

TOWLINE

OCT / NOV / DEC '04

E.C. Welch Retires

Thanks for the memories 'Two-Fox'

plus...

75 Bravo Goes Bigtime
by Linda Chism

Ephrata to Mt. Rainier
by Rick Edris



Towline is the Newsletter of
Seattle Glider Council

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Bellevue, WA 98008-1184

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Steve Northcraft 425-235-0231
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Ron Bellamy 425-827-8672

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SGC/Ephrata Homepage

www.seattleglidercouncil.org

Webmaster:

Tom Kreyche (206) 726-9838
tkreyche@well.com

SGC Clubhouse

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

Soaring Society of America

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

SSA Region 8 Director

Steve Northcraft 425-235-0231

Idaho SSA Governor

Tom Dixon 208-376-6718

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Oregon SSA Governor

Stew Tittle 503-746-7032

Washington SSA Governor

Bob Wallach 206-723-2460

State Record Keeper

Bob Wallach 206-723-2460

Region 8 Clubs & Associations

Boeing Employees Soaring Club

Seattle, WA
Jay Todd (253) 847-0377
www.boeingsoaring.com

Cascade Soaring

Wenatchee, WA
Arnie Clarke 509-884-2494
www.nwinternet.com/~blanikam/css

Columbia Basin Soaring Assoc.

Tri-Cities WA
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.

Enumclaw, WA
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

Membership and Fees:

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)
(Note: maximum limit if pilot fee paid by the week is \$90)

Trailer Parking: \$120 per season, or \$15 / week (Sat-Fri)

RV Parking: \$225 per season (+ \$17.55 tax), or \$35 per 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:

Retiring E.C. Welsh '2F' from the perspective the rest of us will remember him...from some lesser altitude, looking up.

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Count Yourself In



"Elections. You thought they were over, didn't you? Well, the national, state and local elections certainly are, even if they do keep recounting the ballots.

There is one more election that is in process while we speak, and that is the election of officers and chairman for the Seattle Glider Council. Mark them well. For a small group they can be just as important as the national elections. We are choosing men and women in whom we've placed a great deal of trust to keep SGC solvent, to safely maintain our towplanes and administer the properties we lease and own. They have to interface with politicians and bureaucrats; with the public and...with pilots.

They are diligent, sacrificing time that they may wish could be more personal, and have you, the glider pilot, in mind so you can enjoy flying at Ephrata. Choose wisely, but don't forget, they face burnout, too. If you have a concern about things flyable, if you have even a little talent, you may want to consider making yourself available for an elected position just so we can all keep flying".

—Norm Dalke



CALENDAR

Membership Meeting Schedule

2005

January 3rd

February 7

March 7

April 4

May 2

All meetings start at 7:00 p.m.

February 10 - 12

SSA Convention, Ontario CA

The most well-attended convention site. Let's have a large NW contingent!

March 19 & 20

MOF Glider Expo

Our annual opportunity to meet and greet and promote soaring to the general public.

June 16 - 18

Aerobatic Contest, Ephrata

June 27 - July 2

Region 8 Contest, Ephrata

June 29 - July 6

Open Class Nationals, Ephrata

July 12 - 21

18 Meter Nationals, Montague, CA

Sandy McAusland Final Flight



Sandy McAusland, life long pilot, sailor, engineer and mischief maker bid us farewell. A 3rd generation Seattlite, Sandy soon found himself working for Boeing as a mechanical engineer, a pursuit that he carried into his own consultancy a few years later, where he could more fully express his creative energies. His work on medical devices was well known, contributing to the earliest ultrasound

