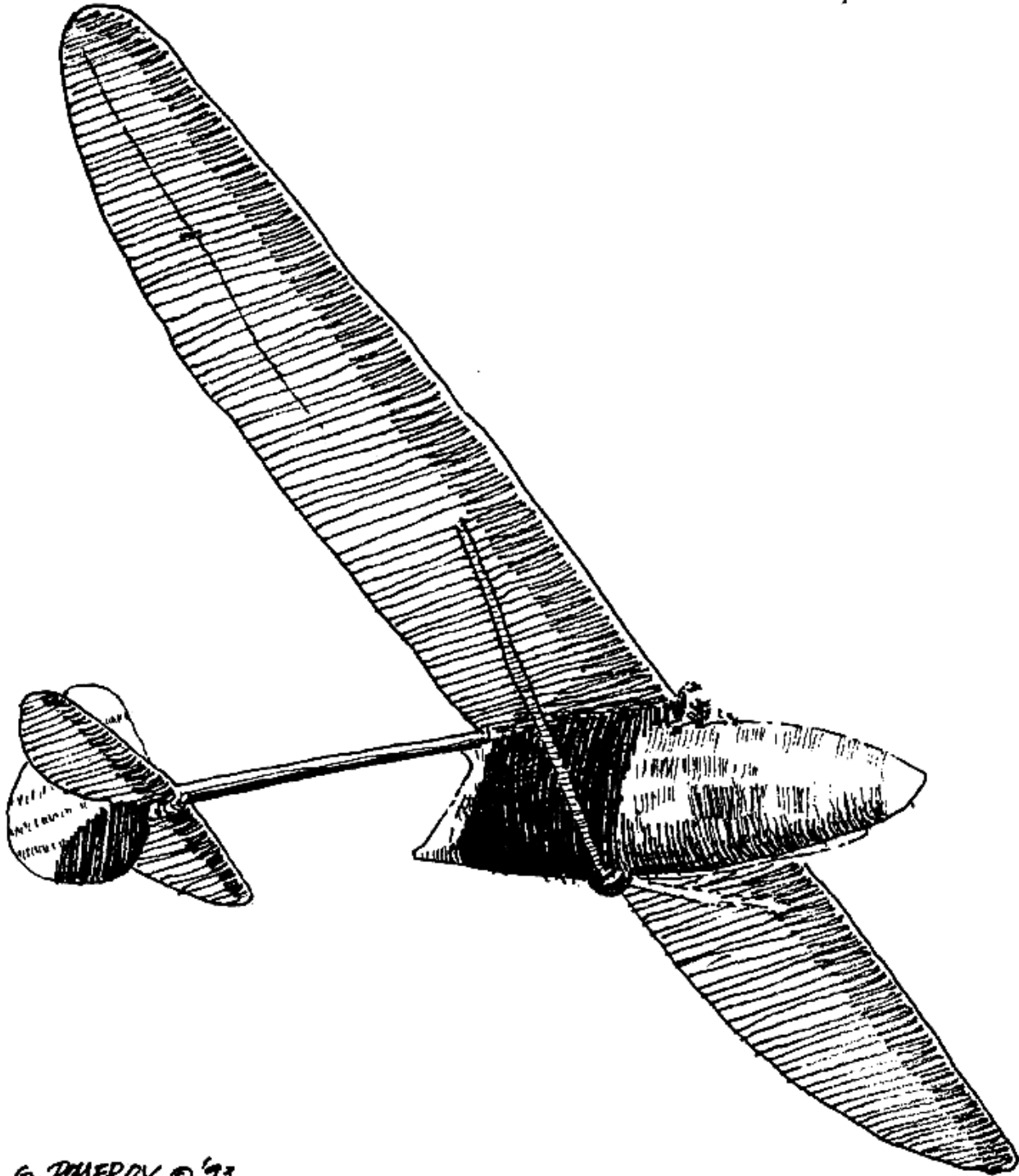


Towline

Vol. XXXXVII

Newsletter of the Seattle Glider Council

September./October 1996



G. PIERDY © '93

Towline

Newsletter of the Seattle Glider Council

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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: From Gerry Pomeroy's 1993 Convention collection

