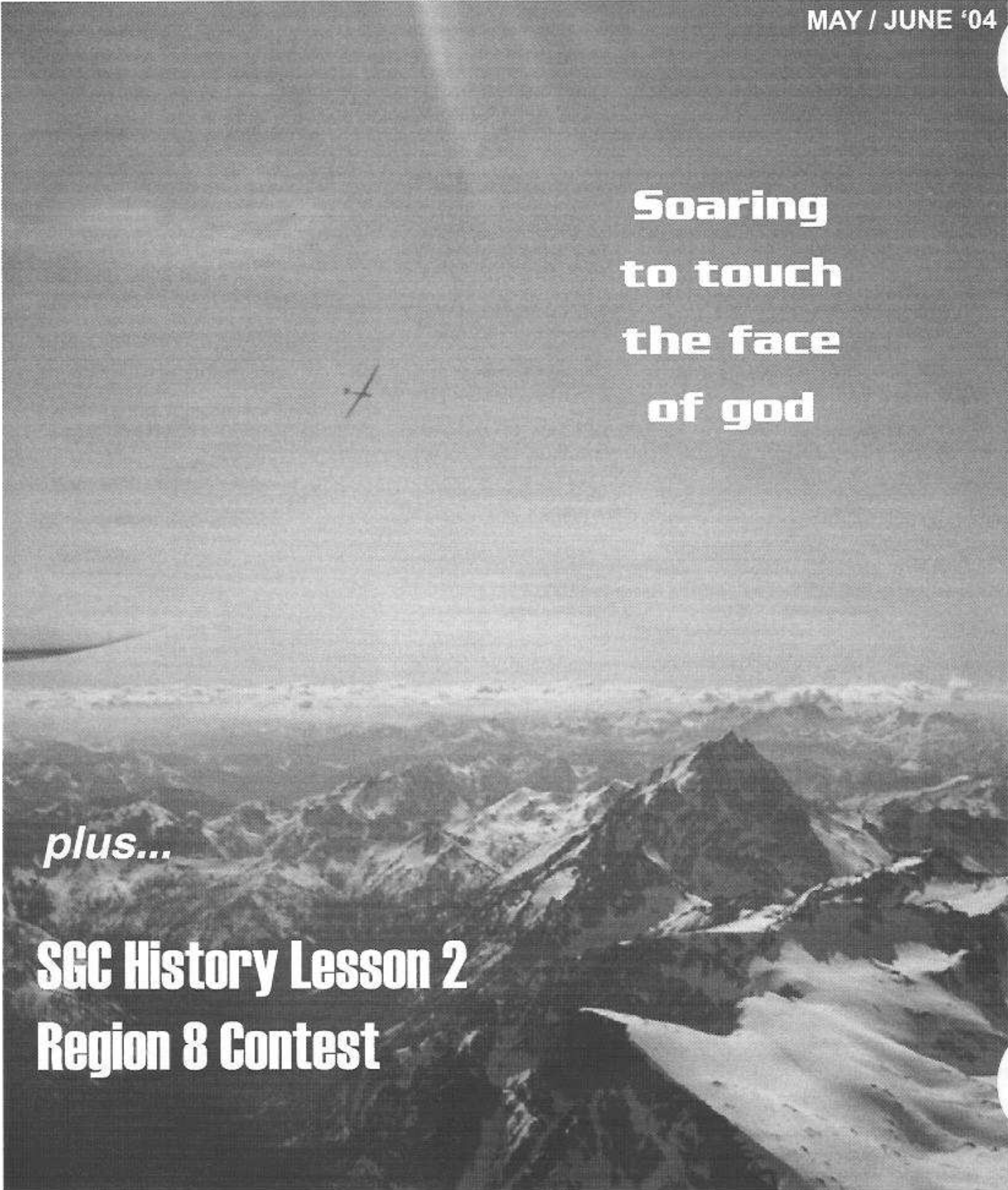


TOWLINE

MAY / JUNE '04



**Soaring
to touch
the face
of god**

plus...

**SGC History Lesson 2
Region 8 Contest**

Towline is the newsletter of
Seattle Glider Council

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Region 8 Clubs/Associations

Boeing Employees Soaring Club

Seattle, WA

Jay Todd (253) 847-0377

www.boeingsoaring.com

Cascade Soaring

Wenatchee, WA

Arnie Clarke 509-662-5536

Clubhouse 509-886-0811

www.nwinternet.com/~blanikam/css

Columbia Basin Soaring Assoc.