equipment and the first kidney dialysis machine with Dr. Belding Scribner. His enthusiasm for flight and woodworking propelled him to build & pilot a wide range of aircraft, from gliders to his beloved BÜcker Jungmann biplane. When he wasn't working on his own planes, he could be found at the Museum of Flight restoration center, where his latest work was a full scale interpretation of Leonardo Da Vinci's Ornithopter, which now hangs in the museum's entrance. His passions also extended to the water where he lived on a houseboat with his wife Linda & could frequently be seen piloting their electric wooden boat on Lake Union. Sandy is survived by his wife Linda Knudsen-McAusland, brother Don McAusland, sister Lucia Wood, son Alec McAusland, daughter Jamie Bainbridge & grandson Graeme Bainbridge. A Celebration of Sandy's Life will be held at the Museum of Flight, Sunday the 5th of December from 4:00 - 6:00 p.m. Donations may be made in his name for aircraft restoration at the Museum of Flight. Send donations to: The Sandy McAusland Fund, Museum of Flight, 9404 East Marginal Way South, Seattle, WA 98108-4097.

Do You Belong to One of These?

The following email addresses are apparently out of date. Please send corrections to John Gilbert at soaring@blarg.net.

phlyre@comcast.com
voronka@jeshers.com
householder.neilf@qwest.net
gmallen@velocity.net
zuiunine@comcast.net
sadie2jake2c@aol.com

SSA Convention 2005

How long has it been since you attended one of these annual shebangs? I can tell you that, based on the last very successful swing through there, the upcoming event in Ontario, CA should be one that will be well worth the trip. Plus, it's warm outside! Start making plans now.

'ZK'



This is the official waiver issued by the TSA pertaining to glider flight training of alien nationals.

Office of the Assistant Secretary
U.S. Department of Homeland Security
601 South 12th Street
Arlington, VA 22202-4220



Transportation
Security
Administration

OCT 9 2004

Docket No. TSA-2004-19147

Flight Schools Subject to 49 CFR part 1552

RE: Applicability of 49 CFR part 1552 to certain types of aircraft

SUMMARY:

This submission is in response to comments received from flight schools that provide instruction in the operation of airships, balloons, and gliders, and associations representing such flight schools. The Transportation Security Administration (TSA) is exempting flight schools that provide, and individuals who apply for, instruction in the operation of airships, balloons, or gliders from the requirements of 49 Code of Federal Regulations (CFR) part 1552.

BACKGROUND:

On September 20, 2004, TSA published an interim final rule (IFR) that prohibits a flight school from providing flight training to an alien unless the flight school notifies TSA that the alien has requested flight training, the alien provides certain information to TSA, and TSA determines that the alien does not pose a threat to aviation or national security. (69 FR 56324, May 5, 2003). The IFR implements statutory mandates under Section 612 of Vision 100 – Century of Aviation Reauthorization Act (Public Law 108-176, December 12, 2003, 117 Stat. 2490), which transferred responsibility for this program from the Department of Justice (DOJ) to TSA. The DOJ program applied only to flight training on aircraft with a maximum certificated takeoff weight (MTOW) of 12,500 pounds or more. It did not apply to flight training on aircraft with an MTOW of less than 12,500 pounds.

TSA requested and received comments from flight schools and trade associations representing flight schools, general aviation, and air carriers. In addition, TSA held a meeting with several major stakeholder groups who represent the flight training industry on September 30, 2004, to discuss stakeholder concerns and requests for clarifications of the IFR. Based on the comments received and meetings with the stakeholders, TSA has decided to take the action detailed below.

EXEMPTION:

Under 49 U.S.C. 114(r), TSA may grant an exemption from a regulation prescribed in carrying out the agency's duties if the agency determines that the exemption is in the public interest.

As noted above, 49 CFR part 1552 prohibits a flight school from providing flight training to an alien unless the flight school notifies TSA that the alien has requested flight training, the alien provides

certain information to TSA, and TSA determines that the alien does not pose a threat to aviation or national security. "Flight training" is defined as "instruction received from a flight school in an aircraft or aircraft simulator." This definition could include instruction in the operation airships, balloons, and gliders.

