

# Off Tow Newsletter

Puget Sound Soaring Association, Inc.

Editor: Dave Kremers

June-Aug, 2007

Seattle, WA

(Apologies are in order for the gap in PSSA news over the past summer, but finding time, even to fly, over the past months has been tough. – Ed.)

## Upcoming Events:

Let's start off with what we have to look forward to:

### Ranger Creek operation

Yes, Ranger Creek. You know, that state strip tucked into the woods along SR 410 on the way to Crystal Mt. that only the local birds know about? You wouldn't know it's there if you weren't in the air above it. There are a couple of current members who have flown there and they tout it as *the* way to get close to Mt. Rainier and its environs.

We have been invited by members of Evergreen Soaring to join them for an operation scheduled there for Sept. 21-22. They will have their Pawnee in service for towing and PSSA will plan to bring the L-13 and the PW-5. The PSSA board has authorized this event for club equipment with certain requirements of members which will be announced in a separate bulletin. Stay tuned.

### PSSA Annual picnic

We have always enjoyed the chance to gather *en masse* at Bergseth for food, fun, and flying toward the end of the summer season. This year the date will be Saturday, Sept. 15. As is the custom, each member will come bringing not only food of their choice, but with family and friends in tow. We encourage bringing any potluck dish you'd like to share along with your favorite beverages. The club will provide plates, cups, condiments and a fire to roast your "roastables" to perfection.

This is also an opportunity to get in some challenging flying to test skills and to win prizes.

### X-C activities

We are making every effort to give our members every opportunity to enhance their cross-country soaring capabilities. So, along with eating on the 15<sup>th</sup>, we will offer some skill challenges to test a pilot's readiness for landing at other airports other than Bergseth. We will be looking for the chance to broaden our horizons and to reach out for adjacent landing sites as part of a progressive adventure in cross-country flying at PSSA.

## Recent Events:

And now for what's been going on (and we hope you didn't miss any of it!)

### Memorial Day at EPH

Several of us (Dave, Kenji, Tim) made it to the SGC X-C Camp over the Memorial Day weekend and found some very good soaring. It was Kenji's first ever time at EPH and he made quite a splash. On his first day he was across the Columbia to Chelan and on his second day he made tracks east to Davenport. This kid is going places!

Here's our "neophyte's" account of his first EPH landout (Note: this came after crossing the "no man's land" of lava and trees from Davenport, against a 30 knot wind out of the West).

**Ephrata.** What a great place to go for sailplanes!

First, regarding the land-out over the small town named Creston, I was a little disappointed, but not because of the fact that I ended up the day in a farmer's field. Ever since starting to fly the gliders, or maybe starting to fly powered airplanes before that,

I was always wondering about a real off-field landing. How does it feel? Whenever a magazine featured the topic about "Off field landing", I read through the stories and projected myself into those scenes.... Pounding in the chest, sweating, or something like that. So, how does it feel?

But this time, it was just another landing. I checked the field and decided on the place to put it down, and proceeded. That's it. Not much excitement. The soil of the field consisted of unbelievably fine and soft dirt with some gravel in it. I felt like I had made a landing on the moon. The landing roll was only about 50 feet after touching the main wheel.

There was no damage to the glider, except a dime sized paint chip off the tailwheel fairing, probably because of my minimum speed touch down (the tail hit the ground first and it might have hit gravel in the dust.) There also was no damage under the belly. It just got dusty. (Yesterday, I washed the glider at Bergseth Field and now it's shiny and ready to go. I will touch up the chipped off paint on the tail wheel using polyurethane paint by this weekend.)

And now for the previous day's flight of Saturday, the 26th. The sum of distances between my check points (Airports mainly) were:136 nautical miles or 251.87 km. I took off at 12:50 and got back to EPH at 17:05, mean average speed of 59.26 km/h. I didn't realize that the average speed I'd flown was faster than the PW-5 master, J.C.'s, flight by 37%! Wow, not too bad for the first flight over the EPH and 8th flight in the PW-5!

Next, on the 27th. I flew to Davenport and landed out at Creston. Distance flown was 81 nautical miles, 150 km, average speed of 50km/h.

Just one thing I think worth telling you is, after the landout, I got out of the cockpit in order to check for any damage to the glider. I walked around the glider and found a foot long feather nearby, apparently from a bald Eagle.

Well, too much to tell. I took the pictures of my turn points and landout so I will prepare the report for later.

Thanks everybody, especially Dave. Without your help, I would still be out there in the dust.

