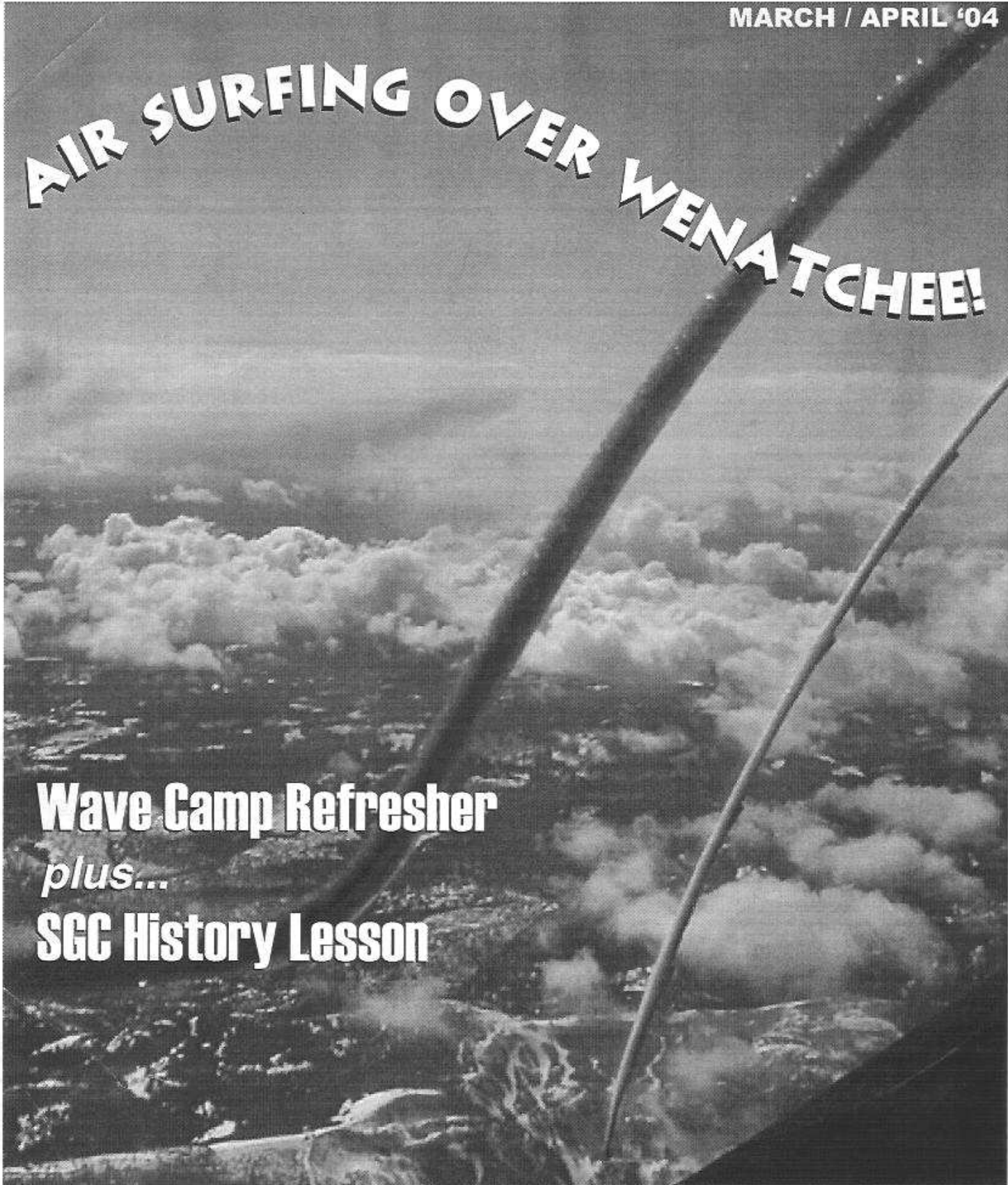


TOWLINE



MARCH / APRIL '04

AIR SURFING OVER WENATCHEE!

Wave Camp Refresher

plus...

SGC History Lesson

Towline is the newsletter of
Seattle Glider Council

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Oregon SSA Governor

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Bob Wallach 206-723-2460

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Bob Wallach 206-723-2460

Region 8 Clubs/Associations

Boeing Employees Soaring Club

Seattle, WA

Jay Todd (253) 847-0377

www.boeingsoaring.com

Cascade Soaring

Wenatchee, WA

Arnie Clarke 509-884-2494

www.nwinternet.com/~bianikam/css

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Tri-Cities, WA

Tom Seim 509-627-5532

www.tcfm.org/cbsa

Evergreen Soaring

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Hotline 425-238-6617

Harold Broomell 206-772-2112

www.evergreensoaring.org

High Desert Soaring

Bend, OR

John Bentley 541-330-3905

Puget Sound Soaring Assoc.