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Tom Seim 509-627-5532

www.tcfm.org/cbsa

Evergreen Soaring

Arlington, WA

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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Operations 206-660-0019

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 sky above Mount Stuart captures the 'missing man' theme of this issue. Photo from on high by Bill Allen.

Last month correction: The cover photo attributed to Bill Allen was actually taken through the canopy of Eric Greenwell's ASH-26 at last year's wave camp.

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

Head on a swivel.



My apologies for the delay in getting this issue out. Work commitments, family commitments, brain fade, etc... same old story. Anyway, here we go.

As I'm puttin together this issue, I feel obliged to comment on all the articles concerning downed aircraft and the fellow pilots we've lost. What's going on here? Is this just unfortunate coincidence, or something else? One of the appeals of flying for me is that it is dangerous. This is not golf. A slice or hook in a glider can mean big trouble. The more hours we accumulate getting it right, the more the chances are that something can go wrong. Bad news comes in bunches, so this spate of accidents is hopefully a sad anomaly. If we're going to climb back into the cockpit, I guess we have to think it won't happen to us. But it can, and we just have to make sure we don't relax for a second in the safety procedures we're all familiar with. Be careful out there!

Thanks to the contributors for their thoughtful comments.

Max Karst 'ZK'

With the price of fuel jacked up high enough to complain about, it's probably time to look at ride sharing to Ephrata. Sorry, that begins to sound like "club" thinking again, doesn't it? Well, since soaring really is a cooperative effort, why not? We work together as tow pilots, wing runners, and crew (not to mention patient wives), why not work together and share the cost of a weekend drive to go soaring.

That's not such a strange thought, although it may not be as popular as it once was. Ride sharing, sleeping bags in cold hangars, running to the outhouse, or hoping the water truck would make it up to Fancher Field at Wenatchee were part of earlier club soaring activities. Before the steel company took over the south hangar at Ephrata, weekends found bodies sleeping on the hard, hard concrete floors and under wings to avoid bird droppings. Dust and tumbleweeds were constant company also borne with good grace just so a couple of days of flying could be savored.

That may sound far afield from ride sharing, but the sense of being in the company of others who dare to be just a little different is certainly related. Flying has ever been expensive. Some of us who, if pressed, will admit to more than just a few years and working at second and third jobs to earn enough money to make a short flight. Think about saving a buck or two by putting up with the inconvenience of sharing a ride to Ephrata for the weekend. It means coordinating schedules, packing a smaller bag, splitting the cost of gas, etc, but it also means being able to fly. And the final thought...it also means keeping the towplanes busy because people can afford to get to Ephrata to fly.

Norm Dalke

CALENDAR

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.

Nov 6 SGC Banquet

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



EPHRATA RUNWAY UPDATE

At the pre-construction meeting for runway 11/29, held on April 22nd, a number of problems were brought up resulting in a delay of construction to July 12th.

This should eliminate conflicts with primary glider activities. Anyone wanting to fly Mon through Fri during the construction period will need to exercise caution. We will have more information available and sent out just prior to the start of construction.

An Eagle Has Fallen

All of us by now have heard of the mid-air collision over Wheeler Mountain on April 1st and of the tragic death of Will Burhen.

For those who shared Will's life his passing leaves a big hole. Family and close friends, those people who knew the full breadth of Will's complex personality- his quirky humor, his immense talent, his passion for precision and craft - have felt the true extent of this loss and understand, only too well, that there are no words to encompass it.

The rest of us, fellow pilots, have lost something too. Among the teaming population of the Puget Sound basin there are a very few who look east to the foothills and the weather that sweeps over them with a soaring pilot's peculiar knowledge and hunger. In the Northwest demographic we are not so much a minority as a speck. But on the flight line or gathered around a tavern table at the end of the day we are a world unto ourselves, and Will Burhen, with his DG 400, was an important part of that world.

Those who flew with Willi knew that he was a sucker for a good soaring day, easily distracted from life's more sober duties by the prospect of lift. In its pursuit Willi became a regular at the mid-week soaring sessions out of Arlington. He was an avid cross country pilot always looking to extend his abilities. Willi's conversations were peppered with the joy for soaring, on the ground or on the radio. A phone call about completely unrelated topic would routinely be interrupted to speculate on cloud formations we could both see from our particular vantage points.

