

TOWLINE

June – July 2015



by Ron Clark

Over the Sawtooth Mountains

Table of Contents

Board of Directors Meeting Minutes _____	3
SCG Calendar _____	5
Wally Kahn: Record-breaking glider pilot ____	6
WSPA 2015 seminar _____	8
2015 Rocket Launch Schedule _____	9
Safety Ideas _____	9
The AERO 2015 Exhibition _____	13
National Event/Contest Dates _____	14
Classifieds _____	14

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SGC/Ephrata Home page

www.seattleglidercouncil.org

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Ephrata Municipal Airport

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Building 625

Ephrata WA 98823

509-754-3852

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Greg Mecklenburg 406-580-5412

Oregon SSA Governor

Craig Reinhold

Washington SSA Governor

Open

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Region 8 Clubs & Associations

Cascade Soaring Society
One Pangborn Drive #L, E. Wenatchee, WA
cascadesoaring@cascadesoaringociety.com
Clubhouse 509-886-0811
www.cascadesoaringociety.com/

Columbia Basin Soaring Assoc.
Tri-Cities WA
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<http://tinyplacefrontier.com/~engreenweil/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 one-year membership renewal (January-December) \$35.
(SGC & SSA Membership is required for all tows behind an SGC towplane.)
SGC Family Membership (for 14 and older) \$10 each

Tows (at Ephrata): \$41 for first 1500' (minimum fee) + \$1.40 per 100' above 1500'
Mid-week surcharge for non-sched ops: \$15/tow for less than 3 tows/day
Tows (airport other than Eph): site specific, TBD by Board
Aero Retrieve or Glider Ferry: \$140/tach 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)
All Costs are in US Dollars

Weather Information:
NWS Spokane 509-353-2367
NWS Seattle 206-526-6087
FAA Weather 800-992-7433
Highway Report 206-368-4499

Board of Directors Meeting Minutes

BoD Minutes: March 10, 2015

Place: Bellevue Library, Meeting Room #4

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Heinz Gehlhaar, Noel Wade, Movses Babayan, Kevin Finke, Craig Funston, Steve Northcraft

- February meeting minutes approved as submitted and will be posted on the web.
 - Finances
 - Noel reported that he had just finished setting up the BECU account and presented the latest “up to the minute” Profit & Loss and Balance Sheet data. Finances are generally in good shape with current expenses exceeding income which is normal for this time of year. He plans to leave five to seven thousand dollars in the KeyBank account until April or May to handle any payments that might be require from that account. He mentioned that the BECU setup works well with QuickBooks Online.
 - After considering some tow plane operating cost data analysis presented by Steve, the Board voted to increase Ephrata tow rates about 10 percent effective immediately to \$41.00 for the first 1500 ft. and \$1.40 per 100 ft. above 1500.
 - Ephrata Facility
 - The weed spray work has been scheduled. The Board agreed to open the Ephrata soaring season on the weekend of April 18/19 with the bathhouse opening scheduled for later in May.
 - Tow planes
 - Both tow planes will back on flight status insurance on the weekend of April 3/4. After further review it was determined that the earlier quoted tow plane insurance rates did in fact include the reduction for off season ground only coverage. The C-182 propeller will be sent out for AD repair work as part of the annual.
 - SGCSF and DG-1000 Report
 - No change in SGCSF finances since the last report. Heinz presented his DG-1000 summary sheet showing the pilot roster for the new season and the current financial status. This also included a proposed plan to handle long term expenses such as parachute/battery/seatbelt/wing covers/tire replacements by assessing a small annual cost on each member.
 - Towline Status
 - The latest issue for February/March was published and inputs for the next issue are needed by March 25.
 - Web Site
 - Will add dates for the SSF Soaring Safety Seminar and Ephrata opening weekend.
 - Future Events
 - Movses said it appears we will be one glider short of our usual aircraft roster at the upcoming MoF Soaring EXPO. He is expecting the Perlan Group to attend the Soaring EXPO again this year. Planning work for both the DustUp and the Region 8 contest will be ramping up soon. Other events we need to be aware of are any Twisp expeditions and a possible Tony Wiederkehr group Ephrata operation.
 - Next General Meetings
 - April 6th: first cross county flight prep. and trailer lottery (Craig volunteered to handle the lottery this year) ;
 - May 4th: advanced cross country skills.
 - Next Board meeting: April 14, 7:00 pm at the Bellevue Library, Room #4.
 - Additional
 - Steve showed information on some short term bond funds that we might want to use for part of our cash deposits to earn a better interest rate. He will email the information to Board members for future consideration.
 - Meeting adjourned at 8:36 pm.
-