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Stefan Perrin 253-927-9183

www.pugetsoundsoaring.org

Silverstar Soaring Association

Kelowna, BC

Hans Kruiswyk 250-763-1788

www.members.home.net/soar

Spokane Soaring Society

Spokane, WA

Dale Walker 509-466-0206

www.spokanesoaring.org

Vancouver Soaring Association

Vancouver, BC

James Swank 604-590-6954

Clubhouse/Voicemail: 604-869-7211

www.vsa.ca

Willamette Valley Soaring Club

Portland, OR

Information 503-241-9237

www.wvsc.org

Commercial Operations

Blanik America, Inc.

Wenatchee, WA

Vitek Siroky 509-884-8305

Skysigns

Arlington, WA

Glider Rides Arlington

John Carson 425-868-1282

Cascade Soaring McMinnville, OR

Joe Deem 503-472-8805

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:

The view last year high over Wenatchee from Bill Allen's Cirrus.

TOWLINE

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Towline is published at least bi-monthly by the Seattle Glider Council. Material is intended for the enjoyment of soaring enthusiasts and is freely contributed. The accuracy of the information and the opinions expressed are the responsibility of the contributor. The editors reserve the right to modify material to meet space restrictions. Permission is granted to reproduce material printed herein provided proper credit is given to the author and the publication.

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, .txt 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 150 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.

PREFLIGHT BRIEF

What is old is new again... and again...and again.



Welcome to the latest attempt to keep the news flowing to the masses. Like every sucker...er...volunteer who takes over this job, we hope to get Towline together and into the membership's hands on a regular basis. Time will tell. We are trying a new concept to spread the load with, count 'em, three editors! Two arm-twisters in the persons of Norm Dalke and Chris Gunther will try to wring articles and info out of you, and I'll do the layout.

I think it can be agreed that as the SGC confronts various challenges to its activities, Towline is critical to holding the organization together. It puts a unified face on soaring in the Northwest. We are, after all, a bunch of individuals without macho uniforms except for our goofy hats, stealthily flying around silently, mostly invisible, even to each other. Towline is a communication thread that ties our collective head-in-the-clouds spirits together. In our busy lives, Towline is a reminder and re-enforcer that soaring is alive and well around here, and is the 'hot stove' we gather around through the cold, dark winter to swap stories and keep our heads in the cockpit. When its regular arrival is interrupted, it feels like something's wrong.

This is the second go-round for me as editor. It occurs to me that every time this job changes hands, the 'look' of Towline changes. I don't think this is a good thing. McDonalds doesn't redesign the 'golden arches' every year, do they? Continuity means stability, even in a small organization. Since I do this graphic design stuff for a living, I hereby appoint myself the job of developing a format that can be passed on to the next guy (someday in the way distant future) and maintained intact. As SGC membership changes, its Towline face won't.

The idea of continuity is relevant to this issue as we begin a series of articles about the origins of the SGC, reprinted from the Norm Dalke historical archives. It's good to remember occasionally that we are part of something that has been built through a lot of hard work, over many years, by a lot of people, some gone and most, for now, still around.

So, as another season gets underway, we, your humble Towline editors, will do our best to reflect the adventures of a rare breed of pilots who explore the Northwest skies on sun-power alone, continuing to evolve the history of soaring in Region Eight.

Max Karst 'ZK'

CALENDAR

March 20

Get to Know Your Parachute

Allen Silvers will present all you need to know about parachutes, sponsored by Paraphenalia, at the Girls and Boys Club across the street from Arlington Airport entrance and north a bit. Call Dan Tarasievich at 800-877-9584 or 360-435-7220 for more details.

March 27 & 28

Soaring Expo

The Museum of Flight hosts the annual event. Be there to help promote soaring to the general public. (See Below)

April 5

General Membership Meeting

Reserve your favorite trailer parking spot at the ever exciting trailer lottery!

April 17

Ephrata Clubhouse Opens

Spring into the 2004 season in our new clubhouse.

July 5-10

Region 8 Contest

Let's have a good turnout this year! Practice up for the Open Class Nats next year. We'll all have 22-meter ships by then, right? Contact Bob Wallach to register at 206-273-2460. Entry fee \$330.

NASCAR, Arlington and Auto Racing

(Ed note - this came in too late for the meeting, but you can still contact the decision makers.)

NASCAR has local government officials jumping through hoops in anticipation of megabucks in revenue if a suitable site is chosen for a multimillion dollar race track.

