

TOWLINE

December 2008

JS1 Pilot Report

By Greg Arnold / Southern California Soaring

OLC New Trick for Old Dog

By Dave Reusch



Towline is the Newsletter of
Seattle Glider Council

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Region 8 Clubs & Associations

Washington State Soaring Assoc.

PMB #165
6947 Coal Creek Pkwy
Newcastle, WA 98059-3159
www.wastatesoaring

Cascade Soaring

Wenatchee, WA
Arnie Clarke 509-884-2494
www.nwinternet.com/~blanikam/css

Columbia Basin Soaring Assoc.

Tri-Cities WA
Tom Seim 509-627-5532
www.tcfn.org/cbsa

Evergreen Soaring

Arlington, WA
Hotline 425-238-6617
Harold Broomell 206-772-2112
www.evergreensoaring.org

High Desert Soaring

Bend, OR
John Bentley 541-330-3905

Puget Sound Soaring Assoc.

Enumclaw, WA
Operations 206-660-0019
Stefan Perrin 253-927-9183
www.pugetsoundsoaring.org

Silverstar Soaring Association

Kelowna, BC
Hans Kruiswyk 250-763-1788
www.members.home.net/soar

Spokane Soaring Society

Spokane, WA
Dale Walker 509-466-0206
www.spokanesoaring.org

Vancouver Soaring Association

Vancouver, BC
James Swank 604-590-6954
Clubhouse Voicemail: 604-869-7211
www.vsa.ca

Willamette Valley Soaring Club

Portland, OR
Information 503-647-0913
www.wvsc.org

Commercial Operations

Blanik America, Inc.

Wenatchee, WA
Vitek Siroky 509-884-8305

Skysigns

Arlington, WA
Glider Rides
John Carson 425-868-1282

Cascade Soaring

McMinnville, OR
Joe Deem 503-472-8805

Towplane Lewiston, ID

Dave Dorion 509-243-9919

SGC one-year membership renewal (January-December) US \$35.
(SGC Membership is required for all tows behind an SGC towplane.)
SGC Family Membership (for 14 and older) US\$10 each.
Towline-only Subscription US \$25.
Canadian postage add US \$5.
Other countries postage add US \$12.

Tows (at Ephrata): \$23.00 for first 1500' (minimum fee) + \$1.00 per 100' above 1500'

Tows (airport other than Ephrata): \$25.00 for first 1500' + \$1.10 per 100' above 1500'

Aero Retrieve or Glider Ferry: \$100 / tach hour

Ephrata Pilot Use Fee: \$66 for the season or \$11 per week (Sat-Fri)

(Note: maximum limit if pilot fee paid by the week is \$90)

Trailer Parking: \$175.00 per season, or \$27.00 per week (Sat-Fri)

RV Parking: \$325.00 per season (+ \$25.70 tax), or \$55.00 per week (+ \$3.95 tax) (Sat-Fri)

Weather Information:

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Hotline (9900) 206-464-2000

Highway Report 206-368-4499

On the Cover:

View from the DG-1000 front seat over Ephrata. Photo: Max Karst

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Contribution of articles, photos, artwork and letters to the editor are highly encouraged. Make contributions to Content Editors or Layout Editor Whenever possible, contributions should be via E-mail in unformatted.txt or as attachments in common file formats (PC or Mac .doc, .txt or .rtf). DO NOT send files heavily formatted with tables, bullets, tabs, images, etc. Photos should be separate attachments. Mail hard copies of photos or other material with stamped self-addressed envelope if you want them returned. Scanned images should be jpeg format as large as possible up to 8 inches wide at 100 dpi resolution. A 5x7 print scanned at 200 dpi is great. Scan grayscale at 256 or 1000s of shades of gray Any technical questions may be addressed to Max Karst at 206-933-6494 or E-mail towline@cloudstreet.com. While beggars can't be choosers, exceptions will be made only grudgingly at the discretion of the editors.



Towline Upgrade

Starting in January 2009 Towline will join the age of new technology. At that time Towline will change from a wood-and-fabric glider into slippery glass ship. It will be published via the World Wide Web and will be available at our website <http://www.seattleglidercouncil.org/>. Being like glass will save us the printing and mailing cost which has really increased over the years. And Heinz plans to produce a new issue on a regular basis every other month. Of course that will depend on how text you send him to publish.

Here is how the new scheme will work: Once yours truly has assembled all the stuff you all have sent in, he will produce a final copy in the free Adobe format (pdf) and upload it to our website. He will then send you an email and tell you that the new Towline is out and that you can get it at <http://www.seattleglidercouncil.org/>. (I will get you the real location on our website, so that all you have to do is click on it and wait for Towline to download in glorious color to your computer.

Now, for those of you who do not have internet access, I will print and mail you a copy. Unfortunately, that most likely will be in black & white only.

--Heinz Gehlhaar

Ephrata news

Thanks Jim Simmons guiding a lot of hardworking folks on the weekend of October 4th, the facility is secured and closed for the season.

