

TOWLINE



JULY / AUG / SEPT '04

2004 Region 8 Contest

plus...

**Oregon Attacks!
SGC History Lesson**

Towline is the newsletter of
Seattle Glider Council

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www.nwinternet.com/~blanikam/css

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www.tcfh.org/cbsa

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www.evergreensoaring.org

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www.pugetsoundsoaring.org

Silverstar Soaring Association

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www.members.home.net/soar

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Vancouver Soaring Association

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Clubhouse/Voicemail: 604-869-7211

www.vsa.ca

Willamette Valley Soaring Club

Portland, OR

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www.wvsc.org

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Wenatchee, WA

Vitek Siroky 509-884-8305

Skysigns

Arlington, WA

Glider Rides Arlington

John Carson 425-868-1282

Cascade Soaring McMinnville, OR

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Towplane Lewiston ID

Dave Dorion 509-243-9919

SGC one-year membership renewal (January-December) US\$25
(SGC Membership is required for all tows behind an SGC towplane.)
SGC Family Membership (for 14 and older) US\$10 each.
Towline-only Subscription US\$15
Canadian Postage (add) US\$5

Tows (at Ephrata): \$20.00 for first 1500' (minimum fee) + \$.70 per 100' above 1500'
Tows (airport other than Ephrata): \$22.00 for first 1500' + \$.80 per 100' above 1500'
Aero Retrieve or Glider Ferry: \$70 / tach hour

Ephrata Pilot Use Fee: \$60 for the season or \$10 / week (Sat-Fri)

Notes: maximum limit if pilot fee paid by the week is \$90;)

Trailer Parking: \$120 for the season, or \$15 / week (Sat-Fri)

RV Parking: \$225 / season (+ \$17.55 tax), or \$35 / week (+ \$2.73 tax) (Sat-Fri)

Weather Information

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Hotline (9900) 206-464-2000

Highway Report 206-368-4499

On the cover:

Norm Dalke photo captured Dick Pfiffner 'SD' in this Ventus B on the Ephrata grid ready for tow at the Region 8 contest.

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Contribution of articles, photos, artwork and letters to the editor are highly encouraged. Make contributions to Content Editors or Layout Editor. Whenever possible, contributions should be via E-mail in unformatted .txt or attached in common file formats (PC .doc or Mac .rtf). DO NOT send doc, ppt, pdf files heavily formatted with tables, bullets, tabs, images, etc. Photos should be separate attachments. Mail hard copies of photos or other material with stamped self-addressed envelope if you want them returned. Scanned images should be jpeg format as large as possible up to 8 inches wide at 100 dpi resolution. A 5x7 print scanned at 200 dpi is great. Scan grayscale at 256 or 1000s of shades of gray. Any technical questions may be addressed to Max Karst at 206-933-6494 or E-mail towline@cloudstreet.com. While beggars can't be choosers, exceptions will be made only grudgingly at the discretion of the editors.

A time to fly.



Welp...

Another season is drawing to a close. I wish I could say I had some great flights in my log book to show for it but, this year again, like the last few, 'spare' time for flying has been hard to come by. Still, even though I'm not so active these days, the title 'glider pilot' is an important part of my personal resume. Membership in the 'family' of glider pilots is a connection strong enough to survive periods of ground pounding.

This year our soaring family has suffered a great loss in a number of glider accidents. We ask ourselves 'why?' Is there some common thread? Maybe it's just that trouble comes in bunches. It does make me think...since I haven't flown much lately, am I up to speed? On my next flight, will I do something stupid? Will I do something as well as I can, but not well enough? Maybe I should hang it up and learn to swing a golf club.

Nah! When the cu's are popping above whatever current 'honey-do' weekend landscaping project I've dug myself into, the fever hits and I've been able to sneak in an occasional flight. Nothing record breaking. No competition. Just a little light cross country out of Arlington. It's enough to run through all the procedures of rigging, flying a clean tow, and getting back on the ground on two wheels. A few hours with my feet on the rudder pedals, hand on the stick and a few thousand feet under my butt scrapes off the major rust. Flying conservatively keeps me out of land-out roulette. I know I am not sharp so why push it? Just fly for the feeling, for the view of Mt. Si off my wing tip, for the camaraderie of sharing the sky with another glider and the odd red-tail hawk.

Maybe next year there will be more time. Weekends in Ephrata. Expeditions to Utah. Minden. Montague. Competition. Maybe not. Either way, I'm still a glider pilot.

Max Karst 'ZK'



CALENDAR

Membership Meeting Schedule

2004

September 13th
October 4th
November No meeting, Banquet
December 6th

2005

January 3rd
February 7th
March 7th
April 4th
May 2nd
All meetings start at 7:00 p.m.

Nov 6 SGC Banquet

Tom Kreyche has arranged for us to return to the Museum of Flight for the annual Banquet with special viewing privileges of the Museum's new wing.



