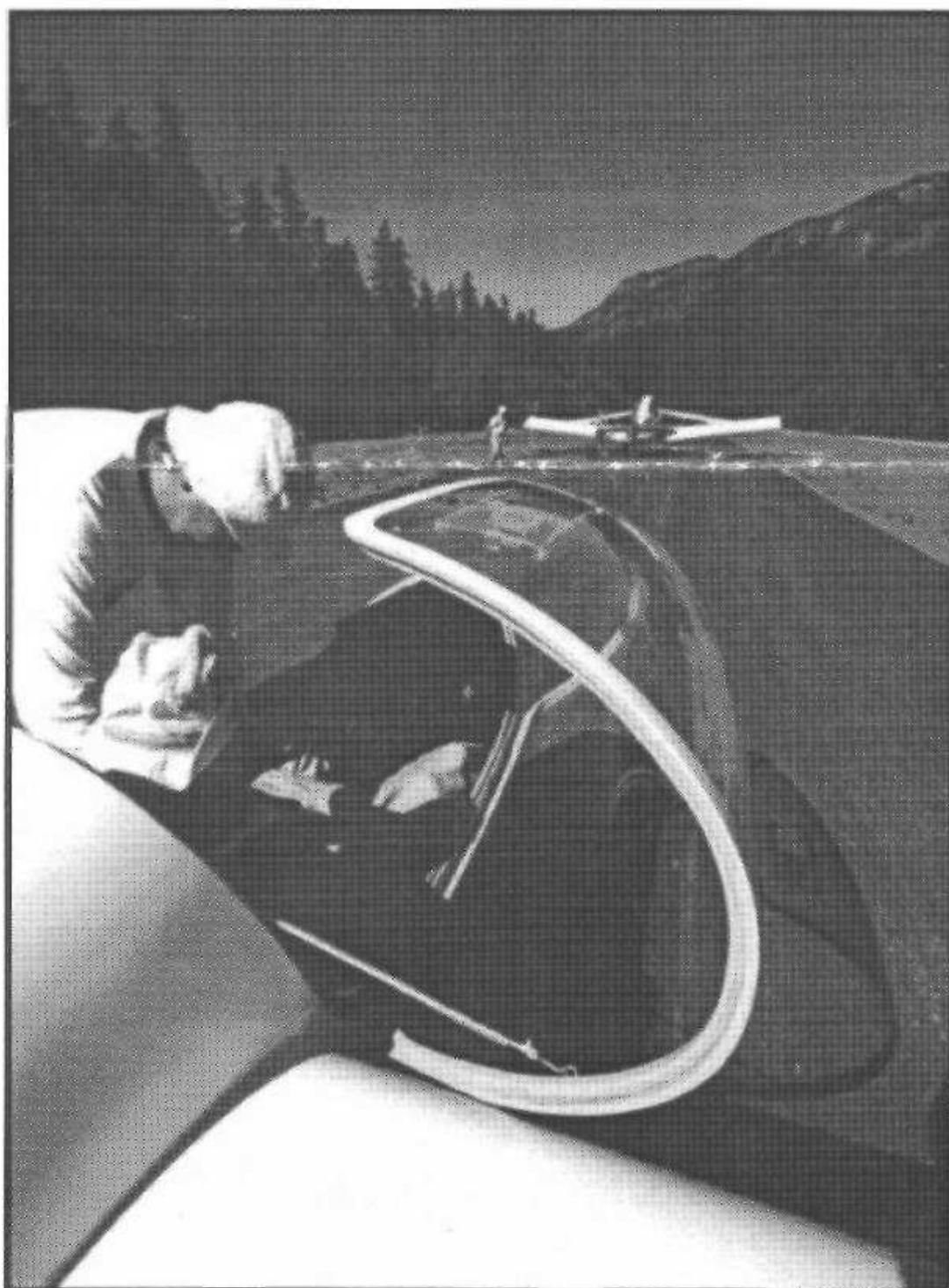


Towline

Vol. XXXXVII

Newsletter of the Seattle Glider Council

November/December 1996



Towline

Newsletter of the Seattle Glider Council

Out on Task

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General Membership Meetings are held the first non-holiday Monday of each month except for June, July, August and November at the Seattle Museum of Flight, 9404 E. Marginal Way S., Seattle.

Towline is published quasi-monthly; averaging eight issues per year.

The material published in Towline is for the reading enjoyment of soaring enthusiasts. The accuracy of any information is the responsibility of the contributor. Editing may occur in order to fit space requirements. Permission is herein granted to reproduce material from Towline unless otherwise noted as long as proper credit is given.

The editor prefers contribution by disk in any compatible PC format. Please note the format and include a printout. Other contributions should be typed or legibly written. Artwork and photos will also be accepted in any format. Scanning capabilities are available to 8 1/2 x 11. Contact the editor concerning larger format art.

Cover: Norm Ellison receives a helping hand from John Gilbert at Ranger Creek.

Ranger Creek Revisited

Flying at Ranger Creek this year was quite a treat. It didn't really have to be a wave day to make me happy. You see, I've had a long wait for my chance to once again be able to have the ability to tow out of Ranger Creek Airstrip near Mt Rainier.

The strip has been repaved and various small trees and scrub were removed. I don't remember the feeling I had when flying there in the '80's, but the new clean edged paved runway gave me that "landing on a sidewalk feeling." After landing it does make you realize that you can keep the roll tight and narrow if you really put your mind to it.

