

PSSA Newsletter

June, 2004

Upcoming Events:

The summer is young, very young, since we haven't yet reached the solstice. However, surely we all have summer on our minds. That means more and better flying to be sure. A report will follow on the first trips of the new season, but for now Grand Trip Master Wayne has some information for those who are planning to head for Montague and that hot California sun.

This info is for all those planning on making the 2004 PSSA Safari to Montague-Mt Shasta area. The dates are July 10th thru the 17th. Fly days are the 11th thru the 16th. Travel days are the 10th and the 17th.

The choice of lodging this year is the Wayside Inn, 1-800-795-7974, 1235 South Main St, Yreka, Ca 96097. Pool, microwave, refer, coffee in room, continental breakfast. Rates when you state you are with the glider group are: Double beds with two people \$52 (double with one king bed \$43) total which includes tax ; single, king size \$43 total which includes tax. Make your needs known. Trailer parking is apparently available.

Make reservations ASAP , either the Wayside or other. We will meet for breakfast and dinners as you desire. Judith and I will often explore the surrounding towns, sightsee, hike Mt Shasta, or other in the mornings. Soar from 12 to evening, then out to dinner at a different restaurant each night. Italian, Chinese, Mexican, American, Local?

More info will follow. Please let me know if you are going, how many and what days. Nine owner pilots and 5-6 club L-13 pilots have indicated going. Stefan Perrin has said he can trailer the L-13 down, but I still need an L13 trip captain. Curt? R2? or ??

Happy Soaring,
Wayne D. Ginther
253-863-6469
425-294-8331

A reminder - We still hope to mount some weekend hops in private ships over to Ephrata as the time and weather allow, so listen up or dial up Wayne or J.C.. Also, Don Crawford is still trying to get more pilots from our area to join him at the Alvord in the week following Montague (crawdad92399@earthlink.net).

Recent Events:

As for the season's first trips, there is good news and bad news.

Bad news first. The planned rendezvous with the people from Evergreen at Concrete was regrettably canceled because of some rather dismal weather. Well, that goes with the territory and every effort will be made to look for the next opportunity to bring that off. It promises to be an interesting outing and a chance to develop some new friendships among our brethren in the area.

Now for the good news.



Tim and Wayne get it together.



All ready on the eastern front



Wing over Wenatchee



Columbia the beautiful

The Wenatchee trip was a smashing success. I'm sure there are some of you who are sorry you couldn't make it if you've been listening to accounts by those who did. Upon emerging on the east side of the mountains from the rain storms of Thursday afternoon we were greeted by leaden skies - not very encouraging. However, Friday brought promise with weather that was a definite change from past years. For the first time, for us, the wind was coming steadily out of the Northwest at 20-25 knots over three of the four days. The result was some interesting cloud streets coming out of the mountains over the city and beyond, and with an added bonus -WAVE. As a result, most of the flying this year was on the west side of the river with repeated excursions near Cashmere and the Mission Ridge ski area. Whereas most pilots were cruising around at 6-7,000 feet, J.C. and Tim were taking the wave to 12,000 feet and beyond.

And then there was Robert Rackl, who will be giving the upcoming special lecture on "Landing Out in a Blanik L-13 Within 33 Feet of Touchdown"



This shot gives new meaning to "over the fence and ready for touchdown". However, Robert reports that it was the nearby power lines that most concentrated his attention once he had picked his landing site. We are looking forward to Robert sharing his insights with us soon.

All in all, it was a great trip and I'm sure it helped to secure a spot in most people's minds for Wenatchee as the prime location for our Memorial Day outing.

Membership:

We welcome **Paul Marquardt** a Microsoft employee who's started working on his glider ticket and **Ellen Ploegman** as new members this month. Ellen has logged some time in various power planes earlier in her life and now looks forward to the adventures of soaring.

Unfortunately, we have had to say goodbye to two very valuable people who for various reason have had to leave us. Both **Joe Salz** and **Terry Crippen** have been strong forces in moving this club forward recently and their many contributions will be sorely missed. Although we will no doubt be seeing Joe as tow pilot from time to time, we wish them both all the best in their lives beyond PSSA and thank them for all they have done for us.

Reports From Members:

Mark Allen, our Finance Officer has some very important information which we all need to be aware of:

Financial Marshmallows

This is moneybags Allen with a financial update (actually, it's more down than up). But first, let me clarify the name. I don't actually have any bags because we keep our money in a bank. Second, I don't actually have any money either because I have given most of it away to those shameless vendors who insist on payment, which brings me to marshmallows. As we whittle away at our marshmallows, we are slowly being left with just the marsh. No alligators have been sighted yet, but they do love a marsh.

As I reported at the Winter party in January, we managed to roughly break even in 2003. We took in the same amount of funds as we drained out. I also reported that I expected us to spend \$2,000 to \$3,000 more this year than we bring in. Unfortunately, this still appears to be true and may be worse.

The board has been actively pursuing means to replenish our marshmallows through recruitment and enhanced activities with our club members. We have not gained significantly from this effort.