He was a good pilot determined to be better. His reaction to every problem was to counter it with perfection, even when that was not possible or even advised. His glider dwelt in eminent peril of his router if it showed any signs of diminished performance.

In short Willi was one of us. Under the spell of a sport that keeps drawing you further in; further from the airfield, further into the foothills, further into excuses to family and loved ones for time spent in its pursuit.

The camaraderie among glider pilots is not particularly sentimental, some pilots will become deep and abiding friends while others will irritate you just by opening their mouth, but there is a bond none the less. They get it - that important piece of our lives - like no one else can, and around that common understanding the community of the soaring world revolves. For the qualities that made him just like the rest of us, as well as all the ways he was like no one else, Willi Burhen will be missed for a long time to come.

Bruce Bulloch

Final flight

Lucy Wills died at home north of Byron Bay in the early hours of yesterday (Saturday). She was only 28 and 6 years ago was diagnosed as Breast cancer and has had a real battle over the last 6 months or so in Australia. Most of us from Brad Edwards in Australia to Annette Reichmann in Germany know Lucy from the movie Lucy Learns to Fly (Wind Born) and the shorter gliding promotion video organised by John Roake. Although Lucy has left us we will continue to see a young Lucy for the next 15 to 20 years in the videos. In the last 3 weeks she really went down hill and regretfully it was only a matter of time.

Thomas Knauff / Submitted by Roy Clark

Another glider down

At the May 3rd SGC meeting, Norm Dalke got word from Bob Duncan, WVSA, that on Sunday May 2, Gary Boggs had to put his glider down in trees northeast of Mt. Hood, 10 miles from Pine Hollow, destroying the ship. Despite some injuries he was able to get out of the wreckage and walk up a hill to call out by cell phone. Details will be forthcoming.

Norn Dalke

Peter Masak killed in crash

Peter Masak crashed in a heavily wooded area on the east side of Tussey Mountain, a few miles south of the village of Alexandria at about 4:30 yesterday. Rescuers finally reached him at around 10:00am today. The crash was not survivable – his glider was destroyed and he was killed on impact.

A full description of the rescue effort would be a long and possibly interesting tale of heroic effort, a certain amount of official obstruction and bungling, frustration, innovation, perseverance, and finally tragedy. I will undertake to write this story at some point because there are some valuable lessons to be learned. But I feel I can't do it justice now. I got just 2 hours of sleep last night - plenty of others got none at all. The emotional drain of all this is perhaps better imagined than described.

Though I didn't know Peter well, I counted him as a friend, and my heart is heavy today. I'll skip long encomiums and simply say that he was an excellent example of the gentlemanly, thoughtful and uncommonly talented person that our sport seems to attract.

The effort that this sort of search requires is simply mind-boggling. I couldn't hope to fully list the people here who gave unstintingly of their time and effort, with no thought for personal expense, comfort or safety. I'll mention Brian and Cheri Milner as representative of many, many others. Brian left around 8:00pm yesterday and worked until 3:00pm today, ferrying search crews around in his car, coordinating communications, and doing many other things. Cheri manned the phone back at Mifflin County Airport; she would not consider grabbing a couple of hours sleep at the risk of leaving a phone call unanswered.

Peter carried an ELT (emergency locator transmitter) and its signal was invaluable. Instead of concentrating our search in the Big Valley near the home field (where most pilots flew yesterday) we were able to find his location (about 30 miles from home) less than an hour after he was missed, accurate to a few miles. An Air Force satellite picked up the signals, and this produced an impressive response from the Civil Air Patrol and local emergency squads, little of which would have been possible if all we'd been able to report was an overdue pilot. It's true that the ELT did not save Peter's life. It's also true that it did save an incalculable amount of time, effort, worry, heartache and risk to searchers. The crash was in a rugged section of a protected watershed where hiking and hunting are restricted. One local on the scene estimated that without the ELT it would have been "years" until the crash was found.