If you want to experience something that will be in your memory banks forever, show up next time and see for yourself. Unfortunately we did lose a few days due to weather related problems. The worst part was that attendance was low on the days we did fly there.

We have a great observational piece in this issue from Keith Turner.

A great big "thanks" goes to our Chairman, Norm Ellison for all the work he did on our behalf. He attended meeting after meeting for years along with other sport and aviation groups. They helped coordinate and execute the final opening of the airfield after improvements and agreements were hammered out.

1997 Soaring Expo

Dates have been set, so mark your calendars. The 1997 Soaring Expo at the Museum of Flight has been set for the weekend of March 1-2. Once again volunteers will be needed for set-up, tear-down as well as during the show.

More information will be published in the next Towline, but Ragnar Smith and the SGC Board are working on the project and could use your input immediately.

1997 NW Aviation Conference

If you are going to the 1997 Northwest Aviation Conference, take note. This year it will be held at the Puyallup Fairgrounds. In years past it has been held at the Tacoma Dome. It will be held February 22-23.

The soaring community will have a presence this year. Bob Chase has announced that we have been offered an area large enough to display a glider or two. We have also been offered funding for speakers as well as room for such a gathering.

If you have any time to volunteer toward our efforts in Puyallup, please call Bob Chase or any SGC Board member. It is at gatherings like this, that the soaring community has the opportunity to entice someone already interested in aviation. With the dwindling numbers in our ranks, it wouldn't hurt to make this a stronger part of our yearly efforts.

Vince

SGC Board Meeting Minutes

October 14, 1996

Present for this Board Meeting were Chairman Norm Ellison, Directors Bob Chase, John Daly, Steve Northcraft, Kapi Parks and Ragnar Smith. Also present were Towline Editor Vince Miller and Member Len Trautman. The Meeting was held in the offices of Software Information Services in Bellevue.

The meeting was called to order by the Chairman at 6:48 PM.

The Minutes for the Board Meeting on September 17, 1996, were approved as printed in Towline for September/October 1996.

SPECIAL BUSINESS

Policies issued in the past by SGC have earlier been reviewed by Lynn Wyman and this Review has recently been summarized and reported by Kapi Parks, dated June 3, 1996. This Summary was partially reviewed in this meeting and the review will be continued in the next Board Meeting. The following revisions or additions to the Summary were voted in this meeting to be accepted and shall ultimately be published:

(Note that each scenario in the Summary has been given a number in order to track each item. The Summary is available from the Chairman or the Secretary)

1. Accept the suggested wording.
2. Tabled because it is not known if SGC is a Business Member in SSA, whether 5 copies of Soaring are being received or not, etc.
3. Delete this item because it is out of date.
4. Accept the suggested wording but delete the last sentence.
- 5A. Delete paragraph, this item is included in the Port Rules.
- 5B. Accept the suggested wording but add the word "annually" after the word "fixed".
6. Delete from SGC Policies.
- 7A. Include with Item 4.

7B. Not a policy - no action.

7C. Change the suggested wording to: "All tow pilots must fill out a qualifications statement. Individuals so designated by the Board are authorized to sign-off qualified tow pilots."

8. Delete paragraph, this item is included in the Port Rules.

9. Tabled - the Board shall review with the Treasurer whether or not Memberships shall start January 1 each year or upon re-joining.

10. No action.

11. Accept the last two sentences to read: "Expenditures up to \$300.00 require the approval of a Board Member. Expenditures in excess of \$300.00 require a vote of the Board."

The reminder of the Summary was tabled until the next Board Meeting.

OLD BUSINESS

Ephrata Clubhouse is now closed, water drained and winterization generally complete. Some glider trailers and one RV remain in place but are expected to be removed shortly.

TOWLINE will next be issued late November and will be delayed long enough, if possible, to publish the election results. Vince Miller is soliciting renewals of memberships in that memberships are at a low count at this time and going below the minimums for TOWLINE mailings. Invoices in connection with TOWLINE will be forwarded by Vince Miller to Nelson Funston, Treasurer.

Tow plane situation shall be studied by a Tow Plane Committee to be chaired by Jim Yates. The Committee shall make recommendations whether or not two tow planes are feasible within the budget restraints, which tow plane to retain if one is sold, repairs anticipated, tow pilot availability, etc. The Chairman will set forth the request in a letter to Jim Yates. Treasury review of the trailer parking in Ephrata was requested by Len Trautman to ascertain that all parking fees are recovered in accordance with prevailing trailer parking policies.

Awards Banquet costs will be covered by the regular SGC Checking Account held by the Chairman. Bob Chase confirmed that there will be a speaker for the Banquet and that payments, but not registrations, may be made at the door.

Elections nominations ballots are now out. Norm Ellison and Nelson Funston will co-chair the Elections Committee.

NEW BUSINESS

Attendance at meetings have for a long time been minimal. Len Trautman noted that the purpose of the meetings is to provide interesting programs not only to the established membership but also with emphasis on the young pilots and their introduction to soaring. This matter is of ongoing concern and need to be given much consideration, particularly by the Board Directors.

There being no further business the meeting was adjourned at 9:02 PM.

The next SGC Board Meeting will be 11/11/96 6:45 PM at Software Information Services in Bellevue and the Board Meeting in December will be 12/9/96 also in Bellevue.

The next General Meeting at the Museum of Flight will be 12/2/96 7 PM.

Respectfully submitted, Ragnar Smith.

