



Volume 6 Issue 2

September/October 2013

August 18th Picnic:

The club had a picnic on the 18th of August. Many members enjoyed the concert and others flew their favorite Sailplane. The food and company was good. I enjoyed meeting more of the PSSA Membership. The band was put together by Stefan, from his musician friends, an "Ad Hoc" band. They played many "Golden Oldies" If you have other photos, from the picnic or from flying at Bergseth, feel free to send on to me and I can incorporate in future Newsletters.



Enjoy some of the photos taken at the picnic.

Photos by Roger Schert

DID You Know:

The PW6 brake is most effective when the spoilers are fully deployed and decrease in effectiveness as the spoilers are retracted. Plan your landings accordingly.



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Soaring Society of America News

Karen Greig Soaring Scholarship

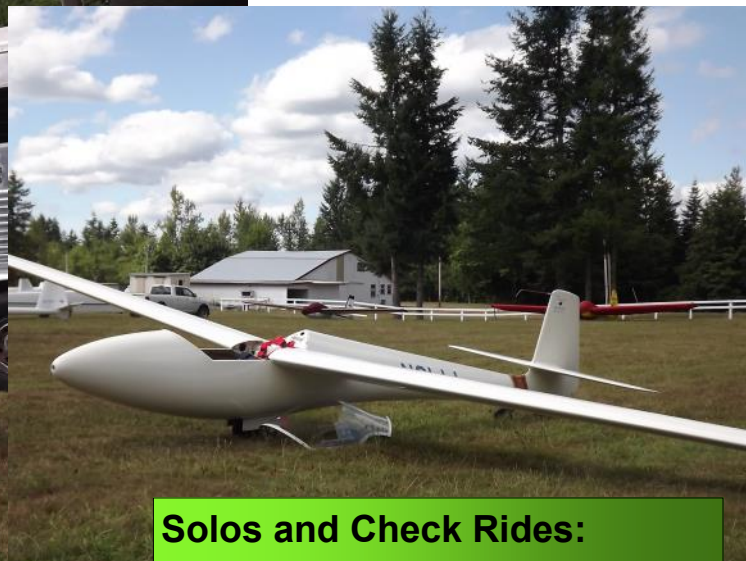
This is a scholarship to honor the memory of Karen Greig (1974-2012).

Karen loved flying gliders and airplanes. During her short life, she earned VFR and IFR ratings in airplanes, in gliders, was a budding student glider pilot, and possessed

an adventurous and generous spirit. In addition to being academically driven, Karen had diverse interests in literature, business, and science.

This scholarship is to encourage women at any age to pursue their dream of flight.

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Solos and Check Rides:

Please congratulate our members:

Solo:

Jack Hawdon
Laura Bate

Private:

Eric Haupt
Jason Caulkins
Jeff Gibbons

Commercial:

Kurt Crosby



New Members!

We have several new members that have joined the club during the summer.

Kurt Crosby:

My flying story begins with my earliest childhood memories. I jokingly say I was "bit by a flying bug in my crib," but I really do remember daydreaming of flying (like a bird, mostly), from an early age. Unfortunately, my family didn't know any pilots, so I had to just read and dream of flying for many years. Finally, when I

was 12 in 1980, I got my hands on the "Flight Training Handbook" and read it through a few times. That convinced my parents I was serious, so they let me start flying lessons at 14, and I soloed a C-152 on my 16th birthday.

Ever since, I've flown power planes of increasingly high performance in the civilian aviation world. I instructed for a short while at BFI, and then went to Alaska to fly for the now defunct LAB Flying Service, then on to Ameriflight where I flew all over the West, and finally to my dream job of flying for Alaska Airlines in early 1998. I



had attained my dream job, but was never "free" like a bird to fly!

Happily, Last July 4th weekend, my son Peter and I went for a bike ride (we live in Enumclaw), and we saw the PSSA Glider Ride sign. We diverted up the hill to Bergseth Field, and were welcomed by Wayne and Gary and Jon and others. Peter went for an intro flight with Gary in the PW-6, and I watched. My dream of flying like a bird was re-awakened. With my wife, Suzie's encouragement, I soon began lessons with Gary and I intend to pursue the Commercial glider rating. I soloed on my 13th glider flight on August 10th, and just recently enjoyed flying solo with some eagles over the South Ridge! What a dream! :-)

I especially want to thank Gary for his instruction so far, and I appreciate all the welcoming folks at PSSA! I look forward to many future years of flying and participation in the PSSA.