So as to keep our members informed, a summary of our financial status is provided below for your review. Last year's data is shown for comparison purposes:

	<u>1st Half 2004</u>	<u>Projected All 2004</u>	<u>Actual 2003</u>
<u>Income</u>			
→ Glider & Tow Fees	\$ 2,616	\$ 7,265	\$ 5,549
→ Introductory Rides	\$ 615	\$ 1,840	\$ 1,321
→ Membership Dues	\$ 5,955	\$11,900	\$14,370
→ Field Parking	\$ 275	\$ 575	\$ 925
→ Other	<u>\$ 1,744</u>	<u>\$ 2,000</u>	<u>\$ 1,608</u>
Total:	\$11,205	\$23,580	\$23,773

Expenses

→ Tow Plane	\$ 1,230	\$ 1,600	\$ 1,670
→ Repairs	\$ 3,902	\$ 4,500	\$ 2,227
→ Insurance			
→ Glider	- \$ 3,500	\$ 5,560	
→ Tow Plane	\$ 4,831	\$ 4,831	\$ 4,990
→ Bergseth Premise	\$ 850	\$ 850	-
→ Airfield Lease	\$ 5,200	\$ 5,200	\$ 5,200
→ Others (Porta-Potty, Phone, Web site & many others)	\$ 4,305	\$ 6,000	\$ 4,467
Total	\$20,318	\$26,481	\$24,114
Income – Expense	-\$ 9,113	-\$ 2,901	-\$34

As one can see from the last line above, since the beginning of the year, we managed to spend \$9,113 more than we took in. I have projected that we will get a lot of this back but that obviously depends on many factors. It is very doubtful that we will do better than this and will probably do worse.

As something to think about, just to break even for the year based on these projections, we would have to raise our monthly dues to approximately \$50 per month. For long term health and enjoyment of roasted marshmallows, we would need to actually make more money than we spend. The \$50 dues might be a way to meet that goal.

Aircraft for Sale:

John Ennes and Mike Thomas still have their Libelle up for sale. It is a Standard Libelle (11JN). Sale price is \$15,000. Contact John directly for further particulars.

Training:

Here, again, we hear from Mark Allen who reports on a very valuable opportunity for you pilots who are looking for that next challenge, going somewhere.

Parakeets to Peregrines

We parakeets have remained in our cages too long. There is a greater world beyond the north and south ridge. The cage door has always been opened but the butterflies within us keep us caged. But even butterflies travel thousands of miles. The time is here to join the falcons and venture beyond mother Bergseth.

Steve Hill (head falcon), an experienced cross-country flier, would like to have our club members experience the titillation from cross-country soaring. Steve is offering to school us in the basics of planning and executing cross-country flight. He has already provided an incentive with the Willi Burhen Western Washington Cross-Country Soaring Cup.

Steve understands the issue of the first timer heading off on a mini cross country. The hardest thing to do is to simply commit to the flight and not turn back!!! In his words, "It is the funniest

thing that once you do it only one time, how you will lose that fear forever...it is very freeing both as a person and as a pilot.”

We define a cross-country flight as allowing yourself to venture out to the point that you actually NEED additional lift to either make it to your goal or make it back home. Anything else is simply a glide.

Steve will figure out the mileage and altitude required from Bergseth, to Flying H, and also to Mt. Peak. When he began flying sailplanes, that was his first little triangle, which he has done literally hundreds of times. It's great training and there are quite a number of airports and suitable landing strips in the immediate locale that makes it about as safe as it can actually be, while still acknowledging the risks of the endeavor. The challenge is always the same, evaluate the potential lift on the course, develop a dynamic plan, allowing for alternatives, and then take a deep breath, and COMMIT!!! The rest is just circles and straight lines.

As an additional incentive and ice breaker, a few of our better cross-country pilots will be available on some future date to fly along with you (either in your glider or in separate gliders) as a mentor to help demonstrate the skills and principals needed to build your confidence to go the extra mile(s).

If you are at all interested in being involved in this program, please call or send me an e-mail soon so we can see if there is an interest in the club and can get this organized for the soon-to-be better weather. Steve will establish a class time, probably during a week night and then we will follow up with our activities at Bergseth. This is a rare opportunity to jump out of the nest and become a true peregrine, and best of all, except for flight time, it is free.

Mark Allen
(253) 630-7585, mrallen4@earthlink.net

To add to Mark's remarks about Steve Hill's interest in helping and encouraging cross country flying we include this information from Steve about a competition he has launched in memory of his close friend Willy Burhen, recently killed in a soaring accident. He intends this to be an open invitation to all pilots who fly on the west side of the Cascades to challenge themselves to expand their horizons.

Willy Burhen Cup

Purpose

Stimulate XC flying on the West side of the Cascades (including badge and record flying), foster interclub relationships and remember the soaring spirit of Willy Burhen..

Format

A totally voluntary competition based on the common enjoyment of XC flying in the spirit of the international OLC.

