

PSSA Newsletter

January, 2005

Upcoming Events:

Welcome to the year 2005 and a new and exciting year for PSSA. We look forward with anticipation to what awaits us ahead in the wonderful world of soaring, especially at Bergseth and at our favorite haunts away from home. To get us up out of our easy chairs again and talking about the fun to come as well as the plans PSSA has to make it all happen, we remind you of the next big event, **the annual PSSA Winter Party and general meeting, Saturday, January 29, 6:00pm.**

Tim Heneghan has invited us all to join him at his home in Issaquah for the occasion, and, as always, this is both a social and business event. It will be our chance to come together to discuss plans for our club's future and to enjoy each other's good company. This year the plan calls for us all to bring a favorite side dish (salad, veggie dish, desert, etc.) to accompany an offering which will come off Tim's grill. If you have a favorite beverage, bring that too. We look forward to the usual dazzling array of fine eats and thank Tim in advance for his generous offer to host us. One thing we would request in addition, to help Tim, would be to **kindly RSVP** so Tim can order the right number of cows for the feast. (e-mail: tim@tshimaging.com , Phone: 425-641-9962.)

In order that we might all actually make it to the party, there is a map at the end of this newsletter to guide you. We'll see you there.

Recent Events:

In the past few months, the membership have been canvassed to ascertain who had an interest in filling positions on the 2005 PSSA Board of Directors. As all but two of the 2004 board wished to stay on and continue in their positions, there were only two positions to fill. With Tim Heneghan agreeing to move up to the position of President, Kim Sears agreed to fill his shoes as Vice President. In addition, Stefan Perrin offered to take on the vacant post of Operations and Safety Officer. Therefore, the proposed 2005 candidates are::

President... Tim Heneghan
Vice President... Kim Sears
Secretary... Dave Kremers
Treasurer... Mark Allen
Operations and Safety Officer... Stefan Perrin
Training Officer... J.C. Hauchecorne
Maintenance Officer... Mark McIntyre

We hope, then, that you will be present at the Winter Party to cast your vote of confidence for these members.

P.S. - If you haven't seen it yet, check out the little photoplay that Stefan has on the web site and do so before it leaves town. Pretty cool.

Reports From Members:

J.C. Hauchecorn reports on Table Soaring at The Mint in Enumclaw:

The next event is scheduled for Tuesday, January 25, 2005, 7 pm.

For this year, we are scheduling all the events on the last Tuesday of the month. For the time being, I am holding the event at the Mint, but I am open to changes. Let me know if there is a more convenient place! We can switch between two locations, but you must let me know.

I will send an e-mail reminding every one middle of this coming week. - Jean Claude

Training & Safety:

J.C. again, this time wearing his Training and Safety Officer's hat, has some important reflections to share:

2004: A year in review from a safety point of view.

2004 was a terrible year in respect to safety! Two fatalities in Western Washington, with one of those fatalities at our airport. I know incidents are not something we want to talk about. Incidents remind us how vulnerable we are in our sport, and how final an error, misjudgment, or even a freak event can be.

I am sure every one of us had our own thoughts about the accidents. Perhaps we thought about how we would have acted differently, how we fly differently, and how such an accident could never happen to us. Let's face it, if we think it could happen to us, we should not be flying. But let's be real... it could happen to us.

I hope as we go into the new season in the next two months, we take the time to reflect on how we can be safe in the air. Spend a hundred bucks to go up with an instructor for a few flights. Ask him to throw a few curve balls to see how we react. It may sound like a lot of money, but it's a small price to pay, even if the result is only an ego booster and the instructor tells you what a great pilot you are. I have yet to take a flight with another pilot or instructor where I did not walk away with an invaluable lesson.

Please take the time and evaluate yourself. Take a flight with an instructor. Let him evaluate you. Come to our monthly Tabletop soaring events. I believe as a group we can learn from each other and perhaps even avoid making a fatal error.

I don't want to rehash the past year too much. Except for the fatalities, we had an OK year. Several outlandings, with the club and private ships. All outlandings were executed without any harm to the ship or pilot.

