



Towline

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Notice

The annual general meeting of the Seattle Glider Council will be held on February 3, 1964 at 8 p.m.

Place: Math Seminar Room, Boeing Scientific Research Laboratory

Agenda of Business Meeting:

1. Financial Report for 1963, including inventory and audit reports - C. Craig, Treasurer
2. Report of the Publications Committee - J. Church
3. Report of the Towplane Committee - R. Kruse
4. Report of the Contest Committee - J. Robertson
5. SSA State Governor's Report - C. Craig
6. President's Report - F. Woodward

Program:

Professor V. Ganzer from the University of Washington Aeronautics Department will present: "A Design Study of a Utility Sailplane."

All members are urged to attend this important meeting. The business meeting is expected to be concluded by 9 p.m., so that the remainder of the evening can be devoted to the second program of the Glider Design Series which promises to be a most interesting and informative session.

Chairman's Message

1964 promises to be a year of continued growth for the sport of soaring in the Seattle area. With two soaring sites now operating within easy driving distance of the city, and with signs of increasing activity on the part of both the Boeing and Cascade Soaring Clubs, the prospects have never been better.

Probably the most important single function of the Council will be to keep everyone working harmoniously together throughout the year. With this in mind, the Council has planned to sponsor monthly meetings and soaring events that should promote widespread interest among all our members and will attempt to bring together the thoughts and ideas of each member for our mutual benefit. At the same time we are hoping to spread the actual work of running our organization over a larger number of people by expanding our committee structure. Finally, we are seeking to increase our membership well beyond the bounds of the present club structure if possible. These goals can be easily achieved if you will do your part as a member. Elsewhere in this issue of Towline is a call for volunteers to help organize and support certain essential committees for 1964. Don't wait to be asked to take over over one of these jobs. You will doubtless find the rewards worth far more than the effort.

With your support and active participation, we can make 1964 into a year of outstanding soaring achievement for the Seattle area. All we need from you is a lot of enthusiasm and a little hard work.

1964 Committee Chairmen Announced

The Board of Directors of the Seattle Glider Council has announced the appointment of the following committees:

1. Membership Committee: A. Wilson, Chairman
Objectives: To increase the membership of the Seattle Glider Council and membership participation in Seattle Glider Council sponsored meetings and events.
2. Towplane Committee: R. Kruse, Chairman and Maintenance; R. Chase, Treasurer; D. MacDonald, Chief Towpilot
Objectives: To operate the Seattle Glider Council towplane in an efficient and judicious manner such that the best interests of the membership are served at all times. In addition, a plan is to be set up to retire the outstanding loans on the towplane at the earliest possible date.
3. Exploration Committee: F. Woodward, Chairman
Objectives: To develop interest and participation in soaring events throughout the year by scheduling monthly meets and local contests.

4. Program Committee: R. Joppa, Chairman
Objectives: To schedule regular monthly meetings and invite speakers to keep the membership informed of current developments in soaring.
5. Publications Committee: J. Church, Chairman
Objectives: To publish a monthly newsletter, Towline, preferably during the week preceding the monthly meeting, which will include reports on local soaring flights, contests and announcements of Seattle Glider Council business.
6. Contest and Awards Committee: Not assigned
Objectives: To arrange contests sponsored by the Seattle Glider Council during the July 4th Soaring Camp and Labor Day Meet, designate awards and arrange for the annual Awards Banquet. The possibility of obtaining new awards is to be explored.
7. Air Scouts Committee: R. Joppa, Chairman
Objectives: To work with the Air Scouts Advisory Board to seek closer cooperation between the Squadron and Seattle Glider Council.
8. Field and Hangar Committee: Not assigned
Objectives: To be responsible for the condition of the airport and hangar at Enumclaw Airport. The runway is to be kept mowed and clearly marked, the lounge and hangar kept clean and a gas supply arranged if possible.
9. Constitution and Bylaws Committee: J. Robertson, Chairman
Objectives: To make a set of bylaws available to every member. To review the existing constitution and bylaws and make recommendations to the Board of Directors of any changes considered necessary for the more efficient operation of the Seattle Glider Council.

The activities of the above committees will be reported to the Board of Directors, and these reports will be published in Towline. Several committee chairmanships are still available, while those already filled are always open to additional members. The Seattle Glider Council Board of Directors invites all those interested in committee work to contact the chairman as soon as possible. In particular, an urgent need exists for someone to take over as editor of Towline. This can be a very rewarding job and is essential to the smooth operation of the Council.

Notice

The Towplane Committee has announced that in the future all towpilots have been instructed not to take off unless a completed Seattle Glider Council towcard has been handed to them in advance.

This rule will be enforced whenever the Seattle Glider Council towplane flies, so don't be disappointed get a supply of towcards in your ship and make it a habit to hand over a towcard as part of your cockpit check.