Out on Task

Sorry, Eric

To Eric Greenwell: I reely bleu it, Eric. I useualy dun't hav much truble with my speeling cause wen I run it thru spell chek, it correts the few mistaks that I mak. Unfurfunately, when Im last minut rushin the newsletta out, I miss some thangs. I dun it to you twice now...in big letters. I'm reallly, really surry.

Surfin' the SGC Website

I took the liberties of throwing together a web site for the SGC. It seems that more clubs and operations are putting their facts together and placing them on a web site. I felt we shouldn't be left behind. I want to thank Scott McKee for pushing me to learn HTML in order to create this. The SGC site is designed for informational purposes, with minimal amounts of "window dressing", so to facilitate readability for most web surfers.

As time goes on, I will create more pages to handle special events, history, etc. I would appreciate ideas and links suggestions. If you have club info, a web page or e-mail address; I'd be happy to give you a link in the site. So far you can find info on Ephrata, Towline, state records, local clubs, and membership with links to members and web sites. You'll find it at:

<http://users.aol.com/soarhead/sgc.htm>

Soaring on Primetime TV

The Discovery Channel plans to air a soaring related episode on a new program called "GO FOR IT!" On October 14th at 6:00pm Eastern time, they will have a show titled SOARING! The show was filmed at Bermuda High Soaring in South Carolina. I do not have any more information as to the content. Another flight related story airs October 17, containing footage on Hang Gliding in Draper, Utah. Check your local listings for correct show times.

Return Your Forms Today!

Inside this edition, you will find forms for SGC banquet reservations, award nominations, A questionnaire, and a ballot for nominations to the 1997 SGC Board (1 per SGC member). Take a few minutes right now to fill these out and send them to the proper people.

Vince

---- Next Issue will be sent out in late November ----

SGC Board Meeting Minutes

SGC Interim Board Meeting Minutes Sunday June 30, 1996

This Interim Board Meeting was called by Vice-Chairman Pierre Parent and took place on the deck of the SGC Clubhouse on the Ephrata Municipal Airport. Present were Vice-Chairman Pierre Parent, Directors John Daly, Kapi Parks and Ragnar Smith.

The meeting was called to order by the Vice-Chairman at 10:50 AM.

The tetrahedron on the Ephrata Airport was discussed against the information received by Pierre Parent that the tetrahedron is scheduled to be removed as a result of unavailability of parts. It was assumed that the problem at this time is that the tetrahedron is free swiveling and does not lock in on a detente as designed.

SGC will request that the removal be put on hold since the tetrahedron, even in its free-swiveling mode, is of considerable importance to the glider pilots and is thus a safety concern.

SGC will express its willingness to investigate how a repair may be made and to provide such repair parts.

One of two refrigerators in the Clubhouse is no longer operative. A motion was made and seconded to remove this refrigerator and to replace it at a cost not exceeding \$500. This motion was unanimously passed.

There being no further interim business the meeting was adjourned at 10:50 AM.

Respectfully submitted by Ragnar Smith.

August 12, 1996

Present for this Board Meeting were Chairman Norm Ellison, Directors Bob Chase, John Daly, Steve Northcraft, Pierre Parent, Kapi Parks and Ragnar Smith. Also present were Treasurer Nelson Funston, Members Vince Miller and Len Trautman together with Paul Kuntz, President BESC. The Meeting was held in the offices of Software Information Services in Bellevue.

The meeting was called to order by the Chairman at 6:50 PM.

The Minutes for the Board Meeting on June 3, 1996, were approved as published in Towline for June, 1996. The Minutes for an Interim Board Meeting on

June 30, 1996, were read and approved as written.