John Good

Revised Ephrata Turnpoints

There have been extensive modifications to the Ephrata contest turnpoints. A temporary turnpoint book may have to be printed out for this year's contest. The latest info can be downloaded at: <http://acro.harvard.edu/soaring/jl/tp/ephrata>

Ephrata Clubhouse News

Mike Newgard reports that as of the May 3rd meeting, we were still one mattress short at the new clubhouse. Also, don't look for the old clubhouse or deck...they are gone. Everyone is cautioned about nails and other sharp objects not yet cleaned up from the old deck area.

Norm Dalke

FAA further reduces two Puget Sound TFRs

Following a meeting between AOPA President Phil Boyer and high-ranking Navy officials, the FAA has reduced the size of two security-related temporary flight restrictions (TFRs) in the Puget Sound area. The meeting helped define concerns on both sides of the issue and correct some original mistakes.

"Rear Adm. Mark Fitzgerald, the Navy's director of air warfare, made it clear that the Navy considers four areas in the Puget Sound highly sensitive and unique, and will continue to demand TFRs over them," said Boyer. "At the same time we were able to lay out the impacts these TFRs have on civilian pilots."

AOPA has worked closely with U.S. senators Patty Murray (D-Wash.) and Maria Cantwell (D-Wash.), as well as U.S. representatives Rick Larsen (D-Wash.) and Jennifer Dunn (R-Wash.), to remove or at the very least minimize the effect of the security-related TFRs imposed during the immediate aftermath of the September 11, 2001, terrorist attacks. Relying on information and advocacy efforts by local pilots, the association has also made the case at the highest levels of the Navy, including the chief of naval operations.

Near Bangor, Washington, the FAA has moved the southern boundary of the TFR northward, easing its effect on Apex Airpark (WA05). And, at Port Townsend, the TFR's southwestern edge has been moved northeast, lessening its effect on Jefferson County International Airport (0S9). See the full text of the notams on AOPA Online (<http://www.aopa.org/whatsnew/notams.html#4/2114>).

The Puget Sound TFRs are only four of 13 security-related TFRs spread across the country, but because of their close proximity to each other, they've had a disproportionate effect on GA in the Seattle area.

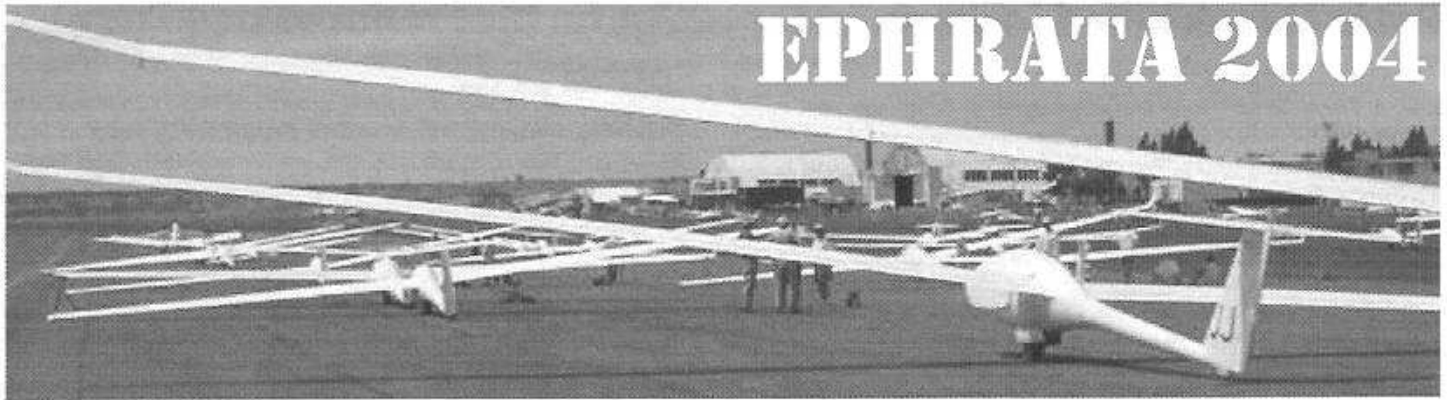
AOPA

E-mail Addresses Update

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
householderneilf@qwest.com
perrins@pacifier.com
topgundoc@usa.net
rickl@tlinedesign.com
Jim_dobb@hotmail.com
mmore@attglobal.net
John Gilbert

EPHRATA 2004



March 2004

Dear Contest Pilots,

The soaring season is about to start and now is the time to mark your calendars for 2004 Region 8 Contest. We have been sanctioned by the SSA and will operate with the new motorglider exemption for all classes, which will allow self-launching. The contest is listed in Soaring and on the SSA Website. The 6 day contest starts Monday 7/5 and ends Saturday 7/10. July 4th will be a practice day. We will have 15M, Open and Sports classes and should have contestants from all over the Northwest and Canada.