Here is all the work that got done: Checked & repaired faucets, showers and toilets; Re-finished deck railing; Added cap boards to bath house railing; Weatherproofed the tables, the wheelchair ramp & bath house deck; Checked the white-cote on the bath house roof (still good for one more year); Took down & stowed the deck shade covers; Removed and stored gazebo frame; Removed and stored solar lights; Installed donor nameplates on donor plaque; General clean-up of bookcases, refrigerators, cabinets, sheds and rugs & floors; Emptied all garbage cans; Pulled & washed the mattress covers; Vacuumed and covered the furniture; Covered the landscaping mounds with fabric & red rock; Serviced & stored the Golf Cart & the BBQ's; Cut and removed weeds; etc, etc.

Later in the month Jim organized the winterizing and closing of the bath house, and the termination of garbage pickup service. Then he made another trip to reset the thermostat for winter, to double-check the winterizing conditions of our facility and to make sure that we know which trailers have yet to be moved.

Now, here is a request. If you will be near Ephrata, please stop by the clubhouse and check it out and see if all is ok. Murphy has not been locked out, and your editor knows of what he did to a Ski Patrol Building that was left alone all summer: The building developed small water leak in the automatic coffeemaker upstairs. Over the April-October period that grew into a huge \$120,000 mold- and wall-repair bill.

2008 EPH Flight Count

Our records show that we made 493 Tows/Retrieves this season. A little history of those values that Jim Simmons was able to retrieve show a not-so-good trend -the number of tows is decreasing:

2008	493
2007	565
2006	516
2005	675

It is even worse when one considers the best SGC-year of 1993, with 918 tows. One wonders if we are running the risk of becoming extinct. Perhaps we ought to apply for federal protection and for an infusion of dollars.

50 YEARS AGO IN...

Towline

Submitted by Linda Chism

The Kennewick Memorial Day Weekend soaring meet was held in May 1958 - six aircraft participated. Several Gold C/Diamond Goal flights occurred in the friendly competition on Friday. Saturday's task in weaker conditions was Altitude (Paul Palmer reached 6600 ft) and Sunday had an assigned triangle of Vista-Touchey Valley-Ritzville-Vista. A high overcast mixed up the field and there were several landouts, but "local knowledge" pilots from the Hanford Atomic Works won the day. In a technology jump for the SGC, Bob Moore sported a newly installed 2-way radio in his 1-21; allowing his wife to monitor the flights from home. His Skycrafter Multiphone Mobile Station had a range of 80 miles.

With all the activity at TriCities, the Towline Editor noted that "the Towline should be published over there-that's where all the news comes from these days!"

The 1958 "Fourth Annual Northwest International Soaring Contest" was announced for July 6-12 at Fancher Field near Wenatchee. Entry fee : \$5 per ship plus \$2 per pilot. The three-person task-setting committee was to be balanced with pilots experienced in differing geographic areas of the northwest. Aerotows were to be arranged by pilots putting their takeoff time intent on a board, and there were takeoff cards, landing cards and turnpoint photos. For Open Distance days, pilots got scoring credit for making a goal flight. A CAA Private Pilots' License was required; but solo students signed off for cross country flight were welcome to compete as long as an instructor was present on the field to supervise. For Canadians, a Certificate of Competence was required.

By July, there were 11 ships entered with 15 pilots. Starting a tradition of Canadians competing at SGC contests, one team came from Saskatchewan and one pilot from Alberta. The ships were LK's, TG-2's and 1-26's. Several other local craft flew during the competition but were not entered.

The towplanes were the FBO's Super Cub and the SGC's newly purchased 90-hp PA-11. Unfortunately, partway thru the contest, the Forest Service requisitioned the Super Cub for firefighting activities. The contest launch was considerable slowed.

A new technique was tried to equalize the "luck" of selecting takeoff times. Bob Joppa and Heasley Entz pioneered the technique of a simultaneous start for tasks. All aircraft were taken airborne before the task was opened at a preselected signal. Though everyone ended up being concentrated in several thermals before the start, it was roundly agreed that this simultaneous start was great for the contenders. It was planned to refine the technique for the next year: shorter launching intervals and an improved starting signal.

The plan for a "dog-eat-dog" contest was turned on its ear as many pilots decided to go for their Gold C distance. 6 pilots achieved it, at least one national 2-place record was set. Even a Canadian single-place record was won. One Silver C contender spent 5 hours patrolling between Waterville and Mansfield at 10,000 ft, finally landing on a Mansfield town street. For the week, Rudy Alleman won both the Open and the Restricted class in his 1-26.

All the volunteers who made the contest were recognized in the Towline. It is a reminder of all the people required for a pre-GPS contest : A Field Operations Director took care of takeoff recording. Lineboys from the Air Scouts hooked up ropes, ran wings, and pushed gliders. One Air Scout was a super-retriever who logged over 1900 road miles over the week. There were towpilots of course, and some competitors gave up soaring days to tow when necessary. The Wives set up a baby-sitting service and established a relay telephone watch. Rounding up the volunteer roster was a Registrar who kept track of which entrant was where. In 2008, though the ships are higher performance, the navigation by satellites, and the Air Scouts are history, volunteers are as vital a part of SGC contests as they were in 1958.

