



LOS ALAMITOS



GLIDER TRAINING SQUADRON

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Soaring in Germany

By Greg Myers

At the beginning of the year, I was flying 747 cargo flights for Atlas Air. In March, I had a long layover after a flight to Frankfurt-Mahn, a former American fighter base about an hour away from Frankfurt, Germany, and was looking for an opportunity to fly gliders in Europe. I knew there were a lot of glider clubs in Germany and after a little research, I went to visit the Deutsch-Amerikanischer Segelflug Club (German/American Glider Club) which maintains a nice grass strip on high ground in between turns in the Mosel River (see picture above). The club was formed by American fighter pilots, including Chuck Yeager, in 1954 and the very active club celebrated its 50th Anniversary a few years back.

The club is home to two ASK-21s, an ASW19b, a Ka8, KS6, and a Scheibe motorglider. They have a tug for aerotows and two winches, one with 300 horsepower and one with 190 horsepower.

To fly solo in Germany, you must obtain a German pilot's license; a process I was not familiar with and did want to deal with. It was no problem though for me to fly with one of the club's instructors for a very reasonable tow fee of approximately 20 euros. I took one tow off the smaller winch which was barely adequate for the task, and two launches off the larger winch.

On my third launch we contacted some ridge lift, and at the urging of the instructor from the backseat, we flew along the ridge, following the Mosel River. We never got above 1000 feet AGL but the lift was consistent and it was

clear to me that the instructor trusted the lift enough that we flew several miles along the river, toward the city of Kinheim. When our altitude dropped to 700 ft. AGL I was told to head back to the airfield.

The German gliders are equipped with a sophisticated collision avoidance system that beeps whenever another similarly equipped plane is flying nearby. Because we were so close to the ground for much of the flight, I was instructed not to test the spoilers until on final, for fear that they could stick open and force a land out. Another interesting requirement for flying in Germany is that all pilots and passengers wear parachutes, though at the altitude we were flying at, I don't know if they would have been of much use in an emergency.

I met many of the locals at a café on the airfield, and everyone was as friendly as I could hope for. The owner of the hotel I stayed at even lent me his car to visit the city of Trier about 17 km. away. It's the oldest city in Germany, dating back to the time of The Roman Empire. Housed nearby in Hermeskeil is a private aviation museum, the Flugaussstellung Junior, where I saw an eclectic mixture of Soviet, American, and German planes from fighters to airliners, and a few gliders, including a Horton 5 Flying Wing, and a Junkers 52 with a cockpit labeled in Spanish.

Hemet Gliderport Closes October 1st

This past July, Larry Howell announced that he was retiring and closing Sailplane Enterprises. He also announced that Riverside County had plans for the space at the airport and that it did not include maintaining a gliderport. By now everything that was on the gliderport property has been moved out or removed. Everyone is speculating about the county's agenda, but no one seems to know for sure what will become of the space.

Ron Hodge Quoted

In an article about the experience of flying in a glider, published in the Tehachapi News in July, Ron Hodge was mentioned.

"Ron Hodge, another glider pilot from the Southern California area made a point, saying, "Many professional aviators started out as glider pilots. Gliding is purely for the beauty of flight," he said. "There's no reason to get into a glider other than to have fun." Hodge also said, "The Tehachapi gliderport is considered a historic site to the flying world."

Gosland Does it, Again

By Russell Owen

Well, Bill Gosland "soloed" today in his Champ 7AC. The first time he soloed was in a J3 Cub on 7 July 1966.

Nothing really interfered with his flying. Just a few near death experiences, a heart transplant, breast cancer, skin cancer and an untold number of medication changes to keep him alive and help him not reject his transplanted heart.

Through it all he hung in there and kept on pecking away at flying. Unable to fly his beloved Mooney a few years ago because of his deteriorating health, he took up soaring, obtaining his commercial glider certificate through Sq 41.

The new Sport Pilot rules came into effect, and in January, 2009, after an 8 year layoff he bought part of a Champ and started flying power planes all over again, at age 77.

Now anybody that has any tail dragger experience will tell you of the difficulty of flying a tail dragger. Things you can get away with in a tricycle gear aircraft will absolutely ruin your whole day and leave you just shaking your head in a tail dragger. Well this happened to Bill.

He also suffered from several health issues that left him just too tired to fly and added to his lengthy retraining time. Today, 19 August 2009, all of his hard work paid off. He zoomed and soared over Fullerton airport all by himself. Congratulations Bill, you deserve your "second solo".

You Snooze, You Lose

Labor Day weekend's annual Dust Devil Dash from the Mountain Valley Airport in Tehachapi drew 24 cross country pilots to the straight out distance contest. Two planes, launching early from the top of the grid, flew over 500 miles, landing somewhere in Idaho. Doug Levy, in his 1-26, won the contest with a handicapped distance of over 300 miles.

Ron Hodge flew his 1-26 from the back of the grid. Getting off to a late start he had trouble finding lift and had to re-light. As the day wore on, conditions deteriorated, and even his second launch did not get him high enough to leave the Kelso Valley.



Annual Squadron Dues are Due

It's that time of year when Sq.41 dues need to be renewed. Please send a check, in the amount of \$48, payable to: CAP Sq. 41 to the squadron's post office box. (see roster)

Your money is used to help maintain our planes and provide training opportunities for CAP cadets from all over southern California. Please help support this worthy cause by sending your dues in ASAP.

Around the Flightline

Our Cessna towplane has received a number of repairs, including prop dings, the pitot tube, and attitude indicator. The transponder has been re-certified and the plane has passed its annual inspection.

