

Towline



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A Chapter of the Soaring Society of America

***** MEETING NOTICE

8:00 pm
MONDAY OCTOBER 1, 1962
BOEING ENGINEERING THEATER, PLANT II
7755 E. Marginal Way South

Subject: CLOUDS

A selection of professional movies on clouds, particularly those of interest to soaring pilots, including cumulus and lenticular clouds, frontal systems, dust devils, etc. Program prepared by Bob Hooper.

MEETING NOTICE*****

SATURDAY, OCTOBER 20, 1962

WHAT : ANNUAL AWARDS DINNER

WHERE: Residence of Robert Chase, 12422-68th Ave NE, Kirkland

EATS: Roast of beef with all trimmings

DRINKS: Bring your own poison

COST: \$2.00/person (profits go to SGC, if any)

WHY SO EARLY IN YEAR: To give the Eastsiders an excuse to come to the annual banquet, (the Fair closes Oct. 21st).

RESERVATIONS: Essential, plus payment in advance. Deadline Oct. 16th.
BY MAIL PLEASE COUPON AT BOTTOM OF PAGE 3.

SILVER "C" FLIGHT

by John W. Goode

An aero-tow was taken from Fancher Field with an intended release at 4200 feet asl over the field. However, a strong dry thermal got in the way at about 3900 feet and release was made at 1250PDT. This thermal was left at about 6500' and a northeast heading was taken towards Waterville. No cumulus clouds had formed yet, but the ridge east of Wenatchee was, as usual, a faithful producer of thermals. Wind was from the north at about 15 mph and by the time a couple of dry thermals had been milked of 3000' it was decided that I was about as far off course as I should allow. Gliding straight from this point, I arrived over Waterville at about 2500' above ground and took turn point photos. There were still no clouds nearer than 20 or 30 miles and the dry thermals became scarce and weaker as altitude dwindled. At about 1000' over Waterville Airport a dust devil, roughly a mile east, was spotted and headed for. I hit it the first time 500' above ground but was not able

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(Silver "C" Flight - continued)

to stay in it for much more than half a turn at a time. Fifteen or 20 minutes were spent scratching a gain of 200' when lo and behold, right on course some two miles south, four dust devils had lined up to show me the way. Even if I were not able to spiral in them, I hoped that I might at least bounce from one to the other long enough to get back some altitude. As it turned out, these were the largest and strongest thermals I had hit so far, logging 1100 fpm.

The second turn point, the Palisades, was some 7000 or 8000' below as my first cumulus of the day began to form. As I still needed about $3\frac{1}{2}$ hours for duration I was in no hurry to pass up such an inviting prospect. Twelve hundred fpm up put me at the 11,500' cloud base in about two minutes. Now came the problem of getting a picture of my turn point directly below. This was no small problem for me as I am strictly a novice photographer and was using a borrowed camera. Four exposures were made from pretty awkward attitudes. The wind velocity had begun to increase by now and though some cumulus were building on the line towards home, I realized that I might have to struggle to penetrate into the wind in the Cherokee. As it happened, I was able to inch my way back towards the ridge east of Wenatchee by diving at 70 and 80 mph between thermals where the down was as severe as 1200 fpm. About 10 miles later a fairly strong dry thermal (600 fpm) petered out at about 9000' asl and a silky smooth 200 fpm lift took over. As I began to try to feel out the boundaries of this "little wave" I discovered that about all I could do to remain in the lift was to make wide, gentle 360 degree turns. Since I needed a rest anyway, I decided to be satisfied with these gentle turns at 10,000' for about 30 minutes. This soon became boring and a little chilly because I wasn't working up a sweat trying to stay up.

The cumulus looked good toward Wenatchee and a straight glide put me over in position to take some pictures of Fancher Field, which I later found out were unnecessary. By taking these pictures along with some earlier extra winding to assure no double exposures, I managed to use up all the film before landing and wasn't able to photograph the task board at the end of the flight. After tooling around over Wenatchee I still needed a couple of hours for duration and headed back for the ridge. As I decreased altitude, the lift became weaker and the down stronger until I found myself right back on the ridge polishing rocks and scratching for altitude in a wind that was barely at enough of an angle against the ridge to give lift in a few odd spots.

