



Volume 6 Issue 1

June/July/August 2013

2013 PSSA Siskiyou Trip



PSSA Picnic August 18
See Upcoming Events Page 6 for details:

by Marlene Nelson

Great conditions, friendly folks and a comfortable facility contributed to the success of the 2013 PSSA sojourn to Siskiyou County last week. Under the leadership of trip organizer, Wayne Ginther, we traveled south on I-5 for ten hours to the Montague Rohrer airport near Yreka, CA. Participating members included: Wayne, Stefan Perrin, Terry Crippen, Tim Heneghan, Dave Kremers and Curt Chenoweth and Marlene Nelson. Three and a half to four hour flights were the norm and although conditions were not conducive to flights above Mt. Shasta, several flights

Photo by Tim Heneghan across the base occurred.

In past years we have operated at Siskiyou Country airport without the benefit of shade or facilities, this year the regional contest was held earlier this month at Montague so we decided to move our PSSA base to this much narrower and shorter facility. Everyone was grateful for the shade, green grass, restroom facilities and cold beer after flying. The landing lights were lowered each day to preclude interference with glider wings on landing or takeoff. It worked well for us—all takeoffs and landings were Runway 33 with the exception of Tuesday when the gliders departed runway 15 in 20 K winds. The resident Pawnee towplane pulled us to Gunsight Ridge which provided good access to

Soaring Society of America News

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In the August issue of Soaring, members will learn The Thrill of Flying Out, in an essay by Greg Swiderski, embellishing in the risks and rewards to be gained from venturing away from 'home' base and embarking on a cross-country adventure.

Since March 2010, Airworthiness Direc-

tives are now sent by e-mail only!

In order to receive these essential AD's, aircraft owners (individuals, clubs or corporations) must update their e-mail with the FAA. To continue receiving ADs at no cost, owners must subscribe to the GovDelivery e-mail service by visiting the Regulatory and Guidance Library home page <http://rgl.faa.gov>. Cont. Page 6 -

Scott Valley and the Marble Mountains on the west side of the valley. Many flights were made to Duzel rock, China Mountain and Mt. Eddy. Tim flew a distance over 400K one day in something more than six hours—he barely missed his gold badge distance working his way back from Dry Lake nearly 45 miles east of Montague. All but the first two days were totally blue sky days which made it a bit tougher to locate lift. For the most part we had the airport to ourselves—very little power plane traffic. Start times were 1-2 PM and temperatures were in the mid 90's except on our last day of flying when Don, who lives across the road from the airport, reported his home thermometer was reading 108 degrees F in the shade. Conditions on Sunday were forecast to be similar so we packed up and headed home.

Photo's of the Siskiyou trip by Tim Heneghan



New Members!

We have several new members that have joined the club in June.

Photos of New Members by Roger Schert and Jeff Gibbons

Jason Caulkins:

I live and work in Issaquah, Washington in high tech, but enjoy all things that fly in my free time.

I have a growing fleet of RC aircraft, including gliders, fixed wing, multi-engine, gas, electric and single and multi-rotor craft.

I have always been interested in flight, but it has only been recently that I've had the time to invest in piloting. Gliders have always fascinated me, and ever since seeing Balleka's YouTube channel of cliff soaring in the UK, I've wanted to give soaring a shot.

After discovery flights in various fixed wing and rotary wing aircraft, I've decided that sailplanes are the



most fun and accessible.

I have obtained the FAA student pilot certification, passed the Private written and have soloed on July 7th.

Congratulations Jason!

Jeff Gibbons:

I'm 57 years old, and got my private pilot's license about 25 years ago, but never got many flying hours in after getting that license. The practical and travel aspects of flying aren't too important to me, the appeal of flying for me is mainly in the flying itself: the physics and aerodynamics, all the knowledge people have learned which make it possible to build and control a vehicle which can travel through the air efficiently.