Eric Haupt:

Made in Germany. 8 years construction engineering and architecture in Costa Rica. Powered flight in single engine land aircraft in Latin America and United States since 2005. PSSA member since July, 2013.

Photos of New Members by Roger Schert

Safety Corner:

By Marlene Nelson

The Launch Zone



The runways and launch zone are key Safety Focus areas for everyone at the field. The Field Manager is charged with the responsibility to oversee and maintain vigilance over the launch operation assuring the following are fully attended to:

Ground towing presents a potential hazard to gliders. When driving the mower toward a glider on the ground please approach at an angle to the glider. This will preclude a collision with the fuselage in case you miss the clutch or the throttle sticks.

Situational awareness is crucial. Towing gliders down the runway isn't a safe course of action and creates additional stress for pilots preparing to land. Towing off to the north side of the main runway (gently over the bumps) keeps the runway clear for traffic. Always look twice for traffic before crossing the runway towing a glider or walking across—the visual profile of a glider coming straight toward you is small and sometimes difficult to perceive at a glance.

Tow pilots play an important safety role at the time of launch. Areas of

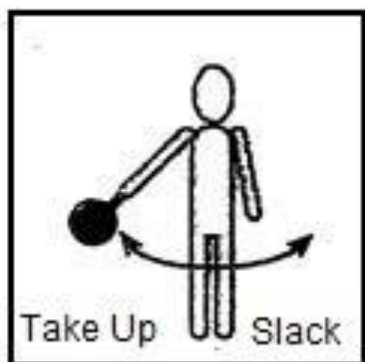
focus include:

- 1) watching the runway ahead for people, dogs, deer, fog rolling up over the end of the runway, etc. and
- 2) positioning the tow plane with plenty of slack for glider hookup. Taking up all the slack may save a minute in the launch process but may also require repositioning the glider to attach the towrope and leaves less take-up time for



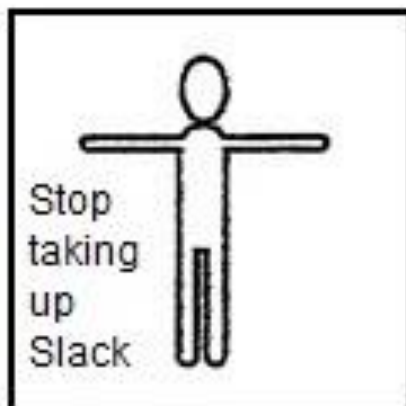
the wing runner to recognize potential problems. Tow pilots should not take up slack until the glider wing is raised and the wing runner has given the take up slack signal.

For glider pilots, the prelaunch window of time is critical...it is the time to get in the zone for becoming airborne. Do not let distractions prevent your completion of the checklist, your environmental assessment, or your readiness for flight. Ask people to move away as soon as you enter the glider. This is not a time for spectator questions or



flight deck previews with curious bystanders. No one except the wing runner should be near the

glider once the towrope is attached to the glider.



Glider pilots must be completely ready to go—including a closed glider canopy—prior to asking the wing runner to level the wing and take up slack. It may take only a slight distraction to end up airborne with the canopy flailing in the breeze. Closing the canopy at the same time on every takeoff helps maintain one of the links in the safety chain that will keep you from taking off with

an unlatched canopy.

