

PSSA Newsletter

March, 2004

Upcoming Events:

Of course, we have a full season of soaring opportunities ahead of us and I hope you are as full of anticipation as the rest of us who have been slogging through this miserable winter are.

However, the big thing in the immediate future is the Glider Expo at the Museum of Flight, Boeing Field, March 27-28. If you haven't been, its a chance to catch up on what other glider pilots and clubs are doing in our area and to see some sexy sailplanes. If you haven't seen the new Sparrowhawk yet, this is your chance. It's also your chance to represent our PSSA club at our own booth where we will display what we have to offer the soaring public. If you haven't yet voiced your interest in helping,, contact Dave Kremers for a time assignment. We could use your enthusiastic help.

Under the heading of "Things to Plan For" in the coming season, Trip Planner Supreme, Wayne Ginther, has listed the possibilities for us as follows:

PSSA

2004 Soaring
Encampments and Events

Proposed Encampments:

May 15 – 16 PSSA at Ephrata

May 28 -31 PSSA/Cascade Soaring at Wenatchee (Annual Memorial Potluck Sat.)

June 19 – 20 PSSA at Ephrata (Fathers Day Escape)

July 11 – 16 PSSA at Montague/Mt Shasta California (Travel Days 10 & 17)

August 14 – 15 PSSA at Ephrata

June – August PSSA at Concrete (Evergreen Club contacted for Joint Operation)

June – August PSSA at Air Sailing Nevada

Trip Captains TBD

Please contact Wayne Ginther for interest in PSSA trips

Fixed Events:

March 20 – April 11 Wave Camp at Wenatchee

March 27 – 28 Glider Expo at Museum of Flight

April 17 Soaring Season Opens at Ephrata

May 18 – 22 Apple Cup Aerobatics at Ephrata

May 24 – 28 Thermal Camp Air Sailing Nevada

May 30 – June 4 Cross Country Camp Air Sailing Nevada

June 19 – 26 BESC/ESI Joint Encampment at Ephrata

June 26 – July 3 Willamette Valley Soaring Encampment at Ephrata

July 5 – 10 Region 8 Soaring Championship at Ephrata

Recent Events:

Although the flying has been spotty through the winter there have been some notably good training and currency update days. This last Saturday was one of those days with eleven flights launched and with two new students racking up three flights each, thanks to having both George and Grant instructing that day. Thanks, guys.

If you haven't been out to the field recently, you will notice a decidedly tidier scene. Walt, Ev and Ken have been hard at work with cleanup and removal of unwanted brush and vegetation. Joe Salz has been busy with his chainsaw at the west end of the runway, clearing out the tree growth at the entry point. There are still many other things to be done out there and we need to be ready to pitch in when the call comes for action. so look for announcements soon to tackle some maintenance and repair projects. Another notable improvement is the addition of new windsocks, on the barn and next to the runway, installed by "Field Warden" Tim Heneghan and his "barn monkey" Mark McIntyre.

Membership:

Vince Miller has resigned after a long and fruitful association with the club. We wish him good success in his ventures and his chances for soaring in the future.

Reports From Members:

The PSSA board of directors has announced recently that we are looking for a replacement tow plane for the Super Cub. Extensive research and discussion among the board members with the help of recent Director of Maintenance, Joe Salz, has identified the Piper Pawnee as our choice. The following is Joe's explanation of this choice.

Why A Tow Aircraft Swap?

Members:

The PSSA Board of Directors has directed that we actively seek to replace our current tow plane with another. The plan is replace the Piper Super Cub with a Piper Pawnee agricultural aircraft. A great many clubs across the country are doing this as Pawnees are

retired from active ag service in favor of more modern and powerful ag planes. Listed below, you will find a list of reasons for pursuing this course of action:

More horsepower (235 hp vs 160 hp) = more performance

- Shorter takeoff roll
- Higher altitude achieved sooner
- Shorter climb time-to-altitude (for a faster "cycle time")
- Less time spent over the neighborhood to the west = less noise exposure

Safety:

- Safety cage for the pilot
- Shoulder harness
- Dash mounted release
- Gives the tow pilot a few more options in case of a takeoff emergency

Reduced annual insurance cost

- SuperCub (\$4,990) - Pawnee (\$3,200) = Savings \$1,790 (every year!)