However, after further considering the comments, TSA has determined that airships, balloons, and gliders pose a minimal threat to aviation and national security. Balloons and gliders are non-motorized and extremely slow-moving. In addition, because they are non-motorized, they do not carry any fuel. Airships, though motorized, are extremely slow-moving and carry little fuel. Furthermore, airships, balloons, and gliders are not capable of carrying significant payloads. For these reasons, TSA believes that airships, balloons, and gliders would not be capable of inflicting significant damage if they were used in suicide attacks. In addition, learning to operate one of these types of aircraft would not provide a person with the skills needed to operate rotary or fixed-wing aircraft that are motorized and capable of carrying larger payloads and amounts of fuel.

Accordingly, TSA is granting an exemption from 49 CFR part 1552 to flight schools that provide, and individuals who apply for, instruction in the operation of airships, balloons, or gliders, as those terms are defined at 14 CFR 1.1. This exemption includes the security awareness training requirements in Subpart B of 49 CFR part 1552. This exemption is subject to the following conditions and limitations:

1. If a flight school provides instruction in the operation of other types of aircraft, in addition to instruction in the operation of airships, balloons, or gliders, the flight school must comply with the requirements in Subpart A of 49 CFR part 1552 for instruction in types of aircraft other than airships, balloons, and gliders.
2. If a flight school provides instruction in the operation of other types of aircraft, in addition to instruction in the operation of airships, balloons, or gliders, the flight school must comply with the security awareness training requirements in Subpart B of 49 CFR part 1552.
3. This exemption will remain in effect until superseded.

If you have any questions regarding this notice, please contact Mike Derrick, Office of Aviation Security Policy, Transportation Security Administration Headquarters, East Building TSA-9, 601 South 12th Street, Arlington, VA 22202-4220; telephone (571) 227-1198; e-mail Michael.Derrick@dhs.gov.

Sincerely,


Chad Wolf
Assistant Administrator
for Transportation Security Policy

75 Bravo, Front and Center!

by
Linda Chism



It's showtime for the SGC towplane as Linda flies 75B to Fairchild AFB to tow for Manfred Radius.

In mid-July, John Day got an urgent call from Fairchild Air Force Base. The base's upcoming Sky Fest 2004 Airshow had booked sailplane acrobatic act Manfred Radius, but the use of the local Deer Park towplane to tow him had just fallen through. John called the towpilots to see who might be available, and on early Friday morning, July 23 I found myself enroute to Ephrata to take 75B to Fairchild for commercial tows for the weekend. The two previous days had been taken up with emails and faxes back and forth to the base and to Spokane Approach for security details for me, for 75B permission to land, deviation to transponder requirement, and to be put on the airshow waiver -10 forms total! I traded Cubs at Ephrata and headed towards Spokane to Fairchild, a flight of appx 1 hour. Getting thru Spokane Approach "negative transponder" went alright, and soon I was handed off to Fairchild Tower with my special permission code to land. At about 7 miles out, I was cleared for a straight-in landing to Rwy 05. The controller must not have been familiar with Super Cub approach speeds, but soon figured

out this was a mistake, and let some jets land in front of me. I landed on about 900 of the 13900 available feet of runway and was led to my parking spot by a "Follow Me" truck, and then hustled over to the Practice Day Pilot Brief at 11:00.

The Pilot Brief brought together all the military and civilian performers and was mandatory each day. The largest act was the Thunderbirds, with many other military jets doing demos. Civilian acts were both aerobatic, along with classic aircraft demos and fly-bys. The airshow was actually being run not by the military, but by a professional airshow coordinator who gave the briefings and functioned as the Air Boss during the hours the waiver was in effect. All acts were scheduled in approximately 15-minute blocks with takeoffs and landings woven in between. There were approximately 40 aircraft flying each day so coordinating all the action was a big job, but the Air Boss left no questions unanswered. I met Manfred after the brief- he is a Canadian based in Ontario, Canada, who travels

the summer airshow circuit with his Salto. We were scheduled to practice at 2:00, and we got agreement to take off on the taxiway to make staging have less of an impact on the show's flow.