BoD Minutes: April 14, 2015

Place: Bellevue Library, Meeting Room #4

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Heinz Gehlhaar, Noel Wade, Movses Babayan, Craig Funston, Steve Northcraft

- March meeting minutes approved as submitted and will be posted on the web.
- Finances
 - Noel presented the monthly Profit and Loss and year to date Balance Sheet data valid as of 2:00PM today. Early season income from dues and fees is continuing to arrive along with several large expenditures for tow plane maintenance, rent, taxes and other usual items. Tow plane maintenance costs are running ahead of last year's pace partly due to the C-182 propeller AD work. If needed, non-recurring maintenance costs like the propeller AD can be covered at the end of the year from reserve funds. It was requested that Noel also provide year to date P&L data. The Board approved a motion to give Movses and Craig access to the QuickBooks online data: Movses will have read only access so he can make membership rosters as needed for elections or other uses and Craig will get analyst access so he can use his QuickBooks expertise to assist Noel as needed.
- Ephrata Facility
 - Pre-season maintenance work is complete and the facility is ready for the Ephrata soaring season opening weekend of April 18/19.
- Tow planes
 - Both tow planes are back on flight status insurance and are ready for use on opening weekend. The C-182 propeller has been reinstalled after the AD work. The FLARM and video installations are still on hold awaiting coordination with the new Ephrata mechanic.
- SGCSF and DG-1000 Report
 - Nothing new to report on SGCSF finances. Heinz reported that the DG-1000 pilot roster is complete with 12 paid-up members and the ship should be ready for use at KAWO this coming weekend after Chris Klix does a canopy bracket repair. The ship should go to Ephrata in mid-May. The O2 installation will probably wait until the ship is at KEPH.
- Towline Status
 - The latest issue for April/May was published and there was only one bad email return. Inputs for the next issue are needed by May 25.
- Web Site
 - Will add updates as determined at today's BoD meeting.
- Past Events
 - The Museum of Flight Soaring EXPO on March 14/15 occurred with no surprises and in fact included four gliders instead of the originally anticipated three gliders. The SSF Soaring Safety Seminar on March 28 had about 17-18 attendees. Scheduling for this was a little tricky since the airline pilot main speaker schedule wasn't know until fairly late.
- Future Events
 - Ephrata events of interest include Dust Up (Memorial Day weekend – see website), Evergreen encampment (immediately after Dust Up), WVSC and Tony Wiederkehr group safaris during the week of June 1 and Region 8 contest (June 14-20, almost full depending on tow plane availability).
- Seattle ARTCC Wave Window Agreement Change
 - The Seattle ARTCC wants to update our wave window Letter of Agreement to change the coordination paragraph 6a concerning the contact phone number list. We will send them our revision of their proposal for review.
- Banquet
 - Mike has tentatively reserved our usual spot at Ivar's Salmon House for November 14 to avoid the Husky home game crowds on 10/31 and 11/07. Craig volunteered to research alternate locations for the banquet.
- Finance Investment Options
 - Due to lack of meeting time and urgency this item was deferred for later discussion.
- Next General Meeting
 - May 4th: advanced cross country skills – final presentation before the Dust Up.
- Next Board meeting: May 12, 7:00 pm at the Bellevue Library, Room #3.

Continued on next page

- Additional
At Ron Bellamy's request the Board approved the following policy regarding use of the SGC Cessna 182 for tow pilot checkout: Ron Bellamy may at his discretion use the SGC Cessna 182 tow plane for tow pilot checkout when he needs a two place aircraft for such checkout. When the checkout is not specifically for a SGC tow pilot, the pilot being checked out or organization requesting the checkout will pay the SGC published tach hour rate for the time used for the checkout.
 - Meeting adjourned at 8:57 pm.
-

SCG Calendar

- — May 23-25, **DUST UP** contest at Ephrata; see [Dust Up web site](#) for info and registration
- — May 26-31, Evergreen Soaring encampment at Ephrata
- — June 1-5, **WVSC** encampment at Ephrata, contact [Frank Pilz](#)
- — June 1-6, Tony Wiederkehr group encampment at Ephrata
- — 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 7, 7:00PM, SGC Board of Directors Meeting, Bellevue Library, Meeting Rm. #4
- — 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
- — November 14 (tentative), Annual SGC Awards Banquet and Social, Ivar's Salmon House
- — December 7, 7:00PM, SGC General Membership Meeting - Museum of Flight



Wally Kahn: Record-breaking glider pilot

who helped turn his pursuit into a competitive sport and a popular leisure activity.