Arlington is one of the sites suggested by the racing fraternity. Specifically, a site just south of the Arlington airport, right on final approach has been proposed. Other sites include properties south of Puyallup, and down as far as Portland.

Pilots and owners who fly out of Arlington need to be aware of limitations that may be imposed if this, or any site near an airport is chosen. There is a high probability that a three mile radius flight restriction around the track would be called before, during and after any race that is scheduled. The airport could be closed for that period to any flying that is not IFR, and it is known that many race car drivers and owners fly to scheduled races in their own jets.

Pilots are urged to carefully examine the impact that would be made on their flying activities and on the aviation economics resulting from this activity. When contacting your State and Local officials with your point of view remain constructive, and armed with facts, not just emotion.

An alliance meeting is scheduled for Tuesday, March 9th at 5:30 at the Arlington Boy's and Girl's Club. The airport commission meeting will immediately follow ours, and participants are encouraged to stay for that meeting as well to convince the commission of the seriousness of this issue.

Whether you are able to make the meeting or not, please encourage other interested folks to attend.

We have assembled a partial list of the people who will be influential in determining the final site selection for NASCAR:

Val Stevens / 39th District Rep. (Arlington area)
stevens_va@leg.wa.gov / 800-562-6000

John Sibold / Director WA State Aviation Division
siboldj@wsdot.wa.gov

John Koster / Snohomish County Council (Arlington)
John.koster@co.snohomish.wa.us / 206-388-3494

Aaron Reardon / Snohomish County Executive
county.executive@co.snohomish.wa.us

Paul Roberts
Snohomish County Executive Director
Paul.roberts@co.snohomish.wa.us

Margaret Larson / Mayor, City of Arlington
mlarson@ci.arlington.wa.us

Thomas Valley / Director Corporate Development
International Speedway Corporation
1801 W. International Speedway Blvd.
Daytona, FL 32114 / 386-254-2700

I'm sure these decision makers would like to hear from us about the economic and transportation effects of closing a primary general aviation airport in the middle of the busiest VFR flying season of the year.

Thanks so much for your involvement.
Bruce Angell
bangell@cerbix.com
206-380-1333

MOF SOARING EXPO

The Museum of Flight will again be the site of the Annual Soaring Expo. This year the dates will be Saturday March 27 and Sunday March 28. The show will be open from 10:00 AM until 5:00 PM. each day. Gliders to be displayed will include Lynn Weller's DG-1000, Joe Patton's Tst-10M, and Doug Taylor's SparrowHawk. The Boeing Soaring Club will bring the venerable two place Blanik that will give kids and interested adults an opportunity to sit in the cockpit. As usual there will be videos of soaring flight as well as books and magazines about the sport. SGC and various soaring club members will be on hand to answer questions and be promotional guides for soaring.

Set up is scheduled for Friday, March 26 from 5 PM until 7 PM, and display removal from 5 PM to 6 PM on the 28th.

Wave Campers, Heads Up!

Sunday, Mar 7, Cascade Soaring at Wenatchee recorded four wave flights to 8,000, 8700, 10 or 11,000 and 12,500 ft. The last being called off due to lack of oxygen equipment. Vitek left last but was not back by the time Roy left so, no report. Time to get out the snowmobile suit and try for the gold or diamond altitude!

All, however, is not all smooth sailing. Seems Horizon was on an approach at the time one or more gliders were staged for take-off at the intersection. Horizon called 5 mi. out then 4 mi. out so the gliders waited and waited and finally Horizon touched down and immediately aborted and went around. Later there were two complaints filed with the new A/P manager. The first from Horizon complaining about encroachment by the gliders forcing a go-around and the second by the tow-pilot (a retired airline driver) to the effect Horizon was calling erroneous position reports and that they were much farther out than reported.

(This is a reminder that when Horizon flights call Unicom, some glider or tow pilot must answer up and report any gliders and tow planes staging near the landing runway - if Horizon doesn't know we are there, by the time they see us they will go around, etc. Remember, they are carrying the public... take care of our public image. JG)

At any rate, be prepared for a new staging line by the intersection. The guess is maybe fifty feet back.

