

TOWLINE

NAME THAT RAPTOR *



Bald Eagle

Long, wide, flat wings and large head and beak
Even, steady soar sometimes accompanied by slow flaps



Golden Eagle

Large, dark and long-winged
Head and beak smaller than bald
Wings often in slight "V" when soaring



Osprey

Long, narrow wings held in crooked "M"
Contrasting dark and light plumage underneath
Glides extensively on migration



Northern Harrier

Slender bodied, long, narrow wings and tail
Prominent white rump patch
Rocking, buoyant flight, wings in strong "V"



Buteos

- Broad-winged Red-shouldered Rough-legged Red-tailed
- Chunky body, broad wings, and fanned tail
Soars on widespread wings, rarely flaps



Falcons

- American Kestrel Merlin Peregrine falcon
- Long, pointed wings and long, tapered tail
Fast and direct flight with rapid continuous flapping



Accipiters

- Sharp-shinned Osprey's Northern Saw-whet
- Short, rounded wings and long, narrow tail
Short bursts of flapping, interrupted by gliding



Turkey Vulture

Large, dark with small head and long wings
Glides with upturned wings, tips from side to side



Black Vulture

Inside:

SGC News, Party Photos

FALL 2002

Northwest Soaring Resources

Soaring Society of America
P.O. Box E
Hobbs, New Mexico 88241
505-392-1177
www.ssa.org

SSA Region 8 Director
Steve Northcraft 425-235-0231

Idaho SSA Governor
Tom Dixon 208-376-6718

Montana SSA Governor
Steve Ard 406-388-6887

Oregon SSA Governor
Stew Tittle 503-746-7032

Washington SSA Governor
V a c a n t
State Record Keeper - Position Vacant

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

Cover Photo

The Professionals
Courtesy: Audobon Society

Seattle Glider Council
P.O. Box 7184
Bellevue, WA 98008-1184

Officers and Board of Directors

Chairman
John Daly 206-780-3432
Vice-Chairman & Treasurer
Linda Chism 206-937-7177
Treasurer
Jim Simmons 425-742-4722

Directors
Mike Newgard 253-630-9427
Steve Northcraft 425-235-0231
Tom Kreyche (206) 726-9838
Mike Moore (206) 790-7949

SGC/Ephrata Homepages
www.seattleglidercouncil.org
www.scarephrata.org
Webmaster: Vince Miller
253-863-6960
soarhead@aol.com

SGC Clubhouse
Ephrata Municipal Airport
30 Airport St NE, Building 625
Ephrata WA 98823
509-754-3852

See the Calendar of Events in this issue for information, times and locations for SGC meetings.

Region 8 Clubs/Associations

Boeing Employees Soaring Club
Newsline 206-516-4149
<http://www.boeingsoaring.com>

Cascade Soaring
Arnie Clarke 509-884-2494
www.nwintemet.com/~blanikam/css

Columbia Basin Soaring Assoc.
Tom Seim 509-627-5532
www.tcfm.org/cbsa

Evergreen Soaring
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.
Operations 206-660-0019
Stefan Perrin 253-927-9183
www.pugetsoundsoaring.org

Silverstar Soaring Association
Hans Kruiswyk 250-763-1788
<http://www.members.home.net/soar>

Spokane Soaring Society
Dale Walker 509-466-0206
<http://www.spokanesoaring.org>

Vancouver Soaring Association
Hans Baeggli 604-434-2125
<http://sd69.bc.ca/~vsoaring/vsa.htm>

Willamette Valley Soaring Club
Information 503-241-9237
www.wvsc.org

Commercial Operations
Blanik America, Inc.
Vitek Siroky 509-884-8305

Skysigns
Glider Rides Arlington
John Carson 425-868-1282

Cascade Soaring
McMinnville, OR 97128
Joe Deem 503-472-8805
Lewiston, ID (Towplane)
Dave Dorion 509-243-9919

Seattle Glider Council Rates

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 feet above 1500'

Tows (any airport other than Ephrata):	Aero retrieve or glider ferry:
\$22.00 for first 1500'	\$70/ tach hour
\$.80 per 100 feet above 1500'	

Ephrata Pilot Use Fee: \$60 for the season, or \$10 per week (Sat-Fri)
(Notes: maximum limit if pilot fee paid by the week is \$90;)
Trailer parking: \$120 for the season, or \$15 per week (Sat-Fri)
RV parking: \$225/season (+ \$17.55 tax), or \$35 per week (+ \$2.73 tax) (Sat-Fri)

Towline

Newsletter of the
Seattle Glider Council

Editor

Dave Reusch
431 SW Normandy Rd
Normandy Park, WA 98166
206-241-8412
reuschdavid@hotmail.com

Production Manager

Mike Newgard (and family)

Address Changes

Jim Simmons
Seattle Glider Council
P.O. Box 7184
Bellevue, WA 98008-1184
LS4a@aol.com

Towline is published as often
as humanly possible

Towline material is published
for the enjoyment of soaring en-
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tions via e-mail in common for-
mats. Mailed PC or Mac for-
mat disks are also acceptable.
Other contributions should be
typed or legibly written. Scan-
ning capabilities for photos and
artwork are currently limited to
8½ x 14 inches.