Copied from THE INDEPENDENT SUNDAY 10 MAY 2015



Wally Kahn was a record-breaking glider pilot who helped build gliding into a popular recreational activity and a competitive air sport in the postwar years. He broke seven UK gliding records – for altitude, distance and speed – and competed in many international championships, but his proudest achievement was saving the Lasham airfield in Hampshire, formerly a wartime RAF base.

He thereby secured the future of the Lasham Gliding Society (LGS), the world's biggest gliding club. He set up the Lasham Trust in 1983, raising enough funds for the LGS to buy the airfield and surrounding 504-acre area outright in 1999 from the Ministry of Defence.

Kahn served in the RAF during the last year of the Second World War, although mostly assigned to desk work. After the war he became a pilot in the RAF Volunteer Reserve, later moving on to public relations work and retiring in 1960 as a Flight-Lieutenant with the Air Efficiency Award (AE).

He believed he had been a glider pilot longer than anyone on the planet: he held the ultimate Senior C badge from the International Gliding Commission and over the best part of 70 years said he had only two non-gliding holidays, of one week each.

Walter Anselm Henry Kahn was born in Mannheim, south-west Germany in 1926. His Jewish parents had watched Ludwigshafen, on the other bank of the Rhine, pounded by French bombers on 27 May 1915, the first strategic allied aerial bombardment of a civilian settlement, prompted by German air raids on south-east England. His parents survived but in 1933 fled the Nazis, taking their seven-year-old son, Walter, to London.

Soon nicknamed Wally, he attended Highgate School in north London, where one of his pals and classmates was the Berlin-born Gerard Hoffnung, later to become a renowned artist, musician and cartoonist. When the government commandeered the school for defence use, the pupils were evacuated to Westward Ho! in Devon. They returned to Highgate in 1943 but within a few months a German V-1 Doodlebug flying bomb exploded in a field next to the school. Fortunately, the only casualty was the cricket scoreboard.

Having gained British citizenship and a London accent, Kahn enlisted in the RAF in February 1944, when he was 17. With the Luftwaffe threat diminishing, he started off as a clerk. He also studied aeronautical engineering at the Northampton Polytechnic Institute, on Northampton Square, London, which suffered severe bomb damage. Known for its wartime training courses for the RAF, Army and Navy, it later became the City University.

In 1946 Kahn was sent by the RAF to the base at Oerlinghausen Airfield near Bielefeld in Germany, where the Nazis had used gliders to train their pilots before the war (the 1919 Treaty of Versailles, after the Great War, had banned Germany from having a powered air force).

At Oerlinghausen he rescued 40 German gliders before the Americans could destroy them and made his first solo flight in a glider. The German airfield is now one of the world's biggest gliding centres and is also home to motor planes, microlights and hot air balloons.

Kahn joined the RAF Volunteer Reserve in 1949 as a cadet pilot and was commissioned Pilot Officer in 1950. He married Margaret Moore in 1954. After working in public relations for the RAF, he retired as a Flight-Lieutenant in 1960. He was awarded an MBE in 2011 for services to gliding.

During the 1950s and '60s he broke seven British gliding records and competed in UK and international championships until 1973. He broke one record by gliding 222km from Lasham to RAF Coningsby, Lincolnshire, in a German DFS Weihe aircraft. Along with John Williamson, he broke the two-seater record by flying 312 km from RAF Odiham, Hampshire, to Perranporth, Cornwall, in a Slingsby Type 55 Regal Eagle. He also made 11,000 powered flights as a "tuggie" (tug pilot), towing gliders into the air, often more dangerous than gliding itself since a too-high glider can force the tug into a vertical dive.

Away from the air, Kahn joined his family's cigar importing business, possibly the first to bring pure Havana cigars to the UK, and after it merged with Joseph Samuel & Son Limited, he rose to become managing director. He was a past Master (1974-75) of the Worshipful Company of Tobacco Pipe Makers and Tobacco Blenders in the City of London, a body whose origins go back 400 years. He was forced to give up gliding at the age of 74 following open heart surgery.