Calendar of 2008-2009 Events:

December 1 - 7:00 PM

General Membership Meeting - Museum of Flight

December 9 - 6:30 PM

SGC Board of Directors Meeting - Mercer Island Library, Small Room

January 5 - 7:00 PM

General Membership Meeting - Museum of Flight

February 2 - 7:00 PM

General Membership Meeting - Museum of Flight

March 2 - 7:00 PM

General Membership Meeting - Museum of Flight

March 21 & 22

GGliders Expo - Museum of Flight

April 6 - 7:00 PM

General Membership Meeting - Museum of Flight

May 4 - 7:00 PM

General Membership Meeting - Museum of Flight

June 30 - July 9

18 Meter National Soaring Contest - Ephrata
(Practice days June 28-29)

SGC Website

Our webmaster Jim McNeil has spent a lot of effort in updating our website. You can find that at <http://www.seattleglider-council.org/>. If you have not been there recently, please do so. And when you see something that is not quite right, please send an email to Jim at jwm033@netscape.net with the update. Also, if you have an update to the Calendar, or of you have some neat picture, please send that too.

Soaring Expo 2009

Soaring Expo 2009 is scheduled at the Museum of Flight on March 21 & 22. We will be able to move in on Friday, 3/20 after 5PM and move out on Sunday after closing at 5PM.

If you would like to display your glider or do a presentation, or have a prime speaker for the theater, please call Heinz Gehlhaar and give him a hand.

'Chute Packing Interval Extended

The FAA's final rule amending the regulations governing the packing intervals for certain types of parachutes was published in the Federal Register on November 19, 2008, and becomes effective December 19, 2008. The amendment extends the required packing interval from 120 days to 180 days. You can read the complete amendment, [Docket No.: FAA-2005-21829; Amendment Nos. 91-305, 105-13] at this URL: <http://edocket.access.gpo.gov/2008/E8-27459.htm>

SGC Awards Banquet

The 2008 Annual SGC Awards Banquet on November 8 at Ivar's Salmon House on Lake Union in Seattle was a great success. We started the get-together at 6:00 pm with cocktails and slides from last season, accompanied by tall stories, which became taller as the hour progressed.

At 7 o'clock the Salmon House's great Buffet Dinner was ready. It started out with Mixed Greens with Balsamic Vinaigrette, and Ivar's World-Famous Clam Chowder. That was followed by a selection of Alder Grilled Salmon, Rotisserie Whole Grilled Chicken, and Nebraska Corn-Fed Rotisserie Prime Rib, including Seasonal Vegetables, Roasted Red Potatoes, and Seasonal Fresh Fruit. For desert (really, who could eat desert after all that?) we had Assorted Cookies and Grenache Brownies.

The award-portion of the event was MC'd by Fred Hermanspann. Our Awards honor those who have made significant accomplishments in Region 8 over the last year. Our quasi-firm rules suggest a deadline for submitting nominations of October 30; any flights beyond will count for the following year. And this does happen! Several years ago, Steve Hill got the altitude award for a flight on the day of the banquet of the previous year. ... The October date does also go along with the OLC cutoff date of Oct. 13 for the Northern hemisphere.

And this years Awardees are:

Arnold J. Carson Memorial Award (and trophy) -for the longest flight
Helmut Gebenus 667.7 km on 6-15 with ASW-20.

Columbia Basin Soaring Association Award (and trophy) for the longest flight in the Columbia Basin with at least 2 legs or the second longest flight:

Bob Wallach 667.5 km on 8-3 with DG-800S/18.

Joe Robertson Memorial Altitude Award (and trophy) for the highest altitude achieved:
Jean Claude Hauchecorne. 16,680 ft on 8-3 with PW-5.

Clyde Artmann Award (and trophy) for outstanding or pioneering effort:
Jean Claude Hauchecorne for showing the potential of the World Class Glider (PW-5).

Region 8 OLC champion, 2 state records, one national record, etc.:
Jean Claude Hauchecorne jc

SGC Towpilot of the Year award (and trophy) for the most SGC tows during the year:
Bill Birney - for making 89 tows so that others could enjoy soaring.

Unsung Hero Award (with trophy) for tireless support of a pilot:
Sharon and Norm Austin - for long standing mutual support through flying and non-flying challenges.

SGC Safety Award (and trophy)
Ron Bellamy - for being contest director, chief CFI for Evergreen Soaring and organizing XC seminars on both sides of the mountains.

Student Achievement Award for best student progress during the year:
Dmitry Rudas solo with OLC entry.

Knight of the Open Field award for first off-field landing in a glider:
Kevin Finke, & Dan Housler.