The Towplane Treasurer also has stated that back towbills are not being paid promptly. His job is to make sure every pilot gets a bill each month; your job is to pay it within thirty days, before the next bill arrives. Those members running up excessive bills may run the risk of having their tow privileges revoked until the overdue bills are paid.

Exploration Committee Plans Active Spring and Summer Program

The first weekend of each month from now through the summer will be set aside for special events designed to attract the attention of both novice and more advanced soaring pilots in this area. Frank Woodward will be acting as chairman of this committee and will help to arrange some of the programs, but ideas and assistance from other members are desired and will be welcomed.

The following calendar of events has been tentatively laid down:

1. February 1 - 2, 1964: Wave Soaring Camp at Enumclaw Airport. Weather permitting, qualified pilots will attempt to explore the Mt. Rainier area using high altitude tows. Oxygen and survival equipment are required in all sailplanes participating.
2. February 29 - March 1, 1964: Auto Towing Expedition. The location of this meet will be announced next month. Checkouts for nonqualified pilots will be available, and it is hoped the Air Scouts Explorer Squadron will join with the Council in this event. P. Bowers may be available for supervising private and commercial glider pilot flight tests. If you wish to apply for a test, make sure all your FAA paperwork is cleared up beforehand.
3. March 28 - 29, 1964 (Easter Weekend): Not assigned.
4. May 2 - 3, 1964: Not assigned.
5. May 29 - 31, 1964 (Memorial Day Weekend): The annual Memorial Day Contest will be held at Richland Airport, sponsored by the CBSA. This meet is designed primarily for the competing pilots. A soaring camp for student pilots may be arranged at Wenatchee over this weekend also.
6. June 28 - July 5, 1964: Annual Soaring Camp Sponsored by Seattle Glider Council at Wenatchee. A regional contest will be arranged by the Contest Committee if sufficient interest is indicated.
7. June 29 - July 10, 1964: U. S. National Soaring Contest, Sponsored by SSA, McCook, Nebraska. Only Gold C pilots (or better) may apply.
8. August 1 - 2, 1964: Not assigned.
9. September 5 - 7, 1964: Annual Labor Day Meet Sponsored by Seattle Glider Council at Wenatchee.

In addition to the above events, a week long soaring contest at Sun Valley, Idaho, may be scheduled. No definite word has been received as yet.

Boeing Club Student Makes First Flight of Year

The somewhat informal first flight of the year contest of the Boeing Employees' Soaring Club was scheduled to take place at the Seattle Skyport (Issaquah) on January 1st, but because of a steady downpour of "measurable precipitation" the event was, by mutual consent, called off. On the following Saturday, and as a part of the regular training program now in progress at the usual base of operations, Steverson Field at Enumclaw, a student pilot casually and routinely logged the first flight of 1964 for the Boeing Soaring Club. To Gene Fagerberg goes the honor (sorry, there's no trophy) of making the first flight of the year 1964.

Gene is an engineer in the Flight Test Section of the Airplane Division. After several years experience as an observer on many Boeing test flights, he decided to learn the skill of piloting for himself and joined the Boeing Employees' Soaring Club training program last November. Following 21 flights and about four hours of accumulated flight time, his instructor, Dusty Rhoads, endorsed him for solo in the 2-22C. Gene's initial solo was flown on the last Saturday in December, and his "record" flight was a dual check with Dusty in preparation for his second supervised solo. Gene has since accumulated several solo flights and is also checked out in the Club's 1-19.

The Boeing Employees' Soaring Club training program is rapidly producing more glider pilots in the Seattle area. There are currently two classes in progress: a class of five flying on Saturdays with instructors D. MacDonald and D. Rhoads and a class of six flying on Sundays with instructors F. Woodward and J. Richardson. The majority of the "students" are power pilots adding glider ratings to their certificates, so they have advanced to solo status quickly. The whole program has moved along smoothly with remarkable progress considering that, since the beginning in early November, only five sessions have been missed due to inclement weather. Another program is scheduled to begin in mid February to accommodate the recent applicants to the Boeing Employees' Soaring Club.

In addition to generating new enthusiasm for the training program, the Boeing Club at its January meeting considered its goals and objectives, both for the immediate future and long range. With a membership around 30 it is appropriate that consideration be given to the satisfaction of the interests of all from fledgling to fanatic. Questions as to number and type of aircraft to be in the Club inventory, whether or not to acquire launching equipment, how and where to most efficiently conduct operations and how to interest and retain an active membership were posed. A committee will soon be formalizing the thoughts and suggestions into a plan of action to make the Boeing Employees' Soaring Club an even more effective group in the advancement of the sport of soaring in the Seattle area.