75B's home base was the Hot Ramp where only airshow persons had access. Thankfully, it was not going to be put on display as with the short notice, it was pretty filthy. Manfred and I were assigned a Ground Crew of six Air Force airmen and airwomen who had "volunteered" to help out at the airshow. The first activity of the afternoon was a ramp check by the Spokane FSDO for myself and for 75B. Thankfully, we both passed. I hooked up the rope, got the high sign from the Ground Boss to taxi out, and we took off for the practice day. The drill was to head northeast of the airport, and do oval orbits while climbing to 8500 MSL. By that time, it was over 100F outside and the climb rate was slow. When we got cleared into the box, I headed south and he released in the center of the box. I exited the box as quickly as possible and descended north of the field till I was cleared by the Air Boss to land on the runway. Afterwards, the ground crew fueled me up, pushed Salto and Cub into a huge hangar, and I was done for the day.

75B was considered an Airshow Performer, and because I was its pilot, I got unaccustomed treatment for a tow-pilot. I had a VIP pass for the base, a rental car was waiting for me, and a room reserved in a beautifully restored historic hotel in downtown Spokane. It was good to get out of the heat at the pool and wander around the nearby park at the Spokane River. The Base Commander gave a nice reception for the performers that evening at the hotel.

Saturday morning, the Pilots Brief was at 0800, followed by prepping all the airplanes as the airshow fans streamed onto the base. I was happy to be scheduled for 1100 takeoff as we could get a better climb rate when it was a bit cooler. Just before Manfred and I staged, the base's Model Rocket Club had their rocket demo go awry and fud out the taxiway with cardboard and unburnt propellant. Thus, we proceeded out to the main runway and took off there. The announcer had offered to give a "plug" to the Seattle Glider Council so I had

The airshow organizers provided a ground crew to do the pushing and the fueling.