SPECIAL BUSINESS

Ranger Creek expeditions are now scheduled to take place weekends between 9/21 and 10/13, 1996. The SGC Pawnee will be on site these weekends. BESC will have activity and a tow plane on site 9/7-9/29, 1996. PSSA and Evergreen are not scheduled to participate in these expeditions. The SGC General Meeting 9/9/96 will discuss operations at Ranger Creek.

Availability of tie-down space at Ranger Creek is unknown at this time. Some trailer parking may be available at Bergseth or at Enumclaw, however is no confirmed. Tow planes may be parked on Crest Airport outside Bob Nichols' hangar. Fuel is not available at Ranger Creek or Bergseth and must be provided separately.

OLD BUSINESS

Ephrata Airport tetrahedron has been published by Notam to be out of service. The Port has indicated it desires to remove the tetrahedron and replace it with a lighted wind sock. SGC has raised reservations about this plan with the Port since the tetrahedron provides highly visible and valuable information to glider pilots on approach. SGC will survey the installation and, with the Port's agreement, make the necessary repairs and provide maintenance. The long term viability of the tetrahedron will be assessed by the Port and the SGC.

The sun shading structure at the Club House will be painted complete with Steve Northcraft in charge of this task. (The work shall be coordinated with Jim Yates.)

The replacement refrigerator is now in place, its cost \$200.

The Ephrata Rule Book for 1996 is now in the Club House and shall be read and signed (each year) by all pilots and crews.

Treasury was discussed and reports by the Treasurer indicate that the SGC General Fund remains solvent. Trailer parking income appears low when viewed against the perceived amount of trailers parked on the site in Ephrata however they may also be late to show on the books. There was a cost to cancel the

Region 8 Contest 1996. Similarly, the Club House operations show a loss as a result of sizeable costs paid to the Port for crack sealing, completed last year.

Transfer of the Treasurer's duties from Nelson Funston was tabled until November.

Nelson Funston reported that SGC cash reserves are invested with Fidelity Savings and that signatures required for withdrawals are those of Bob Chase, Mike Delaney and Norm Ellison.

Towline equipment has now been returned to Vince Miller by the previous Editor although some minor material may still be in transit. The current membership listing, together with mailing labels, shall go to Vince Miller and the return address shown on Towline shall be Vince Miller's address. Next issue will include nomination forms for the Board and for Awards and will be published late September, 1996. A surplus printer may be placed in Ephrata for use in connection with contests or by Pat Dunston.

Tow planes are both in working order and both used. Tow pilot schedule is established by Pierre Parent and functioning.

Policy discussions were tabled until the September Board Meeting.

SGC Banquet will be Saturday November 9, 1996, at the Museum of Flight and this date has been confirmed with the Museum. Bob Chase is establishing the menu and will provide fish, meat and vegetarian dishes and a dessert. Bob Chase also has secured a speaker - will the speaker be of satisfactory renown to cause attendance by the more demanding membership? Bob Chase did not indicate.

Program at the September General Meeting (9/9/96) will be 1. a Ranger Creek briefing and 2. an attempt to revive the magnetism of the SHOW-AND-TELL slide program which used to be fun, giving wonderful flash-backs to the summer gone. (If you read this: PLEASE bring in your slides and use them later for the Eagle Eye Award which also needs an injection of new LIFE!)

...minutes continued on Page 6

A Bottineau Diary

- I can't let a little weather get me down -

By Norm C. Dalke

When I drove in Wednesday afternoon the 24th, gliders were already being rigged and launched behind a Super Cub flown by Leo Jostad, one of the organizers and a corporate pilot who doubles as tow pilot when the need arises. We introduced each other and he immediately checked me out in the Cub and let me do the next tow. Not only that, but the Cub was "mine" to fly for the rest of the week while Leo towed with an Aviat Huskie.

