

WEST WIND

February 2024

Newsletter of the Portland Area Sailplane Society

Vol. 2024 Issue 02 February



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PASS Club News

The club regrettably announces the passing of former member Charlie Applebaum and longtime member/flier Jim Pugh. See the next page for Jim's obituary.

Note: The FAA approved FRIA field is located in St. Paul across from the rodeo stadium. See the detailed map on Page 2 of this newsletter for field details and flying restrictions.



Club Officers & Officials

President

Bruce Rose 503-848-2228

Vice President

Keith Ragsdale 503-680-2427

Treasurer

Tom Culmsee 503-358-8421

Secretary

Pat Chewning 503-341-3648

Director

Scott Fintel 971-330-5149

Director

Ken Eaton 541-206-7344

Contest Coordinator

Jim Gibson 503-669-7271

Safety Coordinator

Tom Culmsee 503-358-8421

Librarian

(Position Open)

Web Page Editor

Tom Culmsee 503-358-8421

Newsletter Editor

Jim Gibson 503-669-7271

jimgibson6237@gmail.com

New Club Website

Passoaring.org

PASS Meeting Notice February 13th:

The club meeting will be on Tuesday the 13th. Gather about 6:30 and meeting starts at 7:00pm.

Round Table Pizza

16444 Boones Ferry Road

Lake Oswego, OR 97035

503-636-3350

Jim Pugh Now with the Thermal Angels

By Tom Culmsee



It is with profound and tearful sorrow that I must report the passing of our Seattle area member Jim Pugh. Surrounded by his family and following a yearlong battle with Leukemia, he peacefully slipped away on January 23rd. Born in Mt Vernon, Missouri, Jim was 87 years old.

He graduated with a degree in Mechanical Engineering and was employed at the Boeing Company for over 30 years. Jim was a long-time officer and member of the regional model group the Northwest Soaring Society (NWSS), Seattle Area Soaring Society and Thurston County Miniature Aircraft Association in addition to PASS. He had an enormous passion for aviation, model aircraft and particularly flying competition sailplanes. But more than that, he gave all the extra time he had toward helping our sport in the Northwest over his many years in the sport. His organizational skills were used until the end as he was the current President of the NWSS.

