

# Touline

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June 1959

## MEETING ANNOUNCEMENT

Our apologies to all because we didn't get TOULINE out on schedule and the usual meeting on the first Monday of the month went unpublicized. Bill Becker, one of the test pilots on the Boeing Dynasoar program gave an interesting talk, and a movie on Alpine Gliding was shown.

## CHAIRMAN'S MESSAGE

Negotiations are in progress for the Council to acquire the Enumclaw Field on a lease basis. It appears that the disadvantages of the operation there are more than offset by the following advantages:

1. It is closer to most of our members than Arlington - a thirty minute drive instead of over an hour.
2. The small size of the field makes for convenience. No long walks pushing sailplanes from hangar to runway.
3. Having a heated building with a coffee bar makes the hours on the ground more pleasant.
4. The location and facilities suggest that social events such as picnics, potlucks, etc. can be held in any weather.

If we finally do acquire the field, some new facilities might be in order:

1. A play yard for the kids with swings, etc.
2. A telephone
3. A television or record player for the waiting room

If we are really going to make Enumclaw our home it seems that all these facilities and many more may be feasible as time goes on and the movement grows.

Dean Reynolds

## BOEING CLUB NEWS

by Ed Adams

The Boeing Gliding and Soaring Club has probed steadily forward during the past year. Significant gains in membership, training hours flown and consistency of activity are apparent to even the casual onlooker.

Interest is presently particularly at fever pitch among those who plan to compete at the Richland meet. We should, I feel sure, soon anticipate seeing FAI merit badges on coat lapels of various of the Boeing Gliding Club's enthusiasts.

Plans for the immediate future include a dinner dance with possibly one or more picnics to be had later in the summer. We have been soliciting and investigating leads on a suitable second club glider. Various methods of financing the purchase of additional equipment have been proposed and investigated. Training demands on the Club's TG-3 have almost placed utilization at the point of diminishing returns, making the acquisition of an additional glider a necessity. We are currently concerned with the financial feasibility of purchasing a used L-26.

I would, on behalf of all our membership, like to compliment Mrs. Linda Nofsinger (Business Manager) and the many others who helped her in our club's venture into the Community Club Awards campaign. The club's financial condition has been enhanced considerably due to profits derived from Community Club Awards as well as the snack bar at Enumclaw airport.

There are three active instructors presently in the club with a potential fourth to be rated in the foreseeable future. Four members now hold glider ratings and two others have passed the solo hurdle. Many others are in the late stages of pre-solo and may shortly be flying without the instructor-ballast along.

Recent additions to the Club membership roster are Thomas Clark, David Hensel, Wayne Kuchar, and Phil Weston. WELCOME ABOARD

Editor's Note - Since this newsletter was written, it has come to our attention that the Boeing Club has purchased Rudy Allemen's L-26. This is one the nicest L-26s we know of, and Rudy has proved that it can do at least Gold "C" distance.

### MORE ON THE GLIDER EXCISE TAX SITUATION

The Seattle Glider Council letter to the State Director of Aeronautics mentioned in last month's TOWLINE has been acted upon. Mr. Gebenini, the Director, read the letter at the Tax Commission meeting and the request for minimum excise tax based on an average glider age and evaluation was accepted. It was duly moved, seconded and approved at the meeting that the tax be established at the legal minimum of \$3.00, which with the \$2.00 registration fee, makes a total of \$5.00.

Mr. Gebenini then wrote a letter to Mr. Elwood Howard of the Excise Tax Division on May 19, advising him of this recommendation. There has not been time for Mr. Howard to get the word to all the County Auditors Offices by thistime but it is believed that reference to Mr. Gebenini's letter, as quoted in the article, will be sufficient to clarify the situation to the County Auditor's office when you go to register your ship. Take a copy of TOWLINE with you.

Mr. Gebenini's efforts on our behalf are certainly appreciated.

## CASCADE SOARING SOCIETY NEWS

by Peter H. Bowers

It's beginning to look as though Cascade will actually be a three-ship club again. The 2-22 and the two-seat L-K are busy at Enumclaw, and work is going at top speed on the white, flat-top L-K.

The Club is embarking on a re-equipment program. It was decided to obtain air-driven turn and bank indicators for the two L-Ks and to get a new variometer. A club parachute has also been purchased and has just been received.

The two-seat L-K has blossomed out with the name Cascade Soaring Society, Seattle in very fancy handpainted lettering on both sides of the fuselage. The work was done by Tom Martin, who says he will be glad to letter other ships in return for rides.

### THE RICHARD MEET

We don't have all the details, but it appears that the meet was an unqualified success. Everyone who went had a good time and a number of new Clodbuster Awards were earned by some of the pilots who were attempting to soar on the Eastern Washington thermals for the first time. Joe Robertson at long last made his Gold "C" distance leg with a spectacular flight to Boise, Idaho. We'll twist Joe's arm for a TOMLINE story about that one in the next issue.