For that reason, soaring has always appealed to me, and I've always wanted to learn to do it, but never took the time. I was always very aware of soaring, too, even when I was a little kid; I grew up in the Mojave desert north of Los Angeles, only a few miles from a lot of really fantastic soaring sites: Tehachapi and Crystal Aire and El Mirage dry lake, etc.

My Father worked for NASA as an aeronautical engineer at Edwards Air Force Base, on Rogers dry lake, and they tested a lot of rocket planes there like the X-15 and various lifting bodies which had to land without power after the rocket fuel was gone, so a lot of the test pilots got training in gliders at places like Tehachapi. So I knew about it, and wanted to do it, but didn't have the money when I was young -- and then I moved away to college, and then a job, a family, and real life got in the way;



there's been one thing or another keeping me from learning to soar for most of my 57 years now. But a few months ago I saw that one of my Dad's old friends from NASA/Edwards, a test pilot named Einar Enevoldson, was giving a talk at the Museum of Flight about his project to build and fly a glider higher than anyone has ever flown one. He is going to use an atmospheric wave to climb up to the polar vortex near the southern tip of South America, and then ride that up to 90,000 feet! (This is the Perlan Project, www.perlanproject.org; they've already flown to more than 50,000 feet). I went that day, and along with his talk, the museum had a lot of gorgeous sailplanes on display too, and the Puget Sound Soaring Club had a table with information about themselves -- and I realized that this was my chance to finally learn soaring! So since then I've been coming as often as I can to Bergseth Field, learning from Gary Ohlinger and all the other extremely helpful people in the club, and hope to get my glider rating this summer, maybe soon enough to take my daughter Olivia soaring before she heads off to college in California.

Bergseth Field is about a 2.5-hour drive for me each way (I live in Port Townsend, on the Olympic Peninsula), but so far I am loving it, and find it completely worth the effort every time I make it to the field and get some flying.

My wife Martine and my 11-year-old son Jack come with me sometimes too, and spread a blanket on the grass at the edge of the "overrun" part of the runway to spend a few hours; they say it's like being at the park, but nicer because they can watch the sailplanes!

Roger Schert:

I have been around aviation all of my life. My Mom says that even as a baby, I had AV fuel for blood and that I would point to the sky and babble every time an airplane flew over head, my wife says I still babble when an airplane goes by.

My dad had many airplanes, Howard DGA 15, Beech 18, several BT-13's, two B-25's, and a fixed base operation at Jane's Airfield in Blaine Minnesota.



July 17th was my 48th anniversary of my first solo. August will see my 47th anniversary of my first solo in a glider. I have flown gliders with the Minnesota Soaring club in Stanton, MN, Caesar Creek Soaring Club in Dayton Ohio and the Associated Glider Clubs in San Diego. I have towed Sailplanes and flight instructed in power. I intend to get my CFI-G sometime in the next year. I am currently building an Easy Eagle bi-plane and am a member of EAA Chapter 441 in Kent.

I am volunteering to take on the Newsletter publication for PSSA. I plan to publish on a bi-monthly timeframe initially, but am considering going to monthly .

I will be contacting members for input to make the Newsletter interesting to the Membership

If I have missed any new Members, please send me a short bio and photo to :

windridershaman@gmail.com.

I hope to see you at Bergseth soon.

Maintenance Update:

The 2-33 radio has been problematic for some time. Since clear and reliable radio communication is an important aspect of PSSA's daily operation and safety, the decision was made to replace the radio and microphones rather than continuing to fight the gremlins that lurk within the old radio's circuitry. A new radio and two new microphones were installed in the 2-33 last week. Good, clear radio communication is once again onboard the 2-33. I don't have the exact numbers but total cost to the club is in the neighborhood of \$825.00

A word to pilots. As a pilot it is your responsibility to become familiar with functionality and proper use of the equipment you operate, that includes radios. Please take the time to read the radio

Owners Manual. The radio and your fellow members will appreciate it. A copy of the manual can be found on the PSSA website under TRAINING.

