



# Towline

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A Chapter of the Soaring Society of America

SEATTLE GLIDER COUNCIL MEETING, Monday, April 3, 1961  
8:00 pm, Corinthian Yacht Club, 122 Lakeside Avenue

Mr. Deszo Georgyfalvy, from Mississippi State University where he worked with Dr. August Raspert, will speak on the work at Miss. State, show slides, and report on the testing of the Horten tail-less glider.

The results of the SGC student training committee sessions will be announced, and the training plan presented and discussed.

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## COAST-TO-COAST SOARING FLIGHT PLANNED BY FISHER

As announced in these pages last month by Jim Hard in the CBSA News, Robert H. Fisher of Moses Lake, Washington will attempt to cross the United States from coast to coast utilizing only soaring flight sometime in the coming summer. Bob will fly his new Schweizer 1-23 H which has probably been delivered by now. Bob estimates the cost of the venture at \$6000.

Bob has favored us with a letter outlining his plans which we publish herewith.

"I cannot at this time give you a very complete picture of the venture as it is still in the planning and promotional stage. I have felt since contemplating this for some time that it should extend from the Seattle area to the East Coast and then could be considered as a flight from salt water to salt water. This of course presents the problem of crossing the Cascades which I realize is no small feat. In consideration of this fact, I left myself a small loop-hole in that I have stated that I intended to make arrival altitudes exceed launching altitudes as a sum. That would allow some flights to be launched higher with lower arrivals. This would take some of the sweat out of the Cascades and also some of the sense of accomplishment. However, if possible, I would like to soar the Cascades and will endeavor to find a way if possible. I do not pose to be the possessor of the key to the Cascade Mountains.

I am anxiously awaiting the arrival of a (Schweizer) 1-23 H in the next few days. This should be an ideal ship for an endeavor of this type with its rugged construction and all around performance. I am sure most soaring pilots will see the line of reasoning in this choice. It will be necessary to have a car with trailer and a tow-plane accompany the sailplane. Radio communication between car and ship will be maintained when possible and with tow-plane if that can be arranged.

There are many factors that could influence the time consumed for this flight. I hope to beat the first crossing of the U.S. made in 1911 by airplane which took 49 days. I believe that a month is a reasonable figure but maybe that is a little optimistic.

(Continued on page 3)

(Coast-to-Coast Flight Planned-Cont'd. from page 1  
Only time can answer that question. If successfully completed, this could be a good 50th anniversary of that crossing.

As you contemplate this, you will see that I have some mountains to cross before I start across the mountains. Already I can see the spirit of cooperation working that will ease the load of getting this underway and wish to thank those who are actively engaged now.

Yours sincerely, Robert H. Fisher"

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### PAUL BIKLE SOARS TO 46,267 FEET

Los Angeles, Calif., March 5, 1961-- The Soaring Society of America, Inc., announced today that two new gliding altitude records have been established by Paul F. Bikle of Lancaster, Calif. On February 25th he flew his Schweizer 1-23E sailplane to 46,267 feet over Mojave, Calif. in a strong wind mountain air lee wave condition, eclipsing the old world record of 42,100 feet set in 1950 by William S. Ivans, Jr., of San Diego, Calif., at Bishop, Calif., in a similar condition. In attaining this altitude, Bikle achieved a gain of 42,303 above the previous low point of the flight, thereby setting a new altitude gained record, also. The best previous gain mark was 35,760 feet set up on January 4th in Poland. Bikle had towed to 10,000 feet but encountered downdrafts and was down to 1560 feet above the ground (3964 feet above sea level) and about to land when he contacted the lift area and began his long climb.

These new records are subject to confirmation by the U.S. National Aeronautic Association and the Federation Aeronautique Internationale in Paris which officially recognizes all world aviation records.

Bikle is Director of the NASA Flight Research Center at Edwards Air Force Base, Calif., and President of the Soaring Society of America, Inc. He holds the Diamond C soaring badge, highest international soaring award, and has represented the U.S. twice in the World Soaring Championships.

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Read "Lee Waves in the Atmosphere" by R.S. Scorer in the March '61 SCIENTIFIC AMERICAN for absorbing discussion of waves, just technical enough for the average soaring pilot. Profusely illustrated with fabulous wave photos, some in color, and excellent diagrams. The article gives all due credit to the sailplane pilots who were first to explore and exploit lee waves. Excellent reading.

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### FROM THE MARCH ISSUE OF SOARING

.....Cover shot of Breguet 901S over Beynes, France...(Where is Lloyd getting the photos? ...Thanks Lloyd, we were getting awfully tired of TG-1's, 2's, 3's, 4's, etc. etc.) ..... Dick Johnson writes of test flying the SISU I..... new SSA Film Library list.....Important Notice To Record Seekers (or, Even Setting Records is Getting Expensive-Ed.) .....real nice How-to-do-it, an electrical spark discharge marking set-up for barographs which looks like a great scheme.....

If all you bums would give up and join the SSA like you oughter, I wouldn't have to tell you what you're missing. Soaring is an excellent, slick publication, now. Just imagine what another 5000 subscribers might do for it.