The contest set-up will be similar to last year with embellishments! Look for the usual great prizes for daily winners. John Daly will score and Jim Simmons will manage the towing. A Fourth of July picnic, awards banquet, on site entertainment and a host of other events are planned. There should be plenty of space for tents and RV's on the SGC site for contestants and visitors alike. The Port of Ephrata has a limited number of full RV hook-ups which can be rented by contacting them directly at 509-754-3508.

As usual the contest 's success depends on the work of the many folks who volunteer. We will not turn down any volunteers! We especially need help for the registration desk, retrieve phones, and launch line. Please let me know if you can help or know others who may be available.

This year I hope to accomplish all contestant registration on line. Please log on to www.ssa.org and follow the instructions under the "Contests" section. If anyone needs information by phone, please reach me at 206 723 2460 eves and 206 994 9273 days. The contest email address is Ephrata04@yahoo.com. I will send out applications to those pilots who I know to have no email. If you know of pilots who have not received this email and are interested in flying, please let me know and we'll mail info along to them.

The entry fee is 330\$ for sailplanes and 150\$ for motorgliders. The sailplane fee includes 6 tows. Please don't delay and register as soon as possible on line. The 100\$ deposit check , which is less important than registering, should be make out to Robert Wallach or Jim Simmons (not to the SGC) and mailed to Robert Wallach at 4204 47th Ave S, Seattle, Wa. 98118. If you are likely to attend but can't commit as yet, let me know for planning.

The Willamette Valley Soaring club is planning an encampment at the airport from 6/28-7/2 which is the week before the contest. They have indicated that they will be able to provide tows for folks who wish to join them. Please give them a heads up at www.wvsg.org if you're planning to arrive before the practice day to ensure tow availability.

Looking forward to seeing you all at the contest,

Bob Wallach

Soaring in the Northwest has its roots as a defense against regulation. Some things never change.

The SGC is Born

Chapter 1

The Seattle Glider Council came into existence because of the need for acquiring the strength and unity in the Seattle area not possible by unorganized individuals and separated groups. This was required to solve the problems of the time, which threatened to abolish and prohibit motor-less flight in the Pacific Northwest. These problems were: governmental restrictions – particularly the Air Defense Identification Zone regulations, the hostile attitude held by some of the portions of the public and government who were in position to control or interfere with motor-less flight, need for development of workable relations with governmental organizations and regulatory agencies, an airport to fly from, and improving the almost intolerable launching problem when more than one sailplane and group operated simultaneously on one airport.

The District and Regional Safety Offices of the then Civil Aeronautics Administration - now FAA - and the Director of the Washington State Aeronautics Commission strongly encouraged the organization and development of the collective action capability of the individuals, groups, and clubs engaged in motorless heavier-than-air flight activities in the Pacific Northwest. They suggested organizing to simplify the points of contact and coordinate the voices they were hearing. The Seattle Glider Council was founded in October 1950, with the purpose:

"To encourage and foster glider and sailplane flying in the area by Seattle pilots; to provide for exchange of information and experience and ideas; to act in an advisory capacity on matters of safety and operation; and to act in behalf of the group where cooperative action is desired."

It operated as a coalition, representing all persons interested in motor-less flight whether they owned or operated gliders or not. It was successful in achieving workable solutions for the problems. Extensive contributions of talent, effort, time, and - as necessary - money were made by the individuals in their collective task.

In many cases the people who were interested in gliding but did not fly were as dedicated, helpful, and effective

as the glider owners and operators. The area and activity benefited greatly from their efforts. The urgency and the critical nature of the situation demanded and received the unified attention and support of every individual. As is always the case, some contributed more than others, but each contributed in accord with his ability, desire, and conscience. Many of those who contributed generously are no longer active and, in some cases, no longer affiliated with either SGC, SSA, or glider clubs, and some never flew a glider or airplane. However, without their contribution, many of the things of significance today that are unrecognized or little thought about would have been delayed or might not be in existence at all. Without the contributions made by those who initially banded together to form SGC, motor-less flight development in Washington State would have been delayed several years and today's participants would probably have more problems of consequence than they now have.

