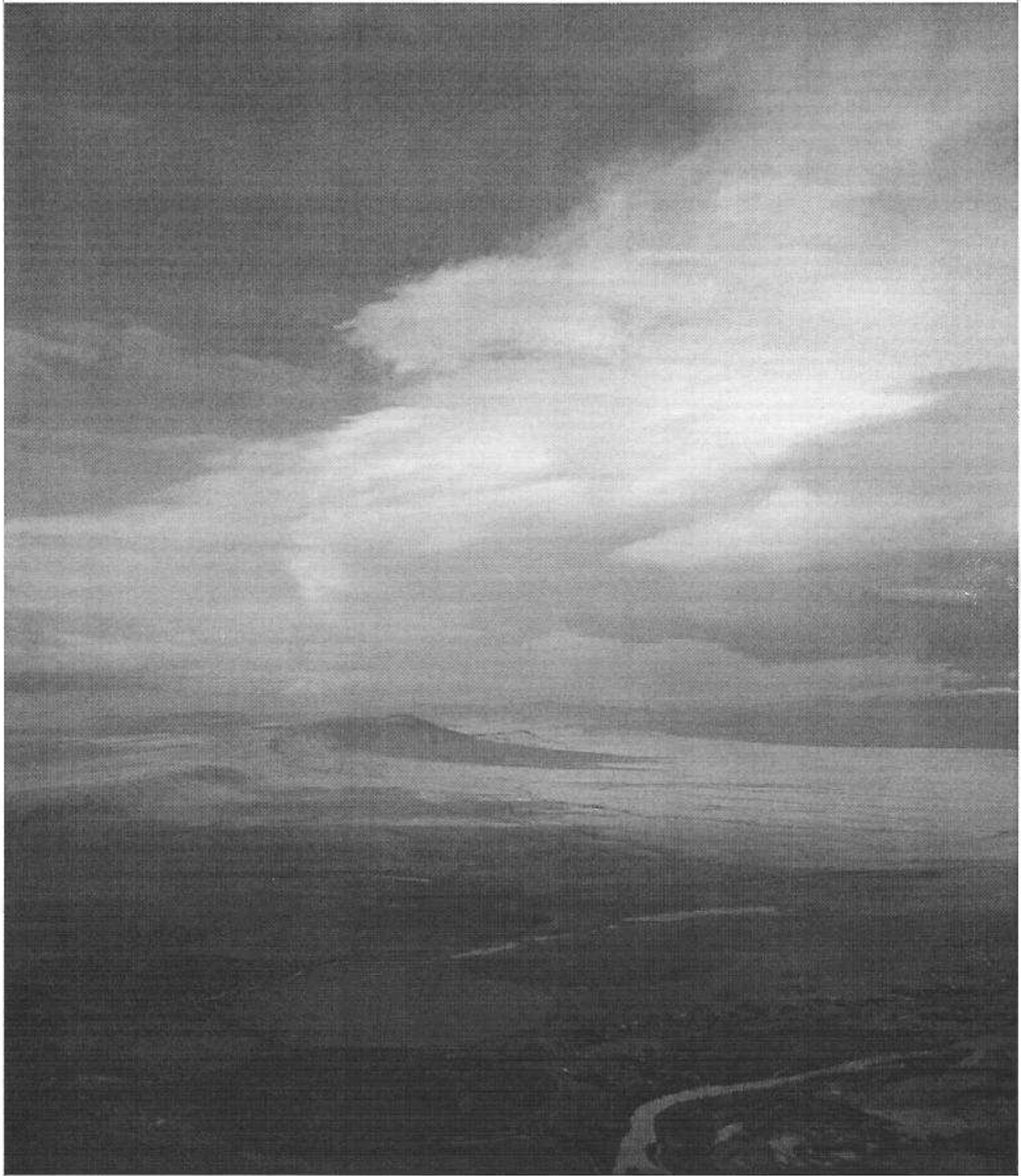


# TOWLINE



Inside:

Wenatchee Wave Camp Opens, MOF Soaring Exposition

**January/February 2003**

# Northwest Soaring Resources

Soaring Society of America  
P.O. Box E  
Hobbs, New Mexico 88241  
505-392-1177  
[www.ssa.org](http://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  
Vacant  
State Record Keeper -  
Position Vacant

Weather Information  
NWS Spokane 509-353-2367  
NWS Seattle 206-526-6087

## Cover Photo

The Rattlesnake Mountain  
Wave. November 8th 2002  
Courtesy: Eric Greenwell

## Seattle Glider Council

P.O. Box 7184  
Bellevue, WA 98008-1184

### Officers and Board of Directors

Chairman  
John Daly 206-780-3432  
Vice-Chairman  
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](http://www.seattleglidercouncil.org)  
[www.soarephrata.org](http://www.soarephrata.org)  
Webmaster: Vince Miller  
253-863-6960  
[soarhead@aol.com](mailto: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.

FAA Weather 800-992-7433  
Hotline (9900) 206-464-2000  
Highway Report 206-368-4499  
Region 8 Clubs/Associations:  
-Boeing Employees Soaring Club  
<http://www.boeingsoaring.com>  
Jay Todd(253) 847-0377  
-Cascade Soaring  
Arnie Clarke 509-884-2494  
[www.nwinternet.com/~blanikam/css](http://www.nwinternet.com/~blanikam/css)  
-Columbia Basin Soaring Assoc.  
Tom Seim 509-627-5532  
[www.fcfn.org/cbsa](http://www.fcfn.org/cbsa)  
-Evergreen Soaring  
Hotline 425-238-6617  
Harold Broomell 206-772-2112  
[www.evergreensoaring.org](http://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.pugetsoundsouaring.org](http://www.pugetsoundsouaring.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.spokanesouaring.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](http://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):

\$22.00 for first 1500'  
\$.80 per 100 feet above 1500'

Aero retrieve or  
glider ferry:  
\$70/ tach hour

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

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Contribution of articles, photos, artwork and letters to the editor are encouraged. The editor prefers to receive text contributions via e-mail in common formats. Mailed PC or Mac format disks are also acceptable. Other contributions should be typed or legibly written.