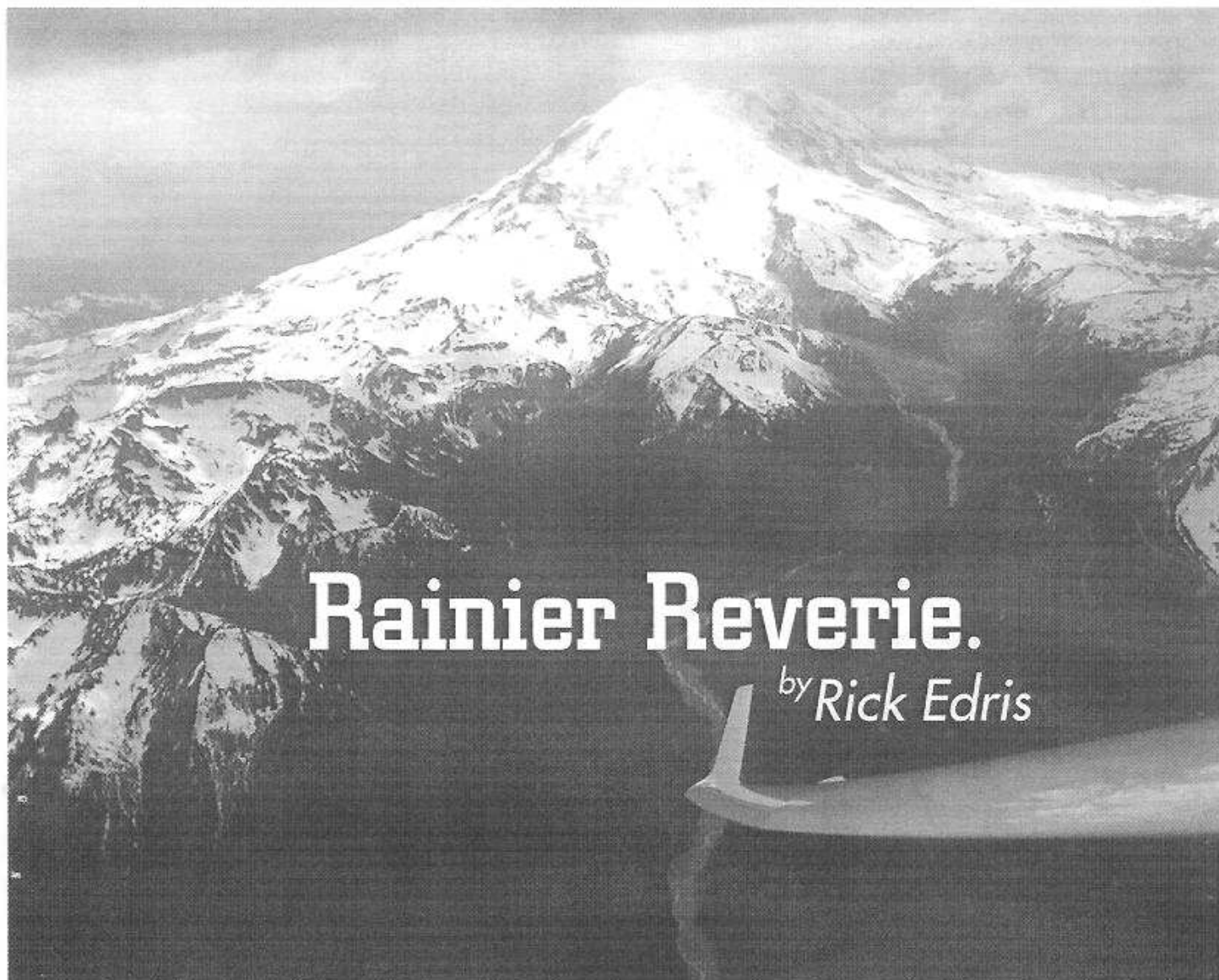


set him up with a paragraph on SGC and SSA. I got to see a bit of Manfred's act as I descended clear of the box. He puts smoke flares on the Salto's wingtips and the act is very visible from the ground. I could not, however, see the inverted ribbon cut, but our ground crew said it was great. After 75B was fuelled and put away, I watched the airshow from the VIP tent for a short time, but the 100 degree heat made the pool again a better choice.

Sunday dawned to be another hot day, and another 0800 brief. As it would be the last day, when I towed Manfred up and he cut loose, I headed back to Ephrata trailing the rope. 75B performed great the whole weekend even in the heat, tow-pilot received the best treatment ever, and we earned the SGC a \$300 commercial fee. It was great also to spend time with the other airshow performers, super ground crew, and the base organizers. All were very appreciative of SGC's short notice support of their airshow. Hopefully, we gained some visibility for the sport during this weekend. Manfred says he hopes to come to fly at Ephrata in coming years as he transits between shows. I'm looking forward to seeing his inverted ribbon cut!



Mighty Manfred (in the white jump suit) and the support team including the suicide ribbon-pole-holder crew.



Rainier Reverie.

by Rick Edris

Remember the weather conditions surrounding June 19th with the enormous towering thunderstorms over the Cascades every day? Several fires were started from lightning, including Lake Chelan. Well, it was just another fabulous day of flying sailplanes out of Ephrata. There was a weather trend for several days that had a N.W. push and the sky over the Cascades extending eastward was lining up nice clouds in places they usually don't and the 13,500 to 14,000 ft. bases added a lot of potential. The wind was something like 045 degrees at 12 knots. My first climb was to 9,000ft, then to 10,500 just north of Rock Island dam. It was at this point I saw cu's going across the valley at Cle Elum. And then a spectacular cloud street all the way to the Big R. I muttered on the radio, Mount Rainier.

It was a little surprising not to see any nice clouds on the north side of the Mission range, but with the wind, sun and rocks in my favor I headed for a promising climb out spot right next to Highway 97. Arriving at 7,000 feet it was working all the way up to 12,600 feet in the blue, while drifting ever closer to Cle Elum. It was already overdeveloping at Mt. Stuart, but no concern of mine at the time.