In 1998 he published his autobiography, *A Glider Pilot Bold*, the title taken from a poem and song. In the book he cites the wife of a fellow pilot as saying: "Wally was brilliant at pouring oil on troubled waters ... and then setting light to it."

WSPA 2015 seminar

MINDEN WELCOMES WSPA PILOTS!

Hello, all! Laurie Harden, a.k.a. Glider Girl, here, is inviting you to come fly with SoaringNV in Minden, Nevada, during the week of WSPA's 35th Annual Soaring Seminar to be held from June 15 to 19 2015. Minden is located at the edge of the Great Basin in Carson Valley. We boast year-round soaring conditions in one of the top tourist areas in the USA. While the flying is amazing, with Lake Tahoe nearby, there are equally amazing off-site activities to meet every outdoor enthusiast's passion.



The eastern edge of the Sierra Nevada Mountain Range, known as the Carson Range, creates the perfect set-up for Mountain Wave. While mostly a fall and spring phenomenon, wave can set up here any day of the year. Lift produced off the Pine Nut Range to the east provides a highway to head south to Mono Lake, Yosemite National Park, and the White Mountains.

Minden is a favorite spot for both distance and altitude flights. What we expect in the month of June are great thermals, kicking off between 11 am and 1 pm. We regularly get lift of 800-1000 feet per minute, great for practicing that one key cross country skill--centering a thermal, or for flying 300k, 500k, 1000k. Cloud bases are often 14,000 feet and above, so all of our ships are equipped with supplemental oxygen.



This year's WSPA Seminar will focus on cross-country skill development, but we will have plenty of time to do primary training also. Along with SoaringNV's staff, we have arranged for advanced cross-country instructor Phil Plane of Glide Omarama, New Zealand, to conduct several seminars on developing your distance flying skills.

2015 Rocket Launch Schedule

Launch	Date	Time	Location
AP Checkride	April 25th	8AM - 5PM	Mansfield
	April 26th	8AM - Noon	
Fire in the Sky	May 22nd	8AM - 7PM	Mansfield
	May 23rd	8AM - 7PM	
	May 23rd	9PM night launch	
	May 24th	8AM - 7PM	
	May 25th	8AM - noon	
Jack Frost APfest	October 24th	8AM - 5PM	Mansfield

Mansfield Snell Ranch Launch Site, 47°47'36.4"N 119°25'39.6"W

The FAA waiver for the Snell Ranch site allows flights to 25,000 feet AGL (27,144 feet MSL). From Mansfield, travel Hwy 172 east approx 9.75 miles and turn right onto "O" Rd NE (dirt) (Lat 47 deg 48' 55.18"N; Long 119 deg 25' 37.87"W). Proceed south 1.9 miles to the quonset hut.

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!

Good advice from the British Gliding Association

Copied from Tom Knauff Newsletter

Glider Integrity

12 months ago the BGA circulated advice on correctly preparing a glider for flight.

The message begins with:

- Pilot parachuted from the top of a winch launch.
- Glider on a trial lesson crashed in a field shortly after aerotow take-off.
- Wing flutter during test flight after major repair.

What do these accidents and incidents have in common? The glider was not prepared properly for flight. These events were a direct consequence of shortcomings in rigging, DI, or pre-flight checks.

Accidents of this kind continued in 2014. The most serious were three gliders being flown with unconnected elevators, one with an unconnected airbrake, and one without the main pin (!) when the wings stayed on during flight but fell off during landing.

To avoid flying with an incompletely prepared glider:

1. Rigging should be directed by a person experienced on the type, in accordance with the flight manual, without interruption or distraction
2. The DI should be conducted by a person experienced on the type, without interruption or distraction
3. The pilot should carry out proper pre-flight checks, again without interruption or distraction.

Rigging and other errors and omissions in preparing a glider for flight are frequently caused by interruption, distraction, forgetfulness, and making unwarranted assumptions.

As a bystander, do not interrupt people who are rigging, carrying out a DI, or conducting their pre-flight checks. If you are engaged on these activities and someone speaks to you, send them away. As an instructor or as a club official, try to develop a culture which makes everyone aware of the crucial importance of conscientious rigging, DIs, and pre-flight checks.

Some glider types are particularly prone to control connection deficiencies. There are over 150 glider types on the BGA register, but over half the unconnected elevators since 1974 have occurred to the ASW 19/20, Pegase, Pik 20B/D design configuration.