Out On Task

by Dave
Reusch

I don't know how I did it. I'd been in the best of health in years (I once played an hour of ultimate Frisbee followed by an hour of flag football)!

Sunday I soloed one Mr. Marty Gibbins and Biennialled one M. Pierre Parent up at Arlington. That was fun. Monday dawned and I had pulled muscle in my thigh. Tuesday it was in my calf. Wednesday it moved to my hip. Saturday I was out in the cold coaching my boys team. By the time the game was over the boys had to help me limp off the field. Sunday I whussed out on the coaches game and lay flat on my back.

A week off of work lying on my back didn't help so I got the ole MRI.

Another week and I couldn't believe I was getting sick of watching football.

"How did you get this crazy thing", said the spine surgeon. "At least it's not a tumor".

I managed to stammer, "Ummm ... I guess that's good".

"Looks like you got a big ole lump of herniated disk resting on you sciatic nerve.... CONGRATUALATIONS. You made it to your forties!"

So after a month I can now sit up at the computer and count my lucky blessing:

- 1) Libelle wings are about as light as you can get.
- 2) It might go away without an operation.
- 3) Wingstand (that's Andrew, my son) is big enough to rig the Christmas Tree.
- 4) I have an understanding boss and an even more understanding wife.

So sorry about the late Towline.

Merry Xmas and the best thermals in the new year, OLD DOG

PS: Don't be shy about sending articles or pix's. This fall has got to be the worst drought in Towline history.



PPS: One of the main challenges in publishing towline is selecting a font which is 1) Acceptable to the printer and is 2) legible. let me know how you can't read this font and I'll try yet another.

Calendar of Events

Jan 6th, SGC General Meeting at Museum of Flight
Feb. 3rd, SGC General Meeting at Museum of Flight
June 30th- July 5th Region 8 Contest Ephrata

ANNOUNCEMENTS:

Tom Kreyche reports: The stork glided in for a perfect landing on Nov 4 and safely delivered our baby girl, Aurora King Longworth Kreyche. Mom and baby are doing very well (and I am too). We're especially happy that Aurora managed to hold off until after the banquet! Now what's that age for soloing in gliders?

SGC AWARDS

Knight of the Open Field- Phil Grate

Clodbuster - John Gilbert. E. C. Welch. Dave Shemwell

Lawn Dart - John Gilbert

Student Pilot Achievement -

NW safety Award-Eric Greenwell for his 2 articles in SOARING about transponders

Robertson Award-Eric Greenwell, 15,607 ft gained ft (Richland, July 30th); Linda Chism 10,000+ ft(Wenatchee;

Carson Award (longest flight in Basin) - Nelson Funston, 456 miles - Eph, Davenport, Larmie, Lower Monumental, Grand Coulee AP, Lower Mon., Wilson Creek, Eph. (May 10th)
CBSA - JimYates, 330 miles, (September)

Cloyd Artman (outstanding flight or pioneering effort) - Tom Kreyche, 305 miles, Eph to Canadian Border, Mt. Stuart, return (June)
Tow Pilot of the Year-Ron Ries, 197 tows; Linda Chism, 152; Mike Moore, 103
Region 8 Speed Trophy - Bob Gladics, ~ 61 mph

Unsung Heroes Award - Becky Newgard, she helped with the nindraising for the WGC and crewed Jack Olson Eagle Eye - Stan Kasprzyk
SGC Certificates -

Pat Dunston - bookkeeper

Jim Simmons - Treasurer

Ron Bellamy - Contest

Bob Wallach - Contest

Dave Reusch - Towline Editor

Ron Ries - Towplane manager

Linda Chism - 152 tows

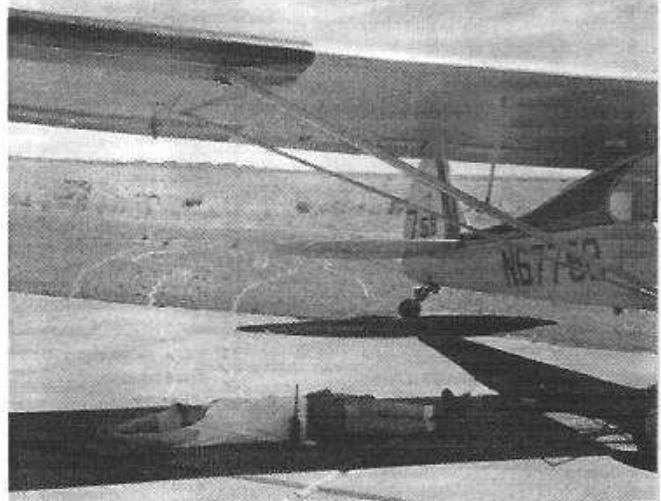
Mike Moore - 103 tows

Doug Kylto - clubhouse efforts

Mike Newgard - clubhouse efforts

John Daly - SGC Chair (again)

SGC Honor Award - Mike Newgard (clubhouse, TOWLINE. SGCSF)



MINUTES of the SEATTLE GLIDER COUNCIL BOARD MEETING 9-16-02

Present were: John Daly (Chairman); Steve Northcraft, Linda Chism/secretary, Michael Moore, and Mike Newgard (Directors); Len Trautman and Bob Wallach (Members); and David Lehman (FAA, Seattle FSDO).

