

Sorry I'm Late

Wait a minute, why am I sorry, it's not like I'm paid to do these messages? Anyhow, I am a bit late with the August message for a couple of reasons; first I took a small vacation with my wife to lovely Cannon Beach OR. We had a leisurely time strolling the beach and perusing all the gift & art stores and managed to escape with only one purchase, a birthday gift for my sister. Reason two is I wanted to attend the summer picnic to see how things turned out there. As it turned out things were quite exciting and is chronicled further on. Finally, even though this was a September event but seeing I was already late, I wanted to include the story about our special guest so please read on...

Picnic

The annual summer potluck, picnic & flying extravaganza was another great success although we would have liked to see a few more members in attendance. Nevertheless we had a good time, good food and good company. We also managed to give several introductory rides and lay the foundation for a future member or two.

After the picnic and flying ended a few of us sat around and shot the breeze with the Bergseth's until about 8pm. We pretty much solved the health care issue, the economy and developed a cure for baldness. Unfortunately nobody took notes and all was lost. However I did manage to borrow Joe Salz's epic production of his motorcycle ride to Montana and back. I thought I would need several days to watch the whole thing but as the rest of my family were still at the ocean I watched the whole thing later that night with only a couple of breaks to alleviate the motion sickness. The DVD was well edited and has an awesome soundtrack, in fact one of the artists is a fellow by the name of [John Salz](#), who happens to be Joe's brother and I have now added 16 songs to my MP3 collection (yes Joe, I paid for them).

Out Landing

Of course the big event was when Nels Nielsen along with instructor Dan Creech decided to see if that emergency field we always refer to in the event of a rope break could actually be landed in. I'm happy to report that yes it can although one must always be prudent to watch for temporary fences and livestock. Once news reached the field a few hearty volunteers made an expeditious recovery of the 2-33. It took two trips as we did not have the 2-33 trailer available for use but we managed to make it work. A few of our volunteers got the added bonus of riding on the trailer holding the wings or fuselage in place. I managed to only toss one off the trailer with my driving and we're confident he will show up before the season ends.

Of course any incident such as this needs a bit of explanation so that we can all learn from it. As the events were told to me by Dan (my apologies to Dan and Nels if I don't get it quite right) happened to also involve myself though I was completely unaware at the time.

As I recollect Dan's description, Dan and Nels were in the 2-33 somewhere in the vicinity of the downwind/base leg intersection at or near landing altitude when I announced pattern entry in the L-13. Hearing my announcement Dan decided I had not seen them (I had not) and rather than create a possible incident on the runway by having the L-13 follow the 2-33 in with only a small space of time separating us he would opt to land in the field just NW of Bergseth. This would be the field that has the high tension Bonneville power lines running

through it. The landing was accomplished without incident and all were safe and no damage was sustained buy the 2-33. And if you're wondering, I too landed safely with one of the introductory members without injury or damage to the L-13.

So what can we learn from this? First, radio communication, unless you're too busy flying the glider always attempt to make radio contact with the other party. In this case Dan and Nels did not exactly have a lot of time for radio chatter due to their altitude and location, but a quick reply to my announcement would have alerted me to their presence and allowed me to change my landing approach giving them time to land. I could have stretched my pattern by a fair margin as I generally announce pattern entry at ~ 900' AGL. This is a habit I have maintained based on the fact that I can bleed off altitude a lot easier than I can gain it.

Second, always scan the pattern in front of you for other traffic, just like we scan for traffic prior to take-off. For me at least I tend to get caught up in my landing checklist and establishing visual reference with the runway and have become accustomed to hearing pattern entry announced on the radio. With the reliability of our radios at times in question, the visual double check seems like a good idea.

Finally, in the event that we do have two gliders in the pattern we need to remember that we have two runways to use. Even if the tow plane were on the take off runway (left runway looking West) the pilot can touch down at the extreme West end, apply full brakes or divert away from the tow plane.

These are my thoughts on the matter and I recommend that when the opportunity arises you speak with Dan or Nels to get the full story of the approach and landing in the field and their take on the events.

Special thanks to Dave Kremers who took video of the recovery documenting the entire event. I have included the following still extracts and actual audio transcripts to share:







Special Guest

Somewhere around the latter half of August I received an email from one Erik Dressel requesting information on getting a glider ride for his father, George Dressel. George he explained was an elderly gentleman in his 80s and was a WW2 veteran. Not only a veteran but was a survivor of 50 missions as a radio operator aboard Consolidated B-24 Liberators. Now if you know your WW2 aviation history, 25 missions was required of each crew before they were eligible to return home. Doing 50 missions meant that after beating overwhelming odds you volunteered to do it all again.

After a few email exchanges it seemed George would only be here during the week and could not come up on a weekend to get a glider flight. Being George was a veteran who demonstrated bravery and commitment above and beyond the call of duty there was no excuse for not getting him such a simple thing as a glider ride. So a few emails and phone calls later we had an operation scheduled for Wednesday, September 2nd.