# Out On Task

by Dave  
Reusch

Seems like it was just last month that Wingstand arrived. Not what you'd call a petit baby he tipped the scales at 10lb. 2 oz. But as he grew he always was a very patient son and mechanically inclined too. So it was no surprise that when he reached employable age (five that is) we put him to work. He was the perfect tool for Blanik annuals...he could crawl down the fuselage and get into tight spaces to retrieve all sorts of FOD (pens, tow cards, Ragnar's bannana peels).

So this month we had to replace the rudder cables in OLD DOG. Wingstand was our number one draft choice to do the tight work. We showed up early Sunday. Between Wingstand, Tim and myself we got OLD DOG's fuselage into a warm garage.

Then our ace mechanic, Bill Allan showed up. I was boasting about having the hard part done and how Wingstand could crawl down there and unbolt stuff. Turns out there's just one problem: Dang kid grew.... as you can see by the pictures. He could barely fit in OLD DOG. When I cautioned him on cross threading the bolt he replied, "What's that mean?"

Well, nothing ever really goes according to plan. Here I am, bad back and all, deep in the bowels of OLD DOG.

The rudder cables are now mint condition and Bill, our ace mechanic has guaranteed us a 2 point L/D improvement.



So I'll see you all March  
15th at Wave Camp.

Just as soon as I teach my daughter  
how to ski.

Regards,  
OLD DOG



# Calendar of Events

March 3rd, SGC General Meeting at Museum of Flight  
March 15th, SGC Wenatchee Wave Camp Opens  
April 19th, Ephrata Opens  
April 7th, SGC General Meeting at Museum of Flight  
April 27th-May 3rd Aerobatic Camp Ephrata  
May 15th-19th Apple Cup  
June 14th-22nd Evergreen Ephrata Encampment  
June 21st -28th WVSC Ephrata Encampment  
June 30th- July 5th Region 8 Contest Ephrata

## Ephrata Clubhouse Work Party

The March 1st & 2nd weekend will be a work party at the EPH clubhouse to finish up the deck and flooring.

Please contact Mike Newgard if you can help either of these days

## Wallach IS "the Man"....again

Bob Wallach has been volunteered to be Region 8 Contest Director again this year.

## Willamete Valley Soaring Club

The week prior to the Regional 8 contest, there is a small contingency (10-12) of us here in Portland that are planning on coming up to Ephrata.

Bob Duncan "6TU"  
Portland

## Monte Westlund reports progress on the 15M ultralight "Lighthawk"



Serial #1 is real close to having an N number in the tail, if it doesn't already have it. I'm in WA, the bird is in CA. Last I heard the FAA dude was going to have a look see and see if it would be okay to do that.

It hasn't been flying for a bit since the crew is working on #2 and some mods to #1, but #1 is supposed to be ready for flight again soon.

## MOF Soaring Exposition



On March 15th & 16th 2003 The Seattle Soaring Club in cooperation with the Museum of Flight is hosting it's annual Soaring Exposition. We are expecting record attendance to this *once a year event* and your invited.

For the first time ever we have the opportunity to offer suppliers, manufacturers and providers of services the ability to display the latest in new products and services.

The Museum of Flight has agreed to provide space and set-up for vendors that wish to reach this targeted audience at nominal charge. For five hundred dollars vendors will be able to display products and services directly to the members of several soaring clubs and organizations in the region and the Museum of Flight membership of over 28,000 aviation enthusiast.

For those responding immediately we will include your logo on all printed material, brochures, newsprint ads, posters, lobby electronic billboard announcements and signage associated with the Soaring Expo.

Here it is, take advantage of this annual event to have your products and services in front of hundreds of visitors from all over the Northwest and beyond. Register and more information contact us direct at 206 768 7177.

Opportunity knocks!

Stuart Stark  
Museum of Flight

John Gilbert  
Seattle Soaring Club

Towline, Jan/Feb 2003

## MINUTES OF 12-09-02 SGC BD MTG.

Present were: John Daly (Chairman); Tom Kreyche, Michael Moore, Jim Simmons/treasurer, Linda Chism/secretary, and Mike Newgard (Directors); and Len Trautman (Member).

### Old Business:

- **Finances:** Simmons presented the balance sheet. He will pursue the outstanding accounts receivable to get payment as soon as possible. After general discussion, Chism moved that Gary Boggs be reimbursed for his travel expenses to the last General meeting. Moore seconded, and it was unanimously approved.

- **Towplanes:** Per email from Ron Ries, N9878P is at Ron Piercy's with engine work complete; the crankshaft bolts checked OK. The fuselage covering is in progress and is anticipated to be done by the end of the year. The SGC headsets are at the radio shop in Pasco being fixed.

- **Elections:** Ballots were counted on 12-7-02. 2003 SGC Board of Directors members are John Daly (Chairman), Linda Chism, Mike Delaney, Michael Moore, Mike Newgard, Steve Northcraft, and Jim Simmons. Committee assignments will be made in January.

- **New Tow Cards:** Daly reported that he had coordinated with ESC, BESC, and an attorney, and proposed the following revised tow card statement:

"I certify that the tow-rope used complies with FAR 91.309(A)(3). I agree to pay the cost of this tow and any membership fees that may be required upon being billed. In consideration of this aircraft tow, I hereby release the tow pilot, launch crew, the owners, and the operators of this tow plane from all liability for any accidental injury to myself, any passengers, or property, that may arise from the towing of this glider."

After general discussion, Moore moved that this statement be put on the next printing of tow cards. Newgard seconded. It was unanimously approved. Daly is coordinating the printing of 2000 cards with Pat Dunston.

- **SGCSF:** Newgard reported that the deck stairs were complete and work has been started on the tile flooring. Next work party is scheduled for mid-January, on the flooring and finishing the last portion of the deck walls. The Jack Olson E-Bay auction is slated for January.

### New Business:

- **SGC Bathhouse Refurbishment-** Daly will contact Dale Hacker on the subject of refurbishing the bathhouse trailer.

- **Glider Expo-** The Museum of Flight Glider Expo is being coordinated by John Gilbert. It is tentatively scheduled for late February.