Joe Patton 1970-2004

Joseph Donald Patton, III died in a glider accident near Enumclaw on June 20, 2004. The Evergreen Soaring Club web site has a brief biography of Joe where he was Secretary of the organization. According to the preliminary NTSB report, the TeST TST-10M motorglider was returning to Bergseth from



a three and a half hour flight. Turning from a normal downwind to a close-in base leg resulted in a higher than normal final. Crossing the threshold, the glider apparently initiated a go-around during which the glider pitched to a nose-low attitude and impacted terrain.

The Northwest soaring community mourns the loss of another of its own in this most unfortunate season.

Apologies for belated notice -Ed.

Skydivers at Davenport

There was a recent unfortunate occurrence at Davenport. An Ephrata based glider pilot had skydivers drop near him on his approach to the airport. This was the result of a faulty communication between the glider pilot and the jump plane pilot.

The jump operation at Davenport uses a 2-mile radius cylinder around the airport. They frequently release jumpers from altitudes between 6,000 and 14,000 feet (MSL). With strong winds, surface or aloft, the jumpers will be released on the up wind side of the cylinder such that they will fly back to the landing zone. It could be that they exit outside of the 2-mile radius, but that is extremely rare. Jump operations routinely occurs on weekends and holidays.

The jump operation manager has agreed to better manage the monitoring of radio frequency 123.3 and to have his pilots communicate with the glider pilots in that area. The Jump pilots have been advised to call "in the blind" on 123.3 announcing their departure and requesting contact with any gliders inbound to the Davenport DZ. From take-off to exit is as short as 15 minutes and can be as long as 30 minutes. During that time the jump plane maneuvers anywhere within approximately a 5-mile radius to gain altitude, often using the same thermals below the clouds that we are using.

Student jumps are commonly made at 6,000 - 6500 MSL w/ canopies opening immediately at that altitude. Tandem canopies typically open at approximately 7500 MS after exiting at 14000. The time for these higher canopies to descend to landing can be as long as 5 minutes when it is warm and there is active lift - it affects the canopies also.

The jump aircraft routinely make a 1-minute call on Spokane approach (123.75) and also on 122.9 before exits. The 207-jump plane descends at about 4,000 fpm and about 145kts. The descending jump plane could be a source of serious conflict if we do not remain in contact with each other.

It is recommended that any glider pilot approaching the Davenport area, call the jump operation at 20 miles out and open communications on 123.3. This initial communication should include the location, altitude and intentions of the glider pilot. If there is no response by the time 15 miles out is reached, attempt to open communications on 122.9. A typical contact would start as follows:

"Davenport Jump Operation, this is glider 3J, 20 miles to the west at 8,000 feet, inbound."

It is further recommended that a glider pilot not enter to within 5 miles of the Davenport airport when the jump plane reports that a jump is imminent. We have asked the jump operation to not release jumpers when a glider pilot is already in the jump zone.

It is imperative that both groups understand what the other is doing and operate in a safe and cooperative manner. Complete and cooperative communications is the key to the use of this airspace by both groups.

Jim Simmons

SCHWELTZER UPDATES VENERABLE 2-33

Schweltzer Aircraft announces development of a pedal-fan version its 2-33 trainer. When no lift is to be had, the instructor merely flips a switch and the student's front seat rudder pedals engage the tail fan for easy pedaling power-glide home! Send deposit checks to Max Karst to reserve your delivery position.



The SGC is Born

Chapter 2

Early in SGC's history, it became apparent some of the needs made courses of action necessary, which were possible only by group action, but which incurred risk of both group and individual liability for every SGC member. Incorporation under appropriate Washington State regulations was the only practical solution for providing an acceptable legal limit to the personal liability of each member and to enable the group to achieve some of its objectives that could not otherwise be accomplished.

The Seattle Glider Council was incorporated as a non-profit corporation January 11, 1954, with the objects and purposes of:

- (a) To foster, promote, engage in and conduct all phases of motor-less flight. To foster, promote, engage in and conduct related social, business and recreational activities of every type, kind, and description.
- (b) To receive, hold, conserve, administer, use and disburse the properties and income of the corporation for the purposes expressed herein.
- (c) To have all other powers granted non-profit corporations by the laws of the State of Washington, or the state in which this corporation is active.

The charter was implemented on February 4, 1954. It was based on the policy that SGC should continue: to be the central clearing house for gliding and soaring in the western Washington State area, principally the Arlington, Seattle, Tacoma, Olympia area, and at Wenatchee; to provide the central focus for collective action on matters requiring such action; to function in behalf of all persons interested in or participating in gliding and soaring but with the least possible constraint on the interests, desires, and actions of each individual; and continue to promote the growth of gliding and soaring interest. As a part of the policy it was reaffirmed that the objective of "fostering and promoting heavier-than-air motor-less flight" would be best served if there were a way for all individuals and groups (partnerships and clubs) to have their say without being forced to belong to and support the cost of an operating flying club they neither needed nor wanted. In addition there must be a place where curious individuals can learn more about the sport and be some part of it without becoming prematurely committed to the cost of owning and operating gliders. The cost of belonging to a flying club has and does frequently eliminate persons who, if given time and a less expensive way to get acquainted with gliding and soaring, will come to understand and accept the cost and become strong advocates of the sport rather than impediments to its growth and progress. SGC membership, "Towline," and the SGC meetings were proven effective in doing this. This SGC approach also helped reduce non-productive membership turnover in the clubs. However, the position required that SGC membership fees be kept in proper relation between the SGC function and the operating clubs themselves to preclude the automatic elimination of some people from SGC membership. Some people won't and others can't pay high fees to a club

and to SGC. Many people curious about soaring won't pay high fees to learn more about soaring. A basic purpose of SGC was to provide a way to attract such persons and attempt to develop their interest in soaring.

