



Volume 6 Issue 3

November/December 2013

Private Check Ride at Estrella Sailport

By Marcum Brooks

Signed off and ready to go for my check ride, the end of operations at Bergseth caught me flat footed. Not wanting to wait until Spring I wondered, "What am I going to do?" I sat down, opened my copy of Soaring magazine, and the answer stared back at me from the front page: "ESTRELLA SAILPORT. Operated by Arizona Soaring, Inc. Examiners on staff. Fast-track training is our specialty!" I remembered other PSSA members talk about flying at Estrella. Time to give them a shot. I call Arizona Soaring and explain my situation. Betty Horvath, who manages operations there, politely answers my questions and I quickly decide that this is the way to go. Originally thinking I could get it done in a weekend, Betty counsels me to



set aside 2 days to acclimate to operations there before attempting the check ride. I agree, reserve my time with them, and make my travel plans.

A little more than two weeks later I pull up to the field, step out of my rental car, and look up to clear skies, 80 degrees, and sunshine so bright it makes the desert almost glow. The field is private and uncontrolled with a 2500' ribbon of asphalt and two longer dirt strips. A Cessna Caravan barrels past me - there's skydiving company at the field as well - and I watch it climb to my right. Inside the office I am warmly greeted by Betty, "You must be Marc", and Pete Rendek, my instructor for the day. After a short discussion of my experience (Private Pilot SEL but hadn't been PIC for 20 years,

Club News:

- Bergseth Field 2013 operations ended in November
- PSSA President Jack Cullen resigns
- Ronnie Rogers is PSSA President Pro Tem
- Dave Kremers will administrate election of Officers
- PW-5 and 2-33 are in storage at Thun Field
- PW-6 in Arlington for Annual and will be moved to Thun Field for storage until March 1 2014

In This Issue

Estrella Check Ride	1
Club News	1
SSA News	1
Check Rides	3
SGC Safety Award	3
Guess That Sailplane	4
Winter Currency	4
Upcoming Events	5
Chino Airshow	6
Guess that Sailplane Answer ..	6
Club Addresses	8
Board Members	8

Soaring Society of America News

ASH-25 RUDDER CABLE MAL-FUNCTION

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the

reported information to the appropriate authority for evaluation and any necessary follow-up. To read more [Click Here](#)

ANNUAL MEMBERSHIP MEETING

The annual membership meeting of the Society will be held in conjunction (Continued Page 8)



started gliders at the end of June) and the game plan for the weekend (check ride prep), I preflight a 2-33 (no radio) and we hook up behind a Piper Pawnee. We lift off - 200 feet! - head East and alternate left and right 360s as we gain altitude. Pete walks me through the high tow reference points on a Pawnee (keep all three wheels on a line), the house thermal over the junk yard, the decision heights for soaring the mountains nearby, and the boundaries of the sky-dive drop zone. Getting off tow Pete demonstrates the soft release that Arizona Soaring uses. Look right, slide right, stick back then down, slack in the line, and release. Different than what I'm used to at PSSA, but "when in Rome..."

We come back to the field, enter the pattern, and Pete points out the two lines of white cones on either side of the wind sock at the center of the field. For my check ride short field landing I'll need to touch down just past the cones and stop before the sock. Turning base, Pete reminds me to check right for jump planes on

final - "They're pretty good about looking out for us but it's something you should be in the habit of doing" - and then I turn final for my first glider approach and landing with an actual headwind. I'm OK on this one but getting this right soaks up most of my attention that day. The next flight we do a simulated check ride and box the wake, execute a

slack line recovery drill, and, once off tow, go through the maneuvers I can expect on a check ride: stalls (clearing turns!), steep turns, and slow flight. We do a simulated rope break and I solo twice.