Kenji Ominato

## Bandera operation



**The state airstrip at Bandera off I-90**



**The spectacular view aloft**

## Bandera Outing Report (June 30-July 1, 2007) by Curt Chenoweth

The offsite operation at Bandera State airport was a total success... good soaring, a fun time, and a safe operation. The weather was perfect... sunny, warm, a few clouds, and favorable winds. A goodly number of our members pitched in to make it all happen. Kenji Ominato and Curt Chenoweth helped set it up and did the basic planning with the help of the weekend field managers, Tim Heneghan and Dave Kremers, who made sure that everything was there to operate. We can especially thank those who got the gliders efficiently and safely to Bandera airport for the operation and back to Bergseth field after the operation. Grant Smith and Mark Allen aero towed the 2-33 and L-13 to Bandera and Grant Smith and Curt

Chenoweth aero towed them back to Bergseth; and Kenji Ominato trailer towed the PW-5 to Bandera and Marlene Nelson trailer towed it back to Bergseth. Grant Smith was there the entire time to instruct and help in assuring a safe operation. And, of course, we couldn't have done it without the tow pilots, Curt Bryan and Mark Allen. And, we cannot forget our campout security guy, Peter Dodd, who watched over the gliders that were tied down for Saturday night at Bandera. The following members were at Bandera: Mark Allen, Curt Bryan, Grant Smith, Tim Heneghan, Dave Kremers, Kenji Ominato, Marlene Nelson, Curt Chenoweth, Ronnie Rogers, Travis Edwards, John Miller, Peter Dodd, Alex Campisteguy, Stefan Perrin, Kim Sears, Mike Williams, and Steve Becker. Everyone who participated did their best in helping to make the operation a success.

Most times on Saturday we had four gliders in the air... all three of our club gliders plus Tim Heneghan in his private ship; and on Sunday all three of the club gliders were in the air. It was mountain flying at its best in an area new for most of our members.

All in all, the excursion went very well. It was conducted and well received by participating members. It was fun, it was safe, and it was a learning experience that broadened our flying skills. It was a total success with a number of exhilarating and satisfying flights, and all felt that we need to do it again, either at Bandera or some other worthy and interesting place. If you didn't make this outing, you've got to make sure to make the next one.

## Hot times in Montague, CA

# The Montague Experience



Siskiyou County Airport, CA



PSSA Camp, July 18-23, 2007



Wayne's warmup

**Next year let's shoot  
for an even bigger  
PSSA showing.  
You'll love it!**



Curt's  
Scott Valley view of  
Mount Shasta

From the Grand Imperial Trip Wizard himself, Wayne Ginther sends this message:

Over my fireplace at home is a picture of an eagle soaring over the landscape. The caption under the beautiful, but rugged landscape is this: "Until you spread your wings you'll have no idea how far you can fly". The mountain soaring in the Mt Shasta area gives you the opportunity as few locations do, to extend your cross-country adventures beyond your expectations. There are 3 valleys in the area with mountains surrounding the valleys and an airstrip available in each valley for gliding to from most points of the compass. What more could any one want? This year's Montague trip was another Soaring Great. Just ask Curt or Dave or me and watch for that memory smile.

Thanks,  
Wayne Ginther

## **A Montague Trip Report** (July 21-27, 2007) by Curt Chenoweth

The Montague excursion was a success, although not a great number of PSSA members got a chance to enjoy it but Wayne Ginther, Dave Kremers, and Curt Chenoweth did. Wayne and Dave towed their own gliders down, and Curt towed the PW-5 down with the intention that several club members would come down and fly it. Unfortunately, those others who planned on coming down to fly the PW-5 couldn't make it... but it flew every day. Wayne and Curt started flying on Sunday, July 22 and continued to fly the rest of the week through Friday. Dave flew midweek for a couple of days. We had great flying weather... blue skies with cumulus markers and temperatures in the mid 90s. Each day got better as the week progressed. The three of us had great times flying cross country together along with two or three other local and visiting pilots.

Our flights each day were usually between 3.5 to 4 hours in duration... time to see a lot of new country. All in all, it was a wonderful experience... always challenging, always enjoyable, and certainly a worthwhile place for all to go... to stretch your wings and fly and enjoy the company of flying with others.

Ed note: Curt has included a detailed guide to the entire Montague area which you can probably follow very easily with a Klamath Falls flight chart. It will be available in the Members Area on the PSSA website.

## **Word From Members and Friends:**

Thanks to Mark Allen for offering this help in understanding the Operators Manual for our new PW-5.

The PW-5 manual has been posted on the PSSA website in the Members Area. Those pursuing check out in the PW-5 should become familiar with the contents and operations limitations of the aircraft. The manual is fairly short and succinct and can be read in its entirety in about 20 minutes. Bear in mind, this is a translation where you will encounter new and interesting terms such as "emptified", "fixator" and "perviousness". Here are a few excerpts from various sections:

### **2.9: DURING THE FLIGHT PILOT MUST HAVE BACK PARACHUTE ATTACHED.**

Meaning a front parachute may only be used during ground operations??