Frees capital currently tied up in owning the SuperCub

- We can expect the SuperCub to sell for \$55,000 - \$62,000
- A suitable Pawnee can be found for \$25,000 - \$45,000
- This creates a nominal "spread" of some \$15,000 +/- that can be used to:
- Set up a "reserve account" for engine maintenance
- Replace our dilapidated "club house/storage" trailer
- Create our "angle runway" (facilitating operations)"
- Other purposes.

Thus, for these reasons, Joe Salz is tasked with marketing the Super Cub, Terry Crippen (who holds an A & P mechanics license) is tasked with finding a suitable Pawnee. Chief Tow Pilot Mark Allen is monitoring both areas.

We hope to make a sale and purchase in such a fashion that there will be no or minimal break in tow plane availability. And, we have "bridge" financing available should we elect to purchase the replacement tow plane before the Super Cub sale is finalized.

If you have any questions, please feel free to call any of those involved.

Joe Salz

Aircraft for Sale:

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

Operations:

It's been difficult mounting operations recently due to the weather limitations. To further mess things up, while doing the annual inspection of the Super Cub, there were some serious repair issues uncovered which need immediate attention, especially in light of efforts to market the plane for sale.

Those repairs have been started under the supervision and direction of Terry Crippen with the help of our regular mechanic and able assistance of several board members. This has meant cancellation of this last weekend's operations (Although Saturday would have been cancelled in any case due to east winds) and will necessitate canceling Saturday the 20th and Sunday the 21st as well. We are working to get these matters resolved as quickly as possible and appreciate your patience, but it's important that the repairs be made now. If you have weekday time available, contact Terry to arrange a time to help.

Terry, Joe, Mark A., Dave and Van were able to get things started on Saturday and Stefan was out on Sunday to help as well. Joe sent us a picture of some of our crew in action below:



Mark screws up and Van checks to see just how screwed up things are.

Training:

Our new Director of Training has a message for us:

Director of (in) Training

Yes, I am the new Director of Training in Training. Does that make sense? To me it does.

For those of you who have not met me before, let me introduce myself:

My full name is Jean-Claude Hauchecorne. Yes, that is a mouth full, so most refer to me as "J.C.". I Originally grew up in Bern, Switzerland, where I did all my schooling and my initial study in business and commerce.

My flying career started in 1973 with my father, when we learned how to fly hang gliders together. 1973 were the early years of hang gliding, where we experimented with delta shaped "Rogallo" wings. The early days of hang gliding were very similar to the early days

of powered flight. A lot of experimenting with new designs and flying tricks, some of them safe, some not, but somehow I survived those years, rather by luck than know how. Unfortunately, a lot of my friends and comrades got badly hurt and killed in those years. In 1980 I immigrated to Canada, and continued flying hang gliders in Vancouver, Canada. Some of the highlights of my hang gliding career to date are: I was one of the first 10 pilots in Canada to crack the 100-mile open distance. That was back in 1986 in Chelan, WA. Also, I was one of the first pilot's to experiment with out and return flights. Out and return flights are not that easy in hang gliders. Think of it as being a leaf blown away by the wind. At times it is very difficult to penetrate against a wind. I participated in multiple Canadian Championships, never became a Canadian Champion, but just about always finished 2nd. Participated in numerous US National Championships with mixed results, and participated in 2 World Championships in Brazil also with mixed results. In addition to several local records, I am still the holder of 3 Canadian records, and one World Record that stood for more than 7 years. The World Record was for a 200km out and return flight and it was set in Golden, BC Canada.

I learned to fly powered planes sometime in 1990, and later on added the glider endorsement to it. Ten years after receiving my private license I decided to take this flying business serious and bought an airport in Southern Utah. My wife and I operated a flight school, charter business, maintenance facility, crop dusting business and a commercial glider operation. During that time I upgraded my license to single engine IFR Commercial, Glider, plus started my instructor rating, but only got as far as advanced ground instructor. We had a lot of fun running the airport, with several highlights in the soaring department. Setting 2 new world records with the PW5, a new world record in the open class for female, and several other national and state records. That fun lasted until 9/11. That is my aviation background in a nutshell.