So rather than review, let's look ahead. From the experience of 2004, what should we as a club do, to make our sport safer. Here are my objectives for the Year 2005:

Communication:

Yes, communication at our airport is dismal. In fact it does not exist. As far as rules are concerned, we don't have to use radio communication. But is this a smart way to fly? Should we not use everything possible to ensure we know who is in the pattern, etc. Our students seldom use the radio. Is this a good example we are setting? Communication is important! It should be properly taught. But of course, how can we teach the use of the radio, if there are no working radios in the gliders? Objective one for 2005 is to ensure all radios are in working condition in all of our equipment. I strongly suggest to the private pilots to ensure their radio is working properly on their ships. I also would like to strongly suggest the use of two frequencies in our soaring area. Our regular traffic frequency and the use of the common Aircraft to Aircraft frequency for none traffic related communication.

Runway / Departure preparation:

This is an issue that has bothered me a lot. Too many times we are getting rushed to jump in the glider and go through our checklist in a hurry because there is another glider about to get in the pattern. Fortunately this problem has been solved. The runway improvement widened the runway at the East end, and we can now set up, sit in the cockpit ready to go without the need to vacate the runway if there is another aircraft about to land. This is a significant improvement and will make our departures safer.

Equipment Maintenance:

We have to spend more time and money maintaining our equipment. As mentioned before, radios must be in good working condition. So does everything else. I think the club has taken the first very positive step by shutting down the operation during the winter, and allocating that time for maintenance. So, let's spend the time and effort and to bring our equipment up to date.

Safety equipment:

Here is an interesting issue I don't really understand. The common practice in our club is not to use any safety equipment, such as a parachute in club ships. But the minute we buy our own ship, we must have a parachute. Does that make sense? No! It does not! Safety is a habit that is formed over time. 35 years ago, no one used seat belts in cars. Now we don't drive to the end of our driveway without buckling up. Each glider should have a recently packed, fully functional parachute for each seat. Wait, there is more. Wearing a parachute without knowing how to use it is a waste of time and money! At times, seconds will count when it comes to egress an aircraft and jump to safety before hitting the ground. Part of a routine checkout is to be intimately familiar with the procedure on how to get out of the glider. Canopy, seatbelt, jump... oh, where is the pull handle?

This spring there will be a seminar on exactly that topic. Parachute care and how to be prepared to eject from your glider. As far as I am concerned, this is a mandatory seminar for all glider pilots, students and licensed pilots.

Outlandings:

My favorite topic. Make every landing count! Land short, land long, but land exactly where you intended to land. The question about outlandings is not an "if" they will happen; the question is "when" they will happen! I encourage you to land at different airports, such as Enumclaw! Part of the outlanding drill is the rope failure scenario on take off! Before you give the thumbs up for take off you must know which landing field you will pick in case the rope fails. There is not enough time to do anything else than to head to the picked landing field. On the new tow tickets for this year, we will have a question that you must answer. The question is; did you walk and physically inspect the emergency landing field within the last 6 months? If you did not, you will not be able to get a tow! That applies for every pilot, student, licensed or instructor. Now, to add some controversy, and hopefully thought provoking discussions, the official outlanding field is the emergency field to the north of our airport.

Discussion group:

The idea is: if we have a monthly gathering where we can discuss things such as the emergency landing field etc., we will be a safer group. In my opinion, discussions will provoke thoughts, even if we don't agree with another view, if it gives us cause to think or review how we approach our own habits in flying it's productive. The Table Top Soaring session is an important event. It builds camaraderie, knowledge and makes us better pilots, don't miss it.

So, those are the areas of improvements I am concentrating on for 2005. I wish you all a safe 2005.

How to fly during hibernation

There is actually a lot that can be done during our four months of shut down. The first of course is to help with the maintenance of the gliders and the Super Cub. That is very important! Second, plan your XC trips for this year. Here are few ways to do it.

Open up your sectional and plan an out and return. Next, look at the possible landing fields on the sectional. Next, go for a drive, walk the fields or airports you have picked. Look at how you would plan your approach. You will see, on your next flight you will be so much more comfortable in leaving Bergseth behind, because you know where you can go in case there is no lift.

