

#### MEETING ANNOUNCEMENT

There will be no meeting in September since the membership will mostly be flying on the first Monday of that month.

#### Chairman's Message

Call it lack of inspiration, lack of problems, or just plain laziness, but the barrel seems to be empty of neat, meaningful Chairman's Messages this month. Operations have been proceeding in an orderly and smooth manner without any serious hitches. This situation probably won't last long, so we should just enjoy it while we can. So..... have a good time everyone, and keep 'em flying.

Dean Reynolds

#### FIRE-FLIGHTING

by Bob Joppa

If your sense of adventure is jaded after discovering that soaring doesn't provide those hair-raising thrills that the newspapers and the public seem to expect, here is an experience that may revive it. It is fire-flying. That is, fighting fires with airplanes. It happened this way - -

During the August 15 weekend at Wenatchee, Dean and I decided to stay over to Monday in order to permit a cross country try on Sunday. The attempt ended short, and left us with the ship on the trailer Monday morning, silently daring each other to suggest that the ship be assembled, flown, and disassembled all one day. Our foot-dragging was interrupted by a shout that there was a grass fire on nearby Birch Mountain above the Rocky Reach dam, and that one of the B-25's had been called. (continued on page 2)

## MEETING WITH NEWS

by Clyde Nofsinger

It seems like every time I write this article there is another solo announcement. This time it is Phil Weston who has soloed the TG-3 for his first airplane solo. Phil has done all his training on airplane tours and in gliders, and has done a real good job, too.

He also has put many weekend hours in cross-country for other students and rated pilots. He has really earned the right to become a glider pilot, and we are very proud to have members like him in our club.

During the 15th and 16th weekend at Wenatchee, the club sent only one ship over, the L-20. It was taken by Joe Richardson, who reported some good soaring flights. One was a five hour duration. Joe has really taken to soaring, and has been approved as an instructor in the club. We now have three instructors active.

Recently, George Loeffers called an emergency meeting at the airport at Bruncleaw, over the possibility of letting outside members use our ship as long as it does not interfere with membership flying. It was decided that we would change our by-laws so that outsiders could use the ship.

It reads so any licensed pilot, upon approval of the operations manager, can fly or rent the club ship at the rate of \$5.00 an hour. Also that good-will flights be given at no charge to honorary members. Also, in a small way show some appreciation for pilots that have been helpful to the Boeing Club. In this way, we hope to be a growing club, with flexible rules that enable us to operate with the times. I think this one of the biggest advancements we have ever made toward the sport of soaring, and to help to create good will and interest in this area.

Any Boeing employee who is interested in becoming an active member in the most active club in the Northwest may join the club for \$20.00, and \$5.00 a month dues, three dollars of which goes for flight time each month. We have two sailplanes, a TG-3 and a L-20, which members fly at the rate of \$1.25 an hour.

For further information contact:

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**FIRE-FLIGHTING (cont.)** Wenatchee Air has two B-25's fitted to carry about 12,000 pounds of a mixture of three pounds of Borate per gallon of water, which can be dumped rapidly on forest fires, and watching them take off from Wenatchee's 2900 foot strip is always a thrill. Almost immediately the Forest Service called for the other airplane, and since the crew loading and fueling the airplanes seemed shorthanded, Dean and I offered to help. Paul Lamance said they sure needed help. Were we commercial pilots, and if so would we fly co-pilot in the B-25, as only two pilots were available at the time? Well sure, and so were we checked out on our duties as Bombardiers and emergency system operators while the airplanes were being loaded with Borate.

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## CASCADE SOARING SOCIETY NEWS

The two-seat L-K went to Wenatchee for the August 15/16 weekend and was left there to simplify matters for the Labor Day weekend. The results of the competition were highly successful for at least one member, Tom Davis, who hasn't had much luck in getting altitude on previous soaring flights. On an evening wave he got to 12,000 feet solo. The only catch was that his borrowed barograph ran out of paper just a couple of minutes after takeoff!

Work continues on the white flat-top L-K in the hopes of having it ready for Labor Day. As an incentive to get club members out to work on it, work time is being credited toward flying time on a two-for-one basis--two hours of work earn an hour of free flying time.

In consideration of the rising costs of everything, the members voted at the last meeting to delete the "Prepaid Flight Fees" portion of the dues rather than increase either dues or flight fees. Previously, two dollars of the five dollar monthly dues were considered as prepaid flight fee for that particular month only. Dues remain at five dollars per month and flight fees are two dollars and forty cents per hour.

### GLORY - AND A SHARING FOR NORTHWEST PILOTS.....

The August issue of SOARING should provide great satisfaction for Northwest sailplane pilots. In the listing of FAI badges and legs won, "Our Gang" is very well represented, with the only Diamond "C" completion, two out of the three Gold "C's", and a number of Silver "C" legs and plain "C's." HOWEVER--not all of the legs won or badges completed at the June 28-July 4 contest are there. Those who qualified are warned that there is a SIX MONTH LIMIT on applying for any FAI award now. Don't put off sending in your application just because it isn't convenient to get a needed witness' signature at the moment, or whatever the excuse. Last year at least one of our pilots threw away the Silver "C" legs that he had won just because he didn't get around to sending his application in on time.

So get at it, you layards, and let's see another big batch of Northwesterners dominating the awards columns in the October issue of SOARING.....

Fire-Flighting (cont.) Flying the fire on a steep mountainside is a little like drinking your first Martini all at one gulp - the first shock is a wow, but you can begin to like it after a little while. I rode with Bob Conine, and he is a real pro at this kind of flying. His technique was to approach the ridges at the fire front at 160 mph and push over, going down the 45° slope at 10 or 15 feet above the ground, engines throttled, while I dropped the water at his command. He would pull out at the bottom at 200 mph and circle for another try. Dean was with Howard, and reported that his technique was more interesting - he approached at the bottom at 200 mph and flew up-hill with a wingover at the top into the adjacent valley. This sort of thing is guaranteed not to bore you.

It didn't last long - 6 flights and the fire was out. I had had my doubts before that airplanes could put out fires, but not now.

The Borate solution seems to coat the leaves with a kind of mud which prevents burning, and the fire simply is stopped. It is amazing to approach a line of fire and see flames and black smoke flash under you, then pull up and look back. The smoke seems to have stopped rising and hangs in the air where you have passed. Another pass and the smoke is now thin and drifting away. No new smoke rises. The fire is out.



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