Roy Clark c/o John Gilbert

Update Your E-mail Address

For those of you having trouble contacting your SGC friends by email, it may be that the wrong address has been published. For those of you whose email addresses have changed, look at the following list of bad addresses and send your current (and correct) addresses to John Gilbert at soaring@blarg.net.

davidnmuir@aol.com
dep0249@aol.com
skyrex@aol.com
wjwood@bentonrea.com
arnie@bossig.com
geneo@cnw.com
emharris@highdesertnet.com
garykemp@LDLiving.com
householderneiff@quest.com
perrins@pacifier.com
topgundoc@usa.net
rickl@tlinedesign.com
Jim_dobb@hotmail.com
mmore@attglobal.net

Prop Stop Revisited

What used to be the Gateway Café (and before that "The Prop Stop") at Arlington Airport has reopened under new management as "Taildraggers Restaurant and Lounge". The restaurant has been remodeled, has a new staff and features a more-upscale menu. They offer live Jazz and Blues Friday and Saturday nights, plus they have a liquor license. Now pilots can get a beer after a day's flying without having to suffer the noise of the local sports bars. Hours are 7:00 am to 10:00 pm Sun-Thu and 7:00 am to 12 pm Fri-Sat. 1-800-853-8970.

Ephrata to Host Nationals

At their Winter meeting at the Convention in Atlanta, the SSA Board of Directors approved Ephrata's bid for the Open Class Nationals for 2005. The dates that were approved are June 28th-July 7th, 2005, with practice days of June 26th and 27th. The dates were coordinated with the Mount Shasta Soaring Club, which is sponsoring the 18 Meter Class Nationals in 2005 from July 12th-21st so that these contests would run back to back. The entire list of National Contest sites/dates approved for 2005 is as follows:

CLASS	DATES	LOCATION
World (PW-5)	May 17-26	Jefferson, SC
Sport Junc	14-23	Parowan, UT
Standard	June 14-23	Waynesville, OH
Open	June 28-July 7	Ephrata, WA
18 Meter	July 12-21	Montague, CA
15 Meter	August 2-11	Uvalde, TX

Spokane Club Checks In

The SSS (Spokane Soaring Society) community is beginning to stir as we start seeing some blue skies and warmer weather days. Normally we have our first days of flight on the first weekend in April. This year we expect to have all three club gliders flying. The 2-33, Lark and the Pee Wee (PW-5) The tow plane is just finishing up its annual. Last year our tow plane had a crack in the wing spar and was down for three months with several problems. The owner of the tow plane has informed us this will be the last year we can lease the tow plane from him. If any one has any suggestions for a tow plane we would be interested in hearing from them. At this time we have about 22 members and maybe about a half dozen expecting instruction.

Deer Park now has both runways refinished. The main runway 16 - 34 now has recessed lights so there is no problem for extra long wing gliders. The other runway 04 - 22 that the gliders usually use never did have lights and it is also now refinished. The airport has a security fence all the way around the perimeter. Much of the reason was because of all the deer that liked to stand on the runway. It will be a little harder to get on and off the airport property. Will know more about that later. Tows can still be arranged most any time with a call or two. Our websight should be back up and running by now. spokanesoaring.org
Dale Walker 509-466-0206 dcwalkers@comcast.net

Chris Gunther Expecting

Now that I am retired I have volunteered to help out with Towline. I do wonder though where all this free time went that I was anticipating so eagerly. What the last Towline issue reported as a rumor is indeed not a rumor. I can assure you my bank statement shows it, a new LAK 17A is on the boat right now. Glider and shipping is all paid for, and I do have some instruments sitting on my desk, including a card compass Len let me have for a good price. N12GU should arrive in Seattle in the middle of April. I hope this will give me enough time to work off the major items on my "honey do" list. Last September I could not resist the special offer from Sportinė Aviacija accepting the US Dollar at par with the Euro. So I chose to help out the Lithuanian economy. Burger King is now for sale. It will be a sad occasion when I hand the Libelle over to a new owner. We have been friends since 1971 and made a round trip to the East Coast together.

Chris Gunther



SCOUTS Aloft



On Saturday, February 28, Michael Moore and Don Banford, with ground help from Al Gregg, took four enthusiastic, bright eyed Scouts from Kirkland Troup 630, ages 14 through 16, for a glider ride to complete their Aviation Merit badges. The weather was perfect at Arlington and the boys had a great time. They all said it was the most fun they ever had.

J.D. was kissed "farewell" by his mother while Don Banford jokingly crossed his fingers in the background. Kayler, wearing glasses, gives his "thumbs up" approval; and Addison quietly shows a "thumbs up", as well. Matt was not photographed.

Don Banford



ORIGIN AND BASIS OF THE SEATTLE GLIDER COUNCIL

This is the first installment in a series of articles reprinted to recall the history of soaring in the Northwest.

Prologue

To understand what the Seattle Glider Council was founded to be and do requires some information on the Pacific Northwest soaring situation that led up to the Council's formation.

