MEETING ANNOUNCEMENT

Arrangements aren’t finalized yet, but we think that Peter Riedel will be there to narrate his adventures at the 1969 U.S. Nationals. Don’t miss it.

8:00 p.m., Tuesday, August 3, University of Washington Hub Building. 25¢ parking fee, pay the Guard at the gate.

CHAIRMAN'S MESSAGE

"......I was safely at altitude, with all Poland behind me bathed in sunlight and dappled with the shadows of cumulus, and with a fair wind nearly astern. Ahead and behind and on either side were the near and distant graceful shapes of my competitors, their many colored wings flashing as the sun caught them in their circles. Life has its brilliant moments."

The words are Philip Mills’ lifted from FLYER magazine, but they rang across the months to me as our long-winged ship soared up and raced across the starting line for the first task of the Fifth Annual Northwest Soaring Contest, then out and return race from Wenatchee to Moses Lake 51 miles to the southeast across the familiar brown and green fields of the Columbia Basin. What sport to dive at high speed across an open sunlit space of air, then spiral up again under the lotion of a soft, cool cumulus; and to snatch hard for a few minutes nearly losing out at the turning point. That spooky sounds there are in the sky around Larson Air Force Base—the grinding roar of a C-133 on takeoff, the rushing sound and fury of a B-52 launching the traffic pattern, the roar shrick of an F-104 as it flashes steeply skyward and disappears. Then its dive and spiral again, and finally over Rock Island Coulee there is one last good thermal and then its dive for home across the dry farms, along the rocky rim of the Columbia. You’ve got it made—above the nose down and cross the finish line in style. Three ships on the ground, oh well, a fourth isn’t bad for the first cross-country flight of the year.

And that’s how it went at Wenatchee. As flying Contest Director I found that there were many willing hands to help with the work on the ground so that I could fly; and I’d like to thank all of them personally for that chance. Linda Nefsienger, Ken Novak, Charley Pye are a few; and I am sure there were many contributions that I don’t even know about. We were short of top pilots too, and Dinar Einholm, Paul Leoden, and Rex Richards helped out in that department.

(continued on page 4)
FIFTH ANNUAL INTERNATIONAL Soaring CONTEST

The Fifth Annual Contest was held at Rancher Field, Vernon, from June 23 to 26. The "International" aspect was maintained by the presence of one Contest Director, Canada. Altogether, there were 14 different countries represented by 36 pilots at the meet. These included every airmail pilot in the State of Washington except one that was still restricted to its experimental test area.

Because of the unprecedented circumstance of having only one glider available at the meet, a unique starting procedure was adopted to overcome the disadvantages of disadvantage to the individual pilots resulting from their positions in the race line. All tasks flown were begun with "racer's" starts. All gliders after being released, would soar in the vicinity of the designated starting point and near the designated starting time or the appearance of the last ship to be launched, usually Peter Brown's big white kite, which was the most easily identified ship. All the ships would then leave the starting line at the same time. No particular disadvantage seemed to accrue to those who took off early and had to soar for nearly two hours while waiting for the last ship. In one case, to save time, the last ship took to a greater altitude prior to release so that he was right with the other ships for the start instead of having to climb up to them while they waited for him. On the four occasions that this procedure was used, conditions were such that it worked perfectly.

While there were 14 flyable ships on the field, not all were entered in the contest because of pilot availability problems. Seven were entered in Class I, which was set up for pilots with complete silver "C" or better in the past meets. Class II was for pilots who had not completed silver "C", regardless of equipment flown. A Class III pilot could enter Class II if he wished, but the reverse could not be done. In general, the tasks for Class II were similar to those of Class I, but shorter in distance. Rules were set up so that any pilot could drop his poorest scoring day when computing the contest point totals. Toward the end of the meet these situations whereby a pilot could add relatively few points to his score even if he won the task, because of having to drop one of the previous day's scores.


This was declared a no contest day because of unfavorable weather. Everyone used the flyable periods for training and familiarization with a few set up the old "Operation Cheese-Cake" by auto-towing their ships over the edge of the airport and slope soaring for a few hours.