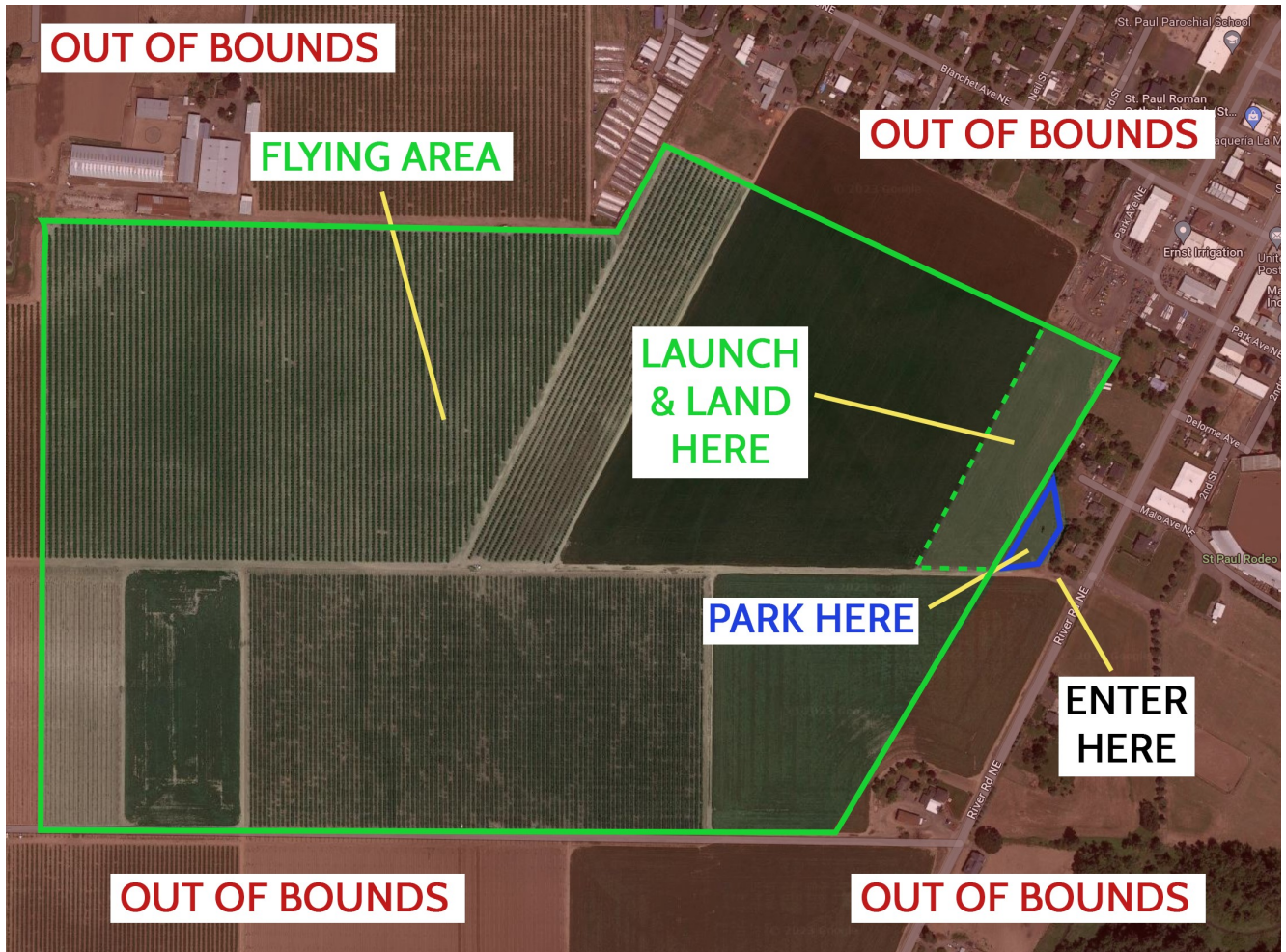
He is survived by his loving wife and flying partner, Sandie Pugh, daughters Becky, Margaret, son David and stepdaughters Lisa Ann and stepson Mark. He was preceded in death by daughter Nancy.



St. Paul Field



Out of Bounds-Revised 08-01-2023





DUES ARE DUE!

Portland Area Sailplane Society 2024 MEMBERSHIP APPLICATION

Name _____ AMA# _____
Write all names as you wish them to appear in the roster (e.g. David or Dave?)

Address _____ CD? (Y/N) _____

City _____ State _____ Zip _____

Home Phone _____ Bus. Phone _____

E-mail address _____

Do you want your email address included on the PASS webpage? Yes No

Spouse or SO _____ LSF# / Level _____ / _____

Radio Frequencies _____

Additional Family Members

1. Name _____ AMA# _____
 LSF# / Level _____ / _____ Radio Frequencies _____

2. Name _____ AMA# _____
 LSF# / Level _____ / _____ Radio Frequencies _____

3. Name _____ AMA# _____
 LSF# / Level _____ / _____ Radio Frequencies _____

Dues	Full year	after 3/31	after 6/30	after 9/30
<input type="checkbox"/> Junior - under 19 - includes newsletter	\$10.00	\$10.00	\$10.00	\$10.00
<input type="checkbox"/> Individual - includes newsletter	\$30.00	\$22.50	\$15.00	\$ 7.50
<input type="checkbox"/> Newsletter only	\$15.00	\$11.25	\$ 7.50	\$3.75

\$ **TOTAL PAID** _____

For the newsletter, please send the:

- e-mail edition
(Adobe Acrobat format)
- download from website
(Adobe Acrobat format)

Make check payable to: Portland Area Sailplane Society
Send to: PASS
 PO Box 115
 Molalla, OR 97038

PASS Banquet January 20, 2024



Jim Gibson
2023 Overall
Season Champion



Ken Eaton
Recognized for
Contributions to
the Club



Ken Eaton
2023 Thermal Duration
Season Champion



Jim Gibson
2023 F3RES
Season Champion



Jim Gibson
2023 February Floater
Champion



Chris Staats
2023 ALES
Season Champion

What Got You Started? (Some Member Responses)

Roger Breedlove

I started building model airplanes before RC existed as a hobby he he that makes me an old fellow. My Mother used to take me to town when she went shopping in Roseburg. Believe it or not a very nice hobby shop was in Roseburg. As my reward for tagging along, she would take me to the hobby shop and drop me off for about an hour just to look around. The owner used to take me in the back room and show me whatever plane he was working on at the time. I was already fascinated with airplanes so the hook was set very well. He talked my Mom into buying a kit, Monogram Models, as my first building effort. Good choice for a kid, I built several before I started working at part time jobs and had some money of my own.... more than \$1.50 anyway. For example a Sterling kit, Biplane, very nice non-flying for me anyway. See pic.