The SGC function and policy dictated that SGC should not be an operating club and compete with the people and organizations it was intended to help. This is fundamental to the "area council" concept of organization and representation. It further required that the members rather than the officers control the organization. For this reason, the members control the SGC Bylaws and the officers administer SGC operation in accordance with the bylaws.

It was and is believed the successful accomplishment of the SGC function and objectives is largely dependent upon the degree to which the members understand and support them. It is a policy of SGC that each member shall determine for himself how much time, effort, and, beyond a nominal membership/Towline subscription fee, money he can and should contribute to SGC. To avoid the problem of continually measuring and handling transfers of membership equity and the associated financial record and reporting requirements, a policy was established that: users would pay the total cost of services they used; SGC assets (net worth) would be acquired from charges for the services as appropriate to a non-profit organization, membership fees should not generate SGC financial worth, that membership assessments should not be used in the SGC to raise money but rather assessments be restricted to those cases where income failed to balance cost on a specific service and then only those persons who used that particular service during the period the deficit was developed would be assessed the unbalanced cost; money needed to start a new service or to expand an existing service would be borrowed from existing service accounts or from SGC members or from commercial lending agencies (banks, etc.) and repaid out of charges made for the service; and that each financial or service account would in itself be managed to be self-supporting and non-profit. It was understood that income in excess of costs must be proven to be a surplus and must satisfy legal requirements to qualify as non-profit results of the organization's activities and that use or disposition of the surplus must satisfy non-profit corporate and tax laws and regulations.

The bylaws were drafted on the basis of the above views and policies and were specifically assembled to maintain the appropriate and necessary separation of SGC from the individual and club ownership and operation of gliders. SGC would not own or operate gliders. Therefore, the charter implementation has been properly limited by the SGC functional policy and reaffirmed the objectives originally established in 1950.

The position taken on financing SGC activities and on member equity transfers dictated that member's initiation fees be zero and that membership be validated by payment of a minimum amount of dues annually.

(To be Continued Next Issue) ✂

Region 8 Soaring Championships 2004

E P H R A T A W A

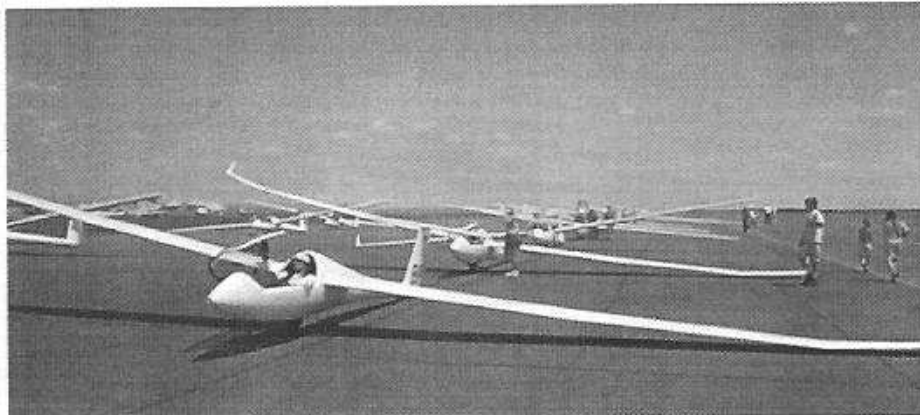
The Region 8 Contest is in the books. Congratulations to Mike Newgard the 15 Meter Class Champion and Dick VanGrunsven the Sports Class Champion.

After the front blew through on Wednesday, the last 3 days we had solid soaring conditions, with 4-6 knot lift and (sometimes blue) thermals to 8000 ft AGL.

On Friday, the concern was late starting conditions. The sniffer struggled until almost an hour after the original launch time. But the task committee had anticipated the problem and set the courses accordingly. In 15 Meter the call was an assigned task to Creston, Waterville, and Mansfield for 179 miles. In Sports, it was a 2.5 hour MAT with a first turn to Wilbur. The first leg

for both classes was fairly blue and the 15 Meter Class managed to start almost together and went down the first leg as a gaggle. With 6 competitors over 70 mph, and another at 69, it was a fast day, with Greg Mecklenburg winning at 75.4 mph ("Guest" Nelson Funston turned in 77.8 mph). In Sports, Tim Martin managed to break RV's winning streak by posting a handicap speed of 66.6 mph in his DG-400. In the pilots meeting the next day, the scorer had loaded all the 15 Meter logs onto SeeYou and the crowd got to watch the whole class run around the course.

