

Off Tow Newsletter

Puget Sound Soaring Association, Inc.

March / April 2012

SSA Annual Convention – Reno, NV

by Dan Henderson

Cool, bright Reno sunshine welcomed soaring enthusiasts from around the world for the annual convention / trade show February 1-5, 2012. The *Reno—Sparks Convention Center*, adjacent to the Atlantis Casino Resort & Spa, was easily accessible for exhibits and special speaker sessions.

At least three PSSA members attended this year's SSA convention including: Tim Heneghan, Randy Scott, and yours truly. Since the convention issue of *Soaring* will include pictures, and no doubt an extensive report, I do not purpose to duplicate, nor embellish here, but rather share some of the things I took away – which I believe have enhanced my safety and enjoyment of the sport. During the two days, I attended four speaker events (detailed below) which proved to be more than worth the investment; my only regret is not planning to attend more of them.

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Simulation–Based Glider Flight Instruction: Does It Really Work?

by Scott Manley - truly amazed everyone – while being very entertaining. As a retired Boeing sim instructor, I am a believer. But, I would never have predicted the power of an inexpensive, PC based, desktop simulation – such as Condor. Scott is co-contributor to Soaring's "Condor Corner". He shared the case study of a father/daughter team (no previous pilot experience of any kind) he trained for 6 months over the phone, using Condor. They then went for their first actual flight lessons. The first day or so, they didn't tell their instructors they had been training with Scott using simulation. They were both controlling the glider unassisted by the second flight, and soloed in record time. The instructors could not believe they had no previous flight instruction, and kept asking them "Are you sure you haven't done this before?" Scott showed us cockpit videos of the instructor/student interaction during those first flights, and it was hilarious. One of our PSSA members has been training with Scott this winter. So, instructors, be forewarned – you are about to be taken for a ride!

SSA/SSF SPECIAL SAFETY SEMINAR "Smart People Make Dumb Mistakes", was a sobering reminder we must be vigilant and proactive to reduce and/or eliminate the alarming rise of soaring accidents. The audio recording and pdf slides of the entire 2 hour session can be found here:

<http://www.soaringsafety.org/presentation/convention.html> . You are encouraged to invest the time to listen to this presentation, in keeping with the PSSA goal of a strong safety culture. It was a real eye opener for me.

Many excellent SSF resources here:

<http://www.soaringsafety.org/index.html> . The SSF On-Line Learning tab will, for example, take you to the Wing Runner and Tow Pilot courses. You will also find the "Bronze Badge Study Guide". These are excellent resources for every level, from novice to veteran pilots.

OSTIV – "Development of a Stall Warning System for Sailplanes" by Loek Boermans highlighted the challenges of designing a viable system for gliders. The solution and prototype proved to be elegant in its simplicity, while very practical for our glider flying environment. It's "open source" - anyone interested in manufacturing? If you don't know about OSTIV, here is the link: <http://www.ostiv.org/> . Be sure to check out the OSTIV Index. If it has to do with soaring science and technology, you will find it there.

"The FLARM Traffic Awareness and Collision-Warning System"

<http://powerflarm.us/> . I attended this presentation with little foreknowledge of FLARM – other than concept. The capabilities of the system are impressive, especially considering the modest cost. In 2011 FLARM arrived in the USA, with around 700 ordered here so far. Discussed: the mid-air problem, limits of human vision, different approaches to reducing mid-air hazard, an overview of the FLARM system, the new PowerFLARM product and a FLARM status update. For additional information on what it is, how does it work, performance, etc. go to: <http://www.gliderpilot.org/FlarmHome> A partial listing of clubs, who have ordered PowerFLARM for their fleet includes:

- * Albuquerque Soaring Club (4 units)
- * Texas Soaring Assn. (13 units; 10 club ships, and 3 tow planes. They do everything big in Texas!)

(see **FLARM** continued on page 4)

NW Aviation Conference —PSSA got “mobbed” at this year’s NW Aviation Conference and Trade Show, 25 –26 February at the Puyallup Fairgrounds. This was at least partly due to being set free from the “penalty box”. (In previous years our space was in a far corner—away from good traffic flow.) Thanks to the help from the convention floor manager, significant head-scratching and clever manipulation, PSSA had great visibility and foot traffic. (You had to go past our booth to get to the restrooms!)



