



Towline

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Meeting Announcement

The annual general meeting of the Seattle Glider Council will be held Monday, February 1, 1960 at the University of Washington Hub at 8:00 p.m.

The business agenda includes the following items: 1. Changes in By-laws, 2. Treasurer's report, 3. S.G.C. address change, 4. Report of Towplane Committee, 5. Report of Safety Committee, 6. Report of Site Committee, 7. Report of Contest Committee, 8. Discussion of proposed air show, 9. Discussion of proposed prize for longest I-C flights from Enumclaw, and most important, Joe Robertson, 1960 Chairman, will discuss objectives and forecast activity for the coming year.

CHAIRMAN'S MESSAGE

A new year and a new decade have started with the Seattle Glider Council in the most favorable position in its history. We have a field we can call our own, we have a towplane, money in the bank, an enthusiastic group of pilots and a strong desire to further the sport of soaring in the Pacific Northwest. The past year has seen a growth of the movement to a point that would have been considered incredible two years ago. Thanks to the efforts of the individuals in the Council who donated their time and energy this past year, a strong base has been established on which we shall continue to build in the coming year.

When all the various tangible factors, as well as the intangibles have been brought together, and headed in the same direction, the growth of an organization is like compounded interest. Rate of growth is somewhat slow in the beginning but then after a while, the increase is doubled, then tripled. Each gain broadens the base until the efforts become self-generating and soon the whole effort is steaming along in a very satisfactory manner.

All organizations are composed of people and in order to be a success there must be something in it for everyone. A group such as the Seattle Glider Council should have something to offer everyone interested in the sport of flying sailplanes. The interest might be in flying for the FAI badge or it might be in running a Clubhouse with the greatest pleasure to be gained in talking about flying,

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CHAIRMAN'S MESSAGE (cont'd)

or it could even be in making like a yo-yo with the towplane. Whatever it is, we will attempt to find that interest and satisfy it.

A strong effort will be made to acquaint everyone with the advantages of being a member of the Soaring Society of America. Not only does the SSA tie all groups in the country into one united voice, it also provides services and information beyond the scope of the local groups. The society supports the activities of numerous pertinent committees including the Contest Board, Finance, Insurance, Research, Safety, Publications, Awards and Air Space groups. The results of their activities are apparent in all phases of soaring. Through the system of regional Directors, local groups and individuals have a voice in the affairs of the society. It is hoped that in time the SGC will develop into becoming an SSA Chapter. Special benefits are being developed for SSA chapters. It is to our advantage to make the effort.

Of more immediate concern for the coming year is acquisition of a second towplane. Increased pressure from the high level of activity this past year and the projected future gains dictate that we have more towing facilities available. This, in turn, will create greater activity.

A library of soaring publications will be organized and maintained for the convenience of SGC members. Such material is not usually found in the local libraries but it is, in my opinion, of value in keeping up with activity in other parts of the country. If the idea works, the library will be expanded as the need arises. The facilities at the SGC Enumclaw Airport will be made more usable for guests and members of SGC. Paint, work and time can work wonders. Under active consideration is a plan to provide regular restaurant facilities every weekend. Unless the cost is prohibitive a phone will be installed on the field. Other improvements will be made as the time allows.

I would like to see the cross country potential of the Enumclaw area explored this coming spring. In the past we have always considered the west side of the Cascades to be very limited in K-C weather but who has really tried to go? To the best of my knowledge, only one K-C flight has ever been made from any field in Western Washington and that was from Arlington to Bellingham on May 3, 1962, almost eight years ago!

Many other aspects of the local scene are under consideration by the Board of Directors. Ideas, suggestions and comments are welcomed and will be given closest attention. However, in order to make our rosy dreams come true we must all pitch in and help. Nothing was ever accomplished by talk alone. If you, for instance, have a burning desire to spread a ray of sunshine on a sunny brush or in organizing a Committee to collect and buy toys for the kids to play with at the field, don't hide the desire. Let the members of the Board know about it and you will be furnished all the assistance we can give you.

Let's get the "Soaring Sixties" off to a flying start. (ouch)

J. A. Robertson

NEWS FROM THE GLIDER COUNCIL OF BRITISH COLUMBIA

The Glider Council of B. C. lost its TG-3A in the spring of 1958 and since then it has not progressed or expanded very rapidly. Single place training was attempted with the 1-19 but the D.O.T. stopped the auto-towing on the airport and so training ceased. This occurred in the spring of 1959 and by mid-summer it was agreed that a two-place trainer was required if the council was to survive.

Investigations showed that completed gliders purchased in Europe would be cheaper than a 2-22 in kit form. Delivery of the European gliders was so slow that it was decided that by buying a 2-22 we could be training pilots 3 or 4 months sooner and so the 2-22 was ordered. The 2-22 was assembled in about 160 man hours plus time to cover and dope it. The job took about 5 weeks using in-experienced labor under supervision and the total cost was \$3000.