Among the things accomplished in the early period of SGC was: development of a mutually beneficial working relationship with the State Aeronautics Commission and the Regional CAA (now FAA) which resulted in an understanding and helpful attitude toward gliding and glider pilots by both agencies; assignment by the CAA (predecessor of FAA) of a designee Pilot License Examiner within the SGC membership; approval by CAA of areas and procedures whereby gliders could be operated in the post war Air Defense Identification Zone (ADIZ) without adherence to the IFR type rules and regulations then governing all aircraft flights in the ADIZ; arrangement with the Air Force in the 1950's for the first high altitude indoctrination course and high altitude chamber experience; owned and operated a tow car for auto towing; obtained the use of Arlington and Fancher Air Fields; arranged for airplane towing; assisted in the development of the Boy Scouts Air Explorer Post A-299 program and flight instruction activity; arranged for gliders and pilots to participate in air shows to advertise gliding; developed "Towline" from a quarterly to a monthly publication and accepted responsibility for administering annually the trophies and awards for which all glider enthusiasts are eligible within the Pacific Northwest area.

(To be Continued Next Issue)





n Thursday April 1, 2004 our soaring community lost a friend. William "Willy" Burhen was involved in a mid-air collision over Wheeler Mountain. His glider struck the mountain at high speed. He died instantly.

Willy had lots of friends and went out of his way to keep in frequent and close contact. Sometimes we would get together at his shop, meet at his house in Seattle or just chat on the phone. We would talk about his daughters, past soaring flights, future soaring adventures and what to do with the soaring club. We spoke on the phone at least once every day.

I took an instant liking to Willy when we first met. He was a passionate guy who had strong feelings about everything. He loved driving cars, restoring cars, studying architecture, designing things, fabricating things, language (French & German), land development and travel. When it came to building things Willy was fearless. When most of us need a bed or coffee table we go out and buy one. Willy would buy some metal and fabricate them.

Talking with Willy was always so amazing because he could talk as such depth on so many diverse subjects. What was even more amazing is that Willy was largely self-taught. When he got interested in a subject he would read everything he could and study until he mastered it. Despite his successes, Willy was never pretentious and was a good listener. He was always quick with the joke and quick to laugh. Everyone loved talking with him.

More than cars and more than building things, Willy loved to fly his glider. Hardly a week went by when we didn't have a spirited discussion on how to revive our soaring club or what kind of flights we had planned for when the winter weather clears. Sharing a love of soaring added another dimension to our friendship.

It is easy to miss him whenever I hear the phone ring or see a raptor circling in the sky.

Gary Thayer,
Editor of ***Glide Path***, Evergreen Soaring Newsletter



Soaring's 'Big Ed' Butts Is Gone

by

Bob Moore (age 83), Rudy Allemann and Tom Dixon

Edward H. Butts, Jr. passed away on March 28, 2004. He had a distinguished career in military aviation spanning 24 years, and in soaring for most of his adult life. He flew Boeing B-17 bombers during the WW-II European campaigns. Later he commented wryly that WW-II war planes were easy to fly because they were built so they could be flown by kids who would fly them in combat! Born May 16, 1924, he would not have turned 21, and been able to vote, till the war was almost over. But he was the Old Man (Captain and Commander) of his Flying Fortress; all of his crew were younger. During the Korean War, he flew C-47s. When that war ended he became a member of the Strategic Air Command, assigned to flying B-52s. One anecdote he related, which made a vivid impression, was how they almost got a hot war started during the Cold War. Ed's B-52 and many others were lined up on a runway with engines running and bomb bays filled with nukes, each one for a specific Soviet target. At *six minutes* before scheduled takeoff, the word came to stand down. We came that close to Armageddon!!