40% of the unconnected ailerons have occurred to the Kestrel and Libelle types. If you fly an ASW19/20, Pegase, or Pik 20B/D give special attention to the elevator connection. If you fly a Kestrel or Libelle, beware of unconnected ailerons.

Whatever type you fly, please ensure you avoid glider integrity problems.

TomKnauff



50 YEARS AGO IN...

Towline

Submitted by Linda Chism

July 1963 Regional Contest in Sun Valley, Idaho

The Northwest Regional Soaring Meet was held at Sun Valley, Idaho. Pilots from six states were entered. Lodging reservation was encouraged, with a price list that included the Sun Valley Lodge at \$20 per night.... and the Chalet Dormitories at \$2 per bed per night.

SSA Idaho State Governor Louis Stur welcomed the contestants with a cocktail party. There were three categories in the contest: Class 1 was the Open Class. Class 2 consisted of gliders with L/D of under 25:1, and an FAI Badge Competition class. 14 were entered in the open class, and about 10 in Class 2. Over half of the pilots entered were from mid and southern California.

On Monday, July 22, none of the tasks were completed (goal and return of 141 miles, and a triangle race of 61 miles in and out of Hailey.) A weak cold front moved through and almost the whole field landed out. Ray Proenneke's ship was damaged in an outlanding and the entire lower performance class landed at Ketcham.

On Tuesday, less ambitious tasks were set: a triangle speed race of 60 miles and a goal/return of 38 miles. A notable event on Tuesday was Canadian Richard Cook's damaging of his Skylark as he went over a 20 foot dropoff during a landout. Californian Rose Marie Licher took Class 2 with an 18-mile flight in her 1-26.

Wednesday was declared a Free Distance Day in both classes, with a good stiff wind blowing towards the northwest. "Diamonds and records appeared everywhere like at a mass wedding in a recording studio." Paul Bikle flew 557 miles, ending up at Swift Current, Saskatchewan, and his crew encountered difficulties explaining the empty, then full, trailer on the border crossings. Four more pilots flew Diamond Distance. Rose Marie Licher broke the Women's national distance record with 267.0 miles, and the flight kept her at the top of

Class 2. The second and third place pilots behind Rose Marie flew 50 and 46 miles respectively. Unfortunately, another 1-26 was damaged and out of the contest when it caught a wingtip on landing.

After Thursday's rest day, Friday was the final contest day. The task for both classes was a goal and return to Fairfield, Idaho; a distance of 56 miles. The winning speed was 61 mph. Rose Marie and her 1-26 won Class 2 by a wide margin, even after landing out on a roadway on the last day. Class 2's second and third place finishers were Cecil Craig in an LK-10A, and Tom Davis in a 1-26. Class 1's winners were Lyle Maxey in a Prue Super Standard, Paul Bikle in a Prue Standard, and Bob Moore in he 1-21.

HIGH AND LOW ALTITUDE SOARING

By Ken Armstrong



My soaring steed is a Diamond Katana Xtreme (aka Super Diamona) motorglider which has often taken me to the maximum allowable altitude of 12,500 (in Canada's west coast area) where we soar out of Hope, British Columbia with the Vancouver soaring association. Two interesting phenomenon occurred with Gertrude or Svetlana – her name changes depending on how good the lift is on a given day.

I have recently gotten into the habit of locking my spoilers in the closed position

whilst she is tethered to the ground to prohibit or reduce the water or moisture that can collect in the inner wing area and potentially create corrosion. An hour prior to my flight, there had been an instance of a shower producing prodigious precipitation. The pre-flight showed no issue and the spoilers, or speed-brakes if you like, produced free and proper motion and were of course locked in for takeoff – something I usually do...and when I don't she reminds me shortly after takeoff.... There was considerable moisture remaining in the atmosphere and this can be a good thing as it told me where the cap cloud was on the peaks, as well as where the rotor cloud and the lenticulars were – great stuff! However, the downside is a restriction in visibility due to all the clouds lingering about. So, following the need to remain clear of cloud in this airspace, we meandered the hallways of open space where the several descending portions of the waves burned off the cloud and provided lift in front of the lennies. In due course we were lofted upwards to 10,500 feet and I started to point the bird's snout in various directions to garner up some OLC points for the club. There were times that the white fluffy stuff was greedily trying to fill all the airspace and it seemed prudent to extend the air brakes to ensure a rapid descent could be readily accomplished as had been necessary several times over the years when precipitation from above saturated the wave slot and attempted to make the ground disappear. Gertrude refused to extend her dive brakes. Perhaps she was shy and maybe it was because trapped moisture in the