- **CFIG Seminar-** Per Bob Chase, the FAA will not be providing any financial support to the CFIG recent seminar with Bob Wander. The date/place of the seminar is still being planned.

Linda Chism, Secretary

## MINUTES of the SEATTLE GLIDER COUNCIL SOARING FOUNDATION BOARD MEETING 1-13-03

Present were: Mike Newgard (Chairman); Michael Moore, Steve Northcraft, (Directors); John Daly (Member), Jim Simmons (Treasurer), Linda Chism (Secretary)

The minutes of the previous meeting had been approved via email.

### Old Business:

- **Finances:** Simmons presented the balance sheet and will present a detailed Financial Report at the February All-Member meeting.

- **Clubhouse Status:** Deck stairs are completed, and the prep for tile installation is underway.

- **Fundraising Auction:** An E-Bay auction will take place Feb 2 thru 15, of the (4) Jack Olson pictures. To publicize it, Newgard will post on Rec-Aviation-Soaring, will contact John Gilbert for an all-member email, and will contact the Clubs to get the word out to their members. Chism will take some leaflets to the SSA Convention and post there.

- **Additional Fundraising:** Ideas are solicited for 2003 fundraising. Some options are a raffle, BBQ at the contest, and a new mailed appeal to the members. A Plaque for the new clubhouse is still planned with donor names engraved. Ideas are solicited for the plaque.

### New Business:

- **Clubhouse Work Parties:** Workers will be solicited for Feb 1-2, Feb 15-16, and March 1-2 to finish up details required for final occupancy permit. Newgard will coordinate the work crews vs jobs yet to be done. Newgard will contact John Gilbert for an all-member email, and the Board Members will assist in phoning members as assigned.

- **Trophies:** It is generally agreed that the SGC trophies will reside in the new clubhouse. Ideas are solicited for presentation and location in the clubhouse.

- **Furniture:** Chism will forward to Newgard a proposed list of furniture and misc items required for the new clubhouse.

- **SGC/SGCSF Operational Agreement:** John Daly reminded the SGCSF Board that there is no detailed operating agreement between the duties of the SGC and of the SGCSF. He will forward the previously collected ideas for such an agreement, to the SGCSF Board members, for further discussion and creation of an agreement.

- **LK10:** John Daly requested that the SGCSF Board consider spearheading the eventual preservation of the Cec Craig LK10 (now owned by Tom Lewis of Seattle). In general discussion, it was agreed that the first step was getting an approximate value. Northcraft will contact several classic sailplane rebuilders for an approximate value.

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked." Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, "the dreaded seven-engine approach".

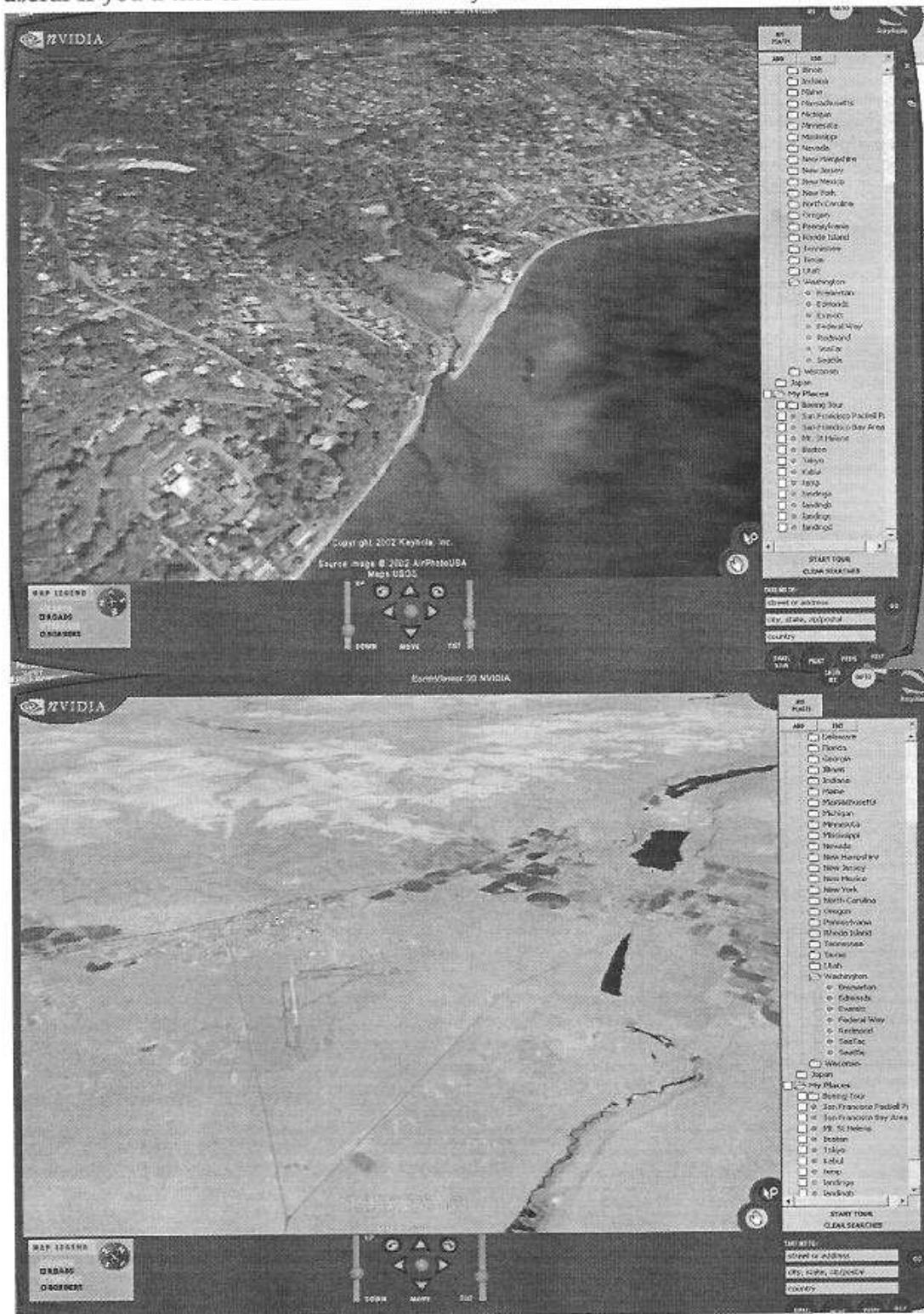
# Nvidia Earthviewer3D

by Dave Reusch

One of the great things about raising kids these days is that they discover more computer programs than you'll ever have time to use.