Set-Up day

Curt & Marlene—Ambassadors of the sport!



Annual Soaring Expo—Held March 17 & 18 at The Museum of Flight, this was another opportunity to share the fun of soaring with the public; lots of foot traffic and interest. PSSA and Evergreen Soaring displayed a total of four beautiful gliders, including Tim Heneghan’s awesome machine. Thanks to David Kremers for organizing PSSA’s participation, and to all who helped with assembly, disassembly, and manning the booth.

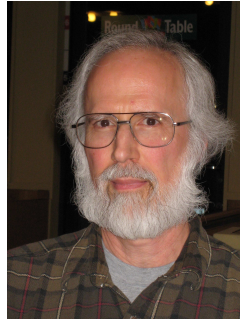


Meet the Members

Some of you have been members for years and know many, while others are club newcomers and the faces may be familiar but the names are not. To become better acquainted, this section of the newsletter will feature member bios on a regular basis. Of course, keep in mind that once the floppy hat and sunglasses are added they may not resemble the photos you see here!

Watch for member Bios and photos in each issue.

2012 Training Officer, Greg Bahnsen. My attempt to say 'airplane' was one of the first words in my vocabulary and aviation has been a passion ever since. An article in the January 1976 National Geographic Magazine fueled my desire to some day soar. I finally began my formal power flight training in the early '80s and got as far as my first cross-country solo flight. Unfortunately I had to quit as my new job fizzled. Time did its thing, but eventually on August 3, 2008, I took my first glider instruction flights. A little over a year later Peter Dodd and I got our certificates on the same day. That was a special day because Peter was the first PSSA member I spoke with that August when I came to the field for that first instructional ride. I'm now working



Greg Bahnsen

on acquiring my commercial rating and I hope to soon follow that with a CFI-G rating.

My work career has been variegated, but currently I am building tracker pipe organs with the Paul Fritts and Company Organ Builders in Tacoma. (<http://www.frittsorgan.com/>).

My other interest include, but are not limited to: amateur radio, photography, flying stunt kites, baking, lapidary, wood working, building musical instruments, gardening, knitting, some varieties of embroidery, reading and giving the cat a lap to warm!

2012 Operations & Safety Officer, Mike Worrell. My first soaring experiences came at the young age of 3 or 4 years old. My dad, Kurt, learned to fly at the old Issaquah airfield and would take me for rides. My memories of those rides are very blurry, but I do remember them. 27 years or so later I became so frustrated with the game of golf that I began to look for something else to fill my free time. I told dad that I was considering learning how to fly and he found PSSA, bought me an introductory ride and I was instantly hooked. I just earned my private



Mike Worrell

pilot glider certification in August 2011.

Professionally I am a route sales supervisor for Bimbo Bakeries USA (seriously), but the name that most folks in this part of the country recognize is Oroweat®.

My interests outside of soaring include spending time with my wife and two children — and working, to earn more money for more soaring!

Safety Corner

CFIG Revalidation and Refresher Clinic, sponsored by SSF and SSA, was held the weekend of Feb 18 & 19, at Holiday Inn Express & Suites Sea-Tac. Proud to report PSSA was well represented with at least 8 of us in attendance. Seven of us are not instructors, and included two

full days of lively presentation, discussion, and enlightenment. As highlighted in the SSF presentation at the SSA Convention, there was an emphasis on risk management, along with "scenario-based" instruction. Mark McIntyre attended – so expect even more challenging scenario based exercises to come.

FYI from SSF website: "The Soaring Safety Foundation (SSF) will cooperate with your gliding organization to present a gliding safety seminar to pilots in your city. The SSF will provide an instructor to present four to six hours' worth of presentations to help you and your fellow pilots identify and reduce risk factors in soaring." What will it cost PSSA to host one of these seminars? A mere \$300, plus any costs associated with providing the venue, projection screen, and any refreshments. Value: Priceless! Check it out: <http://www.soaringsafety.org/events/seminars.html>