Clodbuster award for at least another off-field landing:
Ron Clark (3 times!), & Dave Reusch.

SGC Honor Award (and trophy) for outstanding effort in support of the SGC:
Jim Simmons

Letters of Appreciation for extra-ordinary support of soaring were given to:
Chris Gunther
Steve Northcraft
Angus McKinnon
Keith McLean.

Other Noteworthy Efforts (Fred's choice):
Most outrageous XC flight:
Gary Gross, 198 km from Ephrata on 6-16 in a Ka 4 Rhoenlerche (OLC index 54).

Most prolific XC pilot in the Northwest:
Richard Van Grunsven, 64 XC flights, including 575 km in Western Oregon and 1000 km in Nevada.

Northernmost XC flight by an SGC member:
Jeffrey Banks, 318 km from Palmer, Alaska on 5-17 in a 1-35.

The very nice evening was closed out with drawings of several door prizes. As you can see a great time was had by all.

Region 8 Contest

The Finances of the 2008 Regional 8 Contest, held during the last week of June, was closed out with the result that the SGCSF was able to bank a little money from all that effort.

Hosting the 18-Meter Nationals promises to be the highlight of the 2009 soaring season at Ephrata, but it also puts in doubt the fate of the 2009 Region 8 contest. There usually isn't enough volunteer energy to host two contests in one season. So, what to do?

One thought is to tap into the growing community of cross-country pilots honing their skills in the Cascade foothills east of Arlington. Arlington has seen an explosion of private ships in the last few years and a commensurate rise in the ambitions of its pilots. This may be the year to invite those pilots to test their abilities in a contest environment.

Kevin Finke, Mark Nyberg and Bruce Bulloch have put together an informal exploratory committee to see if there is sufficient interest in a Region 8 Contest that will have a special focus on first-time contest pilots and enlist the gliding clubs to supply the necessary volunteer help to staff the contest.

As part of this effort, Nelson Funston has agreed to give a presentation on an introduction to contest flying to help drum up interest in the soaring community. Nelson will be giving his presentation at the SGC general meeting on December 1st. (The SGC meeting will start at 6:45 PM in the basement classroom of the Museum of Flight.)

A contest of this sort could accomplish several things: bring new blood into the contest-flying fraternity in Ephrata, allow cross-country pilots to raise their skills to a new level, and provide a chance for club pilots to get together and socialize.

If you're interested in participating in a Region 8 contest or have ideas for how it can be organized, get in touch with Kevin, Mark or Bruce.

2009 18-Meter Nationals

SGC and Ephrata are hosting the 18-Meter National Contest from June 30 to July 9, with Practice days June 28 through -29. We are looking for volunteers to staff that effort. If you would like to help, or even better yet, if you could see your way clear to run this contest, please let Steve Northcraft know.

This sailplane race lasts ten days. Each day with suitable weather involves a race from the Ephrata airport, around pre-determined turnpoints, and back to the home field. Depending on the weather, the course might be as short as 50 miles; to longer than 300 miles, (the longest task in any U.S. competition to date has been 626 miles - 17 pilots completed it). The pilot who flies the fastest is the winner and typically receives 1000 points; others receive fewer points based on the speed or distance they achieve. The best in the US for this year is the pilot with the greatest point total at the end of the competition.



On Paying Your Bills

By Heinz Gehlhaar

Running an operation like the SGC with the fine facility at Ephrata requires a lot of money, and volunteer help. And it requires a certain amount of discipline by all of us members. Over the years your volunteer directors have developed a certain budget style along with the rates that pay for the club operation. The current rate list for 2008 is available on the web at <http://www.seattleglidercouncil.org/>, click on Membership in the left column. Excerpts for 2008 season are given below (the 2009 data will be similar and will be posted at the above site and in this newsletter).

Tows (at Ephrata) - first 1500 feet	\$23.00 (first 1500 ft)
per 100 feet above 1500 feet	\$1.00
Tows (other than Ephrata) - first 1500'	\$25 (minimum fee)
per 100 feet above 1500 feet	\$1.10
Aero retrieve or glider ferry	\$100 / tach hour
NOTE: SGC and SSA Membership required for all tows behind SGC tow plane	

Ephrata seasonal pilot use fee	\$66
Ephrata weekly (Sat-Fri) pilot use fee	\$11
(maximum limit for weekly pilot fees)	\$90
Trailer parking (seasonal)	\$175
Trailer parking (weekly Sat-Fri)	\$27
RV parking (seasonal)	\$325 + \$25.70 tax
RV parking (weekly Sat-Fri)	\$55 + \$4.35 tax

The tow-fees are self-explanatory and the towcard process assures proper billing.

The reasons for the SSA-membership requirements are driven by our insurance policy. No membership = no insurance, and you don't want that.

The Pilot-Fees (and the Trailer Fees) tend to cause greater problems.