One such program is EarthViewer3D from Nvidia.com. Now I'll warn you right up front that you have to have their GeForce2 Video Card or better. This imaging program could be a fantastic tool for X/C flight simulation. You can download a free copy of it from Nvidia just by going to their website and clicking on Download Drivers. The Earthviewer can be found under Games, Utilities & Tools. The download takes about a minute if you have cable.

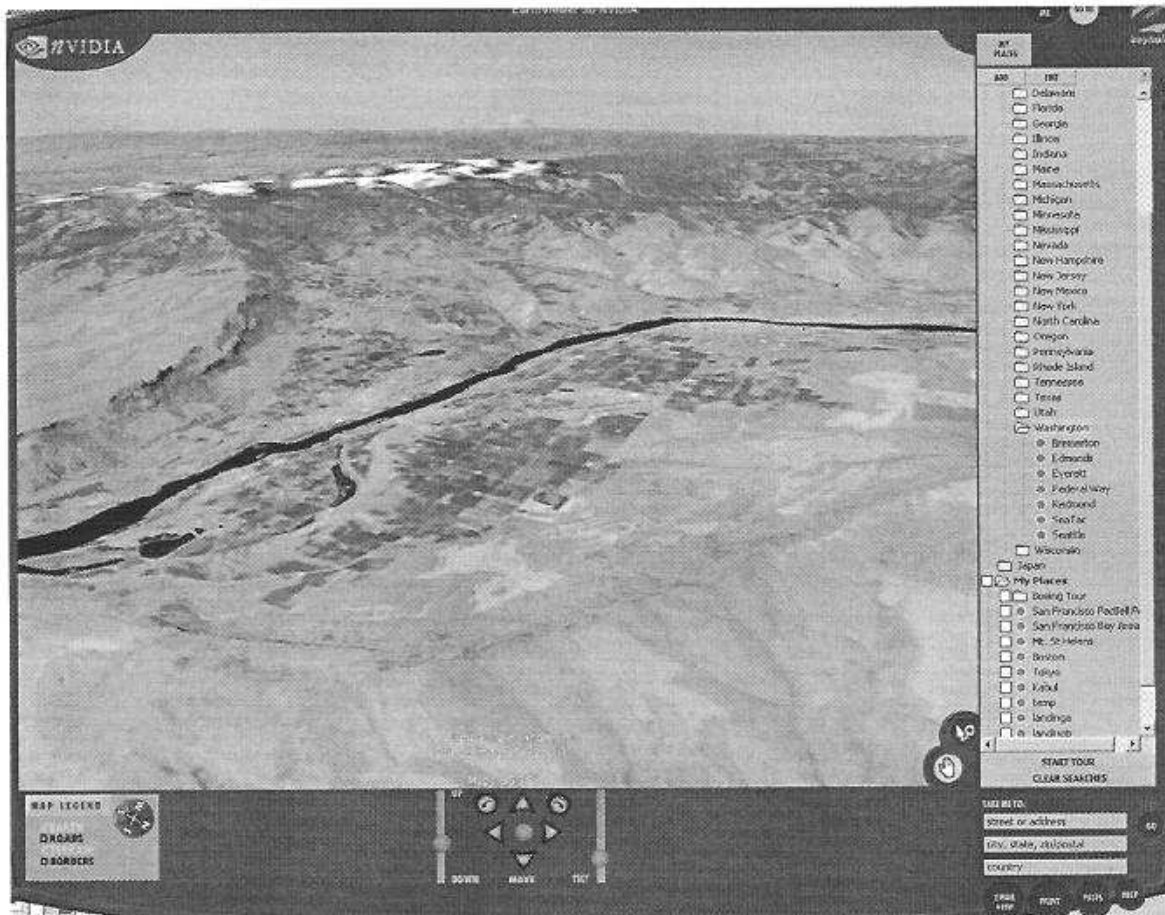
Another nice feature is the ability to email a link of a particular location or view (extremely useful if you'd like to email an account of your 500k to Towline....hint,hint).



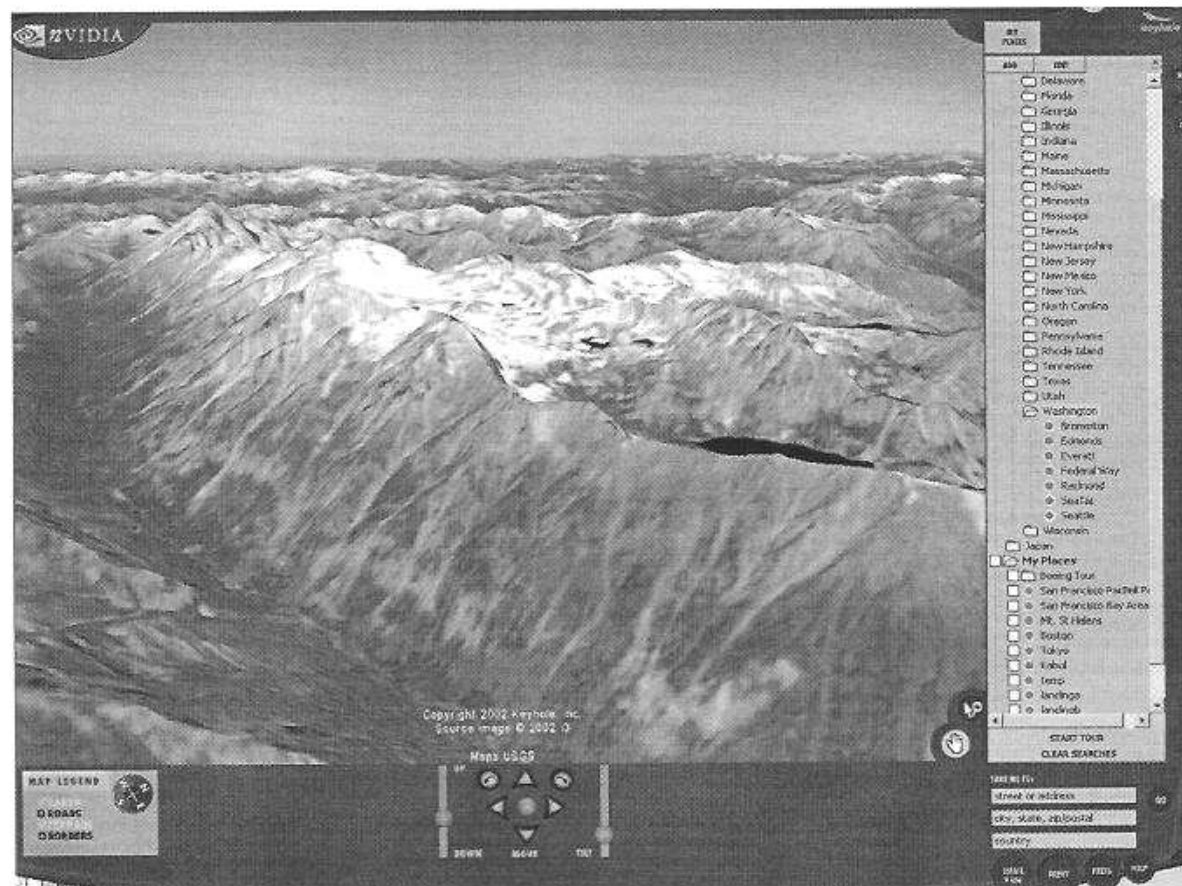
The resolution of our local Normandy Park beach was quite accurate including the water depth.