- The minutes of the previous meeting, 7-15-02, had been previously approved via email.
- The meeting started with a presentation from David Lehman of the Seattle FSDO, discussing the issue of a second Designated Glider Pilot Examiner for Washington State. The FAA does not believe there are enough examinations performed annually to warrant an additional examiner. Mr. Lehman said that the FAA will continue to monitor the situation and welcomes discussion from the soaring community.

Old Business:

- Contest: Wallach presented the 2002 contest financial accounts. Approximately \$2800 was earned over expenses, which will be applied to the SGCSF Building Fund. Wallach stated that being the Contest Manager was a positive experience and tentatively volunteered for the 2003 contest.
- Towplanes: On 9-14, N9878P's starter broke. Ries is coordinating the repair.
- Finances: Daly presented the balance sheet in Simmons' absence.
- Towline: The current issue will be mailed week of 9-16, with inserts for banquet and elections.
- SGCSF: Newgard is reviewing the contractors' bills vs work performed. Work parties are planned for late Sept/October to finish the deck and inside flooring and carpet, with details to be announced.
- WGC Proposal: Lubbock TX has won the SSA bid for the 2006 WGC; Ephrata is out of the running.

New Business:

- Bathroom:** In general discussion, it was decided to scope the cost of renovating the bathroom and upgrade its fixtures and replace flooring. Newgard will contact Rick Kamstra for to discuss costs of having it done professionally.
- Fall Expedition:** No firm plans have been set for a Fall Expedition; however, Hood River's Wave Camp has been discussed as an option for late season flying.

MINUTES OF 10-14-02 SGC BD MTG.

Towplanes:

- Jim Simmons** reported that a quote has been obtained from Ron Piercy for needed work on 78P. The quote encompasses work associated with an Airworthiness Directive, recovering of the fuselage, and completion of an annual inspection. The total estimate is \$6,000.00. In general discussion of this report, it was noted that the estimate is in all probability low, and that in the course of the work, other items are likely to come up, thereby increasing the final bill.
- It was moved by Steve Northcraft and seconded by Jim Simmons that towplane manager Ron Ries be authorized to proceed with this work. The motion carried unanimously, and Jim Simmons volunteered to contact Ron Ries to let him know.
- Steve Northcraft volunteered to check into the FAA's address of record for 78P, as prompt receipt of AD's & such was brought into question during the discussion of the work.

Financial Report:

- Jim Simmons** reported that we are doing well for this point in the season, being approximately \$7,000 ahead of this point last year. Generally, this year's income is down as compared to last, but so are our expenses, and as we've had no major unplanned expenses, we're doing ok. (See attached spreadsheet)
- Jim is still looking for volunteers to assist with the Treasurer's job.
- There was some inconclusive discussion as to whether the SGC Website is up & running.
- All present noted that they had received the most recent copy of Towline.
- Mike Newgard reported that the e-bay auction site for Jack Olson's paintings would be up & running November 1st.
- Mike also reported that another approximately \$1800 plus volunteer labor should bring the EPH clubhouse to a state of near-completion. Work will be planned for Nov/Dec.

Banquet:

- The Banquet sign-up list stood at 16, ...far shy of the goal of 80! Suggestions for upping the number of attendees included a phone tree and e-mailings. Jim Simmons volunteered to send out contact lists for each board member to call.
- It was also noted that more folks had signed up for the Breakfast than for the Banquet! This prompted a brief speculative discussion regarding next year's end-of-season event.

- Steve Northcraft suggested that the SGC cover the dinner expenses for Sanderson & his wife Linda. This was so ordered by John Daly
- It was noted that Pat McGrath had offered to put together a slide show, however, it was felt that a static tabletop display of photos would be far more practical given the facility & timing. John Daly volunteered to contact Tom Kreyche to address space concerns for this.

Awards:

- Steve Northcraft noted that we're doing well with award nominations, and the collecting & return of the awards given out last year.

New Business:

- It was rumored that Bob Wallach has agreed to chair the Contest again next year. Mike Newgard will contact him to verify this, and determine if it might again be co-chaired with Ron Bellamy again, as it was last time.
- Tentative dates for the coming contest are Sunday, June 29th as a practice day, with the contest running the following Monday through Saturday, June 30th through July 5th.

Good & Welfare:

- The next General Meeting's agenda will include SGCSF clubhouse completion plans.
- Len Trautman suggested that the General Meetings incorporate a system of rotating "hosts".
- Steve Northcraft suggested that we invite the new WSDOT Aviation Director (John Sibold) to speak at a General Meeting.
- Jim Simmons suggested that we might have Carl Herold (creator of the "landing site CD") at our January General Meeting.
- Len Trautman suggested that we contact Ron Bellamy regarding his "Contest Manual" as Ron took complete notes on all that was done during the last contest. Mike Newgard volunteered to do this.