REMEMBER..... EVERY MEMBER GET A MEMBER

ACTIVE SEATTLE GLIDER COUNCIL  
PLANS TRAINING PROGRAM, CONTEST

At the SGC board meeting Feb. 28 at Doug MacDonald's home, action was taken to set up a training program and to start next summer's contest. Present were Joe Robertson, Joe Richardson, Frank Woodward, Bob Kruse, Doug MacDonald, Tom Clark directors and Walt Blake and Dave Marshall.

The following excerpts are from the minutes courtesy of Doug MacDonald, secretary.

"The training will be conducted by the Training Committee; the rates will be as follows:

Glider Time.....\$6. per hour

Instructors Time..\$4. per hour

Tow Pilot will be paid the proportionate rate.

In addition specific courses will be offered, one for basic students and one for licensed pilots. The courses will be as laid down by the Training Committee.

The Seattle Glider Council will approach a two place glider owner with a view to lease or purchase the aircraft for a three month period starting April first. The secretary is to

1. Make application blanks for student courses.
2. Write letters to two place glider owners with reference to the possibility of the SGC leasing their two place aircraft for use in the Student Training Program.

The chairman appointed Joe Richardson to be responsible for locating 2 instructors and 2 tow pilots to run student courses starting April first. He directed Joe to find persons to form a towplane committee. He also directed Frank Woodward to put together the training program by April first.

The chairman appointed Bob Kruse to the temporary position of Contest Manager and to commence preplanning until permanent Manager is appointed. He directed Bob to write a questionnaire via Towline regarding possible contest date.

The chairman directed the secretary to write to Lloyd M. Licher requesting Chapter Status for the SGC."

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MEET THE BOARD

Here's more from the SGC board on promoting soaring in the Northwest. Training, site, and finance were mentioned in our questions; they are referred to in the reply of

Joe Robertson. "In about 1938-1939 I attended a few of the early Southern California Soaring Group's meetings at the old Cal-Aero buildings with such people as Hawley Bowls, John Robinson etc. The desire to fly never left after that. When the opportunity presented itself to join the Cascade Soaring Society in 1948, I jumped at the chance. Since that time I have flown some 23 different types of sailplanes a total of 400 hours in about 1460 flights, not a very impressive total." (Says he.) (Con't next page)

## MEET THE BOARD-con't

"I feel it is very important to build an organization that will survive the recent disasters and go on to bring in more people, more ships, and eventually, a self supporting, wholly owned site. We will never achieve any degree of stability or growth so long as we fail to develop a "country Club" type of approach or a ski lodge type of operation. Such an operation infers that all three of the above mentioned points should be inherent in the total approach.

It costs money to fly and it doesn't matter whether it is powered flight or unpowered flight. I think we are kidding ourselves if we don't set the costs to the individual equal to true cost plus a margin of profit to the organization, whether it is the SGC, BESC, or to the Cascade Club. To do otherwise is to do a disservice to ourselves and the organizations.

A sound well run training program is, I feel, an obligation we owe to the people who want to learn to fly sailplanes. Besides, we will never attract serious students in any quantity unless we have one.

In conclusion, I think all three of the above objectives are equally vital in the coming year."

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Next is one of the newer Northwest soaring enthusiasts who referred to his interest in flying as "my life history",

Tom Clark. "My love for flying goes back to my first plane ride at the age of 6 with the father of a friend of mine. Later on when this same friend was old enough to get a license we spent many hours flying together. My first contact with gliders was through the glider club at Purdue. I attended several of their meetings but because of financial reasons wasn't able to fly with them. My opportunity to fly gliders came when I came to work for Boeing and found that they had a glider club. I started flying with the club shortly after they moved to the Enumclaw area.

Soaring in our area now has enough members and enough ships, both private and club ships, that we should start building a better soaring program. To me this means a good field to fly out of with soaring available a good portion of the year. It also means towing facilities available anytime you might want to fly.

To develop a program like this would mean time and much hard work from many people. Up to now the training program has occupied so much of the time of the more experienced pilots that there hasn't been enough time or enthusiasm left over to work on the soaring program. We need a full time training program run by a person or persons so that the "old timers" in the game can enjoy themselves soaring. Out of this enjoyment will come a better soaring program which in turn will make for more enjoyment etc. With a definite training program in the area I feel we will get more new people into the game which means more money and more soaring equipment which again points toward more and better soaring."

(con't middle of next page)

SGC HEARS JIM BEECH ON MOUNTAIN FLYING  
by Doug MacDonald

"Jim Beech's lecture, Flying in Mountainous Regions and Around Mount Ranier, was extremely interesting and reawakened interest on the prospect of mountain soaring. Jim mentioned that he would be happy to give any help in this direction and would be more than happy to have any interested sailplane owners use his airfield. The flights that Jim does would appear to be an excellent introduction to mountain flying and it was generally felt that anybody considering this type of flight would do well to fly with Beech before trying it solo."