That afternoon I sit down with Pete and have him grill me on what might be on the oral. We go through a booklet written by Jim Burch (who was the FAA glider examiner in that area) which gives a good summary of the material. I mention Jim Burch because he also wrote the "Top 10 ways to fail a practical test" pages that our PSSA site links to. While studying I review not only my notes from the Glider Flying Handbook but also this booklet as well and later purchase a copy.

That night I stay at the bunk house at the field. It's pretty basic, but everything you need is there even a microwave and refrigerator. I will say though that there was only one other guest. If there were more than three it would probably start to feel crowded. For what it's worth, if you want a hotel, Maricopa is only a 6 minute drive away.

The next day Pete is not available so





Check Rides

Private:

Marcum Brooks

I fly with another Arizona instructor conveniently enough also named Pete, Pete Whitfield. On our first flight, a simulated check ride, we start our slack line drill. I reach for the airbrakes and from behind me I hear "Wait, what are you doing?" Instead, Pete demonstrates a technique I had read about but had not practiced: yaw the nose away from the slack and then side slip back behind the tow plane. I'm impressed and make a mental note to add that to my skillset. Pete and I fly twice more that day. "Your turns are great, your slips are good, you should be fine." Three cheers for our PSSA instructors. I retire to the bunk house and study.

Monday morning arrives and the test is anti-climatic, dare I say pleasant. As I've heard from others who did their check ride: it was challenging but not as hard as it had been built up to be. After my second landing, the examiner and I hop out of the glider to help the wing runner pull the 2-33 from the dirt runway onto the tarmac. We're about to get hands on when the examiner turns to me, "How many glider pilots do you see?" I turn to the wing runner. Shakes his head, "I'm just a

student." I look back at my examiner, "Two. I hope I see two." "Congratulations, you do indeed." We shake hands. All in all flying with Arizona Soaring was a great experience and I feel I barely scratched the surface. I'll definitely be back sometime soon, maybe to try out their aerobatic training.

Marcum Brooks

Gary Ohlinger: Awarded Outstanding Instructor of the Year:

Gary was nominated by PSSA for the Outstanding Instructor of the Year to the Seattle Glider Council.

For the Washington state instructor who advanced the most students and produced the most newly certificated glider pilots in 2013: 7 students (2 fourteen-year-olds) accomplished first solo flights, 1 stu-



dent with no previous pilot certificate earned a glider pilot certificate, and 3 students added a glider rating to their pilot certificate (2 Private and 1 Commercial). Gary Ohlinger spent many weekends (very often Friday, Saturday and Sunday) and more than several weekdays backseating in the PSSA club's 2-33 to accomplish this remarkable feat. He was there for his students from their first day of flying to the day when the Designated Examiner gave his final approval, many times doing tow pilot duty for the examiner flights. His dedication and perseverance—104.7 total hours (so far) of flight instruction in 2013—paid off in the form of increasing the population of certificated glider pilots in Washington state and some very satisfied and appreciative pilots pursuing the sport of soaring.

Gary Received the Seattle Glider Council (SGC) Safety Award and Outstanding Instruction:

SGC Safety Award and Outstanding Instruction Gary Ohlinger, ... for Bringing 7 students to Solo Status during the year, and signing off on 4 pilots

who successfully passed their check rides. See the announcement in the SGC Towline [Click Here](#)

Winter Currency:

The year has passed by much too quickly. It seems like I just barely got current and the sailplanes have been put away for the winter. I want to maintain and grow my proficiency and not have as hard a time this next spring.

Fortunately, I also have SEL and SES commercial rating so I can use a Champ or Cub to maintain my flying skills. But is that enough?

Just flying a Champ or Cub doesn't help with the soaring decisions needed to make a safe cross country and/or goal flight in a sailplane. I have a goal of working on my badges, cross country and goal flights this next summer.

While preparing for writing this article, I reviewed the Soaring Safety Foundation articles available on line. The 2012 SSF article is excerpted at the end of this article.