MINUTES OF 11-18-02 SGC BD MTG.

Old Business:

- Finances:** Simmons presented the balance sheet and indicated that a preliminary look shows that SGC will be "in the black" for 2002.
- Banquet:** Kreyche reviewed the Banquet; all were in agreement that the facility and service at Ivars' were well received by those who attended.
- SGC Ephrata Report:** Pat Dunston reported that all glider trailers and campers are now removed.
- Towplanes:** N9878P is at Ron Piercy's shop awaiting its refurbishment. Ron Ries took N6775B to a radio shop at Pasco; the radio noise was troubleshoot and repairs made to radio and headset.
- Elections:** Ballots were sent out 11-16-02, to be counted on 12-6-02. 2003 membership renewal cards were sent out with the ballots.
- Towline:** Reusch reports needing additional content for the newsletter.
- SGCSF:** Newgard stated that several work parties have occurred since last meeting, and the deck is largely completed, with the inside flooring work to be completed this winter. The Jack Olson paintings fundraising auction is still planned; date is tbd, publicity method is tbd.

MINUTES OF 11-18-02 SGC BD MTG.

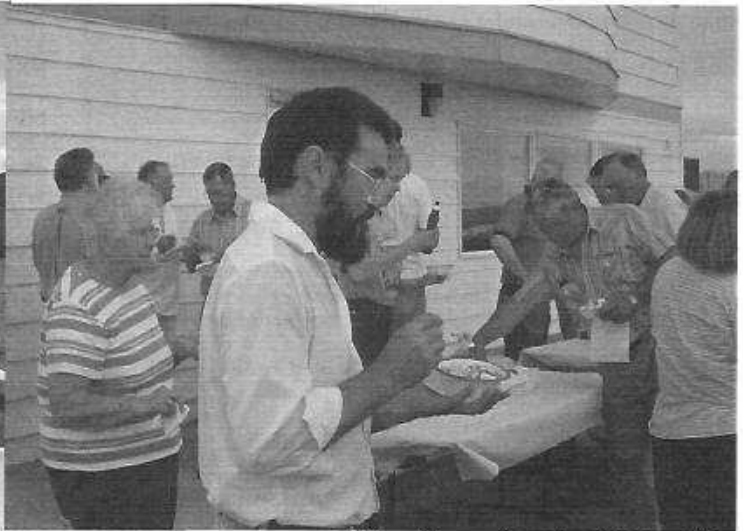
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New Business:

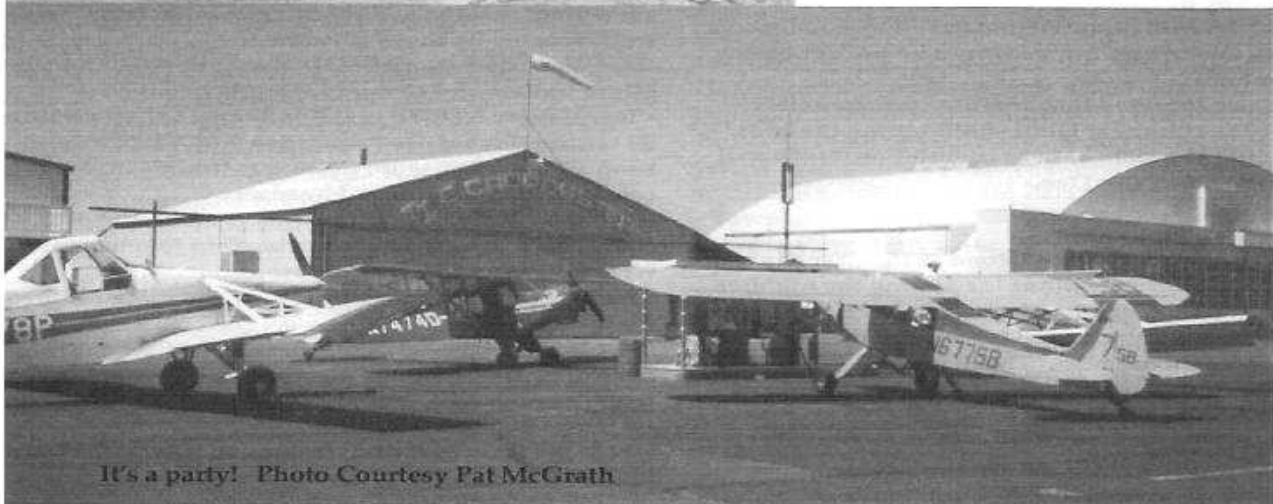
-2003 Region 8 Contest: Dates have been set for 6-30-03 thru 7-5-03, with 6-29-03 as practice day. Bob Wallach is confirmed as the contest manager, and will receive all contest email to the account ephrata03@yahoo.com.