The Council now offers a training package for \$200.00. This includes all costs for 10 hours of flying including tows for a minimum of 50 flights. For power pilots or partially trained glider pilots, the charges are \$20.00 per hour for dual including tows and \$8.00 per hour for solo plus tows. Considering that is at the best a two day a week operation the charges are in line with European rates and some U. S. rates.

Now that we have a training program, it appears as if we will start expanding at a higher rate. Since ordering the 2-22, we have obtained 6 new members without any effort. As we had about 7 owners of the 1-19 who had not soloed it was decided that they should be given top priority for 2-22 time until they soloed. They will all be solo early in January and so we will start a recruiting campaign. We need about 18 new members per year to make the operation pay.

Summary of 1959 Activities:

Members(as of Dec.59)	27	Aircraft	4 for 7 months 3 for 5 months
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Flights in local aircraft

A/C	No. Flights	Hours
1-19	119	18:51
LK (JSE)(sold March)	45	13:21
LK (ZDE)	154	75:46
Fauvel	24	16:09
2-22 (Oct.-Dec.)	93	19:34
Totals	445	143:41

New Licences - 2; both had previous experiences

Students 3 - flying 1-19

6 - flying 2-22

From the above statistics it will be noted that very little soaring was done. A few excursions to Hone, B. C. were made and several pilots went to Wenatchee. In 1959 we only flew 37 days out of a possible 111 days (weekends and legal holidays). To improve our flying and expand our group, we must obtain a convenient soar-

NEWS FROM B.C. (cont'd)

ing site but this will require considerable money.

Construction Projects:

1. EG-12 - 2½ years - Last of the parts of the EG-12 arrived about 4 months ago but Van Gruen and class have not had time to work on the machine. Work has started again and hopes are that it will be flying in March.
2. V.O.M.P. - 1 year - Crofton is designing and building this. All plywood construction. The wings are assembled and hopes are for test flights in April or May.
3. Winch - A council project, that is nearing completion.
4. 2-22 Council project. Kit was assembled, covered and test flown in about five weeks.
5. Two-place ultralight - Council project that is in abeyance.
6. Cherokee - Schaub and Yard are building one. Some parts have been fabricated. Thompson is also getting material together for a Cherokee.
7. Skylark 3B - Minshall has ordered a kit. Might be flying in spring of 1961.
8. Cinema - Crofton bought T3-1 in Oregon. Needs all new woodwork. Hope to have it flying by New Year's Day in 1961.

To conclude, we look forward to a good year in 1960 with more activity than ever before. The only serious obstacle that must be overcome is the necessity to locate and obtain a new field where soaring is possible.

By Gordon Crofton

BOEING SOARING CLUB NEWS

New officers for 1960 will be George D. Loeffers, Pres.; Philip E. Weston, V.P.; Frank A. Woodward, Treas.; Joe J. Richardson, Op. Man.; and G. C. Sylliansen, Sec. Perkins E. Bass has been appointed Publicity Chairman, and Charles K. Fye is Maintenance Chairman.

The Boeing Club has purchased the Cascade Soaring Society's 2-22 which was overturned by a dust devil at Wenatchee last year. The ship is being rebuilt by the club members. Doug MacDonald has the badly damaged right wing in his basement where it now awaits parts from Schweizer. G. Sylliansen has the left wing. The fuselage repairs have been completed. The T3-3 has been grounded for re-energizing but will be flying before February. In the meantime the 1-26 does ground service.

F. Woodward entertained the January meeting with his spectacular slides of the Internationals in France and soaring centers in Europe.

The Club has obtained a quantity of Golden Pilots Logbooks for sale to anyone who has \$1.25. Let Gordon Sylliansen, Sn 6-4038, know you want one and he'll send it poste haste. Please don't go one back from Schweizer so we can't be accused of profiteering.

NEWS FROM EASTERN WASHINGTON

The following paragraphs are excerpts from a recent letter from Bob Moore of Richland, Washington to Joe Robertson, S. G. C. Chairman. We trust Bob will not object to our using parts of his letter verbatim without his permission.

"As you have probably gathered, the only soaring news around here is Rudy's K-6. He finally got it licensed without any restrictions and has made a fair number of flights in it - mostly auto tows to learn how it handles. It is certainly a thing of beauty and has the flattest glide angle of anything I have viewed up close on a no-lift day. I am afraid he has everything else in the Northwest badly outclassed (including the Weihe, 1-21, BG-12, Olympia, etc.). It should be his ball from now on - or at least till someone gets something better. Let's make him win it the hard way, though!

"We are also much impressed by the high auto tows he gets with his "CG" hook. Using a nominal 1000 ft. of towline on a 3400 foot strip, he routinely gets 850 to 1000 ft. of altitude! Under similar conditions, I am lucky to get 300 to 600 feet in my ship. (I would much like to con some aeronautical engineer into helping me engineer a CG hook installation on the 1-21. If you have any candidates, let me know!