Administration

By mutual agreement in the spirit of friendly cooperation. Documentation to be based largely on the honor system. A GPS trace, or photo documentation will be used for verification of flights

Participation

Any qualified pilot flying a sailplane or powered glider from a Western Washington location between Jan.1 to Oct. 15 of a given year. Pilots are responsible for flying legally and responsibly by their own judgment.

Ranking

The best qualifying flight of any participating pilot for a given year is used for evaluation. Pilots can try as often as they like. A running account will be kept for each year.

Tasks

Tasks can be free distance, goal, O&R, triangle or cats cradle (up to 3 TPs).

The standard rules for badge flights apply, except that tasks can be developed during flight. The start is either the release from tow, the shutting off of the engine or a remote start..

Task declarations can be made in the air (within 1 mile of start).

Distances will be reduced if the height loss between start and finish is more than 3280 ft ($\Delta D = 100 * \Delta H$).

Distances are factored by the current Sports Class handicap factors.

Points for ranking are equal to handicapped distance in statute miles adjusted as follows:

Completed declared tasks are increased by 10 pct..

Tasks with return to base are increased by 15 pct.

Turn points

Any identifiable point can be used as a turn point. Flying within 1/4 mile of a turn point counts as reaching the turnpoint. Minimum distance between turn points (including the start but not the finish) is 10 miles (always statute miles).

Steve has also supplied us with Excel spreadsheets which outline the record keeping for this competition and a report on flights to date. These can be forwarded to anyone who contacts Dave Kremers (dkremers@earthlink.net) or Steve directly (steve@hillstamping.com).

Student Pilot Training:

As reported last month, our instructors inform us that there are several pilots who are nearing readiness for that all important check ride. Of course that must be preceded by passing the FAA Aeronautical Knowledge test and to better prepare student pilots for that hurdle, our instructors have planned a ground school to be held in our area soon. Further information will be forthcoming. If you have any questions or input, contact George Strohsahl or Jim Conley.

Operations:

Special Thun Field operation:

So what happened to our plans for June 6 at Thun Field in Puyallup? The answer is that a last minute decision had to be made on Saturday the 5th based on the weather information at hand that morning and it was decided that it was just too iffy and that it was important to stage it when we could expect a better outcome. As a result, the idea now is to look for an opportunity later in the summer. It's still a very good idea and one worth doing well. so stay tuned on this one.

Field Managers:

For field managers there are a few new things to be aware of when dealing with new people coming to the field for their first rides with us.

First, the PSSA board has raised the price of our Intro ride and Introductory Membership to \$50.00. We have been quoting this price since Saturday, June 5, and will include it in all information to the public henceforth.

Second, the board has also announced that the associate membership shall be available to anyone with or without a previous pilot rating.

Third, the board is offering a **free flight** to ANYONE (club member or not) who brings a new, paid up, member (full or associate) to PSSA. Further stipulations are that: 1, this will be limited to the balance of

the current calendar year,; 2. the referring person must make a claim to the treasurer for this prize and,; 3. the free flight will be for up to an hour and up to a towing height difference of 3000.

One last note. Now and then we do get people leaving a message on our ops phone about the desire to take a demo flight or to purchase a gift certificate for a flight. If you as a field manager find one of these messages, be sure to let Dave Kremers know about it for follow up before erasing it. Otherwise a message and an opportunity can be missed. Thank you.

Thursday operations:

We are still looking for the chance to fit in Thursday operations as tow pilot, instructor and support personnel availability dictate, so listen to the ops message for the word when the weather looks good.

Field Manager schedule:

Sat.	June 19	Van Chaney
Sun.	June 20	Joe Leysath
Sat.	June 26	(volunteer needed)
Sun.	June 27	Marlene Nelson
Sat.	July 3	Dave Kremers
Sun.	July 4	Robert Payne
Sat.	July 10	Stefan Perrin
Sun.	July 11	Robert Rackl
Sat.	July 17	Dariusz Zand
Sun.	July 18	Van Chaney
Sat.	July 24	Curt Chenoweth
Sun.	July 25	Wayne Ginther
Sat.	July 31	Joe Leysath
Sun.	Aug. 1	Marlene Nelson
Sat.	Aug. 7	Kenji Ominato
Sun.	Aug. 8	Robert Payne
Sat.	Aug.14	Stefan Perrin
Sun.	Aug.15	Dariusz Zand
Sat.	Aug.21	Tim Heneghan
Sun.	Aug 22	Dave Kremers
Sat.	Aug.28	Van Chaney
Sun.	Aug.29	Robert Rackl

Note: Remember to contact Van Chaney (206- 937-4218) with any changes you have made with others to your original assignment.

Newsletter contributions:

As always, your input to this newsletter is very important. Please let us know if you have new information, valuable experiences, constructive comments, even gripes which will help to make this a better club offering the safest and most cost effective soaring opportunity in the area. Send items to Dave Kremers (dkremers@earthlink.net) or Robert Rackl (robertrackl@rad129.net).