November 11, 1996

Present for this Board Meeting were Chairman Norm Ellison, Directors Bob Chase, John Daly, Steve Northcraft, Kapi Parks, Pierre Parent and Ragnar Smith. Also present were Towline Editor Vince Miller and Member Len Trautman. The Meeting was held in the offices of Software Information Services in Bellevue.

The meeting was called to order by the Chairman at 6:54 PM.

The Minutes for the Board Meeting on October 14, 1996, were approved as read by the Secretary and will be printed in

Minutes continued on Page 4

SGC Board Minutes Continued -

Towline for November/December 1996.

SPECIAL BUSINESS

Policies issued in the past by SGC were recently summarized and reported by Kapi Parks, were partially reviewed in the Board Meeting on October 14, 1996, and continued in review this Board Meeting. The following revisions or additions to the Summary were voted in this meeting to be accepted and shall ultimately be published:

(Note that each scenario in the Summary has been given a number in order to track each item. The Summary is available from the Chairman or the Secretary)

4. Additional revision to insert: ", RV parking" in the first sentence after the words "trailer parking".
12. Accept only the suggested wording for the "2 - Commercial Use of Towplanes".
13. Deleted, this item is moot.
14. Accepted suggested wording.
15. Deleted, this item is moot.

16. Deleted, these items are moot.
 17. Deleted, this item is moot.
 18. Deleted here, remains part of Port Rules.
 19. Deleted, these items are moot.
 20. Deleted first item on Clubhouse antenna as moot. Second item, on tow Cards, shall address the Pilot Currency problem by adding a sentence on the tow cards to read: "By your signature you agree that you are in compliance with and agrees to abide by all known FAR.s".
 21. Deleted, this item is moot.
 22. Deleted, these items are moot.
 23. Additional policy voted in this Board Meeting to be included in the Policy Book: "A Chief Tow Pilot (CTP) shall be designated by the Board and the CTP shall maintain currency records, including BFR.s and medical records of all active SGC Tow Pilots".
- This concluded the Policy Review.

OLD BUSINESS

Tow planes were discussed; according to a preliminary review by Jim Yates of logs for Pawnee 78P this engine may be

over TBO possibly caused by a previous replacement of tachometers. Bob Chase will review his correspondence in connection with the purchase of the airplane and again review the logs with Paul Nyenhuis. Should this airplane in fact be over TBO the Board may consider rebuilding it by a technical-vocational college, pending completion of Jim Yates' recommendations.

TOWLINE needs contributions according to Editor Miller who indicated that writing assignments may soon be handed out to members to end the writers' draught.

The Editor will obtain reimbursement from Treasurer Funston for monetary expenses now funded by the Editor. Election ballots for the 1997 Board will be mailed out shortly.

Program for the December SGC General Membership Meeting will be conducted by Steve Northcraft and review recent actions by the Soaring Society of America.

Soaring Expo will take place at the Museum of Flight March 1-2, 1997 as reported by Ragnar Smith. A full complement of ships is desirable as it helps with publicity for the event.

NEW BUSINESS

Northwest Aviation Conference will next year be held in Puyallup on February 22-23 as reported by Bob Chase who also requested that at least one glider be exhibited. Vince Miller volunteered that his Pegasus would be available for this purpose and that he could also provide various videos. Bob Chase further reported that there is funding available to bring in speakers for the Conference.

There being no further business the meeting was adjourned at 8:56 PM.

The next SGC Board Meeting will be 12/9/96 6:45 PM at Software Information Services in Bellevue.

The next General Meeting at the Museum of Flight will be 12/2/96 7 PM.

Respectfully submitted, Ragnar Smith.

1997 SGC Board Elected

Election results have been totalled for your 1997 Board of Directors. The following will represent the membership at the monthly board meetings.

Norm Ellison - Chairman
Vince Miller - Vice Chairman
John Gilbert - Director
Dale Hacker - Director
Steve Northcraft - Director
Kapi Parks - Director
Jim Simmons - Director

The election committee wishes to thank the members that offered their names up for nomination. Thanks are also sent to those retiring board members from last year. Two retiring leaders (Bob Chase and Ragnar Smith) total an unbelievable number of hours(years!) of service to our sport and should be commended for it. Next time you see these folks, take time to thank them.

The present and new board will meet at the offices of Software Information Services in Bellevue for the December 16th SGC Board Meeting @ 6:45 pm.

Isolated Falls Sighted from Sailplane

by Rudy Allemann

In April I was soaring my DG-400 out of Richland to the vicinity of Mount Adams about 60 miles to the west. The usual best soaring route is along the escarpment of the Horseheaven Hills past Bickleton and across Satus Pass. A few miles west of the Pass I looked down and saw an impressive waterfall near Indian Rock. It reminded me a little of the waterfalls that we had seen flying our Montana safaris at the Mission Range. I called Bob Moore who was also flying to ask the name of the waterfall. He didn't know about it.

I resolved to hike into that country to get a closer look at the falls. There were no falls indicated in that area on the Delorme "Washington Atlas and Gazetteer". The Metzger county map also showed no falls in that region, but it showed plenty of logging roads. On June 15 I made my first ground attempt to reach the falls. I drove to Satus Pass and took the Simcoe Mountain Road west about nine miles just south of the Indian Reservation. I parked the car on a side road and began hiking. My estimation was that the falls was on West Prong Creek. I hiked by compass heading to the southwest. Bushwhacking was easy, the verdure was second growth with some logging slash. With the arid climate there the forest of fir and pine was thin. There were patches of live oak, and manzanita, gooseberry, and alder somewhat like a California woods not a Cascades forest. I crossed the Butler Creek valley and a small ridge then dropped to West Prong Creek. I followed logging roads parallel to the creek then descended to the creek and looped back up along it without seeing or even hearing any falls. I left the creek and by compass returned to the region where I had left the car. I closed to the car (in the surveyors sense) within 1/2 mile on the road above the car. I drove home determined to get a better fix next time with the glider.