D. Rhoads

Wave Meeting

The 1964 wave soaring planning got off to a fine start on the evening of January 13, 1964 with a meeting at the home of J. Robertson. Present were H. Higgins, P. Bowers, B. Nichols, D. Geyongyfalvy, T. Davis, D. DeLafield, L. Emrich, C. Craig and the host, J. R. Robertson. The meeting started with an analysis by R. Higgins of the weather on December 24, 1963 (well defined wave off Olympics), January 1, 1964 (beautiful wave on Rainier) and January 12, 1964 (clear, high overcast, no wave). Critical conditions for the wave seem to be: (1) substantial wind speed at altitude on the order of 30 - 50 knots and (2) lapse rate to be along the pseudoadiabatic line or less. To attempt a wave flight with anything but the above conditions would be a waste of tow money.

Differences of opinion arose on the best way to approach Rainier: one school of thought favored ridge soaring up the west side, presuming a southwest wind, and the other school favored a tow direct to the White River-Ranger Creek-Crystal Mountain area. Enumclaw appeared to be favored for a take off site to avoid long costly tows. Ashford, an airstrip on the west side, was more or less rejected because of shortness and the fact that no one had used the strip.

Special equipment was discussed and a tentative list drawn up. This included such things as using a sleeping bag for a seat cushion, waterproof matches, food, flares, etc. In case of a forced landing on the mountain things could become very tough indeed at this time of the year; and, after all, we are only in this for the sport.

The meeting broke up with an apparent determination on the part of all concerned to start planning, collect equipment and grab the first day that comes along. There are two towplanes available at nominal cost (\$10 per hour), so just mutter "wave" at one of the group and watch the reaction.

FOR IMMEDIATE RELEASE

SOARING SOCIETY ANNOUNCES SITE FOR
1964 U. S. NATIONAL SOARING CHAMPIONSHIPS

The Soaring Society of America has announced the site and dates for the 31st Annual U. S. National Soaring Championships. The competition will be held at the McCook State Airport at McCook, Nebraska from June 30 through July 9, 1964. Sponsoring organizations will be the Nebraska Soaring Association and the McCook Chamber of Commerce.

The Championships are sanctioned by The Soaring Society of America, Inc., American representative for soaring of the Federation Aeronautique Internationale as a division of the National Aeronautic Association. Award of the Championships is made after evaluating competitive bids. Other sites considered for 1964 were Adrian, Michigan, and Hobbs, New Mexico.

McCook State Airport has three 7500-foot concrete runways and is used exclusively by the Nebraska Soaring Assn. Thermal upcurrents often reach over 10,000 feet in this area during the summer and the surrounding terrain is generally clear and smooth.

Over 50 of America's top soaring pilots are expected to compete for the 1964 National Championship with the finest array of high-performance sailplanes ever gathered together in this country.

For further information contact:

The Nebraska Soaring Assn., Box 491, McCook, Nebraska, Phone (308) 345-1480

The Soaring Society of America, Inc., Box 63071, Los Angeles, Calif. 90066,
Phone (213) 398-9894

Seattle Glider Council, Inc.

Annual Report 1963

I. Seattle Glider Council General Account

Income

SGC Dues	\$ 85.00
Towline Subscriptions	101.58
Hangar Rental	1,658.62
Received from Towplane Account	
Interest	220.52
Insurance	50.00
Miscellaneous	<u>101.62</u>

2,218.34

Expenses

Hangar

Rent	1,207.00
Heat	133.64
Water	34.95
Light	<u>119.81</u>
	1,495.40

Towline	75.45	
Insurance	108.77	
Interest on Notes	110.26	
SSA Dues	116.00	
Miscellaneous	132.74	
		<u>2,039.62</u>

179.72

II. Towplane Account

Income

Loan	550.00
Tow Fees	<u>1,901.32</u>

2,451.32

Expenses

Hangar Rent	
Insurance	
Gas and Oil	
Maintenance	
Miscellaneous	<u>2,265.33</u>

2,265.33

185.99

III. Balance Sheet

General Fund - Assets

Cash at Beginning of Year	53.63
Surplus (Income - Expenses)	179.72
Accounts Receivable	297.95
Fixed Assets	<u>2,530.00</u>

3,031.30

Towplane - Assets

Cash at Beginning of Year	257.75
Surplus (Income - Expenses)	185.99
Accounts Receivable	<u>1,455.53</u>

1,879.27

4,910.57

General Fund - Liabilities

Accounts Payable	0
Notes	<u>2,600.00</u>
	2,600.00

Towplane - Liabilities

Accounts Payable	550.00
Notes	<u>0</u>
	<u>550.00</u>

3,150.00

Total Liabilities and Net Worth

\$1,740.57

R. R. Chase
for C. Craig

Towline is the official publication of the Seattle Glider Council, Inc., a non-profit organization. Please address correspondence to the address listed below:

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GLIDER COUNCIL SECY
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Form 3547 Requested