My first RC plane was a Midwest Esquire kit. Great model to start flying with. My first flight was in Eugene at a local high school. I went to the field early... didn't need any help.. With my trusty single channel Ace radio in hand, I started the engine up and with a couple jiggles of the control surfaces, gave it a toss. It flew in nice wide circles and after a few minutes of me watching, I cut the motor and let it land all by itself. After some time and help from local members, I flew it many times. The pic is not my plane but looks about the same.

I quit flying around the age of 80, now 85. Many great long time friends and fun flying with them.



What Got You Started? (Some Member Responses)

Bill Keenan

It began long before I was 12 or so, but those memories are fading fast. I had a paper route and always wanted to get involved in R/C. I had my eye on a Cirrus 3 channel radio system, mostly because it was the cheapest thing I could find. In those days, it took me 4 months to save everything I could earn to make \$100.00 necessary for that system. I worked every day for that purpose. Then the day came and I had it in my hands. What to do, all of my investment went into the radio.

I built various weird contraptions such as a block of wood with a sail and wheels to run down the street guided by servos and wind. One day I was visiting a friend at his house and noticed in the basement a large box with a sailplane in it. My friend said it belonged to his dad and he had owned it for several years and done nothing with it. Coincidentally, it too was a Cirrus by Graupner. I schemed for a while and confronted his father about the possibility of putting said ship together—for him, of course. I had dreamed about such possibilities for months, years even.

I don't know how I convinced him, but it worked. I spent months putting together this balsa wing and glass fuselage 3 meter sailplane with many dreams about how to fly it as I built. Back in those days Ambroid was the only real balsa glue to use, cyano was decades into the future. The dining room table was my workbench. We had a basement with a Ping-Pong table, but this prize deserved a much better venue. Eventually I had it finished and rigged as a rudder/elevator 2 channel control airplane.

I had been eyeing the local high school. It had a press box at the top of the bleachers on the football field. There was a ladder that led to the roof from where the photographers would shoot the Friday night games. I had a friend climb up there to make the maiden launch. It was about 30 or 40 feet above the practice field, a fairly large open area behind the bleachers. I never did think about hand launching it first, I don't think so anyhow.

I knew the basic control setup, up and down elevator and left and right rudder. I had never before flown anything RC, but here I was, nervous thumbs and all. Ready Go! He threw it off the top and it immediately banked hard to one side—all the way to knife edge. I had full opposite rudder in, but to no avail. The Cirrus made a perfect 180° descending arc right back at the bleachers. There was a chain link fence at the back of the bleachers and it hit the top of the fence right at the root of the wing. The wings were vertical, it being knife edge flight and all. Well, that one wing stopped at the fence and the rest of the plane kept going. You know, it's that kinetic energy thing. A whopping 3-4 second maiden flight and my first crash all together.

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What Got You Started? (Some Member Responses)

Bill Keenan(continued from previous page)

I repaired it and discovered that one wing was much heavier than the other, hence the knife edge flight. After repairs I remember getting the same friend to launch it again. This time we had him throw it from the dormer window in his 3rd story attic. I probably leaned out of the window and assembled the wings to fuselage there on the roof. Then I ran down to the back yard and yelled for him to throw. His back yard was big, mind you, but I didn't really know then what glide ratio was and thought it will just fall about a 45 degree line and I'll flare it and land in the back yard. It didn't do that. At least the wings were balanced this time. I don't remember how, but we had to retrieve it from the top of the tree at the back of the back yard. It was at about the same height as the dormer window. It had flown perfectly straight across the back yard and I don't think I even moved the controls. That was success as far as we were concerned.

That is the last memory I have of that Cirrus and the Cirrus radio as well. I don't remember if I gave it back assembled to my friend's dad or what happened to it. I can only hope that someone gained some happy soaring days with fewer repairs.