### **4.5.3 The pilot should be tightened with the belts**

Evidently, many pilots are too loose or loosing their pants.

### **8.3 The sailplane external surfaces should have the write, not getting yellow, Lacquer covering.**

This is so we can write directly on the glider, no need to bring along a notepad.

### **8.4 ...empty the cockpit**

Only applies if you previously fullified the cockpit.

### **8.4 ...immobilize the ailerons and rudder by means of fixators,**

Would these also work to tighten those loose pilots?

### **8.5 After washing the perviousness of drainage holes should be checked**

The best I can do with this one is provide the definition for 'Pervious':

1. Open to passage or entrance; permeable.
2. Open to arguments, ideas, or change; approachable

So now you must choose, do you check to assure the drainage lines are clear, or do you start a conversation with them?

## **Maintenance:**

Maintenance Officer, Brano Mikulik, passes along this information:

I haven't had enough time recently to take care about maintenance so all I have to say is many thanks to everybody.

Despite some problems everybody is helping to fulfill our obligations and keep our fleet airworthy. Somehow the field is being mowed, although I don't really know whom to thank. Our building is still standing and it seems the leak was stopped thanks to Dave repairing the roof. It's messy inside but unless we have additional storage there is not much we can do to make it look nicer. (A set of shelves is now in the building, but needs to be assembled –Ed.)

Curt and Mark are taking care of the tow plane and organize any maintenance or repair as needed, keeping the rest of us happy having a tow plane available when needed (except probably this weekend).

What I would like to see though is for everybody to pay better attention to details and report any problem (or possible problem) immediately. Doing proper pre and post-flight inspections will help.

So far the PW-5 is being treated very nicely. Maybe because it's a new ship or because it's being flown by not many people.

Thanks again,

Brano

## **Training:**

Members,

Kim Sears has passed along an announcement regarding a cross-country training camp being held in Montague August 29-31. Those interested should check the Training page of our website for the details.

Also, from Stefan Perrin:

Students

I have finally added some material, or in this case a link to some material, on the PSSA web site Training page. Somehow I ran accross this site put together by Jim D. Burch, a retired Glider Examiner and thought his material was put together very well with some nice dynamic content.

Stefan Perrin

PSSA Training page:

<http://www.pugetsoundsoaring.org/training>.

## **Operations & Safety:** from Curt Chenowith

### **Attention field managers, wing runners, et al:**

**1. Field Manager Checklist Reminder:** Please keep in mind the checklist on the back side of the daily log sheet. Follow the checklist and check off as tasks are completed. It's your responsibility to make sure that these tasks are completed at day's end.

**2. Wing Runner Additional Task:** In addition to the normal wing runner's tasks of responding to glider pilot's commands of check pattern, level wings, take up slack, and takeoff as discussed in the Operations Rules, we are adding that the wing runner shall continue to observe the takeoff process until the towplane and glider have reached the approximate altitude of 200 ft, which is about when the aircraft have completed the gradual right and left turns and are generally aligned with the runway. This observation allows the wing runner to be aware of, and to communicate, any

anomalies that may occur on takeoff, including turbulence, wind shear, low climb performance, rope disconnect, and other traffic or obstacles.

**3. Battery Pigtail Connections:** New connector pigtails for the batteries are in place. Please leave these pigtail connections on the batteries for the 2-33 and the PW-5 and use the connector to install and charge the batteries. This eliminates removing the blade connections directly at the battery terminals to avoid any chance of misconnecting (reversing polarity) the batteries.

### **Field Manager duties**

A reminder of upcoming Field Manager assignments follows:

|      |          |                |
|------|----------|----------------|
| Sat. | Aug. 25  | Brano Mikulik  |
| Sun. | Aug. 26  | Marlene Nelson |
| Sat. | Sept. 1  | Kenji Ominato  |
| Sun. | Sept. 2  | Stefan Perrin  |
| Sat. | Sept. 8  | Ronnie Rogers  |
| Sun. | Sept. 9  | Kim Sears      |
| Sat. | Sept. 15 | Van Chaney     |
| Sun. | Sept. 16 | Curt Chenoweth |
| Sat. | Sept. 22 | John Ennes     |
| Sun. | Sept. 23 | Wayne Ginther  |
| Sat. | Sept. 29 | Tim Heneghan   |
| Sun. | Sept. 30 | Dave Kremers   |

**Note:** As always, let Curt Chenoweth know right away of any problems in keeping your assignment, even if you have already made arrangements for exchanges with other members.

### **Newsletter contributions:**

As always, your input to this newsletter is very important. Please let us know if you have new information, valuable experiences, constructive comments, even gripes which will help to make this a better club offering the safest and most cost effective soaring opportunity in the area. Send items to Dave Kremers ([dkremers@earthlink.net](mailto:dkremers@earthlink.net))