On Saturday, the conditions were forecast to be the same as the day before. The call for 15 Meter was a TAT to Chelan (10 miles), Cannaual Creek (15 miles), and Waterville (10 miles) for a nominal ~190 miles. A fast moving narrow band of cirrus was forecast to hit the task area in mid-afternoon and when it did, it made Waterville interesting. The threat of degrading conditions resulted in several pilots coming home early, rather than risk landing out. On the day, Mike Newgard won in 15 Meter with a speed of 65 mph, which was good enough to win the Class. In Sports, Tom Udd drove his Russia around a 3 hour MAT to the victory.



The contest grid awaits word from the sniffer start to launch.

Dick VanGrunsven receives one of the daily first prizes on his way to overall Sports Class win.

Far right: Mike Newgard takes 1st place in 15 Meter Class, consults with Pat Dunston over contest results, or maybe the grocery bill!



2004 REGION EIGHT CONTEST RESULTS

15 Meter Class Class

							Jul 10, 04	Jul 09, 04	Jul 08, 04	Jul 07, 04	Jul 06, 04	Jul 05, 04			
Cumulative Score							Turn Area: 03:00	Dist: 179.4 Mi	Mod Assgn: 03:00	No Contest	No Contest	Turn Area: 03:00			
Rank	Points	ID	SSA#	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points		
G	4035	JN	250104	Funston, Nelson	Nimbus 4M	1	1015	1	1033	1	1010	0	0	3	977
1	3925	50	536822	Newgard, Mike	Ventus C	2	1000	3	995	3	949	0	0	2	981
2	3830	3N	34622	Mecklenburg, Greg	Ventus CA	4	965	2	1000	2	1000	0	0	4	865
3	3732	M1	899911	Thompson, Mike	Ventus 2B	8	891	4	976	6	865	0	0	1	1000
4	3656	7Y	9822	Allemann, Rudy	DG-400	3	989	7	918	4	948	0	0	7	801
5	3639	SN	544434	Northcraft, Steve	LS-8	5	956	6	965	5	935	0	0	8	783
6	3490	CD	141380	Siroky, Vitak	ASW-20	6	939	8	878	6	865	0	0	5	808
7	3479	1I	181862	Dixon, Tom	ASW-27	7	917	5	972	9	783	0	0	6	807
8	3127	V6	898250	Case, Brian	HP-16T	9	838	9	779	8	813	0	0	9	697

Sports Class Class

							Jul 10, 04	Jul 09, 04	Jul 08, 04	Jul 07, 04	Jul 06, 04	Jul 05, 04			
Cumulative Score							Mod Assgn: 03:00	Mod Assgn: 02:30	Mod Assgn: 03:00	No Contest	No Contest	Mod Assgn: 03:00			
Rank	Points	ID	SSA#	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points		
1	3873	RV	1	VanGrunsven, Richard	Ventus 2CM	9	885	2	988	1	1000	0	0	1	1000
2	3657	4Z	915083	Martin, Tim	DG-400	5	942	1	1000	3	953	0	0	12	762
3	3656	88	19142	Koenenkamp, Rolf	H101 Salto	4	955	4	932	2	967	0	0	9	802
4	3491	9G	17074	Kain, Alexander	DG-101G	6	930	5	908	7	846	0	0	7	807
5	3475	ZD	195391	Wallach, Robert	DG-800	10	864	9	860	4	930	0	0	5	821
6	3438	1CR	881437	Reinholt, Craig	Discus 2B	2	992	10	824	14	693	0	0	2	929
7	3432	SD	3	Pfiffner, Richard	Ventus B	3	970	8	864	9	823	0	0	10	775
8	3418	D2	0	Burgess, David	ASW-19, 19B	13	797	6	890	5	892	0	0	4	839
9	3412	GW	650455	Schaubs, Lothar	Ka-6E	7	910	7	881	6	854	0	0	11	767
10	3234	ZG	2	Cserfoi, George	Mini-Nimbus B	14	747	3	951	10	762	0	0	8	804
11	3210	RU	898700	Udd, Tom	Russia AC-4	1	1000	11	768	11	757	0	0	14	685
12	3179	BP	214574	Gadowski, Dan	Discus 2B	8	903	12	734	12	734	0	0	6	808
13	2943	TU	19181	Duncan, Bob	DG-400	11	855	17	415	8	829	0	0	3	844
14	2906	XZ	15103	Dennis, Martin	DG-202/15-17	15	743	13	721	13	700	0	0	13	742
15	2371	VX	905495	De LA Hunt, Stewart	H-201 Std Libelle	17	582	14	697	15	615	0	0	16	477
16	2345	H4	894592	Phoenix, James	Nimbus 3	16	588	15	661	16	576	0	0	15	520
17	1921	9Y	124788	Richards, Kerry	LS-7	12	844	16	656	17	421	0	0	17	0