Beech spoke at the March 6 meeting of the SGC. His flights from Hewitt Field five miles west of the Nisqually Entrance to Mt. Ranier Park feature Paradise Valley from 8000', a Mt. Ranier circle, a summit flight, and flights to the Olympics and the TriPeak area. He may be contacted at Ashford, Washington.

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FOUR DAY MEET MEMORIAL DAY WEEKEND AT C.A.P. FIELD RICHLAND  
NATIONALS TO BE HELD IN WICHITA FIRST WEEK IN AUGUST

BESC NOW AIMS  
AT HIGH PERFORMANCE SHIPS

Tom Clark, president, reports that the BESC at its February meeting decided that with the SGC starting a training program, the Boeing Club should start building to be primarily a soaring club.

They plan, first, to sell the TG-3. An offer has been received; the deal is not yet firm but "looks very good". They will try to keep the ship long enough to use it to start the SGC training program.

With this money plus a personal loan and some help from Boeing, a high performance two seater will be purchased. They hope to get this ship this summer. The 2-22 will be flying in May; it may be leased out or sold and a 1-26 bought as a replacement.

"The ball is rolling along real well and picking up momentum," Tom continues. By the time this is printed the arrangements may be more definite.

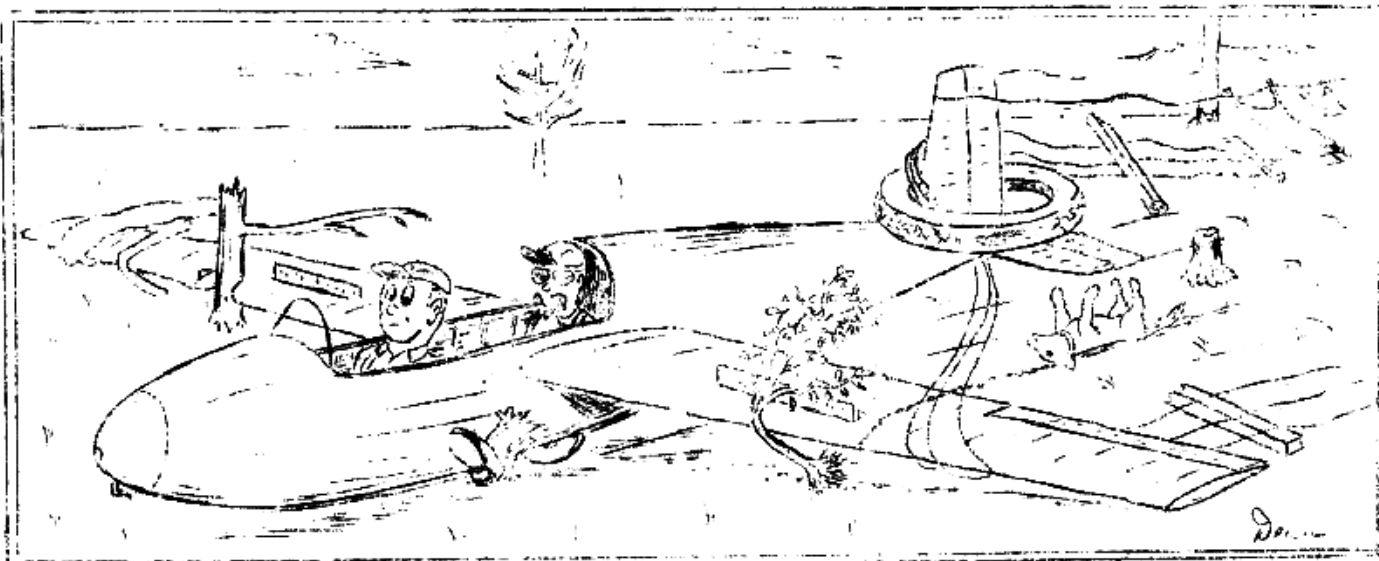
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MEET THE BOARD-con't

Tom Clark concludes, "A training program is being started by the SGC which, I believe, is our first step toward this new and better soaring. This program will need the support of the entire SGC to get it well underway, and I'm sure that it will receive the needed support."

This series of informal interviews with the SGC board will end in the next issue. Any member who has opinions on ways of extending soaring is welcome to express them. Speak up!

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OKAY, OKAY, YOU'RE S'POSED TO KEEP YOUR SPEED UP ON FINAL.....  
BUT 180 MPH - CHEEZ!!!

TEN YEARS AGO

We found this choice little item in the March-April TOWLINE for 1951, which was edited by Dean Reynolds.

"HOGUE BACK IN BUSINESS

The glider business that is. At long last the Grunau Baby is in the Seattle area and we have it on good authority that Prater is busily engaged in preparing it for flight. This little sailplane has been under construction for a number of years now. Here's hoping it'll fly in '51."

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As this issue goes to the mimeo we have just enjoyed our first warm spring day of the year, and praise be, it was a Saturday. In my block the power lawn mowers were making more racket than the Bellevue Airport traffic pattern which passes over the house, and that's the surest harbinger of spring I know of. Personally I worked on the yard like my neighbors, while glancing wistfully at the building cumulus overhead. No news of soaring for this issue I regret, but another issue will be out the beginning of April and we'll have lots of news.

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