

Off Tow Newsletter

Puget Sound Soaring Association, Inc.

Editor: Dave Kremers

May, 2005

Seattle, WA

Upcoming Events:

The next planned event is our annual Memorial Day trip to the east side of the mountains. Reversing a recent trend of flying out of Pangborn Field in Wenatchee, we hope this time to trek over to Ephrata. This outing will coincide with a cross country seminar planned there by SGC. As circumstances at press time are in flux, please stay tuned for an update via e-mail.

Recent Events:

A temporary move of PSSA operations to Arlington airport while repairs to the Super Cub are being undertaken has been going smoothly. Both the 2-33 and L-13 are there to be used by our instructors to further the progress of pilots toward their glider tickets and to allow club members to get in currency flights until we can be back in action at Bergseth.

Board News:

Your PSSA Board of Directors has some recently completed decisions to pass along to members:

- The recent results of the PSSA maintenance assessment are now available.

2005 Maintenance Assessment Ballot Results (as of 5/20/05, polls are now closed)

20 - Yes

2 - No

2 No Reply

2 resignations from the club

The Maintenance Assessment passes with an 83% affirmative vote (75% needed to pass per bylaws). On May 10 I sent an e-mail to the membership outlining the results at that time, **and requested that all assessments be paid by May 27, 2005** so that PSSA could meet its financial obligations in a timely manner. Another reminder that everyone needs to send in there assessment NOW wouldn't hurt.

Please send checks made out to PSSA to:

Mark Allen

PSSA Treasurer

10101 8th Ave. S., Apt I-91

Seattle, WA 98168

- New rates are announced to cover retrievals in the Bergseth area. This will be especially important to those taking part in planned local cross-country tasks. **Tach time will be used to bill for transit time on land-out retrievals.** Otherwise the usual rates will apply to the tow to altitude.

- The rate for personal use of the tow plane (for those qualified to pilot it, or course) as well as for retrievals will be \$80 per hour.

Reports From Members and Friends:

PSSA friend and tow pilot Joe Salz has this offering for us on keeping an important perspective on an emergency we might face along with the tow pilot:

BEHIND THE TOWPLANE

Recognizing that the towplane is in trouble is generally not too difficult. If the problem is loss of engine power, the first thing that the sail plane pilot notices is that he is getting a little high in respect to his position to the towplane - not because sailplane pilot is inattentive, but because the towplane is starting to rapidly descend!. Next comes the desperate wing-wag, and that is followed by slack developing in the towline.

Okay, what to do? Training kicks in ... keep the towplane in sight, release the towline, visually confirm that you have a disconnect, then start maneuvering for your unplanned landing. But, there is more to consider ... your hapless towplane pilot and his problem ("switch fuel tanks, mixture, mags, damn, why won't this thing run!").

From 700' agl, the sailplane pilot is enjoying a 20-30:1 glide ratio, a leisurely descent rate of approximately 350 fpm, and has two minutes to set up an unpowered approach - something he does every flight. In contrast, the towplane pilot is really busy, has a 10:1 glide ratio, a 1,000 fpm descent rate, and 42 seconds before making earth contact, in a manner he/she seldom ever sees.

In these circumstances, the sailplane pilot has all the advantages. Give the tow pilot some room in which to maneuver. Set up your landing pattern with the thought that the towplane is going to land first. If you can, keep track of the towplane (it will be below you!), and begin building yourself a safe pattern. Don't hurry your approach or rush spoiler extension, as you can use your altitude (time) to observe what the tow plane does upon landing. Does it stop in the middle of the runway (as it might in the case of a fire), or does it move off to the left/right, roll out short/long? Then, adjust your pattern as a result of these observations.

This really is an emergency for the towplane pilot, and should be just an inconvenience for the sail plane pilot.

Let's be careful out there.

Joe Salz

Training:

If you can make it out to the next Table Top Soaring session there will be a short presentation and discussion on basic cross-country planning. This is in anticipation of our planned local X-C tasks around Bergseth. The next date for TTS is Tuesday, May 31st with the location to be announced. We are looking for a venue with a more intimate side room available. Look for Stefan's or J.C.'s update.

Misc.:

2005 Regoion 8 Contest

Please see attached notice.

For Sale:

We have received this notice which could be of interest:

Vancouver Soaring Association is selling one of two gliders, your choice. If you know of anyone in your club looking to purchase a glider, can you please pass this on to them. Thanks.

□

1975 SZD-41-A Jantar with trailer
2,340 hours, good condition, current annual
Winter VSI and ASI
Ilec SC-7 electric vario
Delcom radio
Asking Cdn\$ 20,000 obo

□

1981 Grob 102 Std. Astir III with trailer
1,712 hours, good condition, current annual, flutter AD has been done
Winter VSI and ASI
Cambridge electric vario
ATR 720 radio
Asking Cdn\$ 25,000 obo

Contact Mark Mozel at 604 730 0789 or bevin_skiff@yahoo.ca

Operations:

There are a couple of important announcements regarding our ops to make here:

-Field Managers or those left at the field at the end of the day in Arlington must pay special attention to tying our aircraft down properly. This means using knots to tie the belts to the restraining cables. Simply hooking to the cable can come loose in a strong gust and could mean disaster for us and planes adjacent to us.

- Also, when we get back to Bergseth it has been strongly suggested that we establish a “chat” frequency for those in the air above 1500’ AGL to facilitate better ground control in the pattern. More on that later.

Field Manager schedule:

- Sat. May 28 Dave Kremers
- Sun. May 29 Van Chaney
- Mon. May 30 Volunteer needed
- Sat. June 4 Justin Long
- Sun. June 5 Mark McIntyre
- Sat. June 11 Marlene Nelson
- Sun. June 12 Kenji Ominato
- Sat. June 18 Stefan Perrin
- Sun. June 19 Kim Sears
- Sat. June 25 Dariush Zand
- Sun. June 26 Curt Bryan
- Sat. July 2 Dave Kremers

Sun. July 3 Curt Chenoweth
Mon. July 4 Volunteer needed
Sat. July 9 Glenn Chouinard
Sun. July 10 John Ennes
Sat. July 16 Wayne Ginther
Sun. July 17 Tim Heneghan
Sat. July 23 Van Chaney
Sun. July 24 Charlie Long
Sat. July 30 Justin Long
Sun. July 31 Mark McIntyre

Note: If for any reason you should be unable to complete your assignment or need to exchange with another member, be sure to advise Stefan Perrin of the change at stefanp@nventure.com.

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).