A: They are not well understood, especially by visitors who come only for one weekend. If you come on Friday and stay until Sunday evening, it will cost \$22 of pilot fee and \$54 of trailer fee; ... unless at the beginning of the year (at the first billing) you pay for the whole season at only \$66 in Pilot Fee and \$175 Trailer Fee.

B: You need to let the Treasurer know that you have been there. This really has become a new issue. Prior to last year, we had Pat Dunston, who worked at the airport and lived in Ephrata and came by daily (!) and took "attendance". This is no longer true, as Pat retired and is no longer "our wonderful volunteer". So, when you arrive at the facility, you must fill out one of the registration sheet by the entry door. Furthermore, you must make sure that everyone else who is there has done so also. It is a pain, but we must do it.

Finally, the last issue has to do with paying on time. On-time really means immediately or shortly after you get the bill. It is significant extra work for the Treasury Department to keep track of the unpaid bills. That is not fair to those people. So please be a responsible member and pay up in a timely fashion.



OLC as a Training Aid

By Dave Reusch

My limited budget has always necessitated a frugal approach to instrumentation. Honey, why did we have to have all these kids anyway? Freeware “Soarpilot” running on my son’s old Palm M505 connected to an ancient Garmin 12. Pathetic; Yes, I truly am.

AND I shunned the OLC. That disease that compels pilots to replace the ambience of a Saturday evening ‘après soaring’ beer with wretched cursing as they battle their laptops to submit an igc file. But I wanted to make my minute contribution to the SGC standing so I finally broke down and submitted a few igc’s to the OLC. Yes, pathetic they were.

It was while browsing the OLC that I noticed one of my students had submitted his flight. How dare he? He’s not even solo status and he’s screwing around with a PDA distraction in the cockpit. “Not so”, says Dmitry “I was taking instruction and thought I’d just record it on my wristwatch gps, blue tooth it to my cell and stick it on the OLC. Simple really. No cockpit distraction”. I felt kinda out of date at that point.

When I soloed him last month he stuck that flight onto the OLC too. While looking at it I realized what a phenomenal training tool we’ve been neglecting. Just looking at his trace I remembered a few things about his flight.

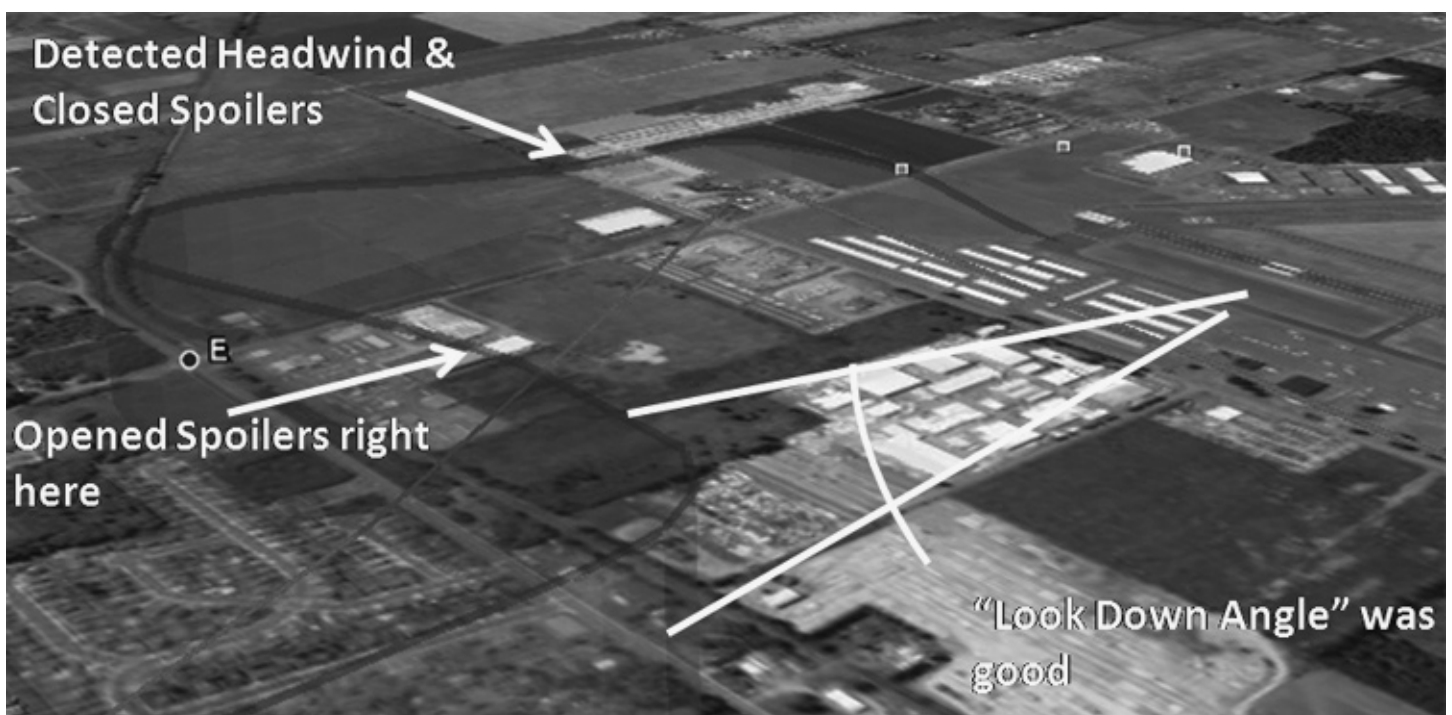
And you all know we instructors are a little mental and we go through extreme anxiety when we solo a student. Have we covered every emergency? Will he freak out? Land in field? So we remember things: Like that damn cross wind that saw our fledgling on tow. The ink wasn’t even dry on his endorsement (especially the cross wind restriction) and that damn wind kicked up. But reviewing his igc file one can see his ground track drift eastward and almost feel relief when he detected it and closed the spoilers on base leg.

