

Soaring

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Front Cover: Steve Koerner landed his ASW 27 in a wheat field 7 miles south of Nephi on account of thunderstorm outflow. "The farmer expressed his concern that our car exhaust could ignite the dry field, so my wife and I had to push the glider about 400 yards across the soft field to get to the trailer." (Photo by Lancette Koerner.)

Centerfold: Fred LaSor caught this picture of an ASK 21 in repose after a snowstorm in Minden, NV. Happy winter soaring to all. (Photo by Fred LaSor.)



SOARING NEWS

INFORMATION, ANNOUNCEMENTS, and EVENTS

Kolstad Scholarship Award Announcement

The Kolstad Committee has chosen Noah Ritter of the Harris Hill Soaring Corp. for the 2016 Kolstad Scholarship Award. Congratulations, Noah Ritter!

At the time of the award Noah was 20 years old. Over the last three years he's had several accomplishments, including: Private Glider, Private Power, Commercial Glider, CFGI, Silver badge, competing in a regional contest, 2016 Club Class Nationals, and 8 New York State Soaring Records!

He is well deserving of this award and exemplifies its namesake, Paul

Kolstad, who passed away at the young age of 15, 50 years ago in August.

Soaring Flight Webinar available

Scott Manley put on an excellent EAA Introduction to Soaring Flight webinar on October 12. It's available on the EAA website: <http://bcove.me/qebh38fr>.

Book Review: *Workshop Practice*

Hans Jacobs, *Workshop Practice for building and repairing wooden gliders and sailplanes*, Neal Pfeiffer and Simine Short, eds. (Vintage Sailplane Association, Inc.) Lawrenceville, Illinois, 2016.



Twenty-five years is a chunk of time to spend translating an obscure textbook written in 1932 and yet, dedicated vintage sailplane enthusiasts did just that. The result of their hard work is a stunning piece of soaring literature. Anyone who enjoys great books about old airplanes, and sailplanes in particular, should add this classic to their permanent collections. To those who collect, repair, restore, maintain, and fly wooden gliders, may I suggest that you have at least one copy of the book handily placed in your office,



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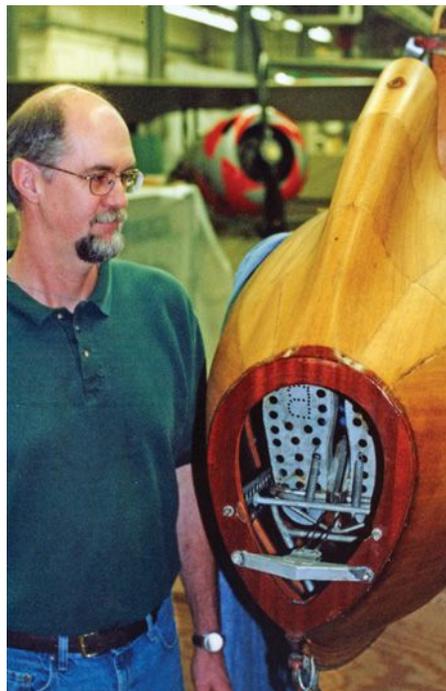


hangar, or workshop? You will probably refer to it often.

First published in German, each of the 378 pages in this translation reads like author Hans Jacobs was a university English teacher instead of a builder and pilot writing about German sailplanes. Online translators can make some sense of conversational German but deciphering highly technical writing demands human time and attention and a deep grasp of context that goes far beyond basic understanding of words in German and English. The Vintage Sailplane Association team brought to this challenging project a vast knowledge of construction practices and repair techniques gained from years of study and actual hands-on experience.

Complex and arcane technical words and phrases make sense and the lack of typos and misspellings is notable. The attention to detail invested in this project extends to the photographs and drawings, which a tech-

nical handbook such as this one demands to illustrate techniques, tools, and aircraft components. All graphics are crisp and clear and the text reads so well that German-speaking pilots claim it is easier to read in English than the antiquated German used in the original publication.



Russel Lee and the nose area of the Sr. Falcon in the shop.

It would be quite enough to end this review here but there is more. At the end of the translated text is an 11-page "Addendum to the 2016 English Translation" written by Neal Pfeiffer. Neal describes the key steps necessary to ensure safety in the shop; he explains the different species of wood used in wooden gliders and how one's approach to repairs often depends on the nationality of the aircraft. Neal covers glues, metals, fiber-reinforced plastics, fabric covering, and other useful topics before ending with a list of contemporary documents and manuals written about maintaining and repairing vintage sailplanes and published in the U.S., UK, and Germany. This is an encyclopedia of essential know-how if you maintain and fly wooden sailplanes. I recommend it highly.

Reviewed by: Russell Lee, Chair, Aeronautics Department, National Air and Space Museum, Smithsonian.

Central California Soaring Club (CCSC) selected for Mach 0.1 simulated glider cockpit trial training program



White Oak Communications, LLC (www.GLIDERBOOKS.com) is thrilled to announce our selection for the Mach 0.1 Simulated Glider Cockpit Trial Training Program – **Central California Soaring Club, in Avenal, CA.**

We received eleven very strong applications to collaborate with us on this trial training program. We would love to see all of the clubs and organizations that are interested in simulator training have access to the Mach 0.1 training simulator. We are currently working with Australia's Air Force Cadets program which has purchased two sims to install in two trial locations with the goal of having a sim and standardized training at each facility. We hope to approach the SSA and possibly other sponsors who would like to see this happen in the U.S. If you have any ideas for us, or would like to collaborate on fundraising plans to get more of these realistic training sims into the clubhouses and training rooms across the country, please let us know.

Central California Soaring Club's Mach 0.1 will be located in the Student Projects center on the California Polytechnic State University (Cal Poly) campus. The campus is the central location of the majority of the Central California's Soaring Club's (CCSC) glider students, due to a recent partnership between members of the Cal Poly Aerospace Engineering department and the Central Califor-

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