Prior to the Seattle Glider Council, the need for coordination among Pacific Northwest glider enthusiasts was accomplished by an organization known as the Pacific Northwest Soaring Association (PNSA). PNSA was formed in the early 1940's and re-formed shortly after World War II for: "The purpose of promoting and coordinating glider flying in the Pacific Northwest; i.e., Washington, Oregon, Idaho, Montana, and British Columbia." After World War II it was a non-membership, no income, promotional organization sponsored and financially supported in Spartan circumstances by dedicated volunteers who believed soaring could and should be expanded in the area. Three individuals were selected annually by vote of active glider enthusiasts to represent them in working with a few volunteer workers on matters of coordinating gliding and soaring interests in the area, and to lead the promotion of gliding and soaring in their geographic sections of the PNSA territory. It was a rule that one individual would be selected from among the residents of each of the following geographic areas: British Columbia, U.S. Pacific Northwest west of the Cascade Mountains, and U.S. Pacific Northwest east of the Cascade Mountains. Costs of the organization were paid by these elected members and the other volunteer workers.


PNSA started and published

"Towline," obtained, and as custodian, administered several trophies and awards. PNSA coordinated an annual "awards dinner" and conducted an annual regional gliding and soaring meet planning activity in conjunction with the dinner. It also did the work of conducting glider meets and contests at various locations throughout the area. Booths were set up at sports shows and other public gatherings, and the "message" of gliding and soaring was carried to the public and into the schools through lectures and displays of photographs and equipment.

The organization was loosely knit and directed by the three representatives and the volunteer workers. It confined itself to promoting gliding and soaring and, where possible, helped individuals or groups solve some glider operations problems. H. Prater Hogue, Amos L. Wood, Harold (Kit) Carson, R. L. (Bob) Moore, A. Dean Reynolds, R. G. (Bob) Joppa, and P. Heasley Entz were among those who kept the function working. Carson originated the publication, "Towline" and did much of the organization's secretarial work. Carson, Entz, Hogue, and a few other individuals had acquired experience with gliders during the 1930's and early 1940's and made that experience available throughout the PNSA area after the war.

By 1950 gliding and soaring interest and activity had progressed to the point that the Seattle area needed more than administrative coordination and loose knit interest to solve airport and operations problems. The other Pacific Northwest areas were not concerned with these "localized" problems. The regional

function of the PNSA was needed, but another function was needed to work on the Seattle area problems. It was decided the local function should be separate from PNSA and only be representative of the total Seattle metropolitan area's interests. Accordingly the Seattle Glider Council (SGC) was organized. SGC solved the Seattle area problems and, as it gained strength and solved the problem of a site for soaring east of the Cascade Mountains, it became apparent that SGC had some excess capability and could also perform the PNSA function as long as there were no significant conflicts of interest. Arrangements were made to transfer the functions and responsibilities of PNSA to SGC with the understanding that if future circumstances should make re-separation of the two functions desirable, the last workers on PNSA would re-institute PNSA and SGC, when requested by them, would return the functions, trophies, awards, and other Pacific Northwest regional matters to the reinstated organization. PNSA made special arrangements with the donors of each of the trophies and awards administered by PNSA for this transfer of administration. All donors agreed to the transfer and participated in defining its conditions, and possible future reversal. Each donor specified that his stipulations controlling annual award of his trophy were to remain unchanged. The last of the arrangements and transfers was accomplished by the end of 1954 and the Seattle Glider Council then became an organization with the functions of: (1) coordinating and representing the Seattle area; and (2) coordinating the Pacific Northwest region.

