' msl airport elevation) and the wonderful scenery of the Texas Big Bend country and the Davis Mountains. Apply for your personalized instruction course and your FAA Practical Test ("checkride") with Burt Compton. If you qualify, I will help you achieve your goals, and show you a good time!

Burt Compton, CFIG / DPE
Marfa Gliders, southwest Texas

WSPA 2015 seminar



Watch for details
www.womensoaring.org

Soaring NV
MINDEN • NV

2015 WSPA Seminar, June 15-19, 2015

The image is a promotional graphic for a seminar. It features a blue sky background with a white glider in flight. The word "Soaring" is written in a large, blue, cursive font, with "NV" in a smaller, blue, sans-serif font below it. To the right, a yellow starburst shape contains the text "Watch for details" and the website "www.womensoaring.org". Below the starburst, the text "MINDEN • NV" is visible. At the bottom of the graphic, the text "2015 WSPA Seminar, June 15-19, 2015" is displayed in a black, sans-serif font.

National Event/Contest Dates

Date(s)	Preferential Entry Date	Event	Location
3/14/2015 - 3/20/2015	1/13/2015	2015 Seniors Soaring Championship	Groveland, FL
3/22/2015 - 3/29/2015	1/21/2015	Seminole Lake XC/Racing Camp	Groveland, FL
4/6/2015 - 4/17/2015	2/5/2015	1st FAI Pan American Gliding Championships	Benton, TN
4/20/2015 - 4/25/2015	2/19/2015	Region 5 North	Perry, SC
5/17/2015 - 5/23/2015	3/18/2015	Region 2	Reedsville, PA
5/18/2015 - 5/23/2015	3/19/2015	Region 7	Albert Lea, MN
6/1/2015 - 6/15/2015	4/2/2015	Sundance Aviation OLC Soaring Camp	Moriarty, NM
6/1/2015 - 6/6/2015	4/2/2015	Region 5 South	Cordele, GA
6/7/2015 - 6/13/2015	4/8/2015	Region 2 North	Wurtsboro, NY
6/15/2015 - 6/20/2015	4/16/2015	Region 8 Championships	Ephrata, WA
6/23/2015 - 7/2/2015	4/24/2015	18 Meter, Open Club Class Nationals	Hobbs, NM
6/24/2015 - 7/3/2015	4/25/2015	Sports Class Nationals	Waynesville, OH
6/27/2015 - 7/5/2015	4/28/2015	2015 Nephi OLC/XC Camp	Nephi, UT
7/2/2015 - 7/9/2015	5/3/2015	1-26 Championships	Minden, NV
7/13/2015 - 7/18/2015	5/14/2015	Air Sailing Sports Class Contest	Reno, NV
7/20/2015 - 7/25/2015	5/21/2015	Region 11 Soar Truckee FAI Class	Truckee, CA
7/26/2015 - 8/4/2015	5/27/2015	Standard and 15 Meter Nationals	Elmira, NY
8/3/2015 - 8/7/2015	6/4/2015	Region 10 South	Waller, TX
5/13/2016 - 5/22/2016	3/14/2016	18 Meter National	Lancaster, SC
6/11/2016 - 6/19/2016	4/12/2016	Club Class Nationals	Wurtsboro, NY
6/21/2016 - 6/30/2016	4/22/2016	2016 15 meter, Open, and Std Nationals	Nephi, UT

Camps and other non-sanctioned contest events

Date(s)	Event	Location
5/24/2015 - 5/30/2015	2015 Midwest OLC Championship	Ionia, MI

Classifieds

Writer/Editor wanted

- Prestigious newsletter.
- Great pay (if you can't count).
- 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

Magazines for Free

We often go to a doctor's office, or the dentist. Why not take a few back issues of Soaring with you and leave them there for others to get acquainted with soaring. Seems like a better use than just letting them pile up and collect dust.