Second Day — Tuesday June 27.

The Class I task was an out-and-return to Moses Lake Municipal Airport, approximately 35 miles away. Bob Moore won with a speed of 82 mph, followed only three minutes later by Roy Fisher in his J-K. Pete Brown was third in his J-O and Don Reynolds was fourth. Robbie Brown landed the Canadian J-K at Moses Lake and was auto-towed home and Al Wilson, Class II pilot flying the Boeing Club 2-36 in Class I made it back almost to Boeing Airport, landing just across the highway from the end of the runway. Bill McLaughlin was down in Moses Coulee with his J-36. The Class II task was a Silver "C" triangle, and was won by Jim Hard in the 1-19.

(continued on page 5)
Third Day – June 30.

Class I task was an out-and-return to Mansfield, forty miles away. Fisher and Moore were again practically neck and neck with Fisher leading by a mere 12 minutes. Pete Bowes and Dean Reynolds were again third and fourth respectively. Allison finished fifth, and Robideau Cross didn't get away. Class II was to Waterville and return, which was on the Wenatchee-Mansfield course, and again Jim Hard won.

Fourth Day – July 1.

The task committee again selected Mansfield and return. Bob Fisher won Class I without being pushed too hard as Bob Loote had to go back to Richland on business and couldn't compete. Pete Bowes was second and Peter Van Groen brought the Canadian L-K in third. Dean Reynolds and Ed Meekman landed at Waterville on the way back, and Tim Hard in the 1-12 amazed everyone by getting to Mansfield with the 1-19 and making it back to Waterville before having to land.

Fifth Day – July 2.

The weather looked good for cross-country, so the contest committee decided individually, without benefit of a meeting, that this would be the "Open," or "Free Distance" day. No racehorse start was required – pilots left as soon as they could. Bob Moore and Bob Fisher got early starts and were able to find a good thermal and leave the pocket almost at once. Pete Bowes had to slip over for nearly an hour before getting up to get away altitude. Bob Moore sets a new Northwest distance record by flying 930 miles to Clinton, Montana. Bob Fisher reached Coeur d'Alene, Idaho, and started a return flight, getting back as far as Chilliwack against a strong wind. Pete Bowes finished his Gold "C" and got his Diamond for his flight to Kellogg, Idaho, 184 miles out. Paul Fulkerson landed at Coeur d'Alene after trying for nearly an hour to find enough lift to get him over the hills for a safe run into Kellogg. A non-contestant, Gary Conover of the Air Scout, pushed the 10-2 to Ginger Field, Spokane, for an Air Scout distance record.

Sixth Day – July 3.

This was a mandatory rest day under contest rules, since more than three pilots had made 150 miles the day before. Bob Moore didn't get in until late afternoon, his wife Elizabeth having gotten to Clinton until 1:00 AM to release him. Several pilots used the day to try for their Silver "C" rating 120, and Al Griffin made his in the 1-26. Pete Bowes got to 13,400 feet on a peculiar evening case that consistently enabled him to climb in from of and over the top of a thermal, cumulus cloud. He had released at 5,400 feet, stopped for over the river by the thermal, that fed the cloud, worked out in front of it, and gotten into the wave. He repeated the last two stages about five times in less than two hours.


Since this was the last day of the meet, there was strong pilot feeling for a tough task, but an attractive Mansfield-Waterville-Dubois return was set. Bob Moore had not flown on the contest day, Bob Fisher was in first place, but could not fly the Saturday task, so Bob Moore had a chance to move into first place, which he did by completing the task for 1,000 points, Ed Meekman set out in the 1-26 to 1-19, but he made out of fourth place, but had to land before getting to Waterville. Pete Bowes took advantage of the meet spread that made it impossible to come out of third place even if he won the day's task or to get bumped out of third by anyone below him winning the task, and stayed here. Other non-competing (continued on Page 4)
pilots used on their Silver "C" section and altitude logs, both in one hop in the Olympia.