The meet was won by Bob Moore flying the 1-21. Peter Reidel was second flying Pete Bower's Weihe, and Rudy Allen was third in his indefatigable 1-26.

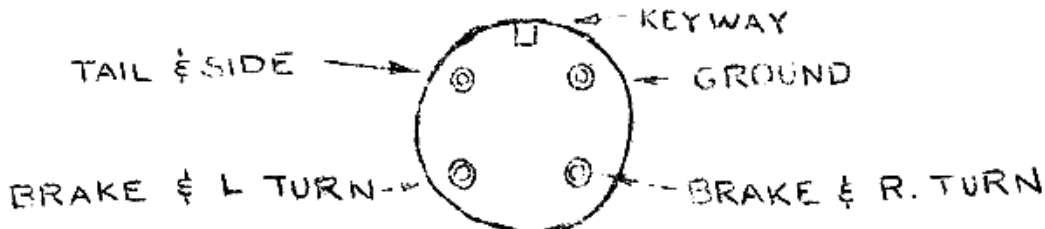
Biggest smile of the meet was on Al Wilson's face. After becoming completely disgusted with the prevailing soaring conditions, the TG-3, and himself, he took off to demonstrate how aero towing worked to a passenger and stayed for four hours and a half.....The longest aero tow demonstration in history.

### LET'S STANDARDIZE TRAILER PLUGS

by Peter H. Bowers

For just about as long as I have had a glider and trailer around here, I have heard statements to the effect that everyone should use the same type of electrical trailer light hookup plug. Now after eight years, I still hear talk and still see all sorts of independent hookups. About the only group that has come to standardization are the few who have been using my ship and trailer and a couple of the Cascade trailers that I wired myself to fit my car plug.

In view of the head start that this bit of "standardization" has, I am showing the hookup here just in case anyone else feels like going along. The plug is one of the four-prong types available from Shucks's Auto Supply or Western Auto. Looking into the car end of the assembly, the wires go to the pins as follows:



## AIRSCOUT NEWS

On May 29, the winners of the Boeing sponsored Memorial Day Weekend left for Wenatchee. The winners were chosen by the number of accumulated points over the winter period. The points for the trip were based on Scout advancement, attendance at all functions, ground crew duties, flying progress, and flying ability. Don Miller, Roger Stevens, Ken Elais, and Barry Eberhart were the winners in that order. They were accompanied by the Squadron Pilot, who is always Event Director for this type of trip, Chuck Miller. Dave Foley earned the trip in the number two position, but was unable to attend, so his berth was open to the first alternate. The instructors were Ray Deckman, Gary Connor, and Ken Deckman the senior instructor/advisor.

Ray Deckman, Barry Eberhardt, and Chuck Miller arrived Thursday night and had the ship assembled before the main group arrived on Friday. Friday was a very wind day and on the very first flight, Ray landed out in a wheat field east of Pangborn Field. An hour later, after removing several fence posts and flattening out the barbed wire, we rolled the ship back onto the field. Soon after this, Chuck Miller slipped while getting into the back seat and punched a hole in the wing. The rest of the day was spent repairing it. We did do one thing successfully on Friday though, we ate a real good fried chicken dinner that Mr. and Mrs. Johnson fixed for us.

Saturday dawned clear and calm finding Chuck Miller and Roger Stevens putting coats of silver dope on the new patch at 5:00 am. After breakfast at Johnson's, the Scouts rolled the ship out and began to fly. About noon, Gary Connor and Barry Eberhardt took off and soared for three hours, going past Waterville and looking around the countryside before returning. While Gary and Barry were soaring, Mr. and Mrs. Deckman and Roger Stevens rented a Cessna from Gallagher's flying service and had 50 minutes of instruction and sight seeing. When they came down, four more went up for thirty minutes. Things were beginning to look a little more promising than the day before.

Later, Roger Stevens was checked out for solo. He soloed, doing a beautiful job and later that night, did a beautiful job of buying everyone milkshakes.