"Bob Fisher and Einar Enevoldson were down to look at the K-6 a few weeks ago, and Bob has fired Rudy up with enthusiasm for breaking some World records. Bob figures that a goal and return from here to Kellogg, Idaho should be feasible. This would be about 370 miles and would be a World goal and return record. Anyway, it looks like this coming spring and summer should be interesting!

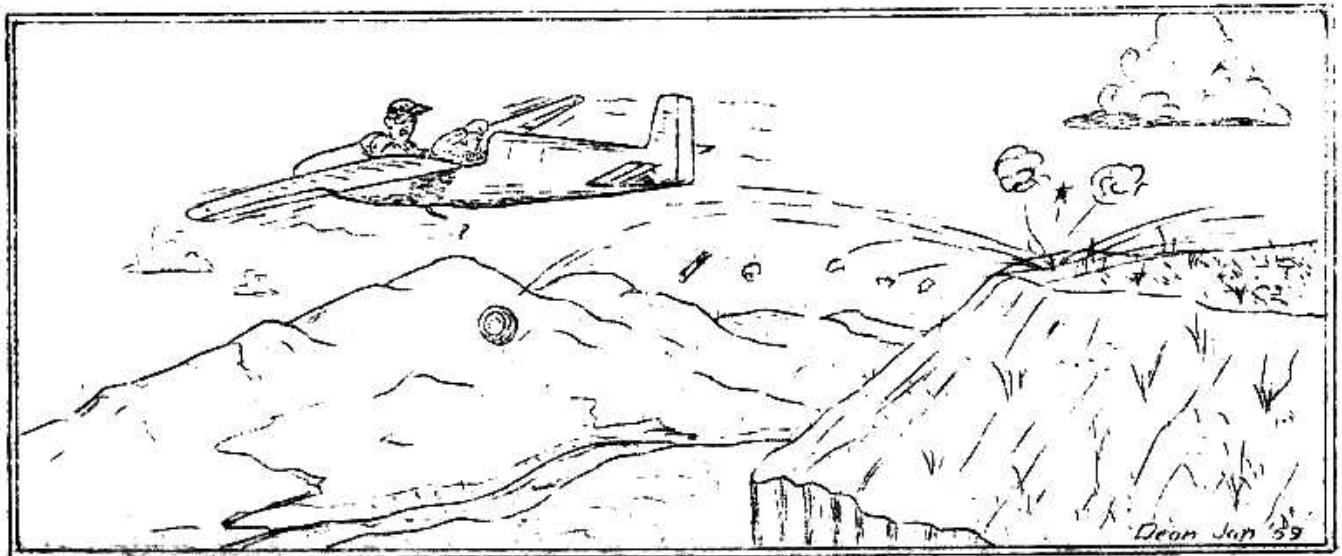
"I noticed a big spread in December Boaring about the WEST COAST SOARING CHAMPIONSHIP. The idea of the Californians calling a three day unilateral contest the West Coast Championship got my blood pressure up again. I surely hope SGC gets its bid for sanction in early and skunks them! Failing this, perhaps we can send Rudy down to their next "West Coast Championship", have him win their trophy, bring it home, and not let them have it back! (Make them win it back, that is)."

HANGAR REPAIRED

Joe Robertson reports that the doors on the hangar at Enumclaw have been repaired and are now easily moved. Also, some new fill has been placed on the runway. Overtures have been made to Chris Sterion concerning creating a new parallel runway to speed up operations.

Dean Reynolds headed a work party Sunday, January 24th to clean up and paint the social areas of the hangar. Additional work parties will be called for clean-up and exterior painting.

BRING OLD TIRES TO THE FIELD * * * FOR RUNWAY MARKERS.



Man, those thermals are rough today, Daddy-O. Reckon I ought to circle in that last one?

TOWLINE is the official publication of the Seattle Glider Council, Inc., and is published once each month before the regular monthly membership meeting. Subscription is free to Council members and one dollar per year to other interested parties. Contributions from members in the form of technical articles or accounts of flight experiences are welcome. Advertisements for gliders or equipment wanted or for sale will be published free of charge as a Council service.

Towline is edited by Gordon C. Sylliaasen. The Associate Editor and chief typist is Sallie Sue Sylliaasen.

Hmmmmmm ... \$41,000,000,000 for defense, \$11,700,000,000 for old age benifits, 41,000,000,000 for the defense program, gross national product \$510,000,000,000, \$57,000,000 for unemployment assistance, \$9,595,000,000 in interest on the national debt, Towline subscription.....now where is that allocation on the proposed budget I don't see it anywhere. Don't tell me they left it off again this year. Hello, Myrt? take a call to my Congressman.....
 You may have guessed by now that the foregoing was all in fun, but the point is well taken. You too can get a Towline subscription into your budget and never even feel it. After all, we're only asking a dollar, and a dollar is worth only fifty cents, and it costs 36 cents to mail the thing. Now we ask you. Where can you get more enjoyment and fun out of 14 cents? Don't forget, if there's a red X around, to send your dollar post haste to.....



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