The Ephrata area looking west.

Resolution exceeds most flight simulators.



The Wenatchee basin looking west.



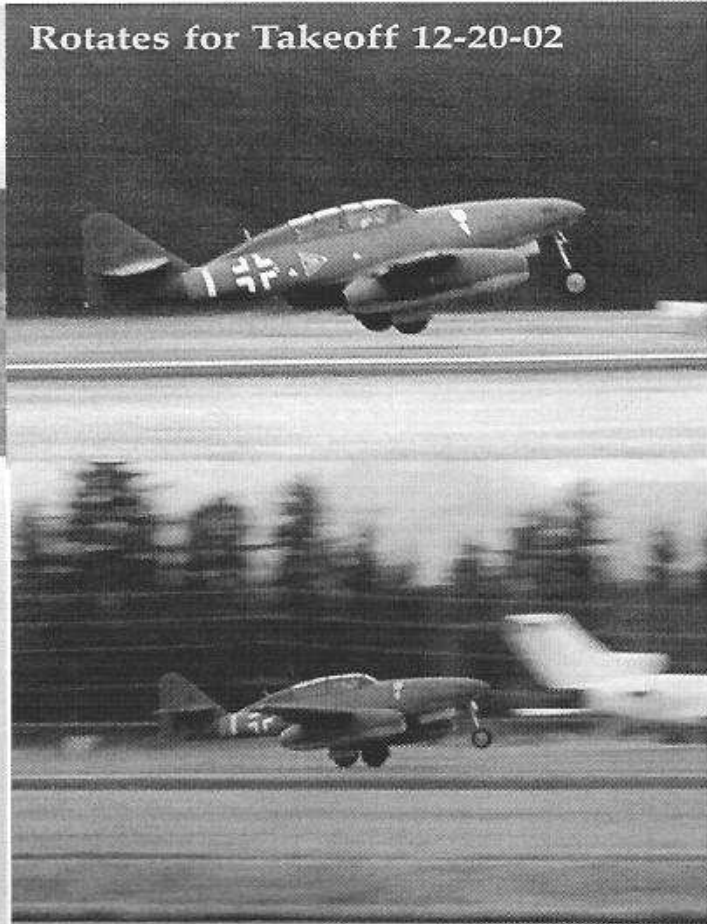
Entrance to the Mount Stewart range from the east

Steve Baker was kind enough to send these photos of the Me-262 project up at Paine Field. They also have a nifty web site. I was surprised to learn there are no less than 3 currently under "reproduction". One original aircraft was obtained from NAS Willow Grove and essentially copied. The engines are GE J-85 instead of the originals for obvious reasons. Looks very much like a 1/4 scale 737: <http://www.stormbirds.com/project/index.html>

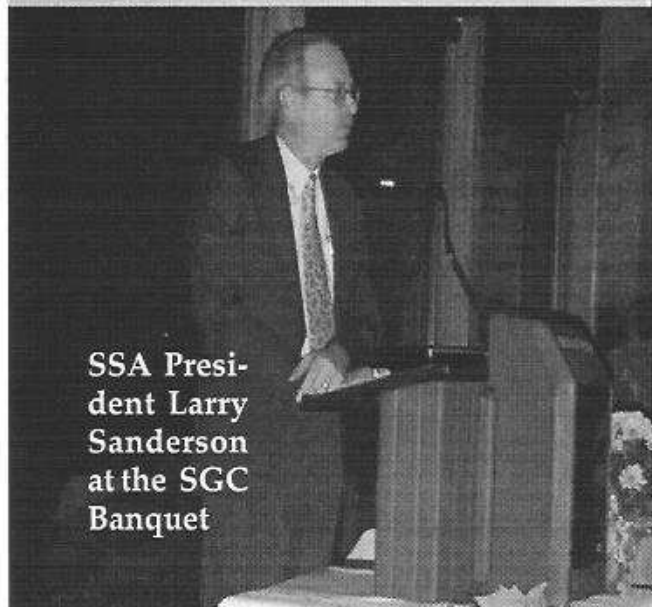
Is it 1943 or 2003?