system had frozen them closed. This perturbed me somewhat as one does not want to be trapped above cloud with minimal instruments and no nav aids. So, I wiggled her extension handle several times – with increasing effort and she still resisted my attempts. To get even, I decided to make her appear to gain weight. These feminine devices don't like the perception of weight gain and my fore and aft movement of the stick with resulting g forces must have loosened her up somewhat to my advances and she gingerly extended the right dive brake – asymmetrically. Please note I have not been using the term spoiler to describe these boards which are exceedingly effective in producing prodigious drag. I was surprised that Svetlana showed no tendency to roll with just one extended.... Some more wiggling of the joy stick and the extension handle convinced her to pop out the other dive brake in due course and the situation was no longer verging on critical. So, to be succinct, it would be prudent when flying around moisture to check the extension of your boards from time to time when the temperature is below freezing since water can develop attitude....

As if this wasn't enough of a lesson for one flight, fate had more in store for me. Enthralled with Svetlana's performance, I passed up on an early final glide to the airport and flew overhead at 4000 feet into the strong headwind on a westerly course along the Fraser River to make an upwind leg to improve the OLC scoring. Surprise, surprise, instead of the penetration normally expected of this leg, basically akin to a slow moving submarine with screen doors, Mother Nature provided modest lift for five miles and then a gentle sink rate. Somewhat conservatively, I turned back towards the airport at 2500 feet and anticipated little in the way of sink and with the strong tail wind that would likely have me entering the circuit about 1500 AGL. I was wrong! Although I retraced my route that had provided lift in the opposite direction, at this slightly lower altitude, it was moderate sink. Normally, I land deadstick and coast to my parking spot, but, since we were falling out of the sky, I immediately started the 70 second cycle to electrically un-feather the propeller for engine start up and as I neared 600 feet AGL we were lined up for a downwind, straight in landing with about 20 knots of tailwind. With the choke on and prop un-feathered, I quickly started the cold soaked engine and started to warm it up somewhat. It was reluctant to provide much power as it was engaged in a love affair with full choke so as not to stall. The small portion of my brain that was not dedicated to salvaging this situation was thinking about the loss of a dear club member a couple of years previously when he found himself in a similar predicament with his fuselage-stowable powered glider.

Nonetheless, Mother Nature had made her point and realizing that I had the field made for a downwind landing, she relented and took away her sinking air allowing us to make a downwind full circuit – albeit at a somewhat lower altitude than normal. Lessons from the flight: Well the frozen dive brakes is a no-brainer and I am glad I checked them in the freezing air – before I needed them for a descent. Forewarned is forearmed for those of you who will fly in freezing conditions.

The necessity for a low circuit is a different consideration altogether. I normally fly very conservatively – that is to say within the capabilities of the aircraft and my meagre skills. In fact, in the thousand hours we have soared together, we have never arrived in the circuit at less than twice this height. Assuming that the lift would be the same going away from the airport at 4000 feet and returning on the same track at 2500 feet was an error in judgement and that took away the more conservative margin of safety that accompanies us during our flights. It is a prudent pilot who provides a significant margin of safety so as not to tempt Mother Nature into providing a lurid lesson. By the way, the post flight surgery was successful and the doctors were able to remove the seat cushion that was sucked up into my rectal orifice when I gasped at my low level plight....

Safe and Successful Soaring
Ken Armstrong

The AERO 2015 Exhibition

By *Fred Hermanspann*

The annual AERO Exhibition for General Aviation in Friedrichshafen took place in the middle of April 2015 and this year (as every second year now) it included the full glider segment. Almost all major manufacturers for sailplanes, accessories and engines showed up and presented their latest offerings. There were few new sailplane designs but a lot of refinements and developments. Most notable was the eagerness of most manufacturers to offer some sort of electrical propulsion either as sustainer or self-launching application. At the same time, jet engines are also offered by several manufacturers – a somewhat confusing development.

Here are some of my impressions:

Schleicher presented the ASG-32 – it's entry in the two-seat 20m class – with an electric sustainer motor, a first for Schleicher. And all Schleicher sailplanes exhibited were equipped with flush fitting LED strobe lights in the vertical leading edges. No specific news were given on the ASH-30, the long delayed successor to the ASH-25.