-Willamette Soaring Society has inquired as to running an encampment at Ephrata in summer 2003; Daly is talking with them about the details.

-Tow Cards: Daly is investigating new wording for the next printing run of tow cards; with revised "hold harmless" wording. He will check with Pat Dunston to see if she has an additional supply of the cards.



Mike Moore (made 103 tow this year) shows excellent technique as he outmanouvers Jeanette Dalke at the Ice Cream Social. Photo Courtesy R Duncan



A Note from John Gilbert: Arlington Rules-

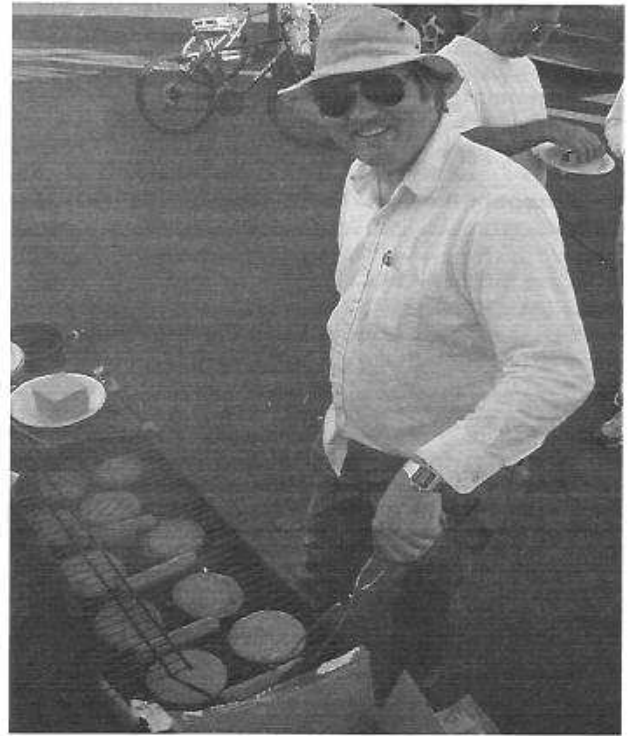
One "rule" about gliders and Arlington Airport seems to be forgotten by a few in the glider community. I was a little surprised when I was getting PY's trailer parking set up. Talking to the folks in the Airport office, I find out that one covered glider trailer has been there eight years (!!) without paying for parking.

This might seem a little funny until you think about it with a objective attitude. What do you think those at the Airport office think when we make any kind of reasonable request? What would a typical power pilot think, when he or she can't hide the N number in a trailer, finding out that the Airport can't legally trace owners by licence plate?

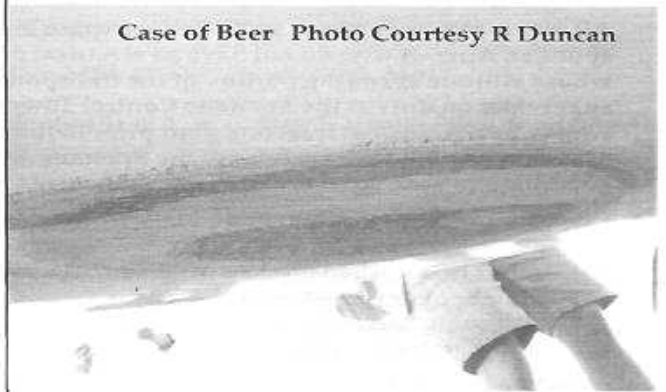
We imagine that our group of 100+ (BESC, Evergreen and independent) soaring enthusiasts are a big source of income on the airport. Hmmm. Between us we use 3 power planes, more than the typical amount of fuel, and keep some repair shops in business. Compare that with the power pilot, who alone or in partnership groups also fly, maintain, paint their aircraft, eat at the restaruant or the book store, rent or own outright a hanger from the Airport or another, but in any case the ground underneath is leased airport property (ok, we do that too). If 100 glider guys or 100 airplane guys left the airport, who would be more missed??

Ok, so hear is my point. We DO have a good relationship with Arlington Airport and the folks who run it. At least most of us do. With the exception of the club ships in trailers, there are only two covered glider trailers paying for parking. If you aren't getting a bill from the Airport, you know who you are. How about paying your fair share? (Open trailers are free if parked out at the north-west corner of the airport) Give them a call and get an account set up. If you really feel it is a ripoff, try finding a place to park your trailer for \$11/month and take it there. Please don't make the rest of us look cheap.

'Nuf said.
John Gilbert



Mike Newgard Bar-b-ques in marginal VFR conditions. Mike was the major driving force behind the new SGC Clubhouse. Photo Courtesy R Duncan



Case of Beer Photo Courtesy R Duncan



POST Photo: R Duncan

Y'all come back now! Photo: R/Duncan

Spokane: Class Charies Services

By Jim Yates

Spokane is a designated Class Charlie Airspace Airport. This is based upon the number of arrivals and departures into the airport which is sufficient to require air traffic control guidance for the safe and efficient movement of aircraft. Pilot participation in Class C airspace is mandatory. A thorough knowledge of airspace boundaries and controller services will greatly aid pilots in navigating into, out of, and through Spokane/Fairchild airspace. Fairchild Airforce Base is a designated Class C Airspace Airport. The two airspaces are juxtaposed. Carefully review your current sectional.