REGION 8 CHAMPIONSHIPS

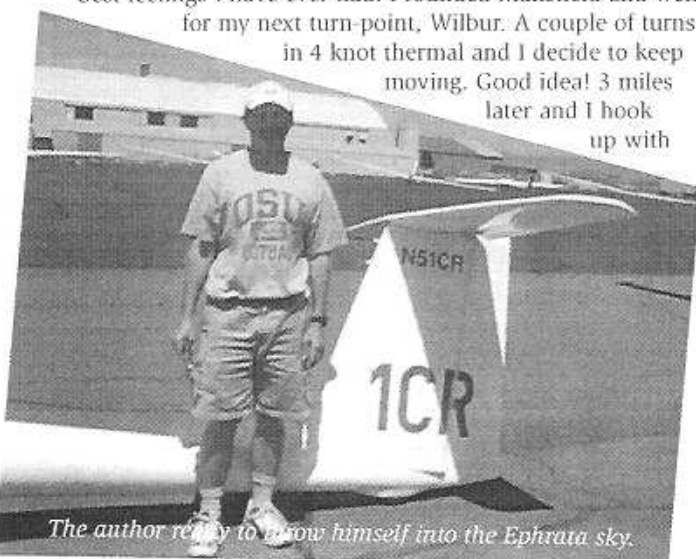
The Willamette Valley Soaring Club invades the heartland of Washington...the view from my cockpit.

It was the best of times. It was the worst of times (stole that one, but it applies in spades).

The night before I left McMinnville, the toilet in the motor home sprang a leak. Fortunately, I live near a dealer. I tore apart the toilet, 2 hours of work and a new water valve fixed the problem. I jumped in, twisted the key and zip nada. The battery was dead. A jump from my truck and we were off and running. We pressed on into Ephrata with the motor home gas needle on E, passed 2 gas stations with the idea of filling up at Wal-Mart and, of course, ran out of gas. Margie (my wife) was following in the truck and we go get a gas can and gas. The next day I find a leak in the trap under the kitchen sink and fix it. Two days later I find a leak in the trap under the shower and fix that. What a way to start a contest!

Day 1 was an excellent lift day with CU's filling the sky in all directions. I waited for an hour after the start gate opened (mistake) and began the task. Sports class had a mandatory first turn-point of Mansfield (33 miles out) and a minimum time of 3 hours. I began a 1000 feet below cloud base and made a run for a good thermal I had spotted earlier. 9 knots on the average is a wonderful morale booster! I rode that thermal from 5000 msl to 9500 msl and put the hammer down. A cloud street to Mansfield at 95 knots and only 3000 feet burned was one of the

best feelings I have ever had. I rounded Mansfield and went for my next turn-point, Wilbur. A couple of turns in 4 knot thermal and I decide to keep moving. Good idea! 3 miles later and I hook up with



The author ready to show himself into the Ephrata sky.

a 11 knot thermal. POP.... I was at cloud base and moving downwind with a ground speed of 100+ knots. I nail another 10 knot thermal. Life is GOOD! Wilbur quickly passes and I make for Davenport. It is looking a bit dicey there, but I'm flying past Creston and a nice cloud street that I will use later. I dolphin fly 35 miles into and out of Davenport. I'm down to 4900 feet (2500 agl). The lift is definitely disappearing! Bah! I can't connect with that cloud street. Wilbur is starting to look like a good place to set

down if I don't get lucky. I begin to work anything that resembles up air. I grab a 4 knotter to 6500 and see a glider in the direction of my next turn-point (Kramer). I dive for him thinking he has a better thermal and find out he is working 2-3 knot lift. Bad decision! I press on to Kramer hoping the lift will be better.

The weather has been changing dramatically in the past hour. Very heavy cirrus has moved in from the southwest.

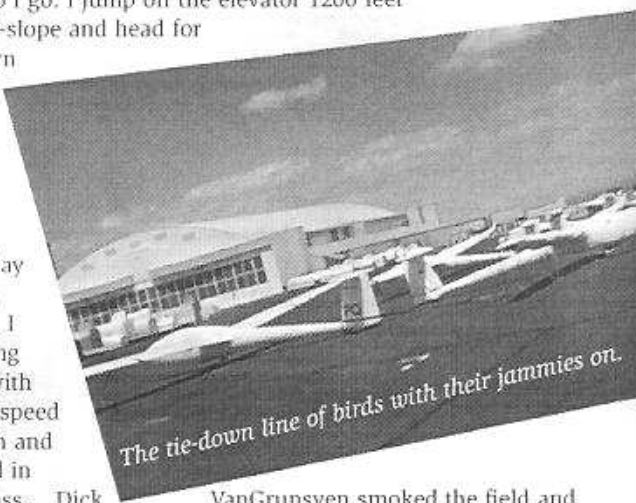
The winds aloft have increased to 15 knots. Where there were once great looking cumulus clouds have now been replaced with the cirrus. The light has dimmed so much I don't need my sunglasses. I'm downwind from home and 1500 feet below my final glide altitude. Things are not looking good. The lift looks reasonable to the east, but that is away from Ephrata. I try to milk a 2 knotter hoping for the best and burn 15 minutes in a futile effort to get above my final glide altitude. Ok. I've resigned myself to the fact I'll be landing out at Wilson Creek. I have enough altitude get there. I leave Kramer at 7000 feet msl and begin the 50 mile glide to Ephrata. The wind hasn't abated. 5 miles, 10 miles, I pass Odessa. 20 miles. I'm down to 4500 msl and get a bump! I do a couple of turns, but it is only a 2 knotter. I move on. 2 more miles. Another bump. Woot! I connect with a 5 knot thermal! Up I go. I jump off the elevator 1200 feet above glide-slope and head for home. I burn

the safety margin off as I near Ephrata. Talk about beginners luck! The day was a good one for me. I end up flying 212 miles with an average speed of 62.8 mph and take second in Sports class. Dick

VanGrunsven smoked the field and took a commanding first place finish.