I first met Ed in the very early fifties. He was stationed in Spokane and flew a fully equipped late-model Schweizer 1-23 for recreation. He would stop by to visit whenever he passed through Richland. He and I both flew in the 1954 National Contest at Lake Elsinore, CA - Ed in his SGS 1-23 and me in my LK. It was my first Nationals, and probably Ed's too. Neither of us placed very high, but it was an exciting and memorable experience. In subsequent years Ed was called upon to run a great many contests, for us NW glider pilots, West Coast and NW regional contests at Sun Valley, Idaho. It was an enchanted time for all of us who played a part. Sun Valley's Louie Stur rolled out the "red carpet" and made us very, very welcome. But Ed's reputation had spread. He served as Team Captain at the World Championships held in Great Britain in 1965. He was called on to run the World Championships at Marfa, Texas in 1970, and numerous Nationals and to organize and serve as competition director of the Smirnoff Transcontinental Sailplane Races from 1972 through 1976, before turning the job over to someone else. These races did much to publicize soaring in the U.S. Ed presided at soaring events calmly, fairly and with good humor, but pilots were not inclined to argue with him; Big Ed

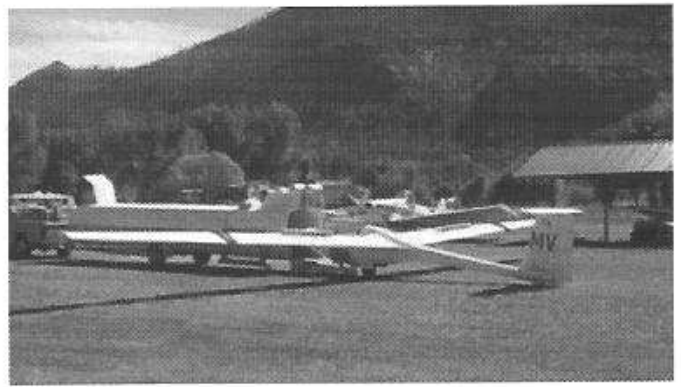
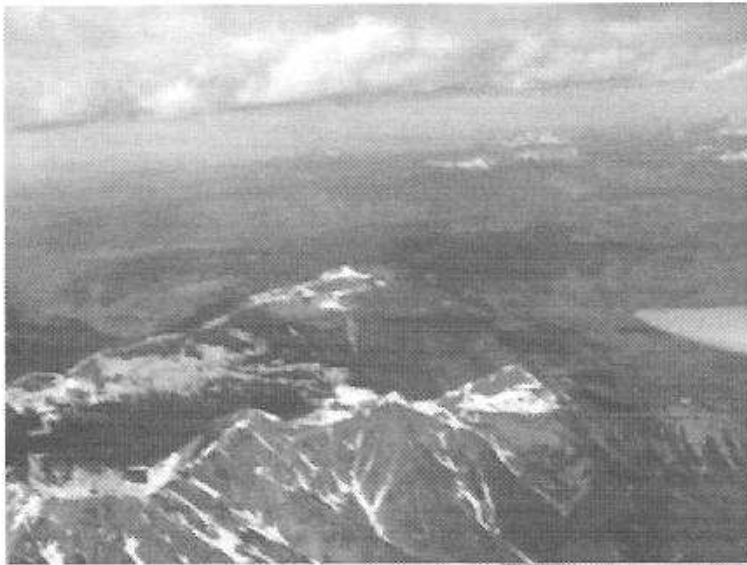
was an imposing figure with his stature, size, big hands and air of quiet authority.

Two anecdotes require telling, I hope the first won't offend A. J. Smith, who is a great guy, as nice as you would ever hope to meet. But in competition, "winning is everything!" for him. Some high-strung top competition pilots can become primadonnas when things don't go quite the way they want. A.J. was one of these and had the reputation for often firing his crew half way through a contest! When he was sent to represent us in a World Championship, Ed Butts was sent along to be his Crew Chief. They got along famously, and A.J. was as polite and well-behaved as you please. I think that was the year he became World Champion. Another primadonna story: during a the Smirnoff Derby, a long-time top pilot who was known for complaining about the rules was complaining to Ed. Ed listened patiently and finally pointed out that all the other competitors had already taken off and were far away - end of argument!

As Ed's retirement from the Air Force approached, he wrangled a final two-year appointment as liaison officer to the Idaho Civil Air Patrol, and he, his family and his loyal sergeant took up residence in Twin Falls, Idaho, not very far from Sun Valley and his good friend - our friend - Louie Stur, with whom he could fly, hike, and fish. (Louie was Mr. Idaho Soaring; he introduced soaring to Idaho, and worked relentlessly to make it grow). About this time, Ed bought Irv Prue's beautiful PRUE TWO, high-performance, two-place sailplane - a big glider for a big man! Ed dubbed it the the "Aluminum Overcast".