The job description for director of training is very vague, but here is what I am envisioning of doing.

Training/Safety: Training and safety go hand in hand. Better and more training equals a better safety record. So you will hear from implementing safety programs and me promoting.

Training XC / Badges and Records: Flying XC is what I live for. While going for the long XC flight why not apply for a record or a badge. So I will be promoting safe XC flying and help you accomplish your badges and records.

That is my introduction; in my next article we will be talking about "spring safety".

If you have any questions or comments, feel free to contact me by e-mail red_knight90@hotmail.com at any time.

Winter Operation:

As you all know, the club is looking at cutting costs. Our membership is down substantially over the past few years, so until we can turn that trend around, we will have to cut some of our expenses.

One place where we can cut our expenses is by shutting down our operation during the winter months. The common argument against a shut down during the winter month is: "We

had some good flying in December one year.” I am sure, there is the exception to every rule. But here are the statistical facts.

I looked at the number of flights for each month for the past 9 years (!) Here are the numbers:

November 15.1 flights on average

December 5.9 flights on average

January 4.1 flights on average

February 16.3 flights on average

For those of you who are interested, the best month is July with 81 flights on average.

Becoming very analytical, we have to produce something like \$850 per month in order to break even. Assuming average revenue of \$18 (this is most likely too high of a number) per flight this equals 47 flights per month, just to break even. (If any one likes to challenge those numbers, step in to the ring and let's spar for a few rounds.) In any case, let's do some magic. Using the 9-year average, we do about 39.1 flights per month. Compare that to the 47 flights required to break even and you can see the challenge. Using the same numbers but cutting out our November, December, January and February operations our average jumps to 53.4 flights, well above our break even line.

No matter which way we look at our operation, from a financial point of view it just doesn't make sense to keep an operation going during the winter. A shut down during the winter month has several positive effects:

Cutting the cost of insurance:

Move the gliders to a “safe” location, away from the trees where they can be damaged during a winter storm by falling tree limbs etc.

Performing routine maintenance

Clean the equipment and get ready for the next season

Ideally moving them to a dry and warm hanger for inside storage

Reviewing the above, the board of director's have unanimously decided to shut down the operation from November 1st to February 28th, starting November 1st of 2004.

J.C.

Free Instruction:

Free instruction continues to be available, but be sure to make a call to the on-duty instructor to verify and make a firm date. Check the web site if you're unsure of who's on duty. We encourage all to get out there when the getting is good to keep those valuable skills in tune.

Operations:

SPECIAL ANNOUNCEMENT: Because of the problems experienced over the past year with uncovered field manager assignments, Operations Director, Van Chaney, has announced that any member who has missed a field manager assignment without making arrangements for substitute coverage will be assessed two (2) additional assignments as penalty. We have fewer members now to provide coverage and it is not fair to others to miss your date. The schedule has been made though July and the next three months are covered below.

Field Manager schedule:

Sat. Mar. 20 - Robert Rackl
Sun. Mar. 21 - Dave Kremers
Sat. Mar. 27 - John Anderson
Sun. Mar. 28 - Vern Badten
Sat. Apr. 3 - Van Chaney
Sun. Apr. 4 - Curt Chenoweth
Sat. Apr. 10 - Terry Crippen
Sun. Apr. 11 - **volunteer needed**
Sat. Apr. 17 - **volunteer needed**
Sun. Apr. 18 - Wayne Ginther
Sat. Apr. 24 - **volunteer needed**
Sun. Apr. 25 - Dave Kremers
Sat. May 1 - Joe Leysath
Sun. May 2 - George Mollison
Sat. May 8 - Marlene Nelson
Sun. May 9 - Kenji Ominato
Sat. May 15 - Robert Payne
Sun. May 16 - Stefan Perrin
Sat. May 22 - Robert Rackl
Sun. May 23 - Dariush Zand
Sat. May 29 - Van Chaney
Sun. May 30 - Curt Chenoweth

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

Thursday operations:

As the better weather arrives, we will be looking for the chance to fit in Thursday operations as tow pilot availability and interest dictate, so listen to the ops message for the word when the weather looks good.

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).