The completion of the meet was almost as unique as the start as far as change of procedure went. Instead of an awards dinner, the awards were presented at breakfast on Sunday morning. This got off to a slow start because of too few witnesses to serve 45 people, but proved to be a dandy procedure for cutting the speech-making short, since the 'uns were building outside for all to see and the pilots were impatient to get back to the field and into the air for some more soaring.

Final contest standings were as follows:

Class I
1. Bob Moore - Schneier 1-21
2. Bob Miller - Murray-Scott 1-28
3. Pete Bowers - Welte
4. Paul Biller - Schneier 1-25
Ed MiCrall

Class II
1. Jim Bird - 1-19

Silver "C" logs completed by non-contestants:

Duration
Clyde Hofsinger
Bob Chase

Distance
Clyde Hofsinger
Gary Corner

Altitude
Bob Chase
Clyde Hofsinger

CHATMAN'S MESSAGE (Continued from page 1)

There was something for everyone. It was a contest to the nine entrants, and a camp to the 27 other pilots who flew during the week. It was active too—175 flights and uncounted hours.

Thanks everyone, I only hope that you had as much fun as I did.

Dean Reynolds
The training has been going along steadily with two new solo students. There will be a few more in the near future.

We are very proud of our new solo students because they have really worked hard for it. Shorty and Dick Peo (Dick is only 12 years old), soloed at Honechic on acre tow, each flight about 20 minutes. They looked like old “Pros” the way they flew the pattern and set the 10-3 down and rolled up to the the take-off point. It appears we have two good glider pilots on the way. Other students who are very active are: Phil Estes, Alf Bulkman, Terry Cook, John P Fitman, and Gordon Jollison. John is a new member and we think he has the glider bug for sure.

Joe Richardson who has recently checked out in gliders has made some excellent soaring flights in the 1-26 and added a commercial glider rating to his power rating. This makes four commercial pilots in our club.

The Tonchic meet was very successful as far as the club is concerned. After two years of training students and a few short soaring flights around the field we finally got to do some soaring. This is the true sport of flying and well worth the work. I completed some very successful cross-country and duration flights. Al Wilson flying the 1-26 went from Honechic to Lake City, back to Ephrata, and another flight to Kenilworth and return. He made a five hour and fifteen minutes flight one other day to complete his Silver "C".

Clyde Hefinger flying the 10-3 went from Pencechic to Coulee City for his cross-country, getting his altitude requirement on another flight, then completing his Silver "C", with a five hour and thirty minute flight in the 1-26.

The 10-3 and the 1-26 were flying every day of the meet. They do not have the hours totaled up yet, but it should be impressive. I also have done it with a good safety record with every pilot putting safety first.

The Boing Club has recently lost a valuable member, Ed Adams, who has gone to work for the West Coast Airlines as co-pilot, a position he has been seeking for several years. A native of Harle he came to the mainland in hope of getting on the airlines here and it was the thrill of his lifetime when he made it. The club sure hated to lose him, as he was a fine president, as well as an excellent tow pilot and instructor. We would like to say we'll miss him and wish him the best of luck and happiness in the airlines. We hate to lose you, Ed, but good luck and keep us posted.

We would also like to announce the engagement of Roy Daily and Priscilla Hefinger. They are planning to get married sometime this October. This is the first honest-to-goodness glider romance in the Northwest.
While the Cascade Soaring Society’s S-2-22 and the S-2-26 were among the
busiest ships at the Wenatchee contest, they were not entered in the meet.
However due to a partly clouded sky, some soaring across the field, the S-2-22
was tied down at the time, but the talonster broke 2½-inch tie-down ropes
and flipped the ship over on its back. Fuselage damage consisted of a
smashed canopy and bent-in upper nose stringers. The serious damage was
to the wings, with both N-tubes and one drag spar being ruined.