This was a Saturday and there was a lot of excitement on the radio. A couple of sailplane pilots circling Mt. Olympus were peculiar to say the least. I thought they might have

launched out of Port Angeles, and then Linda told me later they were motor gliders out of Arlington and motored across the sound. Eric Greenwell was attempting a Richland, WA to Montague CA flight. Nelson and Tom K. were attacking records. Steve Hill was flying west to east and back, across the cascades.

I could hardly believe the beautiful cloud street tracking perfectly up to the mountain. There was a lot of cloud coverage in that area and pretty much the only terrain in the sun was the N.E. side of the mountain, brightly shining glaciers and snow, it was like a neon sign advertisement saying, "Come Here Now!" ...O.K....

Stepped across the valley using the conveniently placed cu's, then take the on-ramp to a 13,500ft street dolphining until directly over the parking lot at Crystal Mt. ski resort. Circling I noticed the overdevelopment at Mt. Stuart was now a curtain stretching all the way to the east side of Cle Elum. Darn...

I was a bit relieved to see it would be so easy to exit back to the valley at these altitudes. At my furthest distance I was around 39 nautical miles from Cle Elum and 49 from Bowers (Ellensburg).

So I pushed on and got as close to the summit as the cloud base and a couple thousand feet clearance above the National Park would allow. As usual the bases on the west sides of the range were considerably lower so circling the Mountain was not an option. That was fine with me, the cat that just swallowed the canary. I loitered a bit to take in some sort of view and capture a few photos.

"It's a rare opportunity for near perfect conditions to visit Mount Rainier from Ephrata. I am an opportunist..."

The curtain of overdevelopment from Stuart was now stretching further east past Ellensburg and made me choke up some yellow feathers. I started to head towards Yakima then after a few miles

I came to a decision to fly right up to it and nibble around the perimeter of the overdevelopment and hope for imbedded cu's to get to the other side. E.C. taught me this and it really works well.

It's amazing how you can plummet during course changes and indecision, and I did. All the way down to 9,200 ft. It took a bit of searching to find a way back to 13,300 ft. Charging back on course while watching the curtain of rain I jog to the east a bit to minimize the amount of nibbling.

Now I'm scooting southeast along the last bumps before the valley starting to get close to the Yakima firing range so I turn N.E. to pass just west of Ellensburg. At that moment, and I'm not kidding, the curtain opens slightly and what do I see on the other side but a beautiful brand new shinny cu! Thank you very much! Slipping through the darkness the new cu puts me to 12,500 ft., at this point it is an easy glide home.

Nelson achieved his record that day, 500K at 75 mph in the open class and so did Tom K. 500K at 72 mph in 15 meter class. I believe Eric landed at Sun River then flew back the next day and Steve Hill turned at Cle Elum to fly back west. Rita flew 270 miles.

It's a rare opportunity for near perfect conditions to visit Mount Rainier from Ephrata. I am an opportunist when it comes to soaring. I lack some of the necessary discipline for flying predetermined tasks, but I do have goals waiting for their time to come. I always keep an eye open for another "epic" offering.