Now these are all things might have been forgotten after the post flight celebration. But with OLC viewer a student can refresh his memory and more importantly review his decisions. Dmitry is going to record all his flights. Even if I’m in Chicago on business I can still look at his OLC and email him my comments. Dmitry is going to be an excellent pilot.

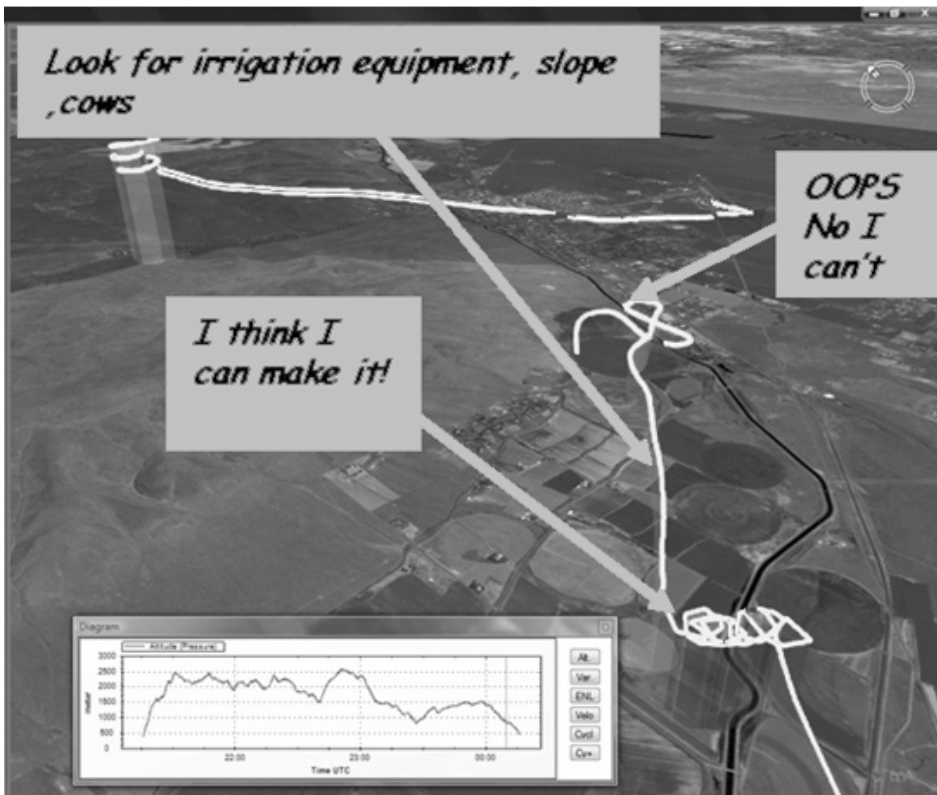
I’ve dumped his igc file into excel and had it calculate his “look down angle”. A clever programmer could add an airspeed correction to the “look down angle”. Total Energy Look Down Angle! Now I’m getting out of control.

Nevertheless many students claim their pattern altitude (angle) was correct. The instructor notes that they let their speed bleed-off so they were darn near stalling. They don’t understand but if you show their flight on an OLC viewer they will.

In August we had 3 pilots land short at Arlington. Fortunately no one was hurt but a Blanik was totaled. Even though Arlington weather is mild compared to Ephrata there were three pilots that got something wrong. An igc record of their flights would have ended any debate about what went wrong.



(cont'd from previous page)



Now here's the flight I was most proud of. My 1st land-out since before kids. It's so hard to do all the things you preach to students.

I thought I had Ephrata on a final glide, but picked out a few fields just in case. Good thing. Reluctant to cross the un-landable terrain past Oasis Park I finally turned back. It was the same field I retrieved Bill out of in 1998. Ironic.

But what surprised me is how well you can review the land out. Into the wind, uphill...not exactly rectangular. Could have done worse!



At least it was a close retrieve. Thanks Wayne, Paul, Keith and Judy. I'll mark a thermal for ya!