On Sunday, Dan Miller, Roger Stevens, and Chuck Miller soloed. In the afternoon Chuck made a flight of 45 minutes qualifying for his "C" Badge on his second solo. At 4:00 PM, the ship was trailered and the Scouts were homeward bound after some 45 auto tows and 8 hours 15 minutes of flying.

by Chuck Miller

## NEWS OF THE MEMBERS

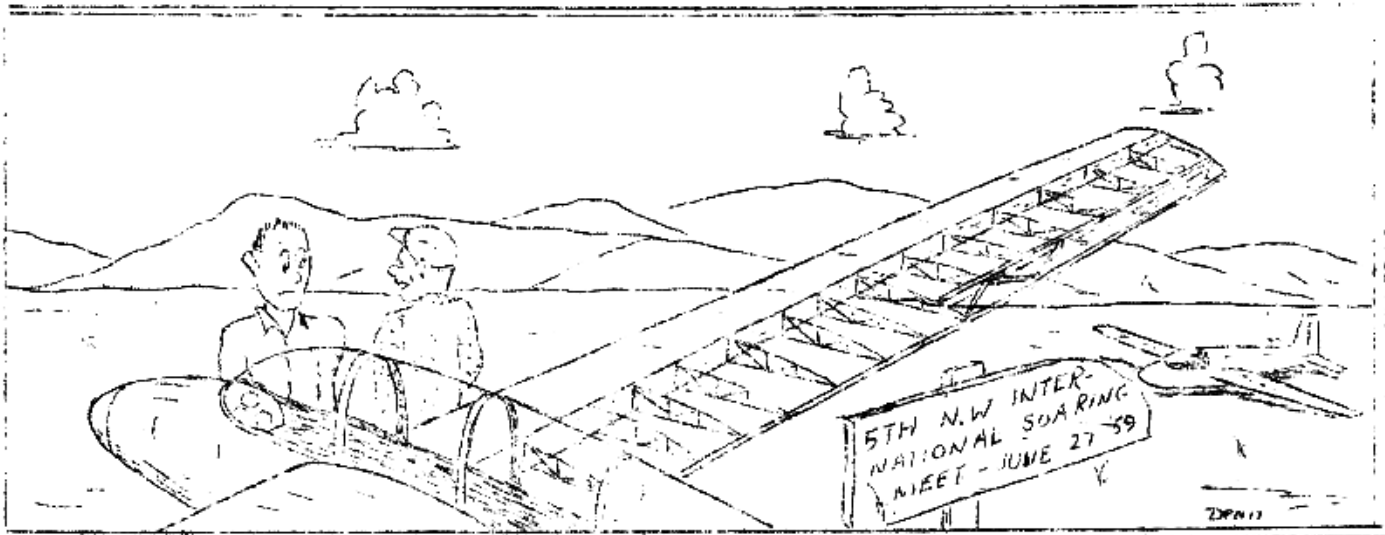
Pete Bowers made an interesting trip recently. With his 1910 Model Curtiss biplane replica, he reenacted the first airmail flight which occurred 49 years ago. Glenn H. Curtiss flew the original flight from Albany to New York City, N.Y. in the record shattering time of two hours 32 minutes on May 30, 1910. After nearly half a century of vaulting technical progress, the reenactment took four hours 22 minutes. That's progress.

Ken Deckman reports that his father, who many of us have met at Wenatchee in years past, is seriously ill. Ken and the Deckman family are planning a month's trip to Kentucky to visit him, so they will be gone during the Wenatchee meet. We'll miss them all.

The SGC Contest Committee will have met for the first time before you receive this issue for the purpose of shaping the rules and regulations to be observed during the 5th Northwest International Soaring Contest which is to be held from June 27 through July 5, 1959 at Wenatchee Washington -- Fancher Field Airport.

The policy of the meet has already been set. There will be fewer contest days than usual and more rest days at which training, pleasure flying, and FAI Badge attempts will be encouraged. The meet will be Sanctioned by the Soaring Society of America, and if you have read soaring lately, you will have noticed that it was duly announced in that magazine.

The Council as of June 6, 1959 has the Enumclaw Airport under lease on a six month trial basis. This trial period will show whether or not it is feasible for the Council to attempt - on a long term basis - to find a home where we can assure ourselves that we will not be evicted. If the experiment works and the income from hanger rent and other means of money making is sufficient, we will be able to continue.



WE WORRIED LIKE DOGS, AND WE HAD TO LEAVE A FEW MINOR DETAILS UNDONE---BUT WE'RE HERE!

TO:LINE is the official publication of the Seattle Glider Council and is--with the exception of this late issue published once each month a week before the regular membership meeting. Contributions from readers in the form of technical articles or accounts of flight experiences are welcome. Advertisements for gliders and equipment wanted or for sale will be published free of charge.

TO:LINE is edited by Dean Reynolds, typing by Iris Reynolds, printing by Ken Beckman, addressing by Bob Joppa.

Our profound apologies for the lateness of this issue. We'll try to keep it from happening again. Coming up the next issue will be the complete planning and rules for the 5th Northwest International Soaring Meet which will be held June 27 through July 5 at Pancher Field, Wenatchee, Washington.

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Seattle Glider Council, Inc.  
1422 N. 46th St.  
Seattle 3, Wash.



Seattle Glider Council, Secy.  
19012 46th Avenue South  
Seattle 88, Washington

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