



Outline

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A Chapter of the Soaring Society of America

SEATTLE GLIDER COUNCIL MEETING, Monday, December 4, 1961
8:00 p.m. Peter M. Bowers Residence, 13826 Des Moines
Way, Seattle.

A special letter announcing this meeting was sent out last week to all SGC members because of the critical financial condition of the club. It is imperative that all members attend who aren't either kidnap victims or in oxygen tents. (Your Ed. will be there, his first meeting in a year. Can you do less?)

DECEMBER EXCURSION BEING HELD AT NORTH BEND AIRPORT

As this is being written the more adventurous pilots have their ships at the little airport at North Bend at the mouth of Snoqualmie Pass hoping for weather which will permit their sampling the fabulous lift up the 3000 foot face of Mount Si, which rises nearly vertically at the edge of town.

1961 AWARDS DINNER

The annual awards banquet was held at the Floating Bridge Inn on November 11. Fifty six members and wives attended, including a good representation from the Richland, Wash. and Vancouver, B.C. areas.

Following dinner, Master of Ceremonies, Dean Reynolds briefly entertained the guests with some amusing cartoons depicting the lesser known characteristics of some of our better known board members. After order had been restored, he then presented the Carson Distance Trophy to Bob Fisher, in recognition of his outstanding 360 mile flight made as part of his transcontinental expedition. President Bob Kruse was then called on to present the Boeing Altitude Trophy and the Ellensburg Duration Award to Rudy Allerman, who earned both awards on the same flight in which he attained a maximum altitude of over 20,000 feet and a duration of over 8 hours. The Simpson Trophy and the Safety Award were then presented by Frank Woodward. The Simpson Trophy is awarded for the best all round performance at the Labor Day Meet. Unfortunately, the winner Paul Palmer was not present to receive this Trophy.

Joe Robertsons work in promoting safety in Soaring both in this area and with the S.S.A. is well known, and the awarding of this trophy represented our appreciation of his efforts in this field.

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CHAIRMAN'S MESSAGE

December has rolled around again and, as this year comes to a close, we hope that the end of the Council's sad shape is in sight. Much of the hopes and plans for continued activity and for expansion of the Council's operation will depend on the new Board of Directors. It is important that all members be present at the December meeting to express their views and ideas as well as to vote for the members of the new board.

It has been the apparent aim of the Council to have all the business matters attended to by the Board; this may be possible in many circumstances, but the Board requires the full support of the members to support the flight activities to the extent desired. Since the Council has been in the towing business, it in essence became a flying club. There are many jobs to be done in conjunction with the airport and tow-planes. Some of these jobs should be attended to by the casual members as they become aware of the situation. Our operations require the utmost of cooperation and the lending of all hands to turn the wheels. Volunteers are welcomed to participate on the Board of Directors and on the various committees.

So let's hear from all the members at the next meeting.

R.E. Kruse

THE NOVEMBER MYSTERY RALLY

-Dean Reynolds

In an attempt to whet the appetites of the jaded soaring enthusiast, the Council lifted a page from the 'sports car buffs' book and arranged a Mystery Rally. Participants met at Enumclaw Airport - gliders trailered and ready to roll - on a morning that gave promise of one of those bright November days which carry a tingle of frost in the air. At nine A.M. the caravan rolled away from the home port and southwestward through the gently-rolling, moist, green countryside toward an undisclosed destination. Tacoma was by-passed and for a while, the destination threatened to become a mystery to even the caravan leader while attempting to thread the unfamiliar and complicated cloverleaf at the entrance to the Olympia freeway. On course at last, the three car - trailer combination and their convoy of single vehicles continued southward rounding the tip of Puget Sound near Olympia then turning northward on highway 101 which progressively becomes more narrow and decrepit until it becomes an ancient, cracked, patched two lane concrete strip threading through a jungle of second growth timber wildly colored with autumn leaves. The inhabitants of Shelton were left pop-eyed and open-mouthed at the sight of the caravan which continued north on highway 101 to the Shelton Airport where it swung off the highway and onto the broad concrete ramp of a former Navy airfield. Brainard Lee and George Adams, who had flown over in towplane and Bergfalke respectively were waiting.