SGC Banquet Photo Gallery

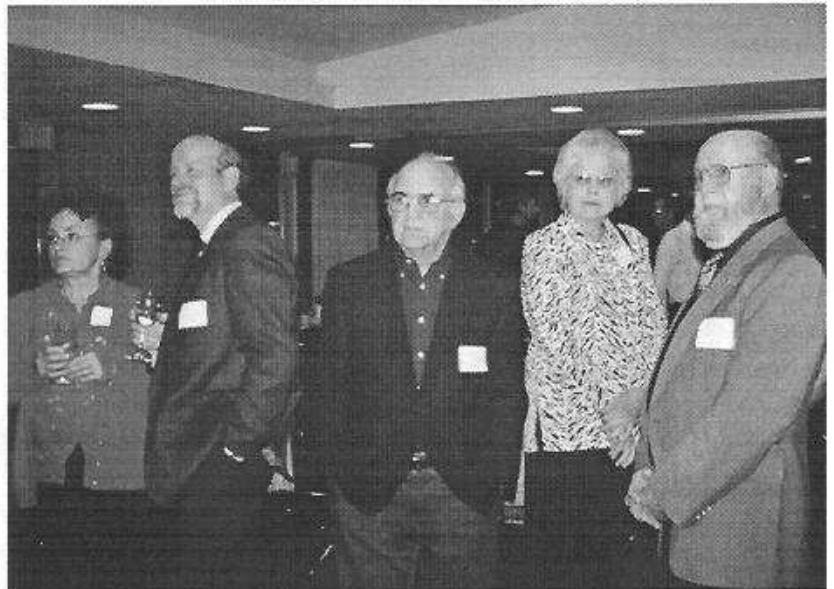


A custom carved ice sculpture in honor of retiring E.C. "Two-Fox" Welch highlighted the buffet table at this year's banquet.

Jan and Nelson Funston with SGC Chairman John Daly.



Everything was going fine until the Boeing Bikini Team took the podium...these guys wish!



Region 8 Governor Steve Northcraft with towpilots Ron Bellamy and Mike Moore.
Right: Frank Abadi, Jim McNeil, and Lynn Wyman



Minutes of the Seattle Glider Council Board of Directors**Tuesday, 9-21-04**

Starting 6:45 PM at the Seattle Opera Shops

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

Financial Report: Per Simmons, we appear to be just breaking even on the operating finances for the 2004 season. The Region 8 Contest finances are still being finalized.

Towplanes: Ron Ries has put a new case of oil in the toolshed. 78P will receive the TOST hook mod when it goes in for annual inspection at the end of the season.

Towpilots: The SGC web towpilot web site has not been updated throughout the year; Moore will attempt to get web site access to update it consistently from his master list. Moore will also explore going to auto-schedule for towpilots for next summer.

SGCSF/Training Center Update: -The Port has been contacted to do a weed-control treatment on the EPH property this fall as a one-time trial. Chism will contact the Port to determine the properties/side effects of the herbicide so that an informed decision can be made to determine whether to continue to apply during the active facility use months of 2005. A survey has gone out to determine the members' priorities for clubhouse and property and help guide the future plans.

Towline: An issue will be mailed on Thurs, September 23, to including inserts for the elections nomination sheets, banquet RSVP forms, and SGCSF survey form.

Banquet: The banquet is scheduled for November 6 at the Museum of Flight. Newgard is examining several options for the Breakfast the following morning, and will get out the information via the email list when a decision is made.

2005 Open Nationals : Ephrata has been selected to host the 2005 Open Class Nationals, June 28 thru July 7, 2005, with June 26 and 27 as practice days. A regional sports class will be held during a portion of the National, with dates to be announced. Northcraft will call a special planning meeting in October to discuss Contest plans, Regional dates, Contest management and volunteers needed, etc.

Accident Prevention Program: A special Safety Emphasis Program will be developed this winter for tentative presentation in February 05. All clubs and members will be encouraged to participate in the meeting or seminar.

Next SGC Board Meeting: Tuesday, October 12, 2004; 6:45; place TBD.

Next SGC General Meeting: Monday, October 4, 7:00 PM, Museum of Flight Meeting Room

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Secretary

Minutes of the Seattle Glider Council Board of Directors**Tuesday, 11-9-04**

Starting 6:45 PM at Korry office

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

Financial Report: Per Simmons, we will likely just break even on the finances for the 2004 season. It is anticipated that there will be a small increase in the tow fees in 2005 season due to the increased price of avgas.

Towplanes: 78P is receiving a TOST hook mod along with its annual inspection at Rainbow, and will be completed by end of November. 75B will receive its annual in early spring 2005.