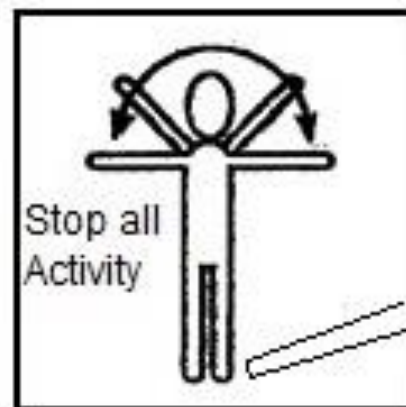
Wing runners respond to the glider pilot's commands with loud and clearly audible aural signals —*Pattern Clear, Level the Wing, Take-up Slack, Take-off, Takeoff, Takeoff*. These callouts ensure everyone in the



general area is aware of an imminent glider launch and is clear of the launch zone. Checking the pattern requires a slow and deliberate scan for gliders in the pattern or approaching the field from any direction. Wing runners should advise the glider pilot of any visible glider traffic. Wing runners are expected to maintain cognizance of just-landed gliders on the main runway and assure there is adequate wing clearance for a safe takeoff from the converging slant runway. The wing runner hand

Guess that Sailplane:

Hint: WWII



and arm signals are the primary communication with the tow pilot. Signals must be presented perpendicular to the towrope (not parallel to the towrope) to assure the tow pilot can see the signals. Often the wing runner has a better view down the take-off runway than the tow pilot and must be watching for runway incursions downfield—if there are any animal or human encroachments the wing runner must immediately put the wing on the ground to signal a hold in the takeoff process. The tow pilot, the wing runner, the Field Manager, and the glider pilot have the opportunity to stop the



launch if anyone has a concern. Member bystanders are expected to call out hazards to the wing runner as well. Wing runners should lower the wing to the ground immediately if anyone calls out to do so. Err on the side of safety and sort it out later.

Everyone at the field is urged to assure landing gliders are quickly moved off the runway and positioned well behind a line parallel to the main runway and aligned with the fence post on the north side of the overrun area—this line may or may not be marked with orange cones.

Loss of control on landing by a glider pilot or tow pilot could wipe out our entire fleet if gliders are parked too close to the runway.

This listing of safety focus items does not cover everything each of us can do to enhance safety. It is meant to stimulate conversation among all of us. It is important that we address immediate safety concerns to the Field Manager so action may be taken and more general operational concerns may be addressed to your friendly Operations Officer. Safety responsibility belongs to all of us and it's our watch. Thanks for doing your part to keep us all operating safely.

The Training Corner

Scratching the Itch: Transitioning to the PW-5

By Greg Bahnsen

So you have been watching oth-

ers enjoy flying the PW-5 and you are itching to get into the cockpit yourself. Let's get you started down that road.

If you haven't already done so, go to <http://www.pugetsoundssoaring.org/training.html> and download the PW-5 Assembly presentation, Borgelt B50 Super Vario, and the PW-5 (N77FZ) Flight Manual. Another highly recommended reference is Bob Wander's *Transition to Single Seat Gliders . . . Made Easy*. The more familiar you are with these materials, the better your experiences with FZ will be. Go over the assembly presentation until you know it well and then assist in assembling and disassembling the craft with experienced help until you are competent to do so safely. The Vario manual has some great information that will help you to optimize your use of that instrument. Lastly, the Flight Manual itself. Pay particular attention to assembly directions, check lists, airspeeds and emergency procedures.

Speaking of airspeeds, the yel-



PSSA's PW-5

low triangle on the ASI indicates the manufacturer's recommended approach speed at maximum weight—not the best L/D airspeed (see section 2.3). I assume that is for calm air. That's also the case for the PW-6U, (and other gliders) but you already knew that because you already read that manual, right?

Now that you are thoroughly familiar with the documentation, try to get a chance to spend some time sitting in the cockpit to try it on for size and have some one give you a hand by lifting the nose to take off/landing attitude. One doesn't want to land it on the tail or nose wheel first. Get acquainted with where the controls and switches are located. By now it's likely someone's turn to fly her, so here's a photo of the panel for you to study.

Yes, it has two varios. The manual is for the one on the upper right. Its power switch is the one below the big "Vario" label. Its other controls are in the center section surrounding the LCD display. Both varios are capable of audio output and I don't recommend using both audio outputs simultaneously, but that's

up to you. The power switch for the other vario is located on the right portion of the instrument. For normal operation, set it to EXT. INT is for emergency use and selects an internal 9 vdc battery for power. Do notice the

piece, be sure to have the switch in the Speaker position.