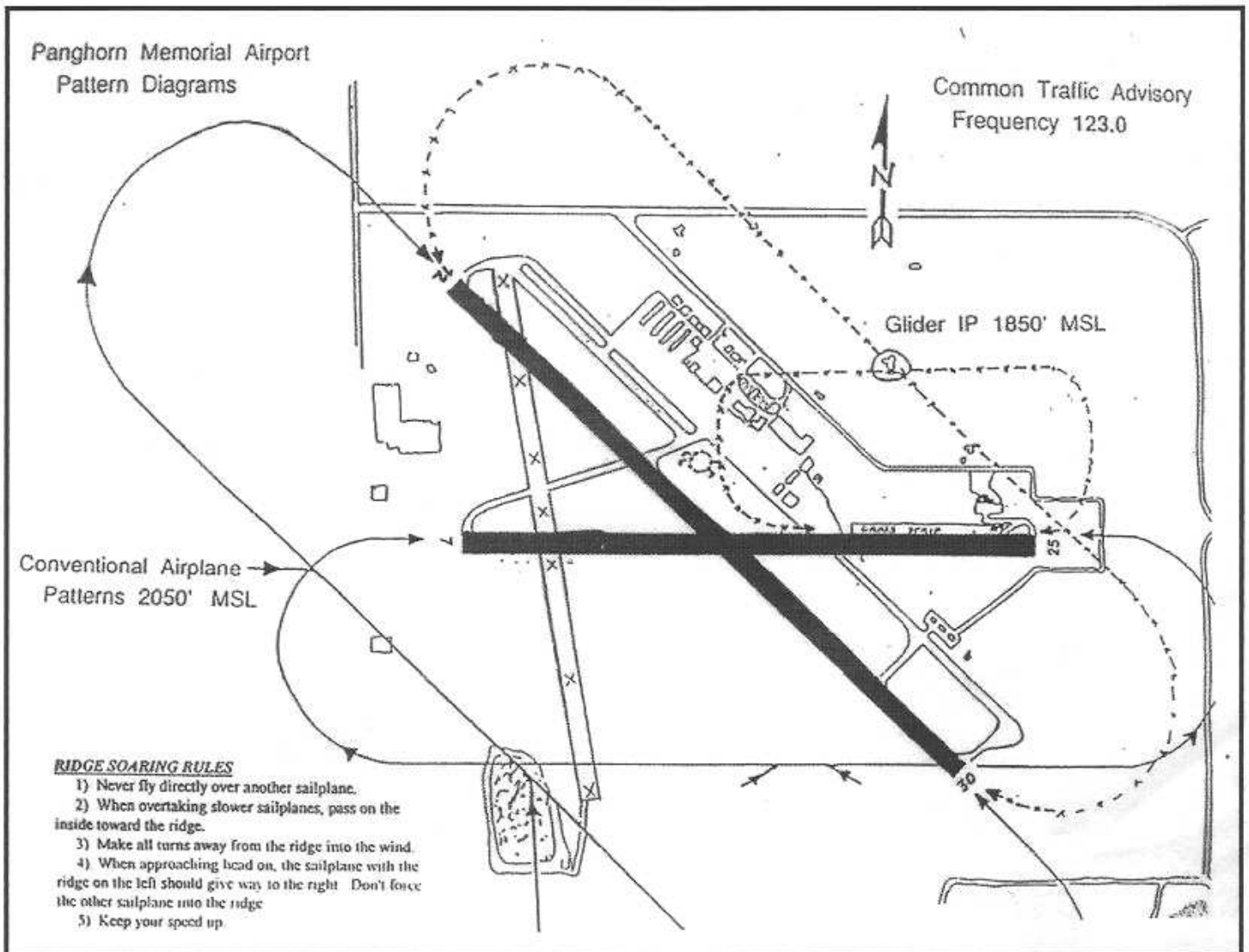
Chapter One will appear next month "The SGC is Born" 

thatz what I'm talkin bout!



[not sure where this is, but pretty cool, huh?]

Wave camp starts this month so here's the quick refresher course on Wenatchee ops. Dale Hacker says these rules from a couple of years go still apply. As always, the last guy out of the wave window MUST 'turn out the lights' with Seattle Center. For more info, go the the SGC Web site at www.seattleglidercouncil.org.



Rules For Glider Operations at Pangborn Memorial Airport Wenatchee, Washington

Last Update - February 18, 2000 (Still Current)

Pangborn is a busy uncontrolled airport with a complex mix of traffic from ultralights to scheduled commercial airlines. Glider operations can operate safely only by exercising alert discipline so as not to encroach on the required safety areas for commercial traffic. Prior to beginning daily glider operations, the Unicorn operator (Wenatchee weather observer 123.0/884-7166) should be notified and will place a local Notam on the AWOS broadcast (135.075).

Runway 12-30 was completely rebuilt in 1999 and the 12 threshold displaced 300 feet. It is paved 150 feet wide plus 20 foot paved shoulders. Caution: The raised runway lights are within the paved shoulders. There are also raised taxiway lights and or reflectors on the edges of most taxiways.

To minimize the potential for runway incursions and traffic conflicts glider tows will normally begin at the midfield intersections into the wind. Landings for reights should be planned to stop clear of the active runway near the Intersection. Termination landings should be planned to clear the runway/landing area without delay. The grass landing area to the north side of runway 25 is also to be cleared without delay. Never leave equipment or gliders unattended on active areas.

Glider can be assembled and tied down on the main apron between the fire station and the Forest Service. Trailers and equipment should be parked in the old terminal parking lot.

Cascade Soaring Club and Ad Astra Aviation share an apron in the east hangar area and are the focal point for local glider activity. Also located in this area is North Wing Design, an ultralight aircraft manufacturer, who flies his product and utilizes airspace and patterns to the northeast side of the airport, generally below the normal glider patterns.