Rotates for Takeoff 12-20-02

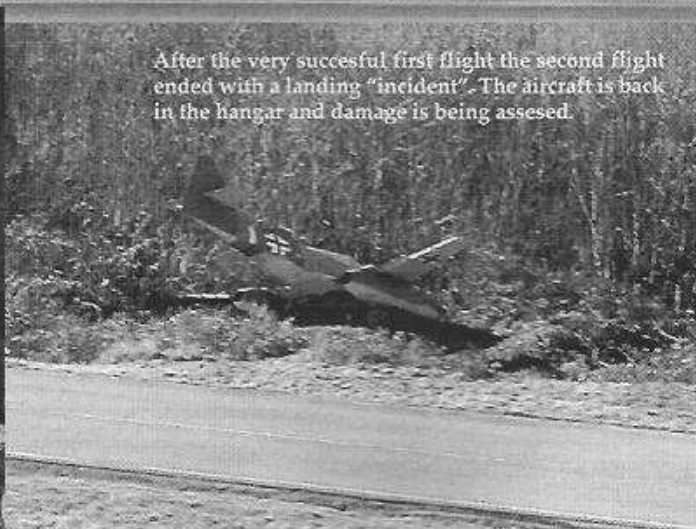


This is the 2 seat trainer variant



SSA President Larry Sanderson at the SGC Banquet

After the very successful first flight the second flight ended with a landing "incident". The aircraft is back in the hangar and damage is being assessed.

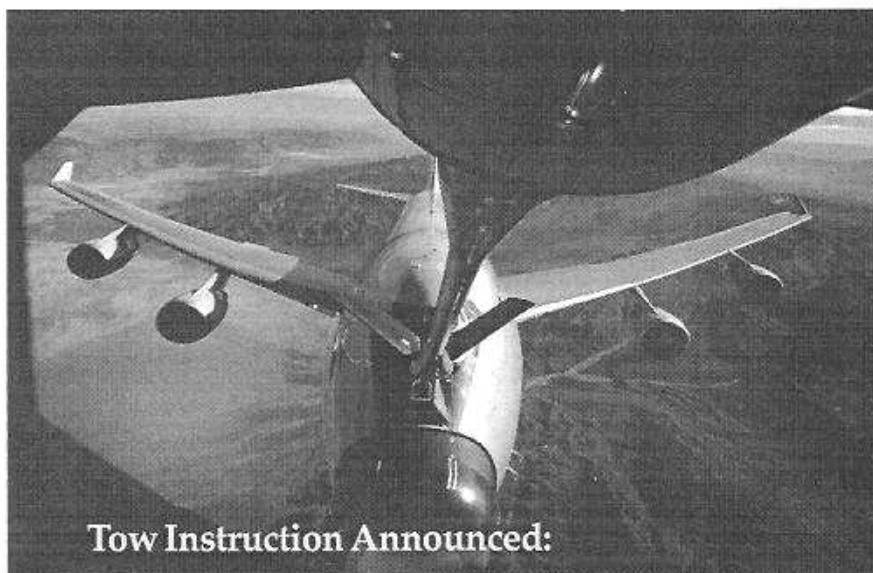


## Grob-109 Available:

Chris Klix now offers a Grob 109 motorglider for rent at \$65/hr dry. Checkouts are offered through Keith Turner. Contact PACIFIC AEROSPORT at Arlington, WA 360-474-9394

## New World Record Claimed: 3009 KM

Klaus Ohlmann is continuing his streak of long distance records in Argentina. On Jan. 21 he flew with Austrian Klaus Rabeder a distance of 3009 km (free distance around 3 turnpoints), his 6th world record this season!



### Tow Instruction Announced:

Pierre Parent announces that the training period for new towpilots at Ephrata will start on opening week-end and continue through 15th June, then resume after the contest.

## DG-1000 Coming to the Northwest?

Rumor had that the Weller's were expecting .....so Towline made inquiries. Lynn writes, "Importing a new DG-1000. They said it will be out of the factory in August and will take about four weeks to get here. It should be here in September. N-number is N7760A. I made a trip in late November to Florida take a ride in DG-USA EAST new ship. "



Introducing the DG-1000



Prospective customer = wing w



Take-off



Smiles all around

# **"Return to Kitty Hawk" Transcontinental Derby Planned**

## **From SSA**

Return to Kitty Hawk (RTKH) is a transcontinental glider race starting in the Los Angeles area on June 17, 2003 and finishing on July 4, 2003 at Kitty Hawk. It will have about 50 entrants spread among Standard, 15-Meter, Open, and Motorglider classes. It shall contain about 10 legs stopping at as many gliderports along the way as possible. We anticipate stops in Las Vegas, Phoenix, Las Cruces, Hobbs, Texas Soaring Assoc., St. Louis, Indianapolis, Dayton, Roanoke, Richmond, then, to Kitty Hawk from Manteo Airport. (about 5 miles away.) The National Park Service which owns the field where the Wrights made the first successful flights has made our arrival the highlight of the Kitty Hawk July Fourth Celebration.

The organizers are Jackie and Jim Payne on the West Coast and Linda and John Murray on the East Coast. They are Co-Organizers sharing all decision making, however the Paynes will be actively managing the western half of the race while the Murrays will take the eastern duties.

Why a Transcontinental Glider race? What a great way to commemorate the Wright's first flight at Kitty Hawk and share a real life adventure! The race is intended to promote soaring while having as much fun as possible. As such the organizers are working with Larry Tuohino to get as much media attention as possible for this "Ididerod of Soaring." It will be scored and trophies awarded, but it is hoped all participants and soaring in general will be the winners.

The classes will rotate just as any other contest, with start circles opening 15 minutes after last launch in class. Guest pilots will launch at the back of the grid.

Class size has not yet been determined and probably will be governed by interest with one major exception. Of the 50 total entrants, we hope to attract 20 self launch motorgliders which have a preferred entry status. It is believed this strong self launch class will be a real help in our ability to launch the fleet with the available tow planes in the desired one hour. Non Self launch ships will be considered as sailplanes. The organizers reserve the right to give priority to entrants that will increase media attention. (Celebrities such as Platypus, youth, etc.).

If there are more than 50 pilots wishing to participate, the SSA Seed list shall decide the entry list. If you do not make the official cut or only wish to participate for a few days, you are very welcome to participate from the back of the grid. Fees shall be pro rated relative to the entry fee (about \$100.00 per day) If you are a club member of the daily host club you may participate for your usual daily tow fee, billed directly to the club.