On June 18 I flew back to the Satus Pass area. I took note of the coordinates shown by the GPS when I circled over the falls. The falls were noticeably smaller and it seemed likely that they were intermittent, and would disappear after the spring snow melt. It was a great soaring day and I continued the flight by going past Yakima and Ellensburg to Mission Ridge and then over to Quincy where I flew with a couple of the Evergreen Club guys (who were on their soaring week at Ephrata) then continued back to Richland having soared about 260 miles in 5 hours.

The coordinates did not plot onto a river or creek but they were closer to Butler Creek than to West Prong Creek.

On June 20 I drove back to Satus Pass. According to the Metzger, Klickitat County map, Schuster Road offered the best approach. Since a sign and fence indicated that this was closed to motor vehicles I got on my mountain bike and pedalled uphill for about 2 hours. There appeared before me a white truck, the first sign of currently-living humans that I had seen in this country. The truck had a timber company logo and inside were two young men, sound asleep. With some difficulty I woke them up. "We're on our lunch hour", they said. They had a map showing that this was area owned by the timber company. But neither their map nor the young men had any inkling of a waterfall in the vicinity. I pedaled further, then stashed the bike and began another bushwhacking hike to get over to Butler Creek. I reached it and then followed it back until at last I saw the falls through the trees. Using deer trails I got to the falls. The falls were beautiful even though diminished from the what they had been. The fall dashed down about 60-70' over a basalt cliff. As I sat there having lunch and contemplating the waterfall I decided that I would give it a name that would celebrate the recent and imminent births of grand children. Hence the name of the falls on Butler Creek is "Molly^aWyatt Falls".

A route-finding hike back toward my bike proved a little more difficult than to the car the week before. When I was in the vicinity I began to do 1/2 mile esses. I was just beginning to think that a GPS would have been very useful to find a way back to a stashed bike when I practically stumbled over it. A 40 minute downhill ride got me back to the car with some pretty hot wheels.

On June 25 I soared back to the falls with Bob Moore who was in his Pik 20E. He was not impressed with the falls, but it might have been because he was struggling with a low, weak thermal at the time. The falls had contracted even more. It is obvious that this reach of Butler Creek is intermittent and intermittent falls may not deserve a name on the maps. I don't know. Bob had his own ideas of how to name the falls. He said that Angel Falls were named after an airplane pilot who had discovered them. I have discovered mountain lakes that were not on the maps, but a falls seems more special. I suppose that there are commissions to officialize naming of the land and they would have their own agendas. But I shall stick with my first idea and for me they shall remain Molly-Wyatt Falls, discovered by sailplane, reconnoitered on foot, verified and monitored (occasionally) by sailplane.

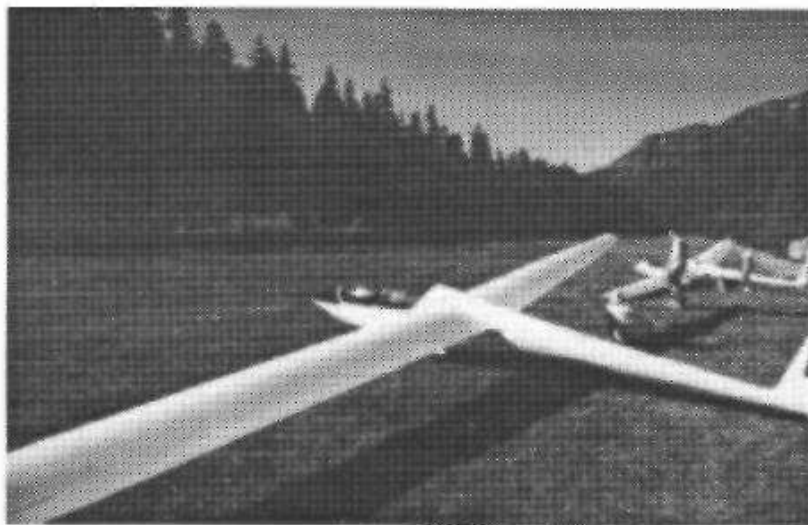
Flying at Ranger Creek

by Keith Turner

Mike and I had the privilege of flying at Ranger Creek State Airport during the expedition this year. It was some of the most exhilarating flying I have done in a long time (not scary just exhilarating) and I'd like to share my views on Ranger Creek and some other observations about flying in the mountains.

Ranger Creek is located to the north of Mt. Rainier on the West side of the river Whitewater canyon at about 2500 ft. The paved airstrip is about 25ft wide by 3500ft long and the "cleared" area is about 150 ft wide. I say "cleared" because it is not covered by vegetation or trees but you wouldn't want to land on anything other than the paved strip. The paved strip is in good condition having been resurfaced last year by the contractor that performed the miracle on the highway. How the runway holds up to the winter weather remains to be seen but lets hope it doesn't deteriorate because it is a magical place to fly and I hope many of you will share the experience next year.