Another option is to use the program SeeYou. I like this program a lot. Most of my planning is done with SeeYou. It is a lot of fun to plan on this program. If you don't have a data logger, get a flight from a fellow pilot who has a data logger. Now you can import that flight into your SeeYou and follow the entire flight.

Reading is always a useful and educational pass time in the winter. One of my favorite books is "Cross Country" by Helmut Reichman. This book is still available from Wings and Wheels etc.

Don't forget, wake up call is March 1st 2005
Jean-Claude

Cross Country Soaring Safety Seminar:

We repeat here an announcement received in December about an important event planned for **Saturday, February 5th**. This should be something of interest to all glider pilots and we hope you will give Mark Nyberg a call to reserve your place if you haven't already.

Puget Sound Soaring Pilots,

Below you will find the announcement for the Cross Country Soaring Safety Seminar planned for February 5, 2005. The current plan is to hold the CFI Refresher Clinic in even years and a different type of clinic (on a subject chosen by popular demand) in odd years, so the CFIG Refresher Clinic will be offered again in 2006.

Last year we were reminded of the importance of safety. It's easy to pay lip service to the importance of safety training and never do anything about

it, but here's your chance to do something about it. The upcoming Cross Country Soaring Safety seminar is your opportunity to learn more cross-country flying and become a safer pilot.

We have also seen a renewed interest in cross-country soaring lately, so the logical theme for the 2005 seminar became "Cross-Country Safety."

The main speaker is Bob Wander. Bob is already well known in the Puget Sound area as both an informative and entertaining speaker. For those of you who have enjoyed any of the twelve books Bob has produced on soaring, this is a chance for you to meet the author.

In addition, Ron Bellamy will be assisting Bob by presenting the Hazardous Thought Patterns section of the seminar.

Agenda

- * Flight Safety: Analysis of Accident Trends
- * Pilot Decision Making & Risk Management
- * Hazardous Thought Patterns
- * Collision Avoidance and Flying in Gaggles
- * Takeoff procedures
- * Traffic Pattern, Landings and Emergency Procedures
- * Landing Out - the Final Four Minutes
- * Cross Country Planning, Extending Your Skills, Mentoring

The cost is \$30 payable in advance. All revenues in excess of actual expenses will go to the Civil Air Patrol Glider Program. Please make your check out to the SGC Soaring Foundation and send it to SGC Soaring Foundation

The room size at the Museum of Flight limits the number of attendees, so please reserve your place soon by sending me a check payable to the SGC Foundation. At \$30, this 7-hour seminar taught by Bob Wander and Ron Bellamy is the best deal you will ever find for recurrent glider training!

Reservations are required. Please contact Mark Nyberg at 425/641-4785 or E-mail: <<mailto:mark@fishernyberg.com>> mark@fishernyberg.com.

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N.B. People, if you haven't attended a Bob Wander presentation before you will find this a great experience as well as very informative. And, this fits in well with PSSA's interest in getting out and away more. Plan on it.

Operations:

As a "starter" idea for our coming season, we pass along a message from a friend in the Willamette Valley Soaring Club, Bob Duncan, regarding a possible trip to the Alvord Desert in S.E. Oreg`

on next summer. His message to us included a note to him from one of our long time “emeritus” members, Don Crawford. I include an excerpt from Don’s note here:

Hi Bob,

Yes I would certainly be interested in an Alvord safari this summer. As for coordinating it, I would be willing to do the same as I did last year, i.e., prepare the permit application and write the operating plan for the BLM. However, the BLM requires an "organization" to be responsible for the operation, which would mean that someone in WVSC would need be designated to sign the application and send the money for the permit. I'm not in a very good geographic location to coordinate the logistics for the trip, however. It would be better if someone in Oregon or Washington performed that task.

Those PSSA members who have flown at the Alvord might entertain the idea of joining in on this idea, especially since it’s been a while since we’ve been there as a group and it would be a good introduction to newer members to the joys of auto-tow launching.

Map to PSSA Winter Party;