All hands fell to and the three trailered ships were assembled in jig time and towed out to the end of the runway. Somewhere along the line, the picnic lunches were eaten, then flight operations began, with Brainard Lee doing the honors at the controls of Ol' 4511M whose 90 horses were chomping at the bit for a chance.

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Awards Banquet --- continued

Several State Record Certificates were then presented to the present record holders by Marq Gorton, S.S.A. State Governor. A renewed activity in this area was forecast for the coming year. Finally Tom Clark, Cec Craig and Frank Woodward were dubbed Knights of the Open Field, and Tom Clark and Dave Marshall were relegated to the Clodbusters fraternity.

The highlight of the evening was Bob Fishers reminiscences of his unique transcontinental Soaring flight. Bob held the attentions of the audience for over two hours while he relived each fascinating experience of this 56 day expedition from coast to coast.

Dean Reynolds extended a vote of thanks to Bob for his excellent talk, and presented him with a small trophy engraved with the words "First Transcontinental Sailplane Flight -- Bob Fisher -- 1961 ". The banquet was then adjourned, the time being 1:30 A.M.

- Frank and Marlene Woodward

MYSTERY RALLY - (Continued)

Karen Adams sailed the Bergfalke for the first time, Cec Craig, Mark Gorton, and Brainard Lee exercised 'June Bug', the Cascade 1-23; Frank Woodward converted in the Ka-6; and Waid and Dean Reynolds toiled their venerable LK. In all, eighteen flights were made with a total altitude gained of 42,500 feet - every last foot of it on tow. A spot landing contest was started and soon caught on with both pilots and spectators who oohed and aahed at the performance of the competitors. The event was won by Mark Gorton who plunked down only 13.5 paces from the designated spot.

There was no soaring to be had, but it was a day on which the sheer enjoyment of just being in the air is enough. Shelton is situated close to the base of the Olympic Mountains, and the lush fall-tinted lowland forests soon give way to the somber Douglas Fir stands on the foothills which in turn are superseded by rock and lichen at the higher elevations finally giving way to the everlasting ice and snow at the crests of the mountains. Puget Sound with its tangled mass of forested islands and waterways lay gleaming in the sun close at hand and stretching away into the hazy distance to the north.

In the east, purpled with distance the Cascade Range could be glimpsed, its ragged silhouette outlined with a dusting of new snow. Mount Rainier, head and shoulders above the rest, was crowned with a tenuous lenticular cap cloud hovering above its peak. After a day immersed in such beauty, how can one help but feel physically and mentally refreshed?

All too soon it was necessary to dispatch the towplane and Bergfalke to find their way home through the dusky evening sky while those remaining behind trailered their ships and took to the highways. By nine o'clock the ships were safely tucked in the hangar, and everyone had gone their separate ways.

Was it a success? It was fun, it was relaxing, it was a needed change for those of us who are hemmed in by office walls and daily routines, but only time and experience with more such events will really tell the story of whether or not we can successfully build and maintain the interest of the group by such non-soaring events.

NEWS FROM OREGON

A letter from Don Santee

You are wondering in the Oct. Towline where the news is from the Oregon gang. I'll try to supply a little.

We had a rather poor season due to a severe towplane shortage. Gar Leyva, of Lexington was flying in southern Oregon and this meant that one of our best soaring sites was rendered unusable, by lack of his Super Cub. The Stearman at Aurora was moved to Madras and this shut off our aero tows in the Willamette Valley.

The weather in western Oregon seemed to have more inversions than usual and good soaring days were few. During the last part of August some of us began to auto tow at Aurora with the L.K. and my 1-19 and obtained some worthwhile practice.

Labor Day turned out to be the high point of the season, with two towplanes, which just seemed to materialize before my astonished eyes, and three sailplanes in attendance at the Aurora Flight Strip. These included the Willamette Valley Soaring Club L.K., the Dragonfly owned by the McKenzie Soaring Club and my 1-19. Despite the stable conditions, we all had a good time and agreed to try this sociable flying more often.

The future looks bright. Our SSI membership is growing and new ships will soon appear. Three Cherokees are nearing completion and a wrecked 1-23 is being repaired in Portland. I am about to attach a towhook to a Great Lakes at the Salem Airport and I hope to be able to check on the long, steep ridge north of Newberg soon.