The canyon slopes from the east face of Rainier running eastwards past Sunrise in the National Park turning northwards and 6 miles later reaching the airport. By the time it reaches the airstrip the canyon is about 2 miles wide and the floor is sloping downhill to the north. The airstrip has a slight downhill gradient to the north with steeply rising treetops to the south. Landings and take-off were to the north on the day we flew due to the prevailing north wind. The take-off was straightforward with no special instructions other than follow the tow plane and stay attached. As you climb out over the trees you realize you just left the only safe place to land in a 20 mile radius. The danger time is actually very short if the tow pilot tows off to the right after breaking ground and starts a turn to the left just past the end of the airfield. The approach and landing to the north needs careful planning and a steep approach. The perspective is



Planes and people line both sides of the runway, waiting their turn.

disconcerting as the ground is rising to the south and there is a large area of tall trees off the end of the runway. The tendency is to turn downwind to base higher and closer in than normal and then turn final closer and higher than normal. I think this is due to the proximity to the tops of the trees. Falling short and ending up in the trees on final doesn't bear thinking about. The resulting final approach is as steep as your skills can make it. Add a little bit of thermal activity on final on the day we flew and there were some interesting gyrations on base leg and a few white knuckles on landing rollout. There really is plenty of paved surface so there shouldn't be any danger of overshooting - it just felt like it on final approach.

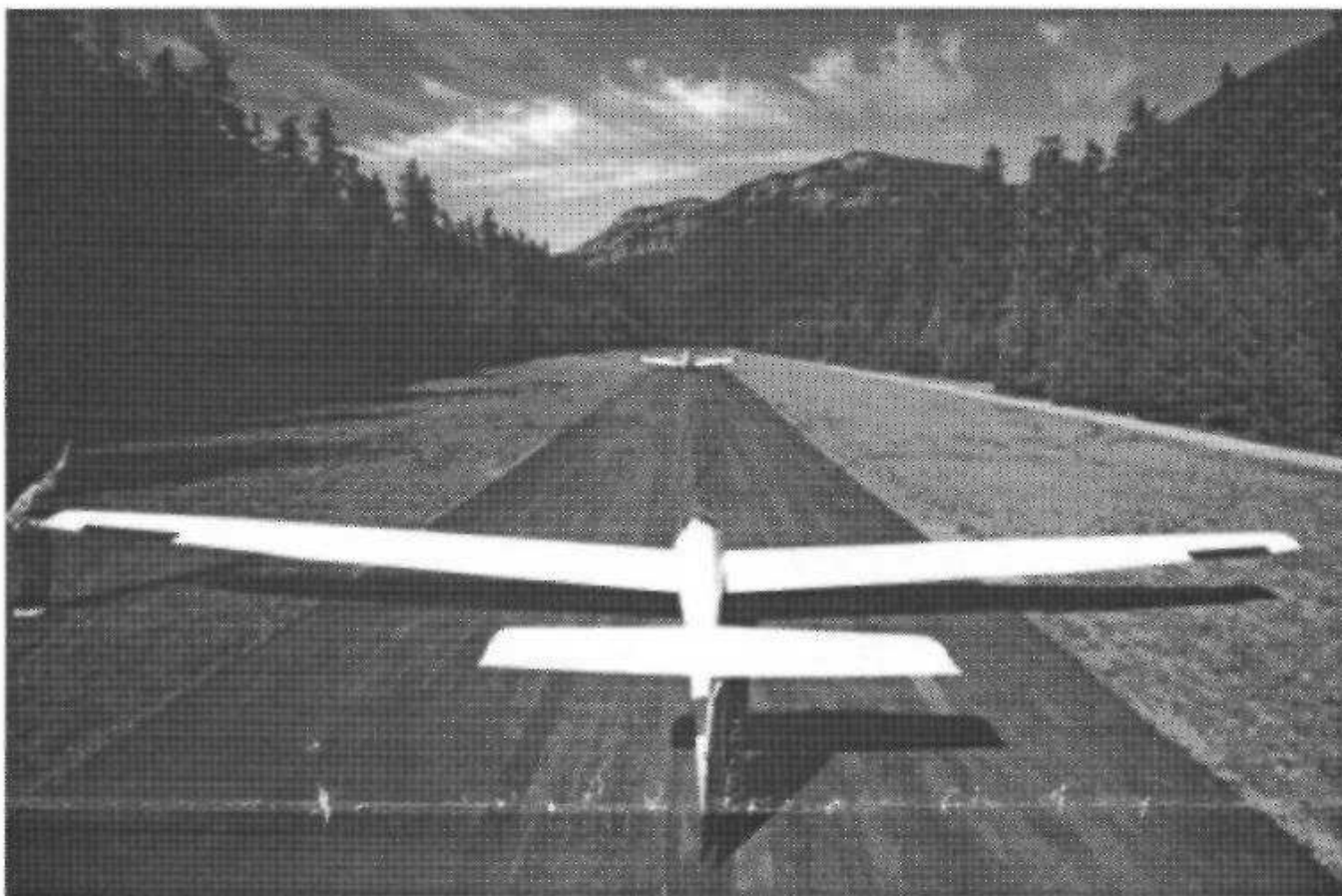
Landing to the south is generally easier because the trees are not so daunting and there is an unpaved parking /turnaround area before you reach the blacktop. Also it's slightly uphill which improves the perspective.