Ed retired from the military in 1967 and spent the next 25 years in Twin Falls in the real estate and home building business. The last ten years of his life were spent in St. Augustine, Florida (where he was born). Both in Idaho and Florida, his daughter Anna (a teacher) and her son Dillon lived with Ed and his wife, Shuku. Ed served happily as a father figure to precocious Dillon. The two were inseparable. They studied Dillon's school work together and Ed instilled in Dillon his passionate love for fishing and boating. Now almost 17, Dillon is considering a Coast Guard career. Ed and Shuku's son Raymond flies for FedEx, lives near Memphis and is active in a local glider club. Our sympathy goes out to Shuku, Ed's wife of 46 years, daughters Sally Butts and Anna Sabate, Raymond, and Dillon. Ed was a remarkable and memorable person; we will not see his like again.

*Derek Rumsby checks
in from Durango
Colorado in his Pik-20*



Minutes of the Seattle Glider Council Board of Directors

Thursday, 5-20-04

Starting 6:45 PM at the Seattle Opera Shop. Present were: John Daly (Chairman), Mike Newgard, Steve Northcraft, Ron Bellamy, Jim Simmons/Treasurer, and Linda Chism/Secretary (Directors); and Michael Moore, Norm Dalke, and Bob Wallach (Members).

Financial Report: Simmons presented the financial report. There was general discussion regarding the increased cost of avgas. It was agreed to review the numbers in the June meeting.

Towplanes: Simmons has submitted the paperwork to the Spokane FSDO for the correction of the FAA's registration record for the Pawnee (needed for the Tost hook installation.) We will keep the existing tow hook thru the contest, then have the aircraft inspection and Tost mod afterwards.

The towplane logbooks and records will be moved to a locked file cabinet in the training center basement, along with the SGC and SGCSF financial records.

Towpilots: In general discussion, it was agreed to add a request for applicant's aircraft accident history to the application form for new towpilots.

SGCSF/Training Center Update: It was agreed that the SGCSF provide a new Blipmap subscription at \$40/year for members' use. Northcraft volunteered to set it up and arrange a group password.

In general discussion, it was decided to look into building a picnic shelter or shade structure located in the area of removed mobile home. Members are collecting ideas for this structure to be discussed next meeting.

Towline: Max Karst has the May/June issue ready. Members are reminded that classified ads are free to members.

Ephrata Airport Construction: Repaving of Runway 11-29 will start July 12. Barb Deycous confirmed that no equipment will be staged on the runway or taxiway prior to the 12th.

2004 Region 8 Contest: Wallach reported that 7 applications have been received. The contest planning details are well underway and the operations people and towpilots have all been identified.

Banquet: Kreyche is investigating the Museum of Flight as an option for the winter banquet. It was agreed that the Museum would be a great option if it includes the ability for guests to view the exhibits.

Arlington Airport Meeting: After a recent public meeting regarding the NASCAR track, the Arlington City Council has announced a closed meeting with invited airport user representatives. Northcraft will attend the May 25 meeting to represent the SGC.

Next SGC General Meeting: None till September, 2004.

Next SGC Board Meeting: Tuesday, June 8, 2004; 6:45; Small Factoria meeting room.

Tuesday, July 20, 2004 6:45; Small Factoria meeting room.

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Sec'y

TOWLINE

Seattle Glider Council
PO Box 7184
Bellevue, WA 98008



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

CLASSIFIED

Please submit your ad via e-mail to
towline@cloudstreet.com

Vario

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

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

1978 Yamaha SR500 Motorcycle

7300 miles, always garaged, like new, one owner. \$1325.00. Norm Dalke, 425-774-9005 or ncdalke@comcast.net

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

Schleicher ASW-17

20 meter span, one owner, refinished and in excellent condition. The time has come to sell 2F after 3100 hours of great soaring. She is a lot of pounds and L/D for \$25,000. This includes the trailer and hangar. E.C. Welch (509) 966-8422 or ecw2f@nwinfo.net
Note: Anyone who has tried to keep up with E. C. flying X/C at Ephrata can speak to the performance of this ship.

Janus C

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

LS3 - A

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