The radio is normally something you won't need to adjust, save for audio output, flying around Bergseth. If you wish to know

more about it, feel free to chase down a manual and have Stefan upload it to the Training section of the web site—unless I happen to beat you to it—or ask another pilot. You may get the make and model number (s) from the attached photograph.

You've got your homework comfortably under your belt and your instructor has signed you off to fly her at last. She's had a pre-flight inspection and you are on deck to launch. Time to don the parachute. I would highly recommend that you be briefed by Tim

Heneghan or Jack Cullen on



Ear/Speaker switch location. If you don't wish to use the ear-

proper adjustments and use. This is not to denigrate any of our instructors, but these gentlemen have more experience with parachutes than any other members of PSSA, if I'm not mistaken.

With the 'chute on your back, it's almost time to slide into the cockpit. But before you do, you may want to adjust the seat back and let the straps out first. Place the straps and the radio mic/earpiece in such a way as to keep them out of your way as much as possible. Now, go ahead and ease yourself into the seat. In case you are curious about the EXPERIMENTAL, at the time the glider was imported, there were no PW-5s with a standard FAA certification. If we so desired, that could be acquired by dealing with some red tape. It is the same as the later ones. After you have buckled up, take a few moments to go through an emergency egress scenario. Remember CBB: Canopy, Belts, and Butt. You should find the cockpit pre-takeoff checklist on the right side of the cockpit. As the cockpit can be a tight fit, pay particular attention to snugging the five-point harness. Maintained separation between head and canopy is a good thing and there is not a lot to spare. After you have finished it and had any other questions answered you are almost ready for leveled wings and the slack to be taken up.

But before you proceed consider that the PW-5's maximum gross weight is a bit over half that of the PW-6U's. Its wingspan is 2.5 meters shorter and there is a comparable difference in length. Naturally, the take off roll is going to be shorter, the roll rate



somewhat better, elevator response more lively, too. Furthermore, the rudder cable system is much freer than that of the PW-6U.

Consequently, to help prevent over controlling and PIOs, after you close the canopy, rest your forearm on your thigh and control the stick with light finger pressure and wrist movements. This will be comfortable and help prevent undue excitement. Now, if you are ready and the pattern is clear, go ahead and signal for take off.

As the elevator

doesn't start to become effective until around 30 knots, I leave it neutral until air-speed builds (rather rapidly) to 25-30 knots, then ease back on the stick to start taking the weight off of the nose wheel and then a bit more to achieve take off attitude until it lifts off. The PW-5 is as easy to trim as the PW-6U, so feel free to adjust it if you need to and have adequate altitude and freedom to do so. You'll be at 200' AGL before you know it, so keep a good eye

on the altimeter.

After you release, go ahead and do some clearing turns and see if the ship will stall for you. I said "if" because, depending on your weight, it



may not really stall, merely mush. If you are on the lighter end of the spectrum, it will stall for you. Do some Dutch rolls, medium and steep turns. Get the feel of what it takes to keep that yaw string straight. You may have a little surprise with the rudder needed coming out of a turn.

Go have some fun, find some lift and enjoy.

So your hour is about up and it's time to enter the pattern and land. As you plan your approach and touch down target, remember you are flying a lighter aircraft than you may have flown before. You may get bounced around more on final and your roll out won't be as long as that to which you are accustomed. Monitor your airspeed with extra care (remember the yellow triangle is the manufacturer's recommended calm air approach speed) and bring her on down final. As you round out, do not over rotate and strike the tail wheel first. Like the PW-6U, it tends to continue rolling out on the heading established when the nose wheel touches down. This can be modified somewhat with use of rudder and elevator, if needed. Maintain directional and roll control and continue to fly it until it stops. Avoid over controlling, which can be aggravated by excessive speed. If needed, use a bit of brake at the end of the roll out to minimize wing dragging.

Now go share that smile.

PW-5 images from the internet

Editors Corner -

Hill AFB Museum:

I am finally working on another newsletter for our club. I have enjoyed returning to flying Sailplanes after a much too long hiatus. I finally managed to get my Bi-Annual completed in August and now I continue to work on my weight so that I may fly the PW's.

My wife and I went on a vacation to Salt Lake City in September.