The following rules are needed for safety and to preserve unrestricted access:

1. Magee Aircraft, (Unicorn operator, weather observers) Ph.884-7166 or radio 123.00, must be advised prior to daily glider activity. Magee weather observers will record an advisory message on the AWOS broadcast.
2. Takeoff will be from the taxiway A intersection on runway 25. Takeoffs on runway 7 from the intersection are discouraged due to the uphill slope and short runway, besides an east wind does not produce good soaring conditions locally. Prior to entering the runway safety area clear for conflicting traffic and announce your intentions on 123.0.
3. Land on runway 25 whenever winds allow, or the grass (80' x 1100') just to the north side of runway 25 east end. When landing on the grass treat it the same as the other runways and clear off expeditiously. Glider patterns are opposite the power patterns and you may not be seen.
4. Pangborn can be a busy airport. Any deviation from standard/published patterns and procedures should only be done after announcing your intentions and with consideration for other traffic. All takeoffs and pattern entries should be announced. (123.0)
5. Landing gliders should clear to the side of the runway leaving space for following planes. If landing on the designated active runway, move the glider off the runway immediately without waiting for ground crew assistance.
6. Do not bring glider out from the assembly area until completely ready for tow.
7. Never leave gliders or tow planes on the air operations area (active taxiways and runways, including grass landing area) unattended.
8. Vehicles/trailers will only be allowed in the assembly areas to deliver/retrieve gliders. Vehicles are not allowed on the taxiways or runways without specific clearance by airport staff; and displaying appropriate flags/warning lights is mandatory.
9. Parking, vehicles/trailer storage, van overnighing will normally be in the old terminal parking lot. The fee of \$5/week or \$10/month for storage in the designated area, and tiedown rental at \$25/month, can be paid to the airport in the drop box near the Horizon ticket counter. Mail in payments are also welcome, include your license or "N" number.
10. All glider/tow pilots flying on acting as launch coordinator from Pangborn will have a copy of these rules and patterns. Launch coordinator will be responsible for all ground crew on the field and will not allow spectators beyond the assembly areas.
11. All commercial operations, including towing, glider rental or instruction require a licensing permit with the airport.
12. Traffic priorities are:
 - Emergencies, including Forest Service tankers.
 - Airline (Horizon Air).
 - Power traffic, other than right-of-way landing rules.

Glider operations can normally be carried out without interfering by using proper patterns and normal courtesy. Please make suggestions for improvements to the Airport Manager.

Colin A. Clarke, Former Airport Manager

Minutes of the Seattle Glider Council Board of Directors

Tuesday, 1-14-04

Starting 6:45 PM at the Factoria Meeting Room

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

Financial Report: Simmons presented the balance sheet. SGC still has appx \$350 remaining in accounts receivable for 2003. The complete 2003 financial picture is complete and the books show a loss on the year of appx \$14500. Simmons explained this as the partial use of the Reserves funds for the much-needed Pawnee and Bathhouse repairs. The 2003 Finances will be presented at the February Membership Meeting.

Towplanes: There was general discussion of installation of TOST hooks on the SGC towplanes. Due to some recent FAA maintenance rule changes, obtaining a legal mod to do so is much more difficult the previously. Parent is currently researching this for the BESC towplanes, and will report back his findings in the near future for ongoing SGC consideration.

2004 Appointments:

The following positions have been filled:

Vice Chair- Chism
Secretary- Chism
Towplane Manager- Ries
Airspace Coordinator- Hacker
Contest manager- Wallach
Glider Expo- Gilbert
CFIG/Safety Seminar- Nyberg
Webmaster- Kreyche
Banqueteer- The Kreyches
Ephrata Manager- Northcraft
Chief Tow Pilot- Parent
Awards-Newgard
Moore-Scheduler
Elections- Ron Bellamy
Insurance-Simmons

The following positions are not yet verified:

Towline Editor
Treasurer (Simmons is Acting Treasurer)
Trailer Lottery (Simmons is Acting)
Safety Officer

SGCSF Update:

-A Bunk Bed prototype was built at Moore's shop and will be trial fit at Ephrata as soon as practical. Then, four more Bunk Beds will be built. and all will be installed before the start of the season.

-Mike Newgard's term on the SGCSF Board has expired, and he was appointed and unanimously approved to continue for another three year term.

Operations Safety Survey:

Northcraft is investigating the SSA Soaring Foundation's offered service, to have our soaring facility and operation surveyed by certain knowledgeable members of the greater soaring community. This survey would reveal any areas of safety and operational improvement. He will report back his findings.