The gist is that while the percentages in fatality have decreased, there is still a lot of effort that is needed to reduce fatalities and accidents in general. The greatest number of accidents continue to happen in the approach and landing phase. Please remember to stay focused during take-offs and landings at Bergseth. Remember to be aware of the tailwind condition on landing and the adjacent tree covered hill.

A 1986 report indicates that the average sailplane pilot flies about 10 hours per year with about 20 tows and landings. That really is hardly enough to maintain currency or develop proficiency. I know that I garnered about 4-5 hours this summer, so this statistic may not be too far off. To read the Article [Click Here](#)

That same article discussed the three C's involved in flying safely:

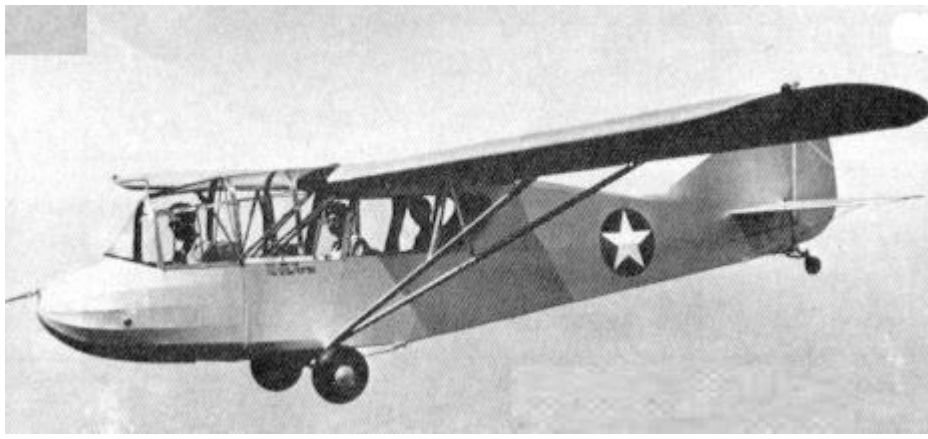
Currency, Competency and Complacency.

So if we don't fly enough, we don't get the competency that we need and just joy riding, while necessary at times as a breather from goal oriented flying, doesn't develop our Competency and increases our complacency. What is a pilot to do? What tools do we have available to us?

I am using the Condor Soaring application to work on my skills. Yes, I know that there is controversy about the program in the gliding community, but then there is also a good article each month in Soaring Magazine and people with no experience in flying, but trained on Condor have shown faster solo and judgment skills than just purely a "real flight experience." I am not going to get into its FAA validity

Guess that Sailplane:

Hint: WWII



as a simulator here.

I first turned to it this spring when I found myself over controlling the SGS 2-33 during flight. The stick I am using for Condor simulator doesn't have any feedback pressures, is not in the same location and does not have as much "throw" as the stick does in any of our sailplanes. Thus the program seems very "twitchy" and any over controlling resulted in many virtual crashes on tow. I am still having "tow issues" in Condor, but as I practice it, it gets smoother. It seemed to help get my real flight control back faster than had I just flown the real thing.

Another thing I like about the program is that the Pacific NW scenery is available and I can set the wind direction, speed and general soaring conditions to soar the ridges behind Bergseth Glider port. I plan to experiment with the conditions to attempt to improve my local ridge soaring capabilities and to practice my local cross country skills.

I also am looking at renewing my Flight Instructor Rating by adding a CFI-G this spring.

May everyone enjoy the Winter Holidays, I hope to see you at Bergseth this Spring.

Roger

Excerpt of the SSF 2012 report:

This report covers the FY12 (November 1, 2011 to October 31, 2012) reporting period. A review of the NTSB accident database shows a 11.1% increase in the number of US soaring accidents during this time period compared to the FY11 reporting period. However FY12 saw a 40% decrease in the number of

fatal accidents. While the number of accidents reported to the NTSB increased slightly during this reporting period, the number of insurance claims was down by over 22%. Despite this decrease in insurance claims, there is general agreement that more steps must be taken to reduce the number of accidents and eliminate all fatal accidents..