Ten gliders and seventeen pilots came in from Canada, Minnesota, North Dakota and Virginia. Among the gliders were two new Let L33 Solos, the single place imported from Blanik. They are nice looking airplanes, well finished inside and out. Jack had towed a new glider trailer from Viteks place in Wenatchee to Bottineau where it was collected by its new owners to house one of the L33s.

There were also several 1-26s (A and B models), a 1-36, a Jantar, a Mosquito, both a single and a two place Lark, and a BG-12-16. The BG 12 was built and flown by Ben Trabness, North Dakota SSA governor.

On Thursday I got busy launching gliders and getting familiar with the setting of the airport and its relationship to the town and to the Turtle Mountains just to the north. I guess this is the time to say that the Turtle Mountains rise to a height of roughly 1000 feet above the rest of the prairie and extend some thirty or more miles to the east. A broad uprising of the land, it is full of lakes, small and large, trees, farms and turtles. I have to take the word of the locals on that one, because I didn't see a single turtle. The largest of the lakes, Lake Metigoshe (sounds like met-a-go-she) is a recreational lake that has houses almost all the way around it (sounds like a lot of our local lakes).

Among the launches, Jim Hard declared a 100K speed triangle in his 1-26 and set off full of confidence. Late in the day I got a request for an aero retrieve from a place called Towner, which was 30 miles due south. Seems like Jim had done 80% of the task but the first 15 miles had taken him two hours and by the time his last turn point had come up there wasn't much up left.

The retrieve was an IFR flight. In this case it was "I Follow Roads". Section lines are a mile apart and most of them are roads. I couldn't miss. Besides that, Towner was the next town of any consequence on a direct line south of Bottineau. Incidentally, hay bales are six feet in diameter back there, not rectangular like those we usually see out here, and when they stand at the end of a runway they look like monoliths waiting to snatch at landing gear. Towners runway had several of those guarding the climbout path.

Friday. We woke up to rain. We ate breakfast to rain. We went to the airport and stood around while it rained. We also

drove in mud because it rained, and the airport road was being prepped for paving. Mud so black that my white car was unrecognizable. Must have been done by the same people that tore up Main Street, which was being prepared for new paving, and was impassible and closed. There were places one couldn't even walk across it.

When the rain quit, Leo Jostad took the Huskie, a Super Cub look alike (sort of) and went up to Peace Garden airport to tow the Canadian Lark 2 back to Bottineau. It was to be used for giving demo glider rides.

Friday evening, the first social event of the Safari got under way. To take the drab off the day, Leo got tables and chairs from the local high school, and Curt Aaland, the FBO and airport manager, collected several barbecue units, got steaks for soggy glider guiders and started the party. By that time there were about 30 people milling around looking for something to do and that something was eat! Eat and get acquainted and talk soaring.

The FBO, by the way, cancelled all his business for the four days and supported the safari instead. He and friends, including the local sporting goods supplier, provided four wheeled ATVs to transport people and gliders to the line and retrieve them after landing.

Running ropes, signalling, pushing gliders kept everyone busy on Saturday as we flew from grass runway 02. Leo, in the Huskie, was busy pulling the Lark 2, while I pulled single place ships. Runway 12 - 30 is asphalt and got used for landing when other places were busy. It is 3700 feet long and 60 feet wide, and has removable landing lights, while grass Runway 02-20 is 2000 feet long by 150 feet wide and has broad cone shaped edge markers that tow ropes can't damage.

We had to find our own entertainment on Saturday night, and most of the crowd opted for Birchwood Golf Club dining room, and "Crazy Fingers" Lindquist on the piano for lounge entertainment.

The local Masonic Lodge got into the Safari act on Sunday morning with a Pancake Breakfast in the shop building. The pancakes were big and plentiful; the sausages were "gofers", that is, you'd "gofer" second or third helpings. The town was invited and nearly 200 showed up to eat and some took glider rides in the Lark 2.

A lot of farmers fly power, but this was the first time many of them had an engineless experience. Everyone I talked with seemed to enjoy the ride and some even talked about learning to fly gliders. If we know Jack Olson, it won't be long before there will be a Bottineau Soaring Club.