Many thanks to our Washington and Canadian friends for the interesting articles in Towline and their help and encouragement. We hope to see you at Wenatchee next season.

COLUMBIA BASIN NEWS

from Jim Hard

Rudy Allemann is the first Richlander to soar over Rattlesnake Mountain, reaching 10,000 feet in wave lift on Oct. 28. Rudy was up nearly eight hours and Paul Palmer (1-23H-15) about seven hours on that date. This was with a north wind, which should not be ideal.

Ed McClanahan is busy planning for the Pincher Creek expedition in March while everyone else is catching up with their basement and garage projects. (Ed isn't satisfied with his record 33,000 feet in October?)

SPORTS ILLUSTRATED DISCOVERS SOARING

The N. v. 6th issue of Sports Illustrated contained an article entitled "A Silence in the Sky" by Roy Terrell commencing with a grand two page photo of a 1-26 in flight. Mr. Terrell is a newcomer to soaring and his article dealt with some of the history of the sport and his experience in taking the license course at Harris Hill, Elmira. This was a good factual article, which communicated Mr. Terrell's enthusiasm effectively and should win many advocates to the game, at least we hope so.

PILOT ACTIVITY DURING 1961

<u>S.G.C.</u>	<u>Hours</u>	<u>Flights</u>	
Pete Bowers	12	20	
Frank Brame	33		(Rounded time to nearest hour.)
Marq Gorton	13	30	
Joe Robertson	36		
Frank Woodward	42		
<u>C.B.S.A.</u>			
John Budd	5		Rudy Allemann 236
Don Halba	15		Jim Hard 72 36
Ira Jacobsen	18		Ed McClanahan 262 132
Molly McClanahan	30		Bob Moore 156 56
Fred Porter	24		Paul Palmer 150
Bob Smith	24		Gene Rudock 10½

That's all the times that were reported so that's all we're printing. Your Editors are not sufficiently enthusiastic to spend the hours of phoning necessary to contact all of those who did not report as requested in the Nov. Towline.

WASHINGTON STATE SOARING RECORDS ANNOUNCED
(as of 11 November 1961)

	<u>Open Class</u>		<u>Senior Class</u>		<u>Utility</u>
	<u>High</u>	<u>Medium</u>	<u>High</u>	<u>Medium</u>	
DISTANCE	R.L. Moore 318 mi	J. Robertson 225 mi	F. Woodward 190 mi		J. Hard 124 mi
GOAL			F. Woodward 190 mi		J. Hard 99 mi
Goal & RTN	J. Robertson 200 mi				
ALT. GAIN *	R. Moore 18,960'			A.D. Reynolds 15,100'	J. Hard 10,700'
ABS. ALT.	R. Moore 22,760'			A.D. Reynolds 19,200'	J. Hard 13,700'
SPEED 100km	R. Allemann 17.2 mph				
200km	44.4 mph				
300km	**				

* Waid Reynolds holds the only junior class record - Medium performance altitude gained of 4,950'.
 **The 300 km triangle speed record is not now claimed.
 General- All multi-place records are open. All junior class records are open except the one noted above. All Open Class-Utility records are open.



.....BETTER HAND ME THAT MAP AGAIN.....

TEN YEARS AGO IN TOWLINE ... The Pacific Northwest Soaring Assn. had an award luncheon at the Edmund Meany Hotel. Bob Fisher of Moses Lk. was declared the year's soaring champion and was awarded the Boeing Altitude Trophy. Bob Moore emceed the affair..... the Seattle Glider Council had just been formed, Bob Joppa, Heasley Entz, Pete Bowers, Pete Graham, Taylor Boyer, and Mark Kirchner were prominent in the group.....Gliding was being affected by the air defense regulations which specified that all civil aviation over 4000' msl had to file a Defense VFR flight plan.....

CORRECTION - ALL ABOVE WAS IN THE ELEVEN YEARS AGO FILE. SHUCKS! Then we're missing the fall of '51 issues from the files. In Feb. '52 the Cascade group rented a garage at Arlington and the Annual Dinner was announced for March since their was none in '51.

That's it for this month. The weather looks unpromising for the North Bend sojourn, and Navy just beat Army so aaaaaaaaaaaaaak!!

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