An even greater bargain from SSF: A "Soaring Site Survey" "The Swedish Soaring Federation has determined that Site Safety Reviews have a major impact on soaring safety at the various gliding clubs in that country. Their studies have shown a decrease of more than 50% in the Swedish soaring accident rate." The SSF site survey includes a confidential safety meeting for club members only. Our cost: FREE! (although SSF welcomes a small donation) Check it out: <http://www.soaringsafety.org/events/survey.html>. **ALL IN FAVOR, SAY "AYE"**

PUGET SOUND SOARING ASSOCIATION**Bergseth Field Location:**

31500 Southeast 408th Street
Enumclaw, WA 98022

PHONE: 206-660-0019 after 9:30 AM during operational months

Web Site: www.pugetsoundsouaring.org

Mailing Address:

PSSA c/o Stefan Perrin
5067—38th Street NE
Tacoma, WA 98422

**Off Tow
Newsletter**

Puget Sound Soaring Association, Inc.

Monthly Board Meeting at
Renton Round Table Pizza 7:00 PM

PSSA 2012 Board of Directors

President: Stefan Perrin
Vice President: Tim Heneghan
Secretary: Curt Chenoweth
Treasurer: Peter Dodd
Maintenance: Dan Henderson
Operations & Safety: Mike Worrell
Training: Greg Bahnsen

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Http://www.pugetsoundsouaring.org

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carolehenderson@harbornet.com

Contributors Needed:

Need your pictures and articles.

Off Tow newsletter is a means of keeping the membership connected and informed and YOUR help is always needed and appreciated. Send information of upcoming or recently attended events, news articles, and / or photos of happenings to the newsletter team noted above.

Note: The ideas and opinions expressed in *Off Tow*, do not necessarily reflect those of the PSSA Board of Directors or the membership at large. In other words, if you don't like hearing the same guy opionate, pontificate, preach, and otherwise expel hot air issue after issue – submit your pictures and articles. Our goal is to publish *Off Tow* bimonthly.

Upcoming Events:

April 10: EAA Mt Rainier Chapter 326 - Daniel Creech and Dan Henderson will be sharing the soaring experience with the EAA Mt Rainier chapter members at 7:00 PM at Puyallup Thun Field.

May 25 -28,2012: Dust Up - Ephrata, WA—Sponsored by The Seattle Glider Council Soaring Foundation. This year the focus will be on cross-country soaring, badges and records and is intended to appeal to pilots of all skill ranges. There will be 3-5 high performance, two-seat sailplanes available with mentors on-site . For more information about the event and the Ephrata area please contact Dust Up organizer Noel Wade at: noel.wade@gmail.com or visit the web site: <http://www.thedustup.info/Welcom.html>.

Note: To fly at Ephrata, all pilots must be SSA & SGC members. Visit the Seattle Glider Council website at <http://seattleglidercouncil.org/> for additional details about the organization, membership and its facilities.

[The Dust Up will be a great learning experience for any PSSA members that choose to attend. The PSSA board will consider sending both the PW-5 and PW-6 across the hill for this event pending participation.]

FLARM continued.....from page 1

- * Bay Area Soaring Association (2 units)
- * Willamette Valley Soaring Club (2 units)
- * Carolina Soaring Association (1 units)
- * Soaring Club of Houston (6 members for their own gliders)
- * Colorado Soaring Association (8 members for their own gliders)
- * Black Forest Soaring Society (16 units, 13 club, 3 members)
- * Soaring NV (20 units, 7 for fleet and 13 for private owners)

The subject of getting FLARM for PSSA has already been brought up among the membership. Hopefully, this information will help prepare everyone for the discussions and considerations that are no doubt on the horizon.

Maintenance Update

This last season, we experienced an apparent drop-off in the performance of the PA-18 Super Cub tow plane. As it turned out, multiple maladies contributed to the laziness of our workhorse.

- It had low compression on #4 cylinder. Initially, we thought the problem was just bad rings, caused by an ongoing problem with the Titan cylinders - having to do with the nitride coatings. (there is an AD on these cylinders)
- A check of the cylinder also revealed a bad exhaust valve guide.
- The prop was checked and required re-pitching to match the specified profile.

After the annual inspection and repairs, Paul Nielsen did about a 2 hour shakedown flight to make sure the new rings were seated and verify the temps, etc. are running normal. He reported "the Cub has its old stuff back". Thanks, Paul.