The day ended with three events. Two were flights and the third was weather. We did a photo shoot for the local paper and for SSA publicity, towing up an L33 and the Lark 2 as the

skies darkened over the Turtle Mountains. The rain clouds seemed almost as dark as the mud of the road in front of the airport and was highlighted with lightning flashes. An air ambulance came in just before squally winds arrived that had everyone scrambling to derig and box their ships, or rush to get them tied down. Even the tow planes had to taxi back to the hangars with extreme caution.

The weather also precipitated goodbyes and promises to do

it all over again next year.

The event owes its success to the enthusiastic support of Curt Aaland, the FBO, to Leo Jostad and all the volunteers from the Bottineau area whose spirit was infectious with fun and hospitality.

C'mon - its only 1400 miles to trailer your gliders over roads that are very good. If you want, I'll even show you the best routes.

NTSB Preliminary Report

-- Fatal Accident at Shelton Airport --

NTSB Identification: SEA96FA186

Accident occurred AUG-10-96 at Shelton, WA

Aircraft: Let L-13, registration: N90865

Injuries: 1 Fatal.

On August 10, 1996, approximately 1915 Pacific daylight time, a Czechoslovakian-manufactured LET L-13 Blanik glider, N90865, being operated by Olympic Air of Shelton, Washington, was observed by witnesses to abruptly enter a rapid descent from a right turn, 5 to 10 seconds after releasing from an aero-tow 3 miles southwest of Sanderson Field, Shelton. The aircraft was observed to continue in this rapid descent until it impacted in an area of dense vegetation which according to the towplane pilot was almost directly under the release point. The glider was

substantially damaged and the recently certificated private glider pilot, the sole occupant, was fatally injured. According to the towplane pilot, the flight was planned as a local 14 CFR 91 flight from Shelton. Visual meteorological conditions existed and no flight plan had been filed. One ground witness stated that during the rapid descent, he saw the glider turning slowly to the right. Another individual, the pilot of an airplane carrying parachute jump students over Sanderson

Field, stated that he observed the release, and that 5 to 10 seconds later he saw an object "corkscrewing" down to earth in the vicinity of the release point. An L-13 pilot's manual supplied by the operator indicated that the standard minimum front seat weight for solo for the type is 150 pounds. However, the manual supplied by the operator contained weight and balance computations, along with a weight and balance envelope applicable to the specific aircraft involved in the accident, appended to the back of the pilot's manual. The additional airframe-specific weight and balance data indicated that for the accident aircraft, the minimum front seat solo weight was 181 pounds. The pilot weighed 135 pounds according to her driver's license and 128 pounds according to her FAA medical certificate. A single 25-pound ballast bag was found in the aircraft wreckage. The instrument panel of the accident aircraft bore a placard indicating the type-standard 150-pound minimum front seat solo weight limitation. The date of issue on the pilot's temporary FAA airman certificate was July 24, 1996. A pilot logbook found in

the aircraft wreckage indicated that the pilot took her FAA practical glider test in a Schweizer 2-33A. The logbook contained entries dating back to June 15, 1996. There was a total of 1 hour and 15 minutes of L-13 time logged in the logbook, with 40 minutes of this being logged as pilot-in-command of the L-13. The most recent L-13 flights logged were the 40 minutes logged as pilot-in-command, on July 27, 1996. The pilot's FAA medical certificate contained a Schweizer 2-33 solo endorsement dated November 26, 1995.

Soaring In The Desert

Thank you (PSSA) Puget Sound Soaring Association for having me as your guest on your expedition to the Alvord Desert.

I returned from a week of soaring with a great bunch of people from PSSA including: Bob Gardner, Bob Payne, Robert Rackl, Vern Badten, Don Crawford and son Scott, Dan Gartiez, Wayne Ginther, Doug Hornal and son Daniel, and George Mollison. What team spirit! It was just great. always somebody to do whatever needed to be done...tow car driver, spotter (safety person in car), launch crew at glider, awning repair, tow car maintenance, etc.