The club has decided to go ahead with repairs on a low-priority basis, since
it has no priority students at the present. Repairs and replacements will be
handled on the basis of available income, and it is anticipated that the S-2-22
will be flying again by next spring. In the meantime, the white L-K Flat-top,
out of circulation since landing on some rocks at the Nationals last year is
practically ready to take to the air again. The club has long ago decided to let commercial
shops handle repairs, and put the Flat-top in the hands of one as soon as it returned
from Bishop. However, after barely getting started, the shop quit, and
turned the job over to a cabinet shop. The woodwork was held up
for a long time because of the need for welding and metal work, and Seattle-area
shops were not interested in taking on the work. Finally, a friend of mine
was hired to complete the welding, and then the woodwork was finished as the
shop had left the job. A friend of mine
was hired to complete the welding, and then the woodwork was finished as the
shop had left the job. A friend of mine
was hired to complete the welding, and then the woodwork was finished as the
cabinet maker’s time allowed and was Cascade member Al Gragg could get into the shop
after regular working hours.

Several months ago, it had been decided to try and sell the Flat-top to raise
money for a L-K, but now with the S-2-22 out of circulation, it has been decided to
retain both the L-K’s until the S-2-22 is back in the air. Getting a L-K is still
desirable, however. The utility of the Flat-top will be increased greatly, since
a standard wing has been put back in it, eliminating the nuisance of operating
from a takeoff dolly with the necessary problem of getting the ship back on the
dolly for ground-handling after the landing. The S-2-22 will be taken to
Wenatchee when the SGC tranquilizer is on the August 15 weekend.

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SAILPLANE FOR SALE

FOR SALE: TG-11 Cinco two-place sailplane. This plane has been completely
rebuilt Including a new wing. Priced at $1500, ready to fly with trailer. Contact:

Den Sunaj
287 Kingwood Drive
Salem, Oregon

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On the SGC calendar of events the tranquilizer is at
Wenatchee on the weekend of August 15-16.
Saturday, Aug. 1, 1959

- Enumclaw Jaycee Dance at the Enumclaw Hotel. 300 plus members invited to attend.

Monday, August 3, 1959

- SGC membership meeting at the University of Washington Pub.

Saturday, August 15, 1959

- Mountaineer Expedition. (Sunday too)

Monday, August 17, 1959

- SGC Directors meeting at the Reynolds place.

Sept. 5, 6, & 7, 1959

- Labor Day weekend informal soaring meet at Nasaka...

November 14, 1959

- SGC Annual Awards Night Dinner.

Joe Carter asked us to announce that he wishes to sell his share of the Olympia seaplane owned jointly by Joe Robertson, Bob Chase and himself. If you are interested, get in touch with Joe at 305 E. Denny Way, Seattle, 2, Wash for the details.

SGC decals for your plane, car, or girl friend are available. Frank Woodward has the stock and he'll give them away for only 50 cents apiece. Get this handy handy two-inch giant sized decal today. Don't go another week without letting your friends and neighbors know what a daredevil you are.
TOWLINE is the official publication of the Seattle Glider Council and is mailed each month before the regular membership meeting. Subscription is free to Council members and one dollar per year to other interested parties. Contributions from readers in the form of technical articles or accounts of flight experiences are welcome. Advertisements for gliders or equipment wanted or for sale will be published free of charge as a Council service.

TOWLINE is edited by Dean Reynolds, the typing is by Iris Reynolds, and the print shop is operated by Ken Deckman. Bob Joppa supplies the addresses each month.

TOWLINE announces a special offer to young men on the way up. If you're a rising young executive, you can't afford to miss a single fabulous issue. Remember, the man who thinks for himself reads TOWLINE, and he can read it for the fabulously low price of only 64 cents per year plus postage (66 cents). (He can read it even more cheaply than this if he has a friend who subscribes.)

P.S. As an extra specially fabulous offer for a limited time only, young men on the way down may also take advantage of this offer. Just tear off the top of a bottle of bourbon and send in with your name and address and a statement in 25 additional words or less telling why you like Brigitte Bardot. Hurry, this fabulous offer ends at midnight, March 27, 1966.

If there is a red X skulking hereabouts, run don't walk to the nearest post office and mail a lonesome dollar to:

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Seattle Glider Council, Inc.
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Seattle, Wash.

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