This entire adventure hangs on our ability to get tow planes. We plan to have about four tow planes travel with the pack. We are counting on local support for the remaining towplanes. To keep the accounting simple we propose to pay about \$50 per tow with the intent that each tow pilot make enough tows to cover expenses. Aero retrieves will be at a price agreed to ahead of time (approximately \$1 per statute air mile) but billed directly between tow pilot and towee. If we have any profits we will provide additional support for the tow pilots who volunteer for this plan. (Doubtful there will be any!)

If you are interested in this deal as a tow pilot, please contact us. We have commitments from Dan Gudgel, Jeff Cloud, and Jeff Byard for the whole trip and Cole Frantz for the eastern half. Doug Jacobs will lend his 182 to qualified pilots for the entire round trip. Talk to Doug or John Murray if this is of interest to you. DJ's 182 must go round trip from/to Rhode Island.

Entry fees: Costs at this time are very preliminary and therefore subject to change. Estimated entry fee for sailplanes is \$1,100.00 and for self-launcher is \$500.00.

Deposit: A \$500.00 deposit is required. It will be refundable until March 31. After that it will be non refundable if your place is not taken by another. We regret this seemingly harsh position, but we need to be assured we will have the planned number of entrants once we commit to tows.

Entry: Send a completed RTKH entry form and \$500 deposit made out to "Return to Kitty Hawk" to:  
Return to Kitty Hawk, c/o Eastern Sailplane  
P.O. Box 753  
Waynesville, OH 45068

Entries will be by seed list if necessary, but we need to know how many would like to attend as soon as possible. Please register soon.

# Safety and the IFR Approach at Pangborn

By  Keith  Turner

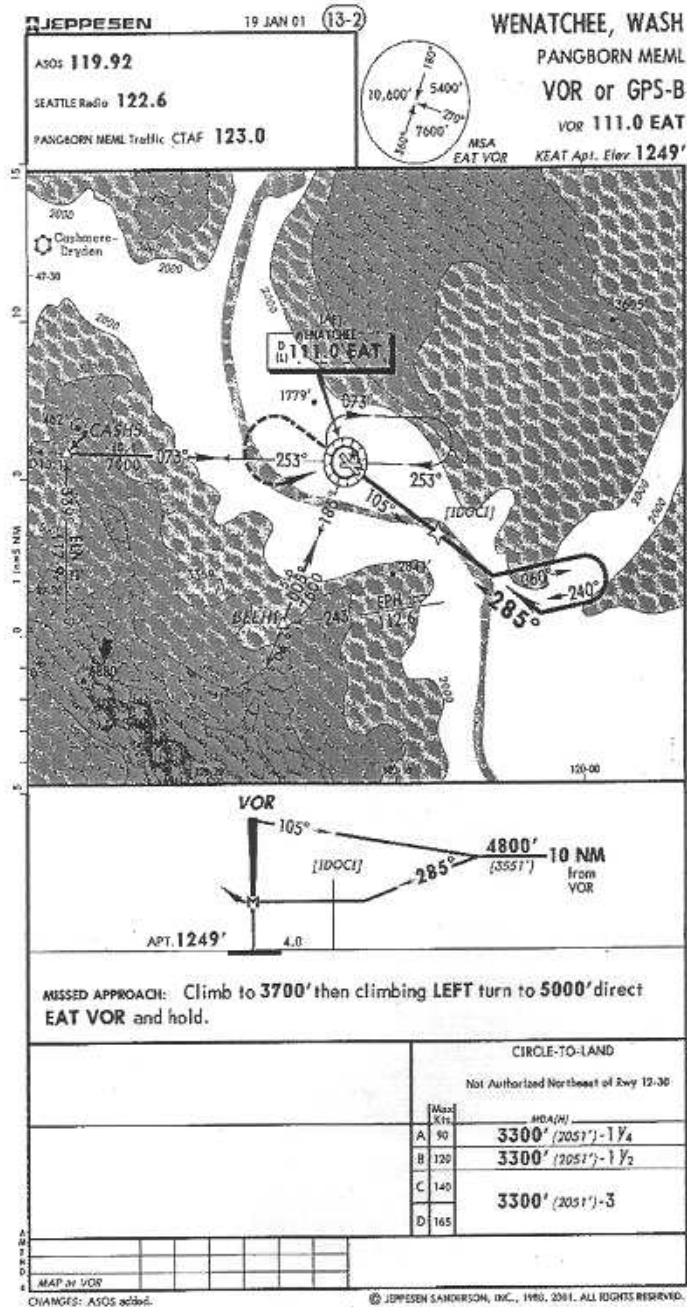
Although the visibility from most sailplanes is very good to excellent one of the most significant (and career stopping) risks we face is that of a mid air collision. When you fly at the wave camp there are additional risks from commuter airplanes popping out through the side of clouds over the Wenatchee airport. Fortunately for us the commuter flights and other IFR traffic follow very predictable routes and altitudes and will be talking to Seattle ARTCC on specified frequencies. Most of them will not be expecting to see or be looking for gliders so it is largely up to us to stay out of their way.

The IFR low altitude airway between Seattle and Wenatchee is designated Victor 120 (V120) and has an MEA (minimum enroute altitude) of 12,000 ft. It is unlikely that you will see most single engine airplanes on this route because the MEA is above their service ceiling. The intersection at Cashmere (CASHS) (figure 1) defines the start (going west) or the end (going east) of the mandatory 12,000 ft MEA section. So, for traffic coming Eastbound they are normally authorized to start a descent down once passing CASHS intersection. CASHS is 10 nm from the Wenatchee VOR (which is the large circular antenna array on the airfield) so an airplane traveling at 200 Knots passing CASHS at 13,000 ft (odds for 0 to 179 degrees) would be descending at 1,000 fpm to get to Wenatchee VOR at about 10,000 ft or would be descending at 2,000 ft min to be over the VOR at 7,000 ft. The more normal procedure is a 1,000fpm descent so it is more likely to see the inbound traffic at an altitude of 9-10,000 ft over the VOR. Depending on the conditions, the commuter traffic may be cleared for a visual approach once the pilot has confirmed that the airfield is in sight or will be cleared to fly the procedure turn and make the approach (depicted on the second figure). The point to bear in mind is that the commuter traffic can pop out of the side of a cloud doing 200+ knots with both pilots having their heads down in the office. Those pilots can have a pretty heavy workload and looking for glider traffic is not on their list of things to do.