For the twelve-month period ending October 31, 2012, twenty-four (24) gliders, seven (7) motor- gliders, and one (1) tow-plane were involved in thirty (30) separate accidents meeting the reporting requirements of NTSB Part 830 of the Code of Federal Regulation. This represents a 11.1% increase in the number of accidents reported during the previous reporting period. The five-year average for the FY08 – FY12 reporting period is 30.6 accidents per year, representing a 8.4% decrease in the average number of accidents from the previous five-year period.

While the average number of accidents per year has shown a steady decline since 1981 (averaging 45.6/year in the 80's, 38.6/year in the 90's and 33.5/year in the 00's) the number of accidents each year remains too high. In addition, the average number of fatalities has remained nearly constant, at just over 6 per year since the mid 1990's. In the FY12 reporting period six (6) accidents resulted in fatal injuries to eight (8) pilots and passengers. In addition, six

(6) pilots and one (1) passenger received serious injuries while twenty (20) pilots and three (3) passengers received minor or no injuries during the FY12 reporting period. To Read More [Click Here](#)

Upcoming Events:

Winter Party:

It is a go for 2014! Judith and I have always considered hosting the PSSA Winter Party Potluck at our home an honor and privilege. This will be our 8th year of hosting and then it is time for others to fly forward and have the fun of hosting. Going thru my logbooks reveal that it has been a great ride: Members of PSSA since 1994. (20 years). Flying power since 1967 and gliders since 1969. The joy of flying and the shared memories never cease.

Party time: Jan 11th 2014 on Saturday, 5pm-9pm.

Ginthers will provide utensils, coffee, and tea.

Wayne Ginther

PSSA Annual Membership Meeting:

Saturday, March 1, 2014

Breakfast Buffet (\$10 pp) and business meeting (9:30-12:30) with possible glider operation at Thun Field to follow.

Agenda will be sent in advance

The Hangar Inn at Pierce County Airport
Upcoming Events Continued Page 8

Guess that Sailplane:

The Colditz Cock:

During World War II many British and American prisoners of war went to great lengths to escape their Nazi captors. Several British POW's Prisoners interned in the Oflag IV-C Colditz Castle in Germany worked in secret on building a glider to let two prisoners escape from captivity. They had noticed that the steep roof of the Chapel was out of sight of the guards.

They built the glider in the attic and were going to launch it off of the roof and the glider would cross the River Mulde some 180 feet below.

The Allied High Command was discouraging any escape attempts after the execution of 50 POW's after the "Great Escape" attempt from Stalag Luft II, however they did encourage the building of the glider to keep up the morale of the prisoners at Colditz Castle. The war ended before the glider was used in an escape attempt.

A full sized flying replica was built by Southdown Aviation at Lasham Field and successfully flown by John Lee on its first attempt in 2000. This replica now resides in the Imperial War Museum in London.

In 2012, a scale model built to the original design specifications was made and launched off of Colditz roof. It flew across the river but crash landed and broke apart decapitating the dummy pilot.

To read More, [Click Here](#)

And [Here](#) and [Here](#)

Building the Colditz Glider [Click Here](#)

Video [Click Here](#)