Regards, Old Dog



2008 OLC Results

One interesting part of the OnLineCompetiton (OLC) program is that one can draw some comparisons in which club flies the most, (or in reality, which club posts the most flights. There can be a significant difference.).

Here is a posting of the 30 top spot world-wide and USA-wide. SGC is ranked #21 in the world and #4 in the USA.

Top 30 Clubs 2008 OLC World Standing

#	Pts	Club	km	flts
1	264867.07	AFZ Unterwössen (DE / BY)	302500.24	838
2	231099.53	Amsterdamsche C v Zweefvliegen (NL /)	274675.5	694
3	187490.63	Warner Springs Gliders (US / R12: CA-S)	213448.85	625
4	186783.11	HAC Boberg (DE / HH)	217523.19	619
5	183999.91	FG Oerlinghausen (DE / NW)	204915.75	737
6	165087.67	Aeroclub de Ocana (ES /)	185199.38	753
7	165053.25	FCC-Berlin (DE / BL)	198184.88	500
8	162675.18	Albuquerque Soaring (US / R9: AZ CO NM UT WY)	183867.82	616
9	154788.8	AC Bonn-Hangelar (DE / NW)	182994.73	639
10	142133.67	SFZ Königsdorf (DE / BY)	163419.68	553
11	132501.42	LSV Gifhorn (DE / NI)	154237.84	490
12	127910.31	LSV Burgdorf (DE / NI)	143532.48	432
13	126204.26	Fliegergruppe Wolf Hirth (DE / BW)	154014.49	447
14	123323.77	SFV Mannheim (DE / BW)	148259.41	408
15	118632.64	Tucson Soaring Club (US / R9: AZ CO NM UT WY)	132382.65	488
16	116249.62	Darling Downs Soaring Club (AU / QLD)	133107.47	455
17	115744.99	LSV Bückeberg-Weinberg (DE / NI)	132647.69	419
18	112941.65	LSC Bad Homburg (DE / HE)	131803.69	463
19	109949.07	Associazione Volovelistica Roma (IT /)	131464.16	293
20	107810.27	LSR Aalen (DE / BW)	123729.93	385
21	106030.84	SGC Seattle Glider Council (US / R8: AK ID MT OR WA)	126541.68	420
22	105758.93	LSG Bayreuth (DE / BY)	120288.45	390
23	98663.15	LfV Greven (DE / NW)	115746.16	335
24	98243.39	Aero Team Klix (DE / SN)	112242.75	316
25	97823.68	FK Brandenburg (DE / BB)	105815.02	303
26	97624.06	Soaring Society of Boulder (US / R9: AZ CO NM UT WY)	110109.75	425
27	96478.96	AC Braunschweig (DE / NI)	113181.23	316
28	95996.6	FSC Aschaffenburg (DE / BY)	116471.36	261
29	94796.86	FLG Blaubeuren (DE / BW)	106345.96	276
30	92565.7	AC Pirmasens (DE / RP)	110715.66	280

Top 30 Clubs 2008 OLC USA Standing

#	Pts	Club	km	flts
1	181889.69	Warner Springs Gliders (US / R12: CA-S)	206502.6	603
2	156521.07	Albuquerque Soaring (US / R9: AZ CO NM UT WY)	176052.41	604
3	118528.76	Tucson Soaring Club (US / R9: AZ CO NM UT WY)	132281.07	487
4	105971.48	SGC Seattle Glider Council (US / R8: AK ID MT OR WA)	126474	419
5	97624.06	Soaring Society of Boulder (US / R9: AZ CO NM UT WY)	110109.75	425
6	84735.2	Texas Soaring Assoc (US / R10: AR KS LA MO-W NE OK)	97895.13	447
7	79815.44	Black Forest Soaring (US / R9: AZ CO NM UT WY)	93614.12	280
8	78754.07	Hollister Gliding Cl (US / R11: CA-N GU HI NV)	89473.21	255
9	77276.56	Canadian Rockies Soaring Club (CA / BC/A)	87802.78	363
10	73397.25	Tehachapi Soaring (US / R12: CA-S)	82013.8	221
11	68797.54	Hole in the Wall (US / R12: CA-S)	78956.06	231
12	66373.72	Williams Soaring Center (US / R11: CA-N GU HI NV)	79208.79	283
13	63771.23	Northern California Soaring Ass. (US / R11: CA-N GU HI NV)	74732.73	226
14	60018.57	Caesar Creek Soaring (US / R6: IN KY MI OH)	69941.6	291
15	57666.79	Aero Club Albatross (US / R2: NJ NY-S PA-E)	59819.42	234
16	53148.34	Willamette Valley Soaring (US / R8: AK ID MT OR WA)	61277.75	277
17	49996.61	Caracole Soaring (US / R12: CA-S)	56651.3	135
18	48520.24	M-ASA Mid-Atlantic Soaring Assn (US / R4: DE DC MD VA WV)	57786.7	233
19	47002.32	SOSA Gliding Club (CA / ON/Q)	55069.82	177
20	45476.93	Montreal Soaring Council (CA / ON/Q)	52090.24	331
21	44948.9	Carolina Soaring Association (US / R5: AL FL GA MS NC SC TN)	51251.2	227
22	42717.93	126 Association (US /)	27182.6	162
23	41338.15	Soar Truckee (US / R11: CA-N GU HI NV)	48249.02	128
24	38541.65	Ridge Soaring Irregulars (US / R2: NJ NY-S PA-E)	43158.34	173
25	37939.91	Soaring Club of Houston (US / R10: AR KS LA MO-W NE OK)	40586.35	174
26	36158.21	Minden Soaring Club (US / R11: CA-N GU HI NV)	40746.56	91
27	32214.81	Club GTA (US / R5: AL FL GA MS NC SC TN)	35370.95	174
28	31482.01	Las Vegas Valley Soaring Association (US / R11: CA-N GU HI NV)	34298.61	141
29	30795.93	Vancouver Soaring As (CA / BC/A)	34193.97	191
30	30098.28	Great Lakes Gliding (CA / ON/Q)	33561.74	134