The conditions that are of most concern are when the wave is working and appears over the ponds near the dam (South East of the field) and there is an overcast at about 7,000 ft MSL or so. The wave pushes the cloud base up in the vicinity of the wave and it can go as high as 11,000 ft MSL. Unfortunately the wave area is right in line with the outbound course from the VOR for the procedure turn and if you happen to be in the wrong place at the wrong time you might just see 50,000lb of Dash 8 go hurtling past – on the other hand you may get a much closer look.

So what can we do to avoid playing chicken?

1. Stay out of the corridor if at all possible – even if the weather is good – this area has a high collision risk at all times.
2. If you are airborne between 5,000 ft -11,000 ft MSL in the corridor of the approach procedure monitor Seattle ARTCC on frequency 126.1 Mhz and be prepared to announce your presence if it looks like someone is going to get close to your position.
3. Have your GPS set to give you radials and distance from Wenatchee VOR so that if you have to talk to the Seattle controller you can give him your position in a format that he can relate to and can use to vector other traffic around you.



# Ephrata Trailer Parking Assignment Form

The annual lottery for trailer parking spaces/glider tiedown spots at Ephrata will be held at the SGC General Membership meeting on Monday, April 7. Selections will be processed through a lottery. In order to qualify for the lottery, each interested party/consortium needs to return the form below (post date) with a check payable to the Seattle Glider Council by March 20. It is advisable to read and understand THE RULES before entering.

## THE RULES

1. In order to be eligible for the trailer/aircraft tiedown position lottery, a payment must be postmarked by March 20, 2001. The payment should be sent to the SGC Post Office Box.

2. All eligible names will be drawn one at a time from the "hat" during the April General Membership Meeting. You must be present at this meeting or have given your selection choice by proxy (i.e., a note with your payment stating your requested spot or general location).

3. If you are not present or represented by proxy your request will be held until the general lottery is complete. You will then be given the lowest number space not taken.

4. Those who pay after the March 20 deadline may choose a spot after the general lottery - in order of payment received.

5. When your name is drawn, you will also select the weekend you will be responsible for the clubhouse. (Which includes cleaning.) If you are not present, you will be assigned the lowest date not assigned.

6. Those who pay later than the March 20 deadline will be assigned clubhouse duty dates by the chairman, beginning with the lowest date.

7. There will be two or more names selected to be responsible for the clubhouse duties for each weekend.

Name(s) \_\_\_\_\_  
\_\_\_\_\_

Sailplane Contest Letters \_\_\_\_\_

Trailer License # \_\_\_\_\_

Contact Person (consortium) \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone \_\_\_\_\_

Circle one choice:

One trailer parking space @ \$120 \_\_\_\_\_

One sailplane tiedown space @ \$120 \_\_\_\_\_

Indicate # of pilots for this space/tiedown

\_\_\_\_\_ Pilot fee(s) @ \$60 \_\_\_\_\_

RV Parking (6 spots available) @ \$225 \_\_\_\_\_  
(+\$17.55 tax)

Total Enclosed: \_\_\_\_\_

Please enclose your check, made out to:  
Mail to:

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

**Remember, your deadline for this is March 20th**  
**The drawing will be at the SGC Monthly Membership Meeting**  
**Monday, April 7th**

# Towline

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

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

Chase, Bob  
12422 - 68 Ave N.E.  
Kirkland, WA 98034

## Classified Advertising

### FOR SALE

Norm Ellison's soaring stuff

-Libelle wingtip kit, complete

-For information on the above contact:

Stephen Northcraft

425-235-0231

Stephen.northcraft@boeing.com

For Sale: American Spirit Kit: 50% complete with enclosed trailer. See photos. Kit includes altimeter, vario, and airspeed indicator. Owner died from illness. Contact anyone of the following: for technical inquiries either: Tony 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. Gig Harbor, WA \$17000 OBO.

LIBELUS MOTORGLIDER KIT 75-80% completed kit + half VW engine, all composite structure and surfaces with carbon fiber spars. 30:1 glide ratio, 15 meter span. Great plane, I just don't have the time to build it. Good deal at \$17,000. For info and photos call (206) 244-5122 or e-mail: redris1@attbi.com

Soaring Magazines  
Complete collection 1960 to present. Great history of the golden years of our sport, perfect condition. \$250. Paul Gibson. 425-7474-3792.

GLASFLUGEL MOSQUITO Serial # 032 in pristine condition, NDH, Cambridge L-Nav/ GPS, Terra 720 radio, O2, wings refinished, new canopy, new leather interior, new placards, tuned for racing, dual 9 amp hr batt, solar panel, Cambridge elect & mech varios, wing dolly, cg and nose hook, Strong chute and custom clamshell trailer. \$25,995. Have pictures.  
Bob Duncan 503-970-3092  
<soarbob@home.com>

For Sale : SZD-26A Cobra 15 \$10,000.  
Additional \$2K includes Cambridge GPS Nav, O2 and Parachute. Vince Miller 253-863-6960hm 253-735-5111wk  
soarhead@aol.com

Ball Vario  
Excellent Condition. Price negotiable.  
Verstehen Sie!  
LotharSchaubs 604-277-7680.

Wanted:

The Spokane Soaring Society is looking for an open trailer we can adapt to our 2-33 mostly for winter storage.  
>> Call Dale Walker 509-466-0206 or  
dcwalker@icehouse.net

### HELP WANTED

The SGC needs your help. A couple volunteers are needed. We could sure use a Treasurer. Experience not necessary - willing to train! Contact Jim Simmons or you favorite SGC Board member for info.

Pacific AeroSport LLC - A&P, IA. Inspection, maintenance, repair, sheet metal and composite services. Sailplanes and GA aircraft. OMF Aircraft Sales and Service, Arlington, WA. 360 474-9394.  
Chris@PacificAeroSport.com