While there I had intended to visit at least one glider port and get a flight in. However, scheduling things and then the weather conspired to keep me from accomplishing that goal.

I love anything related to flight,

so we did get a visit in to the Hill Aerospace Museum. My wife was regaled by an older gentleman who was visiting the museum. He had flown F-100's and told her about his needing to eject and then causing a forest fire in South Carolina.

While I was running around taking photos of the aircraft in the Museum, she ran into another



B-17 and P-51



Chris Scott Crew Chief on that specific MH-53M Helicopter 1989-1992



Top left: B-24

Top Right: B-24

Middle Left: BT-13B Valiant

Middle Right: L4J Grasshopper

Lower Right: P-47D Thunderbolt

gentleman who flew in the MH-53M helicopter. The really neat thing was that he was the Crew Chief on the specific MH-53M that was on display in the Museum. We talked with him for about 25 minutes as he described where that aircraft had been and some of the missions he flew in her. I was reminded to be open to un-expected synchronicities.

One of the things I liked about





the Museum was the number of “Dioramas” where they set up manikins that looked like they were working or getting ready to fly the aircraft.

Enjoy some of the photos from the Hill AFB Museum.

To visit the Hill Aerospace Museum, [Click Here](#)

Top left: Mig 17F Fresco

Middle Right: Burgess-Wright Model F (Replica)

Lower Left: Wright 1903 Flyer (replica)



Guess that Sailplane:

The Bowlus BA-100 Baby Albatross is an American high-wing, strut-braced, open cockpit, pod-and-boom glider that was designed by Hawley Bowlus and introduced in 1938.

Bowlus designed the Baby Albatross as an inexpensive glider during the Great Depression. The aircraft initially sold for US\$750 ready-to-fly, and US\$385 as a kit for amateur construction. Initially produced as a kit by Bowlus, the rights to the design were purchased in 1944 by Laister-Kauffmann, although that company went out of business before commencing production.

The BA-100 is of mixed construction. The wings and tail surfaces are of wooden structure, covered in aircraft fabric. The tailboom is made from a metal tube and the cockpit pod is of molded plywood. The aircraft features no glide-path control devices, although some were later modified with spoilers. The airfoil is a modified Gö 535 section.

The production of the BA-100 totaled 156 kits delivered.

To Read More [Click Here](#)

General characteristics

Crew: one
Wingspan: 44 ft 6 in (13.56 m)
Wing area: 150 sq ft (14 m²)
Aspect ratio: 13.2
Airfoil: modified Gö 535
Empty weight: 300 lb (136 kg)
Gross weight: 505 lb (229 kg)

Performance

Maximum glide ratio: 20:1
Rate of sink: 135 ft/min (0.69 m/s)
Wing loading: 3.3 lb/sq ft (16 kg/m²)



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John Godfrey (QT)

RC Chair

Upcoming Events:

2014 and 2015 Nationals Contest Schedule

6/10/2014 - 6/19/2014	18 Meter Nationals	Minden, NV
6/24/2014 - 7/3/2014	15 Meter/Open Class Nationals	Montague, CA
6/25/2014 - 7/4/2014	Standard Class Nationals	Hobbs, NM
7/15/2014 - 7/24/2014	Sports Class Nationals	Midlothian, TX
2015:		
6/24/2015 - 7/3/2015	Sports Class Nationals	Waynesville, OH
7/26/2015 - 8/4/2015	Standard and 15 Meter Nationals	Elmira, NY

John Godfrey (QT)

Rules Committee Chair

Applicants should be either pursuing an add-on private glider rating or may be pursuing their private pilot rating in gliders. Applicants at any stage of glider training can apply.

Applications are due by January 31st. To Read More [Click Here](#)

Rule Committee Election and Pilot Opinion Poll Open

The election for a member of the US Rules Committee and the annual pilot opinion poll is now open. Pilots on the US seeding list (i.e. have flown a contest in the last 3 years) are eligible to vote/participate.

Access the ballot and survey at <http://www.adamsfive.com/soaring/survey/surveys.php>

Your participation is very important to us. Please take a few minutes to help us improve the racing environment.

Puget Sound Soaring Association

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