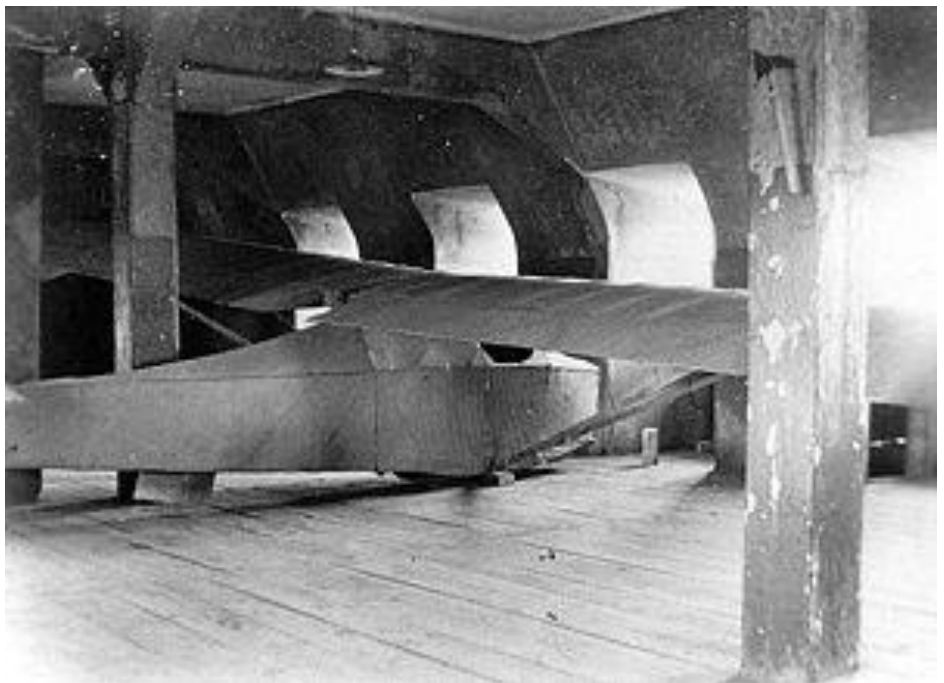
General characteristics

Crew: 1



Above: Flying Replica residing in the Imperial War Museum in London

Below: Only known photo of original Colditz Cock glider in Colditz Castle





Above three Photos:

Photos of the Flying Replica built in 2000 flown by John Lee Photos from [Daily Mail](#)

Length: 20 ft 0 in (6.1 m)
 Wingspan: 32 ft 0 in (9.75 m)
 Aspect ratio: 6.4
 Airfoil: Clark Y-H
 Empty weight: 240 lb (108.86 kg)
 Gross weight: 560 lb (254.02 kg)

Performance

Stall speed: 31 mph; 27 kn (50 km/h)
 Lift-to-drag: 12:1
 Wing loading: 3.45 lb/sq ft (16.84 kg/m²)

Lower 2 photos:

2012 Flying Radio Controlled Replica launched off Colditz Castle

Photos from the Daily Reporter 17 March 2012



PSSA 2013 Board of Directors:

President: Ronald Rogers, pro tem
 Email: drogers@usa.net
 Secretary: Ronald Rogers
 Email: drogers@usa.net
 Treasurer: Michael Worrell
 Email: mwor680@msn.com
 Operations: Marlene Nelson
 Email: nelsonmd@aol.com
 Maintenance: Tim Henegham
 Email: tim@tightenyourboots.com
 Training: Gregory Bahnsen
 Email: gwaitur@aol.com

Website

Web Manager: Stefan Perrin
<http://www.pugetsoundsoaring.org>

Newsletter:

Editor: Roger Schert
 Email: windridershaman@gmail.com

SSA News Continued:

with the upcoming Convention in Reno.

The meeting will be held on Friday afternoon, February 28, beginning at 5:00 p.m. Information about the state of the Society will be presented at that time, along with award presentations for the top instructors, as well as Certificates of Appreciation to several people. Please make plans to attend. To Read More Click Here

2013 Chino Airshow Photos:

If you love airplanes check out the 2013 Chino Airshow photos: [Click Here](#)

Upcoming Events Continued:

SSA Convention:

Reno Nevada

February 27 - March 1 2014

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

Puget Sound Soaring Association

Bergseth Field Location:

31500 Southeast 408th St
 Enumclaw, WA 98022

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

Mailing Address:

PSSA c/o Michael Worrell
 12905 169th St Ct E
 Puyallup, WA 98374