Day 2 of the contest finds me struggling to gain altitude near the start gate and wondering what the hell I'm doing up in the sky with sixteen Sports Class and nine 15 meter contestants. The path to the first turn point (Cannuial Creek) is BLUE! Not a cloud in the sky in the direction we were going. This is my first contest and I start thinking I don't have the experience necessary to be here. I convince myself that I'm going to be a lawn dart and land out 10 miles from the start gate. I would have the wonderful distinction of being the first glider to do so. I finally get up enough nerve to start the 30 mile trek to Cannuial Creek and immediately hit major sink. I said to hell with this and did a U turn for Ephrata. Time to land and drink beer.

Of course, where there is sink, there usually is lift. I bumped into a 4 knot thermal just short of the start cylinder. Sigh.... Ok.



The tie-down line of birds with their jammies on.

I'll tank up and try again. I hooked the start cylinder and off I go, tip-toeing to the first turn point. I'd bet a 1-26 would have flown that leg faster than I did in my Discus 2b. I make Cannual Creek, reverse course and set off for the second mandatory turn point of Beezley Hills airstrip. I'm just shy of Ephrata and see Rolf Koenenkamp in his Salto running back to Cannual Creek, flying fast and enjoying the blue thermal day. I make Beezley Hills in good shape. The rest of the day is up to me. I look for some clouds to mark the down and run

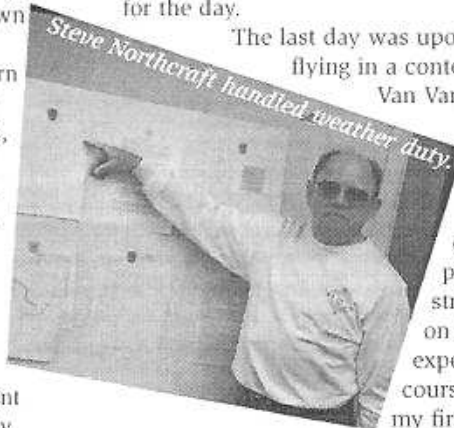


lift. I put the nose for Mansfield. Sink.. Sink.. and more Sink. There are dust devils all around, yet I can't find a decent thermal to save my soul. I retreat back towards Ephrata and finally find a 5 knotter. Off to Mansfield! I make Mansfield in fair time and then turn south to the Highway 2 intersection.

That done I point the nose at Ephrata, dial up the final glide and head home. I utter a huge sigh of relief after crossing the finish cylinder knowing full well I came home early and my speed stunk. I survived the day and that's all that counted. The results are posted. Aaaa! 14th out of 17. That is lame! But today, I don't care. Van turned in another great performance and took first place for the second day in a row.

Day 3 weather was about the same as day 2 except a bit more cloud development to the west. Our first mandatory turn point in Sports class was Wilbur. The trek to Wilbur will be in the blue. My attitude was much better after surviving yesterday's miserable flight and I don't hesitate to begin the run to Wilbur. I see a D2 in the distance. I catch up with him and we make the run to Wilbur together. I round Wilbur and head to the west. Alex Kain (9G) had caught up with us and our 3 gliders made for Mansfield. We part company after Mansfield, each going where we think the lift is better. I do a run to Waterville, highway 2 intersection, Beezley Hills and home. I think I have it timed perfectly to arrive at the 3 hours minimum time. Unfortunately, I make a wrong assumption on contest procedures (ignorance on my part) and suffer another minimum time penalty. A very comfortable flight today, but I placed 10th out of 17. I definitely need to work on my basic contest information and improve my blue thermal flight skills!

Tim Martin had a solid flight and just edged out Van to take first for the day.