The towing procedure is straightforward. After takeoff turn south and follow the valley until it opens out and swings west towards Rainier. As you turn the corner you are greeted with the most incredible view of The Mountain. The last hairpin bend on the road up to Sunrise passes by on the right side as the altimeter winds through 6,500 ft. The towplane continues straight on towards Rainier overflying the Sunrise Visitor Center. Normal release is around 8,000 ft about a mile west of the visitor center. The visitor center is on a plateau running east/ west on the north side of the canyon. with isolated peaks up to 7,300 ft. to the north of the plateau. The south side of the plateau falls steeply down to the Whitewater river in the bottom of the canyon. The views are spectacular. Words don't do it justice - I'll just say you

have to experience it for yourself. I find flying in the mountains most enjoyable - and this is the best!

Of course while you're enjoying the incredible vista home base is completely out of sight round the corner of the canyon.

Flying a high performance ship poses no problem if you know the landing site is 8 miles away just around the corner. But just the



Pierre Parent gives the take-off signal.

Photos by V. Miller

thought of getting lost, low on altitude and landing in the trees is enough to bring goose bumps to the strongest constitution. I took a GPS with me so that I could get some accurate readings on the way out - at least that was my excuse. I figured real men don't take GPS with them but I was determined not to get lost or land in the trees. General rules seem to be - "don't get below Sunrise" and "leave the parking lot at the last hairpin bend at or above the level of the parking lot". Also "If you get low on the way back you can't see the field". I found that to be very good advice - until you've got the area completely committed to memory leave plenty of room to find your way back to the field. The field is definitely not very visible from low down.

Some personal observations

Ranger Creek is not a difficult site under good weather conditions. The dangers are obvious and the options are limited so one tends to be cautious. I think the club should consider taking a two place next year since the flying is great fun and good experience for our 1-36 level solo club members. Our pre solo and early solo students should not

expect to handle all the takeoff or landing.

The staging area is very limited and close to the end of the runway. This aspect needs to be better managed next year. We had some near misses with towropes and landing gliders. Making radio calls is a "must". With extremely limited landing options having two gliders in the pattern could create a real crisis.

If you have treated every pattern and landing like it was a cross country landing (don't use the altimeter to turn base over the wood yard, got good control of the approach speed etc.) flying the pattern at Ranger Creek will seem natural on the second flight.

I flew one flight in the Boeing Blanik and felt very comfortable. I would feel comfortable instructing in the Evergreen Blanik at Ranger Creek next year. I would not want to take the Lark. I see the Lark as an opportunity to get into serious trouble due to the ineffective spoilers and wheel brakes.

The best way to find wave is to be unprepared so if we take the Blanik to Ranger Creek next year without getting oxygen installed we are sure to find wave.

If you go to sleep counting tall trees tonight I know I've got you hooked!!

Affording a Motorglider

by Eric Greenwell

If you already own a glider, then **YOU** may already be able to afford a self-launching, high performance motorglider! Let me show you how:

The first thing to realize is the motor is about a \$20,000-25,000 premium over a "regular" glider, whether you are buying a used one or a new one. Check the ads for gliders that are available both ways, such as the PIK20E, Ventus CM, DG-400, and so on. Here's an example of what it might cost an active pilot living in Seattle:

Additional costs:

\$1250	interest cost (or interest not earned) on the \$25K motor purchase @ 5%
100	annual on the motor
300	insurance on the motor
<u>100</u>	fuel and oil for 50 "launches"
\$1750	Total additional costs

Avoided costs :

\$ 560	35 regular tows at \$16/tow (Ephrata)
200	5 tows at \$40/tow (Sun Valley)
150	3 aero-retrieves at \$50 each
<u>60</u>	2 car retrieves plus dinner for crew
\$ 970	Total avoided costs

Net cost: \$1750 - \$970 = \$780

As you already guessed, using a motorglider exactly as you used your unpowered glider is more costly, though you are spared the aggravation of the line-up for tows and the occasional retrieve.

The chances are you won't fly exactly same way with the motorglider as you did before it. To get real value out of a motorglider, you must use the extra soaring opportunities it provides: flying from airports without a towplane, or when a towpilot isn't available; flying cross country when you otherwise wouldn't, because the conditions are weak, unpredictable or the lift is beyond an easy tow. So let's include some of this potential as another "avoided cost":

-\$420 Three weekends flying from the west side, avoiding travel to Ephrata, motel, and food (you don't

actually have to fly on a weekend, if you can get afternoons off during the week)

Net cost: \$1750 - \$970 - 420 = \$360.

For an active pilot, the additional cost of motorglider may be easily outweighed by the advantages, providing the pilot can afford the extra purchase price. If not, or if the pilot is not so active, a partnership can make the costs attractive, while the versatility of the MG ensures that both pilots get most, perhaps all, the flying they wish. As in any glider partnership, each partner is now responsible for only half the costs.

My point is that the motorglider is not as expensive as it seems, if a good accounting of the avoided costs and the effect of it's versatility is fully considered. A similar analysis can be made for sustainer type (e.g., Ventus BT) and "touring" style (e.g., Grob 109, Ximango) motorgliders. For example, someone that flies airplanes and gliders might discover the touring motorglider does both well enough that only one aircraft is required.