We finally got a bill from Group 7 for our portion of the building rent and upgrades to the sidewalk, lawn, and the leveling of the bldg., and have paid our part.

At the meeting on July 14, Woody Fowler talked about waterproofing the new roof of the winch with roofing materials and Jim Welliver suggested painting it in camouflage colors. Ron Allen was overheard commenting, "that's like putting lipstick on a pig."

All squadron members are reminded of the importance of completing MANDATORY online coursework/tests, including the ORM, Operational Risk Mgmt. Basic and intermediate course, the OP SEC, Operational Security, and the separate safety related Ground Handling video and test. These online seminars MUST be completed before members will be allowed to participate in any activity involving cadets. Arrangements are being made so that any squadron member who is not "internet savvy" can take the open book tests at a squadron meeting.

In August a list of candidates to supervise our "operational review" was submitted to Group, along with a request that the Cal. Wing Commander give us, in writing, the criteria for resuming winch launching at Los Alamitos. In the meantime, we are looking at the possibility of ground launching utilizing our truck, if we get approval from the Los Alamitos base commander.

We are preparing a formal request that CAP National HQ fund the purchase of a new winch for us. Winch manufacturing costs have dropped a little recently and we could obtain a basic model for around \$50,000. If you would like to contribute money toward this goal, please contact squadron commander, Jim Welliver.

We are going to receive \$400 from CAP Cadet Programs to be used to reimburse us about half the cost of repairs to 53H, for damage done while the 2-33 was being returned to the squadron from northern California.

Terry Harmon, a pilot from sq.150

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Flightline

with 20 years of flying experience, is joining our squadron.

We are looking for volunteers to make presentations to cadet squadrons about our operation and opportunities to learn to fly. Contact Jim Welliver if you're interested or would like more information.

The Civil Air Patrol's role in providing pilots/planes for various missions is being expanded. The US Coast Guard would like CAWG to help with shore patrol flights and is willing to pay expenses. CAWG is also looking at the possibility of providing aerial patrols of the California aqueducts.

We have recently been informed that pilots that "regularly" go to Long Beach Airport need to get LB Airport ID's from the TSA office there. Transient pilots picking up our towplane are supposed to be granted access to the flightline without ID's.

It's reported that 37T and our towplane are both, "flying well". Our entire fleet of sailplanes is currently airworthy, though the ballast tray on 37T needs to be reconnected to the frame. The radio connectors on our Blanik, 1BA, are different than those on the 2-33s and we are going to try to standardize them.

Admin. Officer, Jeff Rogers, has cleared off the bulletin board next to the entrance to our meeting room and is reorganizing it with photos and flyers about squadron 41 and our operations. Feel free to contribute toward this effort if you have something you believe would be of general interest to our squadron, or others who share the building with us.

At the squadron meeting at the end of September, Commander Jim Welliver reported on his experiences at the Cal. Wing Conference. He said that Col. Paris, CAWG Commander, and Col. Myrick, CAP Region Commander, remain supportive of squadron 41's mission to train cadet pilots, and will back our request to Nat. HQ for the funding for a new winch.

He also reported that Maj. Randy McClure has retired as Group 7 commander and that Mike Watkins is the new Acting Commander for Group 7.

Funding for cadet "O"-rides has resumed as of this month and flight operations involving cadets are ready to

resume.

1BA is slated to be on static display this weekend at the airshow at Edwards AFB. A restriction to the pitot tube on 53H has been cleared. The wasp nest blocking the air vents on 53H has also been cleared. This was wisely accomplished while the wasps were elsewhere. After it is finished being refurbished, 53H will be relocated to Mountain Valley Airport in Tehachapi, and 1BA will be brought from there back to Los Alamitos.

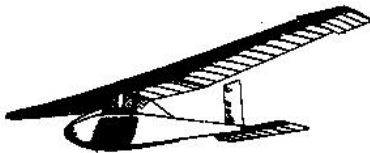
Squadron Meeting And Flight Schedule

Squadron Meetings
Tuesdays - 7 PM

- October 13
- October 27
- November 10
- November 24

Aero-Towing - Sundays 10 AM
(confirm in advance)

- October 25
- November 8
- November 22



California Wing Activities

October 24 - Camp Pendleton
0830-1700 hrs. Cost \$10
Registration Deadline 22 October

This is an introduction to CAP radio communications with a live radio table top mission providing "hands on" experience to first time radio users.

Contact: Maj. Joe DiMento
Telephone: 760-451-9283

email: joeanddolores@roadrunner.com

Final Flight



It is with great sadness that we report the loss of Harwood (Woody) Fowler in a tragic plane crash on September 16, 2009. Woody was flying in his recently purchased Challenger with his son-in-law, Chad Kelley, to an EAA meeting at the Redlands Airport, when the plane nosed into the ground less than a mile from the airport. Although there were witnesses to the crash, the cause of the crash is still undetermined and will be investigated by the NTSB.

Woody was an active member in Squadron 41, recently completing much of the renovation to the cab of our winch. He was also an active member of the EAA and loved giving 1st flights to children as part of their Young Eagles program. He was also a member, and tow pilot, for the Lake Elsinore Soaring Club.

He had recently become the local sales representative for the Challenger II, a light-sport airplane, and was on his way to show it off when he went down.

A memorial service for Woody was held on Sunday, September 27 at the Green River Golf Club in Corona, to a capacity crowd of 200 people who came to pay their respects.

His family has requested that donations in his honor be made to the Young Eagles Fund of the E.A.A. Please send a check, payable to: EAA Young Eagles, with a note, "In memory of Woody Fowler". Their mailing address is:

EAA Young Eagles
P O Box 3086
Oshkosh, WI 54903