



Los Alamitos



Glider Training Squadron 41

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Gordon Boettger at 17,000 ft., northbound over Lone Pine, CA in his Kestrel

Boettger Sets Two New U.S. Records

Twenty five years ago the group of military pilots and soaring enthusiasts that would go on to organize CAP Sq.41 so that they could utilize the airfield at the Joint Forces Training Base in Los Alamitos, were an offshoot of the Long Beach Soaring Club. One of their young student pilots, Gordon Boettger, had just been awarded the SSA's Kolstad Scholarship. In the May, 1986 edition of Soaring Magazine, Mike Opitz, Chair of the SSA's Youth Education Committee described Boettger as having, "the same inner drive as Paul Kolstad; the fire that will propel him to continued excellence in soaring". He couldn't have been more right! Boettger went on to complete his gold and diamond badges while still in high school. He joined the Navy and became a carrier based fighter pilot and now captains an MD-11 on international flights for Fed-EX.

These record setting flights have earned Boettger the only 2000Km Flight badge ever issued in the United States.

On April 20, 2011, flying a two seat Duo-Discus with his 78 year old friend, Hugh Bennett, Boettger set a new US distance record by flying over 2200 KM (1367 mi) in 13 hours, 20 minutes, for an average speed of 103 mph. The Duo-Discus had been specially modified for just this kind of long duration flight. Its internal self-launching engine was removed to make room for oxygen tanks and extra batteries. The canopy was modified to prevent freezing moisture from blocking vision and external lights were added so that the sailplane could fly after dark, if necessary.

On May 31, Boettger bested his own record by flying his single seat Kestrel, pictured above, over a distance of 2257 KM in 13 hours, 17 min. for an average speed of 110 mph.

The flight's journey began at Minden, Nevada, launching at sunrise and towing to 8000 ft. AGL to get into the meteorological lift of the Sierra wave. The first turnpoint south was near Little Lake in the lower Owens valley adjacent to the southern Sierra in California and then nearly retracing the flight's path to the next turnpoint north over Frenchman Lake northwest of Reno, Nevada. Subsequent legs of the flight generally tracked south along the Sierra returning to near the Cinder Cone-Little Lake area and northern turnpoints were selected around the Minden area.

The Sierra wave generated strong lift of 10+ knots or 1000 per minute, carrying Boettger at times to a maximum flight level of 28,400 ft ASL. At times a favorable southwest tailwind component generated ground speeds of 165 mph. The flight landed safely at Minden's airport well before sunset.

These record setting flights have earned Boettger the only 2000Km Flight badge ever issued in the United States. Only 4 other pilots in the world have flown more than 2000Km, and only one other, Klauss Ohlmann, flying a high performance Nimbus 4 (L/D=55), has done it more often than Gordon (Kestrel L/D=42). All of the other long flights were in the Southern Hemisphere where longer days at the southern tip of Argentina's mountains, allow flights of up to 14 hours duration.

Gordon Boettger's accomplishments exemplify why Squadron 41's mission to train CAP cadets to fly in sailplanes is still so important and relevant. Many of our student pilots have gone on to careers in the military and commercial aviation.

Photo Recognition Contest



There's a chance that some of you may have seen this unusual European sailplane hangared at Mountain Valley Gliderport in Tehachapi so no prizes will be awarded for correctly identifying this 1950 beauty. To find out more about it, turn to page 3 of the newsletter.



CAL. WING NEWS

Mission Pilot School

California Wing's Mission Pilot School trains selected candidates who are eligible for Mission Pilot training from initial ground instruction through all of the required mission pilot flight training over two weekends. Students successfully completing leave with a fully signed off SQTR and are prepared for the CAPF 91 check ride. This is not a shortcut or a reduced requirement for Mission Pilot training but a comprehensive and intense program intended to cover everything required to become a Mission Pilot. Next flight training will be held at the Concord Airport, Sq.44 from July 8-10.

CAWG Cadet Encampment set for July 14-23 at Camp Pendleton.

CAWG Conference scheduled for August 26-28 at the Hilton Oakland Airport Hotel. (Rooms \$99-Fly to the airport-free shuttle) Conference registration fee is \$35. Conference and all meals=\$135. For information contact: MAJ. Teresa Longley

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Col. Ken Parris is retiring after 4 years of service as Wing Commander. His successor will be named at the conference.