2004 Events Scheduling:

Wenatchee Wave Camp- Weekends, March 20-April 11
Ephrata Opening Day-April 17
BESC/ESC Encampments- June 12-26
Willamette Club Encampment- June 26-July 3
Region 8 Contest - July 5-10

Next SGC General Meeting: Monday, February 2, 2004, 7 pm at the Museum Red Barn. Simmons will present the 2003 Finances, and Bruce Angell will present a future plan for sport aviation at Arlington Airport.

Next SGC Board Meeting: Tuesday, Feb 10, 2004; 6:45; location TBD.

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Secretary

Minutes of the Seattle Glider Council Board of Directors

Tuesday, 2-10-04

Starting 6:45 PM at the Seattle Opera Shops

Present were: John Daly (Chairman), Mike Newgard, Steve Northcraft, Ron Bellamy, Chris Gunther, Jim Simmons/Treasurer, and Linda Chism/Secretary (Directors); and Michael Moore and Norm Dalke (Members).

Financial Report: So far, only 89 members have paid 2004 membership fee. This is likely due to the late issue of Tow Line which had the application.

2004 Fee Schedule: Simmons presented the 2004 expenses spreadsheet. Based on that, our current fee schedule is in line with meeting obligations and reserve payments. Simmons moved that the 2004 fee schedule be same as 2003. Northcraft seconded it. The motion passed unanimously.

Towplanes: The installation of TOST hooks on the SGC towplanes was again discussed. Northcraft reported on discussions with the FAA at the SSA Convention and it is unclear what the FAA's new position will be on certain Pawnee mods. Northcraft will continue to get definition on this, and Simmons took the action to discuss the mods with Ron Piercy.

SGCSF Update: No updates.

New Appointments:

Treasurer: One candidate is unable to commit; so Simmons will continue the search.

Towline Editor- Max Karst has volunteered to be the layout editor, and Chris Gunther and Norm Dalke have volunteered to provide content. All members are urged to forward items of interest to Gunther and Dalke for inclusion.

Ephrata Airport: The new plan for the glider-only runway 03/21 has passed thru the FAA and the Port of Ephrata plans to implement it. Prior to the start of the 2004 soaring season, revised Glider Operations Rules will be distributed to the members. It is anticipated that the new designation and paint striping of the landing area as Runway 03/21 will not cause many changes to the existing operation. An Ephrata user's meeting is planned for a Monday in late March (date TBD) and the SGC will participate in further discussions.

By-laws Amendment: In general discussion, it was agreed that the SGC By-Laws need to be brought up to date. On impediment to changing them is the physical requirement of many members to be present for such and activity. John Daly moved that a member's meeting be called to vote a new amendment to the by-laws which will simplify such changes and allow proxies. Simmons seconded it. The motion passed unanimously. The vote will be tentatively scheduled in September 04.

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.

Next SGC General Meeting: Monday, March 1, 2004, 7 pm at the Museum Red Barn. Vitek Siroky will present a mountain soaring lecture and Dale Hacker will brief the latest airport and ATC agreements for Wave Camp.

Next SGC Board Meeting: Tuesday, March 9, 2004; 6:45; Large Factoria meeting room.

Next SGCSF Board Meeting: Not announced

Submitted By: Linda Chism, Secretary

TOWLINE

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Bellevue, WA 98008

PRSR STD
US Postage Paid
Seattle, WA
PERMIT NO. 1701

John Daly
P.O. Box 10597
Bainbridge Is, WA 98110-0597
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Please submit your ad via e-mail to
towline@cloudstreet.com

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

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 mbaritt@powemet.net NV

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

Pegasus 101 'KV'

1983 with less than 200 hrs. TT. Enclosed aluminum trailer. stable tow-er, O2, shute, dual 14V batteries with Smart Charger, Becker radio with boom, Cambridge Mk4 director and vario, AD compliant. \$25,000, fresh annual included. Has been known to out climb OLD DOG. Ragnar Smith 206-283-5024 ragsmith@aol.com.

Pik-20E

85 hrs. SMOH by Chris Klux 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

Libelle 201B, SN 181

Delivered in 1971, 1730 hrs total flight time. Excellent condition. foam wings, fuselage and empennage refinished by Pacific Aero, Arlington, WA in 2002. 1999 Komet trailer, easy assembly and disassembly 2003 Jaxida covers, allow for tie-down for extended periods of time, tie-down gear wing and tail wheel make it easy to move glider on the ground by one person. Factory water installed by owner, certified as 201B in 2002, XC ready, Cambridge vario with 20 sec averager, Winter vario with speed-to-fly ring, oxygen, Dittel ATR720 comm transceiver. Glider based in WA state: winter storage in garage in Seattle metro, summer in Ephrata, WA. Out-of-state delivery negotiable. Asking \$15k E-mail: ckgunther@cablespeed.com, Phone: 425-788-4001