SRA Poll Results

A poll was recently taken among the ranks of the registered soaring competition pilots by the Sailplane Racing Association. A 43% return of the original 500 ballots mailed provided the SRA with many ideas and suggestions. Here are a few of the results:

Percentage of pilots planning to use flight recorders in the next three years (by class)

Std - 57%, 15M - 56%, Open - 77%

Should PST be retained - Yes 77%, FAI Classes Only - 72%

Allow GPS in Sports - Yes 77% Sports Only - Yes 65%

Keep GPS in Standard - Yes 86%

Mandatory ELT's - No 87%

Restrict Sports Class to non-winners - No 73%

1996 SGC Award Recipients

Clodbusters: Ken Miner, Len Trautman

Knights of Open Field: Mike Turner, Dennis Eckert

Eagle Eye: none - no submittals

Student Pilot Achievement Certificates: Caroline Kuntz, Jeanne Deaver

Pacific Northwest Aircraft Safety Award: Pierre Parent

Unsung Heroes' Award: Christine Pfeiffer

Joe Robertson Memorial Award: Gary Johnston

Arnold J. Carson Memorial Trophy: Eric Greenwell

Columbia Basin Soaring Association Broken Leg Trophy: Eric Greenwell

Cloyd Artman Trophy: George Allen, Nelson Funston, Stuart Larimore

Tow Pilot Award: Gene Bornholdt

300K Triangle Award: Steve Northcraft

SGC Certificates of Appreciation: Don Banford, Bob Chase, Pat Dunston,
Vince Miller, Alan Negrin, Steve Northcraft, Pierre Parent, Jim Yates

SGC Honor Award: Norman Ellison

SSA Lists Future Contests & Conventions

National contest sites for 1997 are: 15 Meter - May 25-June 5 at Albert Lee, MN; Standard Class - June 8-19 at Cordele, GA; Sports and Open Class - July 15-24 at Minden, NV.

National contest sites for 1998 are:

15 Meter - July 7-16 at Montague, CA; Standard Class and Open Class - August 4-13 at Uvalde, TX; Sports Class - May 19-28 at Mifflin County, PA. Dates are subject to change.

The 1998 Convention will be held in

Portland, Oregon with the 1999 Convention set for Nashville, TN.

'Chute Packers Move

One of the parachute packers for the soaring community has moved. Skywalker Industries' new address is 121 S. River St., Seattle. This is located in the 1st Avenue Street Bridge area. The phone number is the same: 762-6476. They have made an agreement with Aeroflight (south of their old location on Boeing Field) to allow for drop-off of parachutes to accommodate the fly-in and south-end customers. Their address is 8555 Perimeter Road.

Museum of Flight Needs Volunteers

The Museum of Flight is currently seeking people to join its corps of volunteer educators known as docents. Docents are the men and women responsible for presenting the Museum's aviation-related public programs, school programs, and gallery tours to its visitors.

The Museum will offer a new docent

training course beginning January 23, 1997.

Prospective docents need not be aviation experts, but should enjoy sharing their enthusiasm for flight with people of all ages.

For more information, please call Volunteer Coordinator Tasha Loveness at 206-764-5700

Soaring Association of Canada

1997 SAC Conference and Annual General Meeting
Vancouver, B.C., March 14-16

Location

We'll meet at the well known Hotel Georgia right in the heart of Downtown Vancouver. Serviced by airport bus.

Affordably priced

This, thanks to special room rates offered by the Hotel Georgia and the nominal registration fees. The hotel rate is \$89 Cnd (single or double occupancy including breakfast for one or two!)

Soaring Workshops

Improve your soaring skills - up-dates on safety - the latest in electronics - airspace - insurance - history - and more

The 'Bring your Spouse/Friend Special'

The room rate for double occupancy is the same as asingle, so bring someone along. Enjoy dancing to the Big Band sound on Saturday night. Shopping, Museums, Theatres, gastown, Chinatown, and much more are located close by.

Register Early and Save Money

Save \$10 on your registration by committing early.

The deadline for early registration is February 1, 1997.

Cost before deadline - \$30 Cdn

After deadline - \$40 Cdn

For further information contact Heidi Popp or Kalli Brinkhaus at the numbers listed below.

Booking your Hotel

Please book directly with the **Hotel Georgia - Toll free: 1-(800) 663.1111**

Phone: 1-(604) 682.5566, Fax: 1-(604) 682.8192

and specify that you are participating in the **S.A.C Convention**.

Remember that the room rate is the same for single or double occupancy including **full breakfast for each person \$ 89.00.**

Serviced by the 'Airporter' bus from and to the airport.

SAC Convention Registration Form Vancouver, B.C. 14 - 16 March 1997

Last Name	First name	Phone ()
Address	Street	Fax ()
City	Prov., P-code	E-mail

Quantity:		Amount	After 1 Feb 97	
_____	Registration (sessions and video-room)	\$30	\$40	_____
_____	Luncheon, Saturday, March 15, Noon	\$20		_____
_____	SAC Awards Banquet - Dance, Saturday, March 15			_____
	indicate your dinner choice: [] Beef or [] Salmon	\$45		_____
	All prices include applicable taxes and gratuity.		Total \$	_____

Please make your **cheque** payable to the **B.C. Soaring Society**.
(Sorry we can't offer credit card payments)

Send to: **Heidi Popp 10237 - 125A Str., Surrey, B.C. V3V 4Z6**
TEL: (604)688-0831 FAX: (604)688-0834 EMAIL: kallibri@msn.com

Want Ads

FOR SALE: MILLER TERN 52 ft. span, 34:1, trailer, chute, radio. \$6,000 Call George (503) 283-3248