On Wednesday George, Erik and his other son George arrived at the field right on time with the L-13 staged and ready to go. Lift was questionable so we decided to send Kenji up in the PW-5 to be the sniffer. Kenji obviously found lift as he did not come back, go figure. We then got George situated in the front seat of the L-13, myself in the back and proceeded with a 4000' tow to the back ridge. Upon release I let George handle the controls and he did a marvelous job. Were he still able to he would be soloing in no time. The rest of the flight was uneventful and before we knew it we were getting low enough necessitating our return to the field. At this point I must brag and state it was one of the smoothest landings I ever had, ground personnel were even able to grab the wingtip before it had a chance to touch the ground. Walt then drove up in the Bergseth shuttle and drove George back to the waiting area.

We then put Erik into the front seat and gave him a ride too, unfortunately Erik did not get the same experience as his Father but rather than get into the details here I will refer you to the YouTube video he posted of both flights:

<http://www.youtube.com/watch?v=PGsXhHESTxY>

To conclude, I want to thank Wayne Ginther, Kenji Ominato, Steve Becker, Joe Salz along with Walt, Ev and Ken for contributing to an unforgettable day. Meeting George and his sons was a rare and memorable experience for us all. Also thanks to Erik for posting the video and providing the photos.



George Dressel gets a briefing



Ready for take off

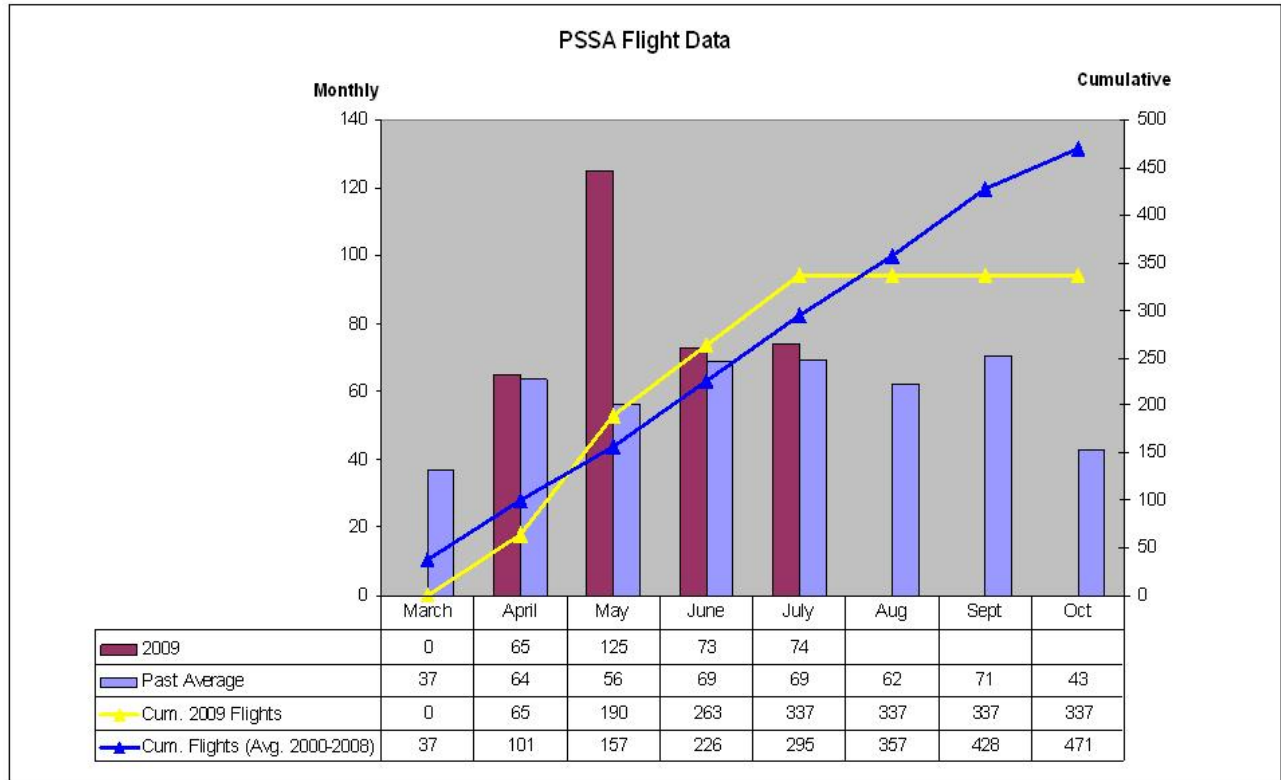


Erik ready for take off



Post flight debriefing
George, George Sr., Ev & Walt

Flight Stats



Until next month.

Regards,

Stefan Perrin
 President, PSSA Inc.