Safety Corner:

Towing the Trailer Safely (originally ASA newsletter - March/April 2009)

Any combination of tow vehicle and trailer will be safe if you go slow enough. What people really mean when they say "it's unstable", is "it's unstable at the speeds I want to tow".

The problem is we don't have a good way of determining how safe (stable) the combination is at a given speed. By "good", I mean a reliable, simple way to determine the safety margin for you driving your vehicle while towing your trailer. As you know, people sometimes do determine what is definitely too fast by crashing, or, if they are lucky, just scaring themselves silly. Vehicle engineers can make measurements, calculations, and tests that would determine the safety/speed tradeoffs, but we don't have access to that expertise.

What we have in this section is some generic advice and specific owner experiences. Because there are so many variables, you should not automatically assume that what works well/poorly for one person will work just as well/poorly for you. For example, two cars of the same make, model, and year can come with different tires, wheels, and suspensions, depending on the exact "package" of options purchased with them.

To Read More, [Click Here](#)

Training Corner:

Guess that Sailplane:

This Months Entry



If you are a student who would appreciate attending study sessions to help you prepare for your written and/or oral exam(s), contact Greg Bahnsen, PSSA Training Officer. I currently have a class nearly every Tuesday evening at my residence.

Greg can be contacted at:

gwaitur@aol.com

Photos from Bergseth

A couple of photos from the past month of soaring at Bergseth.

Photos by Roger Schert



PSSA 2013 Board of Directors:

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SSA News Continued:

Specific instructions are at this FAA link: [Click Here](#)

New Additions to Sailplane Tracker:

GlidePort Software and SSA are proud to announce the addition of mobility to the Sailplane Tracker application. iPhone and iPad compatibility are now available for use. For maximum screen size please add the application to your home screen. Additionally there is now a "notification" feature. By navigating directly to the GlidePort web site and registering you may designate friends under your personal settings > notifications tab. You will now be notified by email when the Sailplane Tracker recognizes the activation of your friends SPOT or InReach tracker. Additionally the SSA encourages all members to add a picture to your profile page. These profile pictures are now displayed in your track info bubble. Our thanks to GlidePort for these new features.

Upcoming Events:**PSSA Picnic August 18**

PSSA Picnic is August 18th (Sunday) we will have a live band this year....

Picnic is a potluck with PSSA providing burgers and brats and soft drinks.

Looking for salads, vegetable dishes and desserts from members. Bring your own beer or drink of choice for post flying.

Experimental Soaring Association Western Workshop:

August 31—September 2
 Mountain Valley Airport (L94)
 Tehachapi, California

This year (2013) marks the 40th anniversary of the Maupin Woodstock sailplane. It provides an occasion to consider the concept, development, maturation, and ongoing developments of small span West Coast U.S. sailplanes, including static displays of the 1940 Culver Screaming Wiener (11 meter span), the Maupin Woodstock (12.5 meter span), and the Windward Performance SparrowHawk (11 meter span). We are encouraging Woodstock and SparrowHawk owners to bring their ships to this event to make it even greater.

Invited Speakers include:

Doug Fronius: The Culver Screaming Wiener and its Contest Record

Barry McGarraugh: The Creation of the Maupin Woodstock

Dan Armstrong: The Design of the 13-Meter Wing for the Maupin Woodstock

Gary Osoba: Record Flying in the Woodstock

Matt Michael: Record Flying in the Bob Wander Woodstock

Greg Cole: The Creation of the Windward Performance SparrowHawk

Jim Payne: Record Flying in the SparrowHawk

Gary Osoba: Record Flying in the SparrowHawk

Puget Sound Soaring Association**Bergseth Field Location:**

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 Enumclaw, WA 98022

Phone: 206-660-0019 after 9:30 am during operational months.

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