FOR SALE: LIBELLE 210B #89, Low canopy, Water, Oxygen, C4 Director, Delcom, Tail Dolly, TT 1200, current annual. \$18,500 (206) 747-7879

FOR SALE: LS-1c, N771H, Ilec speed to fly variometer, trailer, chute, barograph, radio, Oxygen. \$14,000. Bill Schlaer, PO Box 2570, Vashon, WA 98070. (206)463-1698 or (360)696-1415

FOR SALE: PIK 20D Carbon spar, water, oxygen, cameras, chute, refurbished factory trailer, fresh annual. Two region Eight Sports wins. Ephrata based. \$27,000 Call Brian (604) 467-0020 or Lynn (206) 463-3453 (home) or (206) 246-7962 (office)

FOR SALE: ASW-20, Charlie Delta, N62TM. Profiled wings, Zander Computer, Schuemann mechanical vario, A-14 oxygen regulator, boom mike with ptt switch and mike in oxygen mask. Security 150, Replogle barograph, Minden style trailer, Currently in Wenatchee. Possible deal for new partner. Scott McKee (206) 284-5560 or Vitek Siroky (206) 884-9628.

FOR SALE: Replogle Barograph, factory overhauled and recalibrated 5/21/96. The "Cadillac of conventional barographs. Only \$295! This one has supplemental one-of-a-kind base-line stylus to record engine-run time in motorgliders (simply ignore if used in a "pure" sailplane. Bob Moore (509) 967-3773

FOR RENT: Winter Glider Trailer Storage. Red Steel Container at Ephrata Airport. \$30 per month. Call Ron Piercy (509) 765-1606

INSIDE TRAILER STORAGE: October 1 to April 1. \$100. New owners of the Dunston Soap Lake Barn will make it available for 6 trailers. Call Pat Dunston (509) 754-0570 or Mel Woods (509) 246-4028.

FOR SALE: OGAR Motorglider, 182 hrs total time, 27-1 glide, retract gear, 75hp turbo. \$30,000 Chelan, WA (509) 682-2349

FOR SALE: Airpath 2 1/4" Compass \$25 Rudy Allemann (509) 375-0722

Calendar

December 2 7pm SGC General membership Meeting @ The Museum of Flight
December 16 6:45 pm SGC Board Meeting @ Software Informations Services, 300 120th Ave NE #116, Bellevue, WA (206)455-3589

January 6 7pm SGC General membership Meeting @ The Museum of Flight
Jan 30-Feb 1 1997 SSA Convention, Arlington, TX

February 22-23 Northwest Aviation Conference @ The Puyallup Fairgrounds

March 1-2 1997 Soaring Expo @ The Museum of Flight

March 14-16 SAC Convention @ Hotel Georgia - Vancouver, B.C. - Contact (604) 688-0831 or kallibri@msn.com

Looking Ahead

May 27-June 5 1977 15 Meter Nationals, Albert Lea, MN

June 10-19 1997 Standard Class Nationals, Cordele, GA

June 29-July 12 1997 World Championships, St Auban, France

July 15-24 1997 Sports Class and Open Class Nationals, Minden, NV - Contact Karol Hines (510)791-2964

Seattle Glider Council Membership Renewal Form

1996 SGC Fee Schedule

Membership	\$15.00	
Canadian postage	5.00	Additional
Trailer fees per season	80.00	
Trailer fees per week	10.00	
Pilot fees per season	45.00	
Pilot fees per day	5.00	
EPH RV parking per week	15.00	
EPH RV parking per season	150.00	
Ephrata tows	10.25	first 1000 ft
(Minimum billing	5.25	per 1000 ft to 3000
1500 ft tow (\$12.88)	6.25	per 1000 ft above 3000
In state retrieve/tach hr	60.00	plus 7.5% sales tax
Out of state retrieve/tach hr	60.00	tax exempt
Glider ferry per tach hr	60.00	taxable if WA origin
Towplane ferry/tach hr	60.00	taxable if WA origin
Private flight/tach hr	60.00	
Overdue accts per month	5.00	after 90 days

Annual Membership \$15.00 _____
 Additional Family Members 14 and over 5.00 ea _____

Name(s) _____

Towline only 10.00 _____

Canadian postage (add) 5.00 _____

TOTAL (US funds only) _____

Phone number for SGC roster _____

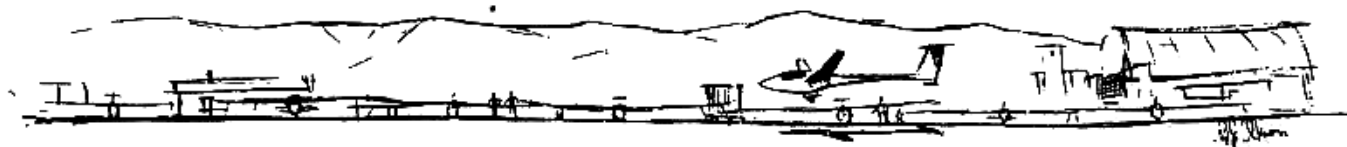
E-mail address for SGC roster _____

Send check payable to Seattle Glider Council with this form to:
 SGC Membership - PO Box 7184 - Bellevue, WA 98008-1184

- Membership Renewal -

Don't miss out on any armchair soaring
by letting your Towline/SGC membership slide.

Take a look at your mailing label
to find out your renewal date and write that check today!



Towline

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Auburn, WA 98001



18 Expires 1/1/97
Bob Chase
12422-68 Ave N.E.
Kirkland, WA 98034