Squadron Meeting Schedule

Tuesdays - 7 PM

- July 12
- July 26
- Aug 9
- Aug 23

Flight Operations

Sundays - 10 AM to 4 PM

- July 17
- July 24
- July 31

Safety Corner

Repairs to the runways at Los Al have been completed and runway 22L is ready to be re-opened, pending official sign offs. Pilots should familiarize themselves with the recently published airport diagram below.

Pilots talking on the radio with air traffic controllers are reminded to use "standard" phraseology, and most importantly, to listen carefully for directions of turns (L or R). Some pilots new to the Los Al runways may get confused and everyone should be especially cautious of traffic in the area and moving along the taxiways as the airfield ramps back up to full utilization.

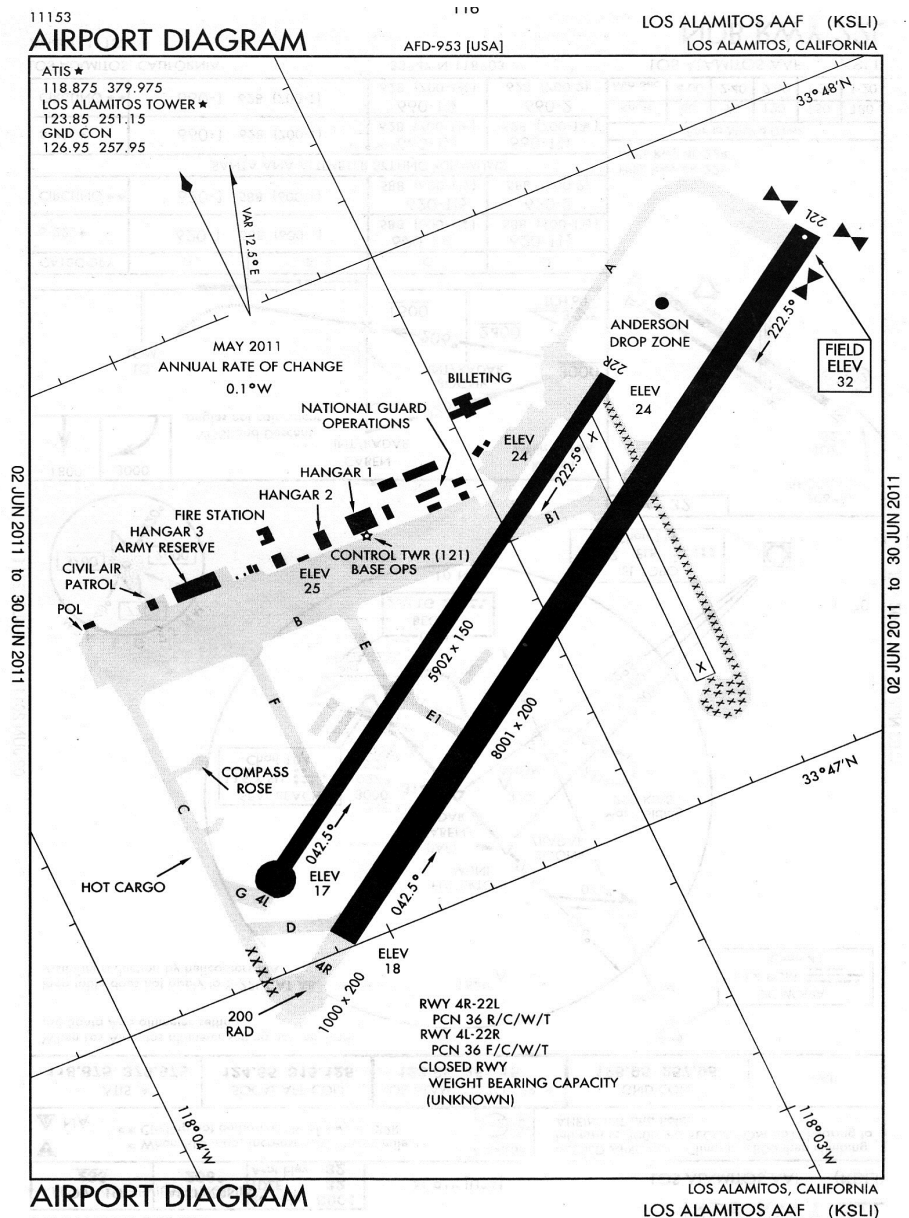


Photo Recognition Contest



Peter Buck is the owner of this handsome and rare all wood sailplane, a LF-107 Lunak glider that was built in 1950 in Prague, Czechoslovakia. The plane is one of 75 built before the factory converted to producing Mig-15s.