SGCSF/Training Center Update: -Columbia Pest Control has been contracted for a weed-control program on the EPH property consisting of a one-time Roundup-type treatment this fall, and a "residual" type application annually in the early spring thereafter. The treatments are applied by a licensed, bonded person and will not be hazardous to persons or pets after the "re-entry period" of <1 day. The Training Center improvements survey results are being reviewed to help guide the planning for 2005.

Banquet: The banquet took place on November 6 at the Museum of Flight. 62 persons attended and enjoyed a look around the Museum exhibits, a tribute to EC Welch, an amazing ice sculpture of 2F, and a great dinner. The Board thanks the Kreyches for organizing the evening.

2005 Open Nationals : Ephrata has been selected to host the 2005 Open Class Nationals, June 28 thru July 7, 2005, with June 26 and 27 as practice days. A regional sports class will be held during a portion of the National, with dates to be announced. A special meeting will be called in Nov or Dec to discuss Contest plans, Regional dates, and Contest management and volunteers needed. Simmons will be contacting the Clubs in November to request the use of their Pawnees.

Accident Prevention Program: A one-day Bob Wander Safety and Cross Country seminar is planned for Feb 5, 2005, with the place to be announced. Mark Nyberg of Evergreen is organizing the event.

Elections: Nov 10 is the deadline for nomination ballots to be postmarked, then, election ballots will be mailed out to be postmarked by Nov 30. Results should be available at next Board Meeting.

Museum of Flight Glider Expo : The Glider Expo will be scheduled for March 19-20, 2005.

Bylaws Revision: Due to the lack of a quorum between the proxies and the September General Meeting, the proposed Bylaws revision will be put on-hold till 2005.

Next SGC General Meeting: Monday, December 6, 2004, 7:00 PM, Museum of Flight Meeting Room. The program will be a Fred Hermannspann lecture on ballistic parachutes, and a presentation from Winfried Fiefel describing his glider club in Germany.

Next SGC Board Meeting: Tuesday, December 14, 2004; 6:45; Factoria Conference Room.

Next SGCSF Board Meeting : Not announced

Submitted By: Linda Chism, Secretary

TOWLINE

Seattle Glider Council
PO Box 7184
Bellevue, WA 98008

—PM
FEB 9
2005



John Daly
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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

1978 Yamaha SR500 Motorcycle

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

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

Batteries

Two unused "Sonnenschein" batteries, directly imported from Germany in July 2003, are looking for another glider since they don't fit into my new glider. One A512/10S 12V 10Ah, 6in x 4in x 4in, and one A502/10S 2V 10Ah, 2in x 2in x 4in make a nice 14 V package fitting into Libelle battery box. Asking \$90 for the set OBO. Contact Chris Gunther at 425-788-4001 or ckgunther@cablespeed.com.

Pegasus 101-A

1983, 215 TT, Becker radio with boom, Cambridge Mk4 director, oxygen, dual 14V batteries, AD compliant, enclosed trailer, \$25,000. 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

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

Pik-20D

1978 model S/N 20620, 1610 hours, Lnav ver. 5.7, Volkslogger with Winpilot Adv. Ilec SB9 backup vario, Filser ATR57/U radio, new ASI with zero at six o'clock. Rudder AD complied. Para-phernalia mini softie chute, A-14 oxygen, Factory trailer. Glider is not perfect, but very nice condition. \$23,000. OBO or partnership in Ephrata or Deer Park. Dave Armstrong (509)448-8840, cell (509)879-4721, email zulunine@comcast.net

LS3-A

1979 , 1250 hours, Sage Vario, Becker Radio, SN-10 Flight Computer, UV Tinted canopy, 02, 40gal water ballast, refinished and resealed in 98 by Applebay, Komet trailer refinished in 98. \$32,000 OBO Bill Poore 602-758-7903 rickscha@netzero.net