As beat after beat up and down the ridge wore on, I began to realize that some weak thermals were squeezing themselves out of the crags along the ridge here and there. By this time I was finally beginning to learn to fly the Cherokee and managed to work the elusive devils out of a couple of thousand feet where lift began to improve rapidly. For about an hour it was just a matter of biding time until five hours were safely passed. When the five hour mark was reached I stopped spiraling and headed for Fancher but, I couldn't seem to lose enough altitude to get into the pattern by the time I was over the field. After fighting my way down for about half an hour, I managed to land at 6:42 pm PDT. Since I was too tired to move I just sat and watched no less than a dozen different wave clouds extending from the Cascade Mtns. eastward, build up and dissolve. There was a twang of envy at the guys that might still be up there taking advantage of that sight but I felt very satisfied with my humble accomplishment of the day: 54 miles of dry thermals, wet thermals, wave soaring, and ridge lift, and an altitude gain of 8000' above low point after release; 5 hours and 36 minutes of the most varied and interesting soaring I have ever had the privilege to experience.

*** NOTICE ***

The first meeting of the "Let's Soar Over Mount Rainier in This Decade Society" will be held at Frank Woodward's Apt 29, 10- 100th N. E., Bellevue on Thursday Oct. 4, at 8 P.M. Those persons wishing an invitation to attend please call Frank at GL 4 6115 before Oct. 3.

/ Chairman's Message /

'Tis officially Fall, School has reopened, and the Summer's gliding has come to a conclusion.. Now begins the Fall Gliding and an occasional Council Meeting again.. That is if everything goes along without the usual hitches.. It is certainly hoped that now it will be possible to get some of the organizational chores of the Council accomplished. The next Board of Directors meeting will attempt to bring the By-laws up to date and make a list of suggested revisions to be presented to the membership for vote soon.

The Soaring activity that did exist since February, the Towplane subscription plan (or revised tow plane rates), and loans have enabled the Towplane Account to barely meet the obligations incurred. The overhaul and repair bill with Wenatchee Air Service has been finally paid in full! The insurance, hangarage, and operating gas and oil bills have also been paid to date. It will require continued activity to complete the year's obligations.

Election time will soon be here so start your campaigns to get on the Board -- especially if you do not think that the Council has been doing its best. It is a fairly simple matter to get on the Board and make the revisions that you think are required; Just nominate yourself along with your co-thinkers and see. Not only are Board members needed but there exists a wonderful opportunity for a journalist to take over the publication of this powerful instrument -- -- Towline --- Gordy has had it! But in spite of all his hollering and complaining, he is more than glad to do it, if he can get a little help ... He even accepts my meager help; in form of a stencil and moral aid when it gets printed... There is nothing that cannot be cured by a little help and interest. Since there has not been a deluge of volunteers step forward, perhaps the members should be lined up against a brick wall and request all those who do not wish to help to take a step backward! If the Council is not what you desire it is mainly your own fault.....

Bob Kruse.

Annual Dinner Reservation Coupon

Mr. Douglas A. MacDonald
Sec'y.- SGC (Phone CH 4-5587 HAPPY HOUR 7:00 pm
160 - S. 150th Street JU 5-6701) DINNER 8:00 pm
Seattle 88, Wash.

Please reserve _____ places at the annual dinner for my party.

Inclosed please find \$ _____, (\$2.00 per person) payment in full in advance.

NAME

PHONE

Towplane Account Summary Feb. 1 to Sept. 24, 1962 Incl.

Income:		Expense:	
Tow and		Equipment	\$ 12.73
Subscription Fees	\$ 2024.36	Hangar rent	240.00
*Loans-new	200.00	Insurance	209.45
Miscellaneous	3.00	Maint. & Repair	1270.07
		License Fees	22.00
		Gas and Oil	321.70
		Miscellaneous	34.50
	<u>2227.36</u>		
			\$ 2110.45
(* Liability, not revenue)		Cash Balance	<u>116.91</u>
			\$ 2227.36

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Peter Bowers home designed and built 'Fly Baby', a low wing, single place monoplane, has won for Pete a \$2500 prize in a design contest sponsored by the Experimental Aircraft Assn. The contest was to design a low-cost, safe and easy to build, and easy to fly light plane for beginners. The Fly Baby cost \$375 for basic materials and \$675 for used hardware including engine, fuel tank, wheels and prop. The plane is transportable by trailer and can be stored in a garage.

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On Aug. 9 the East German news agency ADN announced that 400,000 East Germans, aged 14 to 18 are receiving pre-military training in shooting, gliding, parachuting and driving.

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The Chase Associates 1-26 arrived at Enumclaw Airport a week ago. Frank Woodward who has flown the ship reports that it has the full metal turtle deck and fiberglass nose making it resemble a 1-23. The ship is available for rental, and we suspect for sale as well.

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Towline is the official publication of the Seattle Glider Council, Inc. a non-profit corporation, whose officail address is that of the Treasurer, Mr. David E. Marshall, 3729 Grayson St., Seattle 6, Wash. Towline is published monthly. Subscriptions are one dollar per year. Make checks or MO's payable to the Seattle Glider Council and mail to the return address below.

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