The plane shown was flown from 1950 to 1953, when it was hidden away in a barn south of Prague, until it was discovered in 1996. The Lunak was imported into the US by a communist pilot who tied up a Czech govt. official and flew a plane full of people to a US airbase in Germany, where he defected.

After acquiring the sailplane, Peter Buck spent 8 months restoring it. The plane is painted in original colors and wears its original Czech registration numbers. The sailplane is certified to fly acrobatics, including tailslides and outside loops.

Source: Ronald Hodge

Around the Flightline

Have you noticed that our meeting building is sinking on one side? It's not too bad yet, but a committee has been formed to develop a solution to the problem. In the meantime, lean to the left.

The date of the WING Conference has been moved up to an earlier date in August (see page two). The new Wing Commander will be announced at the conference.

Our towplane and Blanik should be returning soon after being used by the NV Wing for a flight academy, held at Minden, NV from June 24 to July 3.

We are already looking forward to planning our own flight academy for next summer. The goal is to provide 250 flights to 12 cadets over the course of a week, in addition to ground schooling.

Although we have only been conducting flight operations on Sundays this year, Sq. 41 has been consistently busy aero-towing cadets. A typical Sunday has us launching 20 flights with one towplane

and two gliders. With 4 pilot/instructors we are averaging four flights/hour, and frequently we have run out of time before all the cadets have flown, especially when we are giving "O" rides. We have been flying so much that we are currently wearing out our towropes at the rate of about once a month.

One of the problems that slows down our flight operations has been a shortage of volunteers on some Sundays. There are many opportunities to help out in a variety of ways, and it can't be emphasized enough, how much YOUR efforts would be appreciated if you would like to get involved in our flight training of cadets.

Flight operations resume on Sunday, July 10, assuming our towplane returns from Nevada in one piece.

On Sunday, July 24, we will be hosting 9 International Air Cadets representing diverse backgrounds including kids from Ghana, S.Korea, Canada, and more. We will be providing aero-tows and this year the organization that brings these young pilots to the USA, the IACE, will be providing lunch.

As part of our continuing Aerospace Education program, different ideas for a field trip are being considered, and we welcome suggestions from the squadron. One idea that seems to be popular is going to the Griffith Park Observatory. Since being remodeled, the Observatory is considered a "must see"! Suggestions should be forwarded to Jeff Rogers or Jim Welliver.

It's looking more and more like we are going to get a NEW winch. A formal proposal has been sent to National HQ for us to obtain the funds to purchase a new winch that meets our speci-

fications and needs. We have tried to make it very clear that there may be manufacturers that offer "cheaper" products, but they are cheaper for a reason, and will not meet our needs. The only manufacturer that makes an acceptable winch for us happens to be right here in Southern California and we are very familiar with their winch.

Final funding will likely come from several sources, including National HQ, Cal. Wing, and Group 6. We should know within about 30 days if our proposal has been accepted and we could be ready to order our winch by the end of summer and probably take delivery early in 2012, if we are lucky.

Dust Devil Dash

Mountain Valley Airport in Tehachapi hosts the annual Dust Devil Dash right after Labor Day. The rules are simple, try to fly as far away as you can. Scores are handicapped to give all planes an equal chance of winning.

Ron Hodge flew his 1-26 in the race and reports, "Soaring conditions were weak for this year's Dust Devil Dash. I launched in my Schweizer 1-26D at 1PM from Mountain Valley Airport, struggled for an hour and a half in the Tehachapi Valley climbing to 8900 feet over Tehachapi Municipal Airport, then flew East finally arriving over a road at Cache Creek near Hwy 14 and 58, climbed up to 7000 feet, flew north west along the ridge east of Henry's Peak. My altitude was too low to venture out into no man's land so I headed for California City Airport landing at 3:30 PM .



Ronald Hodge preparing to launch—Dust Devil Dash