It's also interesting to note that the two comparisons show a difference in the SGC flight-count and mileage (kilometerage??), I wonder what rule causes that?

JS-1 – A PILOT'S REPORT

By Greg Arnold

Southern California Soaring

Bill Elliott flew the South African JS-1 to first place in this summer's 18 Meter Nationals at Mifflin. This was the third consecutive Nationals win for the JS1 (the others were the last two South African Nationals).

Bill started soaring in 1989, and has over 1200 hours in sailplanes. His gliders have been a BJ Duster, an HP-18, a DG-300, and now an ASW-27. After flying the JS1 at Mifflin, he is considering purchasing one.



Bill Elliot with JS1. Photo: Leo Benetti-Longhini

Bill believes that “the JS1 out climbs the other ships and may out run them as well; however I will need more data to confirm the latter.” He says that the first contest day (his fourth flight in the glider) provided the best opportunity to compare the JS1's climb performance with that of the other gliders. “Much to my surprise and to my competitors, I was climbing up through most everyone! (I climb well, but usually don't have that experience in gaggles.) We received many comments at dinner that evening expressing astonishment at how well the JS1 climbed.”

According to Bill, the JS-1 was as fast or faster than the other sailplanes on the ridge at Mifflin -- he was able to catch and pass many contestants, including Karl Striedieck (flying an ASW-27). He had some long runs with Al Tyler in an ASG-29, and “found that we ran pretty much equal even though he was at 11 psf compared to the JS1 at 10 psf loading that day.”

Regarding handling, Bill reports that the “controls are smooth, tight (no slop) and light to the touch while providing good

feedback through the stick. . . . every flight continued to display beautiful control harmony. I found the JS1 delightful to thermal as it seems to groove well at 40-45 degrees of bank with no overbanking tendencies. The JS1 is light on the controls in a thermal. . . , and will slow to 50 knots when empty (55 knots at gross).”

The good handling carries over to high speed -- “The first day of ridge running was very rough with IAS's well above 120 knots much of the time. The JS1 ran well and handled well -- there was plenty of trim, and always excellent, well behaved handling characteristics.”

Bill found “the quality of construction to be comparable to any modern ship coming out of Germany today. All the work is top notch -- the metal work, the fiberglass, Kevlar and carbon. The finish is superb with a urethane finish over the gelcoat. There has been considerable attention to detail both inside and outside of the cockpit. The panel is the nicest I have seen.”



JS1 Cockpit. Photo: Leo Benetti-Longhini



JS1 at Worlds. Photo: Carol Clifford

The fit of the JS1 cockpit is “similar (perhaps wider) than my 27. There seems to be a few more inches for the legs. We did have a couple of tall 6’2” folks get in the JS1 at Mifflin and they reported that it fit them okay. The seat back adjusts on the bottom in the seat pan and has a nice fore/aft adjustment behind the seat. There is ample room in the shoulders and the canopy seems to be cut a little further aft than in my 27 allowing me to see people behind me in thermals.”

Bill reported that although he could reach the panel, it was not an easy reach. Also, he had to strain a little to reach the open canopy if his seat harness was tight, but otherwise the reach was not a problem. The eyeball vent had about the same effectiveness as the one in the 27. Bill had plenty of room for his elbows.

The JS1 has about the same spoiler effectiveness as his 27, and was easy to land – “the landing flaps work well providing a good approach angle and good visibility.” The wings are stiffer than on the 27, and the roll rate was excellent. It took 3 to 4 minutes to dump a full load of water, and this did not foul the static ports.

Leo Benetti-Longhini (the US agent) reports that the jet sustainer is progressing well – the factory is looking at a few more improvements to the engine such as spark ignition (instead of glow-plug ignition) and direct kerosene start (instead of propane start with hand-over to kerosene). There are no statistics yet on performance as some modifications are being done to gain additional thrust.

JS1 Cockpit and Seat. Photo: Leo Benetti-Longhini



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