Core Surface Area:

A five nautical mile radius of the Spokane Airport. Altitudes surface up to and including 4000 feet AGL. Pilot participation in the surface area is mandatory.

Shelf Area:

A 10 NM radius of the Spokane Airport from 1200 feet AGL up to and including 4000 feet AGL, excluding the Surface area, and also excluding that airspace from the 295 degree bearing from the airport, between the 5 and 10 mile radius, clockwise to the 090 degree bearing from the airport. Pilot participation in the Shelf Area is mandatory.

Note: The Core Surface Area and Shelf are commonly referred to as Class C airspace (charted in MSL). The outer area is a part of Class C services.

Outer Area:

That airspace within approximately a 20 nautical mile radius of the Spokane Airport delegated to Spokane Approach Control extending upward from the surface up to and including 10,000 feet MSL, excluding the surface area and outer circle. Pilot participation in the outer area is not mandatory, but highly encouraged.

Equipment Requirements:

All aircraft that wish to enter Class C airspace must be equipped with an operating Mode C transponder. Aircraft who do not have an electrical system, or whose transponder is not working, or whose altitude encoding portion of the transponder is not working, may receive a waiver from the supervisor on duty at the Spokane Control Tower. For one time only waivers, it is required that the waiver be obtained at least one hour prior to the proposed operation. Aircraft without an electrical system who plan to operate from the Spokane Airport on a regular basis may apply for a waiver, good for one year, from the Air Traffic Manager.

Communication Requirements

All aircraft that wish to operate in Class C airspace must have an operating two-way radio. Aircraft departing Spokane must establish and maintain two-way radio communication with the Spokane Control Tower. Aircraft arriving Spokane must establish and maintain two-way radio communications with Spokane Approach Control. Aircraft transitioning Class C airspace must establish and maintain two-way radio communications with Spokane approach Control.

Transponder Requirements:

Sec. 91.215 - ATC transponder and altitude reporting equipment and use.

(a) *All airspace: U.S.-registered civil aircraft.* For operations not conducted under part 121 or 135 of this chapter, ATC transponder equipment installed must meet the performance and environmental requirements of any class of TSO-C74b (Mode A) or any class of TSO-C74c (Mode A with altitude reporting capability) as appropriate, or the appropriate class of TSO-C112 (Mode S).

(b) *All airspace.* Unless otherwise authorized or directed by ATC, no person may operate an aircraft in the airspace described in paragraphs (b)(1) through (b)(5) of this section, unless that aircraft is equipped with an operable coded radar beacon transponder having either Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC, or a Mode S capability, replying to Mode 3/A interrogations with the code specified by ATC and intermode and Mode S interrogations in accordance with the applicable provisions specified in TSO C-112, and that aircraft is equipped with automatic pressure altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments.

This requirement applies —

- (1) All aircraft. In Class A, Class B, and Class C airspace areas;
- (2) All aircraft. In all airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part from the surface upward to 10,000 feet MSL;
- (3) Notwithstanding paragraph (b)(2) of this section, any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon or glider may conduct operations in the airspace within 30 nautical miles of an airport listed in appendix D, section 1 of this part provided such operations are conducted —
 - (i) Outside any Class A, Class B, or Class C airspace area; and
 - (ii) Below the altitude of the ceiling of a Class B or Class C airspace area designated for an airport or 10,000 feet MSL, whichever is lower; and
- (4) All aircraft in all airspace above the ceiling and within the lateral boundaries of a Class B or Class C airspace area designated for an airport upward to 10,000 feet MSL; and
- (5) All aircraft except any aircraft which was not originally certificated with an engine-driven electrical system or which has not subsequently been certified with such a system installed, balloon, or glider —
 - (i) In all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface; and
 - (ii) In the airspace from the surface to 10,000 feet MSL within a 10-nautical-mile radius of any airport listed in appendix D, section 2 of this part, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport.

SUMMARY:

Requirements

Two-way radio communications must be established.

(FAR 91.130)

An operating transponder with altitude reporting.

(FAR 91.215)

All aircraft (including gliders) may not operate within the lateral boundaries above the ceiling of Class C airspace upwards to 10,000 ft. MSL without an altitude reporting transponder. (FAR 91.215.4)

Gliders are OK without transponders at or above 10,000 ft. MSL and below 18,000 ft. MSL.

If your aircraft is equipped with an operable transponder in Class A, B, C, D or E airspace you shall operate the transponder.