Schempp-Hirth showed a mock-up of the latest Ventus development (Ventus 3?), with a polyhedral wing consisting of 4 wing panels per side with increasing dihedral angle. It is supposed to make its first flight in autumn. This is another challenge for the ASG-29, the current leader in the 18m class, which features a planar wing with steep winglets. The Quintus was absent and seems to have some production problems which are rumored to be related to their relationship with Lange.

DG showed the DG-1001 Club WL, a trainer version of the DG-1001 with fixed nose and main gear, a 20m wing and large winglets. A special feature was a powerful red LED strobe light in the nose that can be linked to a FLARM/ ADS-B unit. It would increase the frequency of flashes with increasing perceived collision risk and might be a very effective anti-collision device.

Jonkers (South Africa) is now partnered with MD Flugzeugbau, who will participate in the production and who produce also the jet engine for the jet powered version of the Revelation JS-1.

HPH is working on a Twin Shark, a 20m two-seater design for this hotly contested new class.

The Polish company Peszke showed the GP-11, the first in a series of fast looking 13.5m sailplanes; the GP-14 version will be a hot contestant in the upcoming 13.5m Worlds in Lithuania with Sebastian Kawa signed up as pilot.

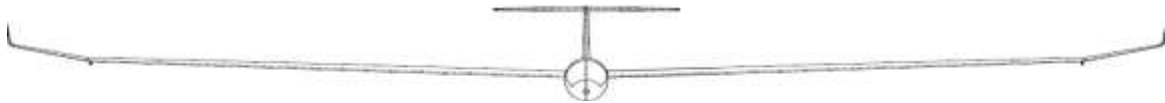
Of all the electrical propulsion systems the FES (Front Engine Sustainer) developed by Luka Znidarsic in Slovenia seems to be the most popular as it can be easily integrated into existing designs and is extremely simple. On the Silent 2 it actually is also usable for self-launching. And if one is concerned about the additional small drag from the folded back propeller blades in competition flying, the propeller plus spinner can be replaced by a nose cone.

And last not least, the Czech company Blanik Aircraft CZ is trying to revive the Blanik legacy by proposing to update the old L-13 with a wing root and body upgrade for an estimated 15,000 Euros and to start building an L-23NG (New Generation) that would feature a more modern wing section, winglets and a slimmed down fuselage with an estimated L/D of 31. Whether they can get enough interest and money for this undertaking is the big question.

It was worth the visit!

National Event/Contest Dates

Date(s)	Event	Location
5/17/2015 - 5/23/2015	Region 2	Reedsville, PA
5/18/2015 - 5/23/2015	Region 7	Albert Lea, MN
6/1/2015 - 6/15/2015	Sundance Aviation OLC Soaring Camp	Moriarty, NM
6/1/2015 - 6/6/2015	Region 5 South	Cordele, GA
6/5/2015 - 6/14/2015	Region 2 North	Wurtsboro, NY
6/15/2015 - 6/20/2015	Region 8 Championships	Ephrata, WA
6/23/2015 - 7/2/2015	18 Meter, Open and Club Class Nationals	Hobbs, NM
6/24/2015 - 7/3/2015	Sports Class Nationals	Waynesville, OH
6/27/2015 - 7/5/2015	2015 Nephi OLC/XC Camp	Nephi, UT
7/2/2015 - 7/9/2015	1-26 Championships	Minden, NV
7/13/2015 - 7/18/2015	Air Sailing Sports Class Contest	Reno, NV
7/20/2015 - 7/25/2015	Region 11 Soar Truckee FAI Class	Truckee, CA
7/26/2015 - 8/4/2015	Standard and 15 Meter Nationals	Elmira, NY
8/2/2015 - 8/7/2015	Logan Mountain Flying Camp	Logan, UT
8/3/2015 - 8/7/2015	Region 10 South	Waller, TX
8/29/2015 - 8/30/2015	GTA Race	Quitman, GA
9/21/2015 - 9/26/2015	Region 4 South	New Castle, VA
10/11/2015 - 10/17/2015	Region 4 North	Fairfield, PA
5/11/2016 - 5/20/2016	18 Meter National	Lancaster, SC
6/11/2016 - 6/19/2016	Club Class Nationals	Wurtsboro, NY
6/21/2016 - 6/30/2016	2016 15 meter, Open, and Std Nationals	Nephi, UT



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