The last day was upon us. I finally get comfortable flying in a contest and it is about to end. Dick Van VanGrunsven has a commanding lead in Sports class. Unless he lands out, he pretty much has clinched the win. We get a 3 hour minimum call with no mandatory turn points. The weather was looking strong to the west and up north on the plateau. A cirrus layer is expected later, so I jump out on course ASAP. I dial in Mansfield as my first turn point. I start somewhat

low and hope that the lift will be stronger en-route. Alex (9G) quickly passes me as I struggle to gain altitude 15 miles out. He rounds Mansfield and heads to Waterville. I follow him, but at a lower altitude. I finally get a decent thermal and begin to fly fast. Alex made the turn and was heading back towards Mansfield when I still was 4 miles shy of Waterville. I hooked Waterville and put the Discus into overdrive. Flying downwind I was making over 100 knots ground speed. I turned Niles Corner, highway 2 intersection, and moved on to Waterville. The cirrus had arrived, but the underlying CU's still looked OK. Unfortunately, looks were deceiving. I turned Waterville and ran to Mansfield. There wasn't a burble of lift and I got lower and lower. I barely had final glide to Mansfield and decided to go for a dark patch of clouds over the airport. If I didn't connect with some lift, I was already in the pattern. Fortunately, a 3 knotter got me to 6000 msl and off I went to Niles Corner for my last turn point. The wind had freshened to 18 knots from the SSW and was almost a direct headwind to the finish. I got lucky and ran a sweet cloud street home to a 2nd place finish for the day and 6th place overall. Van took 9th for the day and cruised to a first place win in Sports class. Rolf flew strong, but got nipped by ONE point by Tim Martin to take 3rd overall. Alex had a fine contest and finished 4th.

WVSC flew well at Ephrata. Not only that, I can't stress enough how courteous and helpful the WVSC folks were to all the competitors and the contest organizers. Everyone was willing to lend a hand where it was needed. A class act all the way around. I offer special thanks to Bob Duncan for his extra efforts to make everyone comfortable and have loads of fun. Thank you for an

Craig Reinholt flies with the Willamette Valley Soaring Club. The Editors thank Craig for his roundup and personal perspective of this year's contest.



A few of the Region 8 soarriors.



Greg Mecklenburg



George Cserfot



Alex Kain



Brian Case



Nelson Funston

Minutes of the Seattle Glider Council Board of Directors

July 8, 2004

Starting 6:45 PM at the Factoria Meeting Room

Present were: John Daly (Chairman), Mike Newgard, Ron Bellamy, Pierre Parent, Jim Simmons/Treasurer, and Linda Chism/Secretary (Directors); and Dale Hacker (Member).

Airspace Concerns: Hacker is in discussions with McChord AFB regarding a proposed airspace waiver for the area surrounding Grant County Airport. The Air Force is seeking this waiver to practice various tactical approaches, landings, and takeoffs with C-17's, at up to 330 kt below 10000 ft. It is stressed that the Air Force is starting preliminary talks with General Aviation groups in the affected area and that there is no proposed date for waiver application yet. Hacker is the representative on behalf of SGC, and various other pilot groups and the Aviation Division of WSDOT are joined in this discussion. The SGC will continue to closely monitor the situation.

Financial Report: Per Simmons, we are at the right place for this time of year in expenditures and accounts receivable. Predictably, the new Training Center's expenses are more than those of the old mobile home. The major differences are the approximately tripled property taxes and the doubled electrical use.

Towplanes: 78P's inspection to correct the FAA's Airworthiness Certificate database will occur on Friday June 11 with an FAA rep from Spokane. The TOST hook installation will be planned at some time after the Contest. Both towplanes are in service and ready for the encampments and the Contest.

Towpilots: Willamette Club towpilot Chuck Davis will be checked out in the SGC Pawnee and become an SGC towpilot. Parent moved that the SGC pay the \$100 waiver fee required to put him on the insurance. Simons seconded it, and the motion passed unanimously.

SGCSF/Training Center Update: Simmons will contact the Cleaner to come weekly during the encampments and twice during the Contest week. Newgards will purchase stepladders for the bunkbeds before the encampments and contest. In general discussion it was again confirmed that there must be no vehicle traffic south of the Training Center or between the Training Center and the Bathhouse. The Board will investigate barrels, etc, to remind members. In addition, the Port will be asked to replace the broken down sawhorses at the northeast end of the terminal parking lot which border on SGC property.

Davenport Drop Zone Negotiations: Simmons has been in discussions with the Davenport jump operation to make sure glider and jump pilot communications are clear. Simmons and the operator have agreed to educate their respective pilots on expectations of calls and frequencies. Simmons will be publishing a procedure with a Towline article in the next issue, posting a bulletin at Ephrata, and emailing it for visibility to the Clubs who encamp at Ephrata. He will also send it to the other operations in Eastern WA who may fly in the vicinity of Davenport.

Towline: The latest issue is almost ready and will be mailed week of the 14th.

Region 8 Contest: Wallach reported via email that there are 21 applications so far and 5-10 more expected, so all planned classes will be run.

Banquet: It is planned for November 6 at the Museum of Flight. Banquet Attendees will be able to enter the Museum at 4:30 with no admission charge and view the exhibits until the banquet starts at 6:00 pm.

2005 Nationals Bid: Ephrata has been selected to host the 2005 Open Class Nationals, June 28 thru July 7, 2005. A regional sports class will likely be held at the same time.

Oxygen Service: Daly and Udd will survey a surplus oxygen bottle cart that has been located and determine if it is salvagable, and in coming meetings the Board will discuss whether offering oxygen fills is a service SGC should offer.

Next SGC Board Meeting: Tuesday, July 20, 2004; 6:45; Small Factoria meeting room.