See AIM 3-2-2 through 3-2-6 and 3-3-1 and 4-1-19

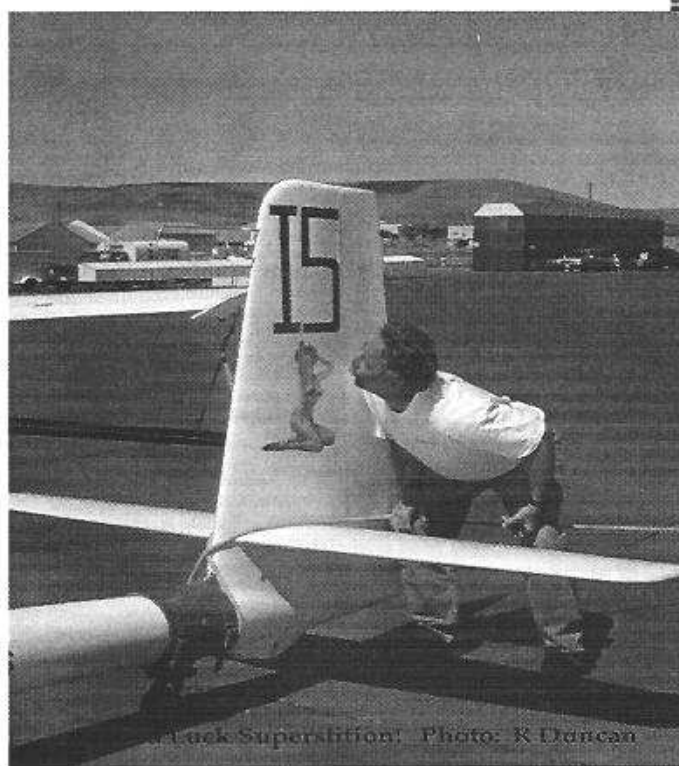
An example of the above:

The airport elevation is 2500 MSL, the top of Class C airspace on the chart is 6500 MSL, your glider needs to squawk Mode C plus two-way comm in the airspace from 6500 MSL up to 10,000 MSL also. If you intend to over fly the area you must remain above 10,000 MSL. If you intend to land at a satellite airport within the core area you must squawk Mode C plus two-way comm.

HEAVY MAGENTA lines are Class C Airspace on the sectionals.



Jim Yates is the one and only Designated Examiner for Washington. On rare occasions he spares time to fly his Ventus.... Like his CBSA winning 330 mile flight this September.



Luck Superstition! Photo: K Duncan



LOST LAMBS.... DON'T BECOME AN E-MAIL ORPHAN.

If you find your name below please email Jim Simons: LS4a@aol.com with your correct address (please include your name)

windsprint@sindair.net
 toboras@dellnet.com
 mbarritt@power.net.com
 bennettk@ventusenergy.com
 g.gb2@verizon.net
 jbowman@drieaz.com
 lbrandq3@aol.com
 skysign@serv.com
 bcase@miuon.net
 alan@nwlink.com
 moonclm@aol.com
 tcroley@home.com
 CDabolt@aol.com
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 rkd@waypoint.com
 redris@wolfnet.com
 paul.fogelp@yahoo.com
 louise.fugier@boeing.com
 d.gangsaas@email.msn.com
 soarpssabobg@webtv.net
 gegb@attbi.com
 cwheat@crewnet.com
 bill@gliderpilot.com
 gregdist@crewnet.net
 johnha@selmic.com
 cliffordkhineline@hotmail.com
 ishikawa_tomoo@msn.com
 dfjlt@aol.com
 johnsonb@wwwdb.org
 philip-jones@hotmail.com

John Anderson
 Tony Ascanio
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 David Goetsch
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 Tomoo Ishikawa
 Larry James
 Brooks Johnson
 Philip Jones

craig@platinum.qwksilver.com
 topgundoc@usa.net
 eklevstad@aol.com
 mskoehn@gte.net
 rleonard@msn.com
 rickl@tlinedesign.com
 macswig@telvs.net
 tmann10@juno.com
 JMaster@gte.net
 patmcg@aplus.net
 smckee@wolfenet.com
 susangus@telecomplus.net
 ra.mills.jr@usa.net
 markm@daa-spokane.com
 davidnmuir@aol.com
 jmusgrove@wingsaloft.com
 jerry@wildblue.zzn.com
 guystefan@usa.net
 tpierson776@earthlink.net
 mpomeroy@pses.org
 maride@earthline.com
 rrichards6332@home.com
 pik20dmv@aol.com
 jsager@nwraain.com
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 lagunner@hpoint.com
 harrisys@atnet.com
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Wave and Land Out at Hood River Winter 2000

I launched at about 1:30. The tow was pretty rough all the way to the ridge. As we I climbed to 2400' AGL, I noticed that the vario was going off the scale, so I released. The r ridge was working very well with lift of 3-5kts. I kept an eye on George and Gary as they made their way west and south towards the airport. Lift over the valley as pretty consistent, though the rate of climb varied quite a bit. I was averaging around 3kts most of the time but hit 7-8kts several times for a few minutes. The clouds were scattered over the valley and would force us to fly around them as they moved towards the ridge.