Many years later I finished a job in Oklahoma and traveled to live in the San Francisco Bay area. I actually had a bit of money in my pocket so I wandered into a hobby shop in Dublin in the east bay and bought a Futaba 7 channel AM system. It was King in those days of the mid '80s. I also picked up a foam Chipmunk and a .15 sized engine. I dry flew that plane and visualized flight in my head once more. That uninstructed flight also lasted about 3-4 seconds. The red Chipmunk was toast, as they say.

Shortly after I wandered back into that same hobby shop and there it was. Hanging from the ceiling was a complete Graupner Cirrus, minus a radio. It was \$75.00 and I snapped it up. It was an ugly bathroom green so I painted the fuselage black. The wings were opaque yellow so it seemed a good choice. I hand launched this one and it flew straight and true. Then I happened upon a fellow that rented full size planes from the place I worked. We stumbled into the conversation about RC soaring. He was an avid participant and offered to take me out and show me the ropes. I jumped at the chance.

He took me to a local business park in Pleasanton that had been groomed for development, but nothing had been built at this site yet. The green flowing grass was knee to hip deep in places, perfect for impact resistance. You could dive your plane inverted and uncontrolled into the tall grass and it was like hitting powder snow. The only downfall was you had to bound through it to retrieve your plane. It was great fun, like playing in the snow with airplanes.

He had a high start and showed me how to use it and taught me the basics of RC soaring. He had a Sagitta or an Antares and flew it very well. I think I had a couple of good sessions at the business park with him and spent some time there on my own as well. I wish I remembered his name. Like WC Fields said, "A woman drove me to drink and I never thanked her for it."

Roger Breedlove found me another original Cirrus in Vancouver. It's now on my bench awaiting repairs. It never ends and that makes me happy.

Note: Bill's early days in the hobby continued in the December 2011 issue of RC Soaring Digest: Here's a link to that issue:

<https://www.rcsoaringdigest.com/pdfs/RCSD-2011/RCSD-2011-12.pdf>

Feb 4 Floater(RES Only) Contest — Report by Ken Eaton

Eleven Pilots braved the cooler weather, a bit of wind and a very soggy field on Sunday to kick off the RES 2024 February Floater series. The sun cooperated but Terry E. gave no indication of wanting to take off his shirt during any of the 6 rounds flown. Tasks started with one each of a 3, 5 & 7 minute (in any order), followed by a 7 minute. The last two tasks were 4 and 7 minutes each (again in any order) with a 45 minute window to complete them both. Getting the time was a challenge but at least one in the group made their time for each task. Landings were a bit shaky for everyone and the wind did not help. A triangle landing area with a “Noses and Tails” scoring system created by Jason Hood was fun and a huge challenge. Only one landing, by Jim Gibson, scored points for the entire event. Jim was also the only one to make all his flight times, coming out on top for Floater #1. Pilots and scores are listed below. Please note that after reviewing the score cards I corrected some math errors. Some scores changed slightly. Scores:

Jim G.	2052
John L.	1870
David P.	1832
Tom C.	1831
Dan F.	1800 (adjusted +36)
Jason H.	1774
Ken E.	1724 (adjusted +4)
Terry E.	1609
Richard V.	1607
Bill K.	1251 (missing score on one flight)
Tom B.	615 (withdrew during 3rd round)



Floater #2 is scheduled for Sunday 11 February. Pilot meeting: 10am. Come join in the fun.





Portland Area Sailplane Society

PASS
P.O. Box 115
Molalla, OR 97038

Upcoming Events:

Saturday, February 10, 2024
Floater Contest – 10:00am
Tuesday, February 13, 2024
PASS Monthly Meeting @ Round Table Pizza – 7:00pm
Sunday, February 18, 2024
Floater Contest – 10:00am
Sunday, February 25, 2024
Floater Contest – 10:00am
Saturday, March 2, 2024
Handlaunch Contest – 10:00am
Tuesday, March 12, 2024
PASS Monthly Meeting @ Round Table Pizza – 7:00pm

NOTE: Event calendar subject to change. Changes to the calendar will be sent via email as they become available. Contact Jim Gibson at jimgibson6237@gmail.com or the event CD with questions.