Next SGC General Meeting: September, 2004

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Secretary

Minutes of the Seattle Glider Council Board of Directors

August 10, 2004

Starting 6:45 PM at the Bellevue Library Meeting Room

Present were: John Daly (Chairman), Mike Newgard, Ron Bellamy, Pierre Parent, Jim Simmons/Treasurer, and Linda Chism/Secretary (Directors).

Financial Report: Per Simmons, we are at the right place for this time of year in expenditures and accounts receivable. The Region 8 Contest finances are still being finalized. A letter will be sent to participants regarding unused tows, with the option to donate the unused amount to SGC.

Towplanes: There are a few maintenance pickups needed for 75B and 78P; Ron Ries is coordinating the fixes with Piercy. 78P will receive the TOST hook mod at the end of the season.

Towpilots: We have towpilots scheduled for each weekend the rest of the year. One new towpilot will be checked out this month.

SGCSF/Training Center Update: -Aggressive growth of weeds on the property has become a problem. Parent will contact the Port to find out their weed control strategy and find out some options that might work.

-This winter the SGCSF will determine the next steps in improvement of the Ephrata property, and determine and budget the next wave of projects.

Towline: An issue will come out in late September to include the elections nomination sheets and the banquet RSVP forms.

Banquet: Per Tom Kreyche, all is in order for the banquet on November 6 at the Museum of Flight. Newgard will investigate restaurants in the Eastside area for possible venues for the SGC Breakfast the next day.

2005 Open Nationals : Ephrata has been selected to host the 2005 Open Class Nationals, June 28 thru July 7, 2005, with June 26 and 27 as practice days. A regional sports class will likely be held during a portion of the National, with dates to be announced. A special planning meeting will be called in September or October to discuss the specifics of the Contests.

Accident Prevention Program: Due to the amount of accidents and fatalities in the Northwest in the past year, the SGC will initiate a special Safety Emphasis Program that will be made available to clubs and members via in-person presentations and/or mailouts. It will be discussed at next Board Meeting.

Next SGC Board Meeting: Tuesday, September 21, 2004; 6:45; place TBD.

Next SGC General Meeting: September 13, 2004, 7:00 PM, Museum of Flight Meeting Room

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Secretary

TOWLINE

Seattle Glider Council
PO Box 7184
Bellevue, WA 98008



John Daly
P.O. Box 10597
Bainbridge Is, WA 98110-0597

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1978 Yamaha SR500 Motorcycle

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Rolladen Schneider LS-3A

Manufactured in 1980, Model LS3A, Sr. #3378 TT 1096 hrs. Ball mod. 700, Rico, Two Way Radio, Edo Air, Belly Tow-hook, Non-tinted Canopy, Ground handling equipment. Fully enclosed aluminum trailer. Kept in enclosed airplane hangar. White Finish; overall condition good to excellent. Licensed in standard category. Last annual 1996 will provide current annual. All logs, manuals etc. included Parachute included No damage history. The sailplane is in good condition and does not need any work that I am aware of. I will have the annual inspection done and any work needed to accomplish that would be done at my expense. Price \$32,000 - will deliver. Chester Prior 32327 Oregon Trail Road, Echo, Oregon 97826 541-376-8444 Fax. 541-376-8445 E-mail: eagle@eoni.com

American Spirit

Kit 50% complete with enclosed trailer. Includes altimeter, vario, and airspeed. Owner died from illness. Contact any one of the following for technical questions: Toni Puglisi 206-367-6980 or Jim Cooper 253-853-6815. To arrange to see the airplane or discuss terms call Wendy Pinto at 253-851-6136. \$17,000 OBO Gig Harbor, WA

Vario

Ball Electric Vario with audio. In excellent condition, \$280 OBO. Lothar 604-277-7680

Pik-20E

85 hrs. SMOH by Chris Klix including repainting and partial re-contouring. Looks and flies better than new (stall speed at most-used flap settings reduced 2-3 knots). 96 hrs. TT on installed engine, plus overhauled spare engine, extra props, and many other extras. One-man assembly trailer system. Failing health has grounded pilot and forces sale. \$45,000 Bob Moore 509-967-3773

PEGASUS 101A

1983, 215 TT, Becker radio with boom, Cambridge Mk4 director, oxygen, dual 14V batteries, AD compliant, enclosed trailer, \$25,000, Ragnar Smith, 206 283-5024, ragsmith@aol.com.

Janus C

1983 20-meter carbon wing two place. 1400 TT. Cobra trailer. Dittel radio, full instruments including Cambridge SNAV with repeater, Sage, Winter varios, oxygen, Strong parachutes, Jaxida covers. \$62,500 Marion Barritt 775-782-7353 mbarritt@powernet.net NV

LS3 - A

1979, 1250 hours, Sage Vario, Becker Radio, SN-10 Flight Computer, UV Tinted canopy, O2, 40gal water ballast, refinished and resealed in 98 by Applebay, Komet trailer refinished in 98. \$32,000 OBO Bill Poore 602-758-7903 rickscha@netzero.net