Around 8000'MSL we contacted wave and climbed above the cloud tops around 9000' MSL. Once above the clouds, it wasn't too difficult to stay in the sweet spot, which was almost directly over the field. Rate of climb was consistent at 4kts up to 12,500'MSL. I didn't have oxygen on board, so I didn't want to climb any further. I lowered the nose and was doing about 75kts when I leveled out at 12,800'MSL. I thought I'd try to crab towards Mt. Hood and see if I could get closer. After flying to the south for about five minutes, I encountered about 6kts of sink. I turned back towards the west and maintained my speed around 70-75kts, to get back towards the airport and out of the sink. If anything, the sink rate was increasing and now the airport and ridge were obscured by cloud cover. There were large holes in the cloud cover west of the field and east of the ridge, but I was sinking too fast to make it west. By the time I was closing on 9000'MSL, I knew I would have to descend through the breaks to the east of the ridge. I dropped below the tops of the clouds around 8500'MSL. Now I was forced to fly a track to the north to stay clear of the clouds and keep the ground in sight. As I passed through 7000'MSL, I realized that I had been blown well east of the ridge. To make matters worse, I had to dive so that I could get under the clouds advancing from the west. At 5000'MSL, I was still about 2 miles east of the ridge. Now the sink rate had increased to 8-10kts as I was flying through the downdraft on the back side of the ridge. At 4000'MSL, it was becoming apparent that I would not clear the ridge, let alone make the field. I took a track that put me over the Columbia River by the time I hit 2500'MSL. Van was flying near the ridge and we had been talking about my position. At about 2000'MSL, I let him know that I was not going to make it to the field. I flew away from the ridge and over the river. At about 1300'MSL I flew out to the sink. I had descended from 12,800'MSL to pattern altitude in less than twenty minutes! At this point I had two landing options. One, I try a water landing close to the shore, or two, I land somewhere near the lumber mill on the Washington side of the river. There was nothing appealing about landing in the river, so I took a good look at the mill area. The mill uses a small spit of land in the river for log piles. There were log piles on the east end but not the west. I estimate the length of the spit at 2000'-3000'. Past the log piles, there were individual logs every twenty or so feet, perpendicular to my path and on the right side. There were also several large concrete and steel lumber racks scattered around just east of the center. This leaves about half the length and two thirds of the width to work with. The rest of the area was covered with mud puddles and big ruts left from trucks. It all looked VERY soft.

Still much better than the river. The wind was still strong, even at this altitude, so I didn't have a chance to fly over the area for a closer look at obstacles. I let Van know where I was headed and then set up for final. I adjusted my descent with a few shallow S-turns and then the spoilers. I flew over the log piles at about 150'-200', could now see the lumber racks clearly, as the steel I-beams stuck up a good 15-20 feet. I tried to line up roughly parallel with the road on the right, but saw more logs in the mud and had to stick with the middle of the mud. I kept some spoiler on until I was a few feet off the ground. Without any new obstacles rearing up, I closed the spoilers and started raising the nose to slow down, trying to stay within a couple feet of the ground. When I reached stall speed I let the plane plop down in the mud. I was expecting to get bogged down and flip over, but I was just hitting the high spots between the ruts. Nothing left to do but hang on and wait. When the weight of the plane transferred to the wheel, the nose pitched down, but did not dig in. I rolled/skidded/slid about 100-150 feet and came to rest. Once I realized that I had survived, I got on the radio and let Van know I was down and OK. He relayed the information to the folks on the ground so that a retrieve could be made. I got and took a look at the plane and everything seemed fine. There wasn't even mud caked up in the wheel well. Turns out the ground was covered mostly with wood chips and bark dust. It was spongy, but not muddy. There was a lot of standing water, but the ground was fairly firm. Mill security drove out to see if I was alive and with that confirmed he said he'd keep an eye out for the retrieval crew. Another mill employee came out to take a look at the glider. Apparently he soloed a 2-33 at Hood River about ten years ago. After a short wait, George and Andy showed up with the trailer. Disassembly went without a hitch and we we didn't have any trouble driving the trailer out of the mud and water. The whole flight only lasted one hour and twelve minutes. I had spent 45-50 minutes climbing and the rest falling. There were several personal firsts on this flight. This was the first time I had really contacted wave, the first time I had reached 12,500' and of course, my first land out. I'm looking forward to repeating the first two activities. I can do without the excitement of the land out. The environment at Hood River is challenging and requires vigilance. I hit sink at over 12,000' within a mile or two of the field, and was not able to make it back!

From the Times of London:

The adventurer Steve Fossett and his co-pilot Terry Delore captured a new world record for the highest air speed by a glider yesterday as they flew over New Zealand. The American millionaire, who earlier this year became the first person to fly a balloon around the world solo, completed a 500-kilometre (312 mile) course 12 minutes faster than the old mark. Mr Fossett and Mr. Delore, the New Zealand gliding champion, flew the route in 2 hours 42 minutes, achieving an average speed of 187kilometres per hour (117 miles per hour). The previous record of 171 kph (107 mph) was set by the German pilot Hans Werner Grosse in 1990 over Alice Springs, Australia.

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