Some excellent flights were flown by most pilots including a Gold height gain to 17,000 feet by Doug Hornal, a flight to Nevada by Don Crawford and a five hour flight by Wayne Ginther.

I trulu enjoyed everybody's enthusiasm and team spirit during this expedition including our youngest participant who helped remove two patches of sagebrush to clear a crosswind landing area. Thanks again Scott.

Most of us lived there at the site in the back of our vans or 4x4's for a week without electricity or running water, except for the "Hot Tub" where we washed and relaxed every evening.

Thank you again PSSA,
Pierre Parent

--- Stop!! Time out!!

**Fill out the questionnaire, nomination
forms and banquet reservations
before you forget!- - -**

SGC Minutes Continued...

NEW BUSINESS

Elections nomination ballots will be included with the September Towline issue.

Elections Chairman for the 1996 SGC Awards has not yet been appointed according to Norm Ellison.

SAC Conference and Convention will take place 3/14-16/97 in Vancouver. This date will probably cause the SGC Wave Camp to be started a week later than usual.

Museum of Flight/SGC Soaring Expo 1997 is expected to take place at the end of February. It was noted that the Home Show may also be on at that time and, if simultaneous, the Expo should probably be moved.

1997 Region 8 Competition shall be considered by the 1997 Board. Steve Northcraft will, in the meantime, discuss place, timing, whether held or not, etc, with the commonly participating contestants.

In connection with contests, Pat Dunston recently indicated that she desires to pass the contest scoring torch after twelve or so years of doing this late night task. The Chairman will write a letter to Pat Dunston expressing the soaring community's heart-felt thanks. CAP Glider Encampment scheduled for 7/18-28/96, was cancelled as a result of a large increase in the insurance requirements by the Port, requirements which could not be met, according to a report to the Board by Bob Chase. It was noted by the Chairman and by Steve Northcraft that the Soaring Society of America (SSA) and CAP have an agreement of cooperation and a common desire to promote soaring.

Bob Chase also reported that, apparently, someone had indicated to the Commissioners in a Port meeting that SGC was opposed to auto towing by CAP on the Ephrata airport and that the auto towing rules had not been approved by SGC. Since this is not the position of SGC, it will go on record that SGC favors auto towing experience for CAP and, in general terms, that SGC has no opposition to the rules as written for the auto towing operations.

There being no further business at hand the meeting was adjourned at 9:40 PM.

The next SGC Board Meeting will be 9/

16/96 6:45 PM at Software Information Services in Bellevue.

The next General Meeting at Museum of Flight will be 9/9/96 7 PM.

Respectfully submitted,
Ragnar Smith with help from
Steve Northcraft.

September 17, 1996

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

The meeting was called to order by the Chairman at 6:50 PM.

The Minutes for the Board Meeting on August 12, 1996, were read and approved as written and will be published in the September-October issue of Towline.

SPECIAL BUSINESS

Ranger Creek expedition will be for four weekends beginning 9/21. One SGC tow plane and one BESC tow plane will be stationed at Ranger Creek.

OLD BUSINESS

Ephrata Clubhouse shade structure and deck have been partially painted by many volunteers. The Clubhouse will close for the season Sunday 10/27. Tow pilots will not be scheduled after 9/29 but may be called to duty on a volunteer basis.

The tetrahedron has been repaired by the Port and will thus continue to serve as a highly visible marker on the airport.

A letter to the Port regarding auto towing has been responded by the Port with an acknowledgement of the SGC recommendation.

Towline is published in eight issues this year. The next issue will be the September-October issue, should be in the hands of members October 1 and will include nomination ballots for 1997 Board Directors and for 1996 Awards. This issue will also include Banquet information.

The Editor has established a Home Page on the Internet and will provide the address in the September-October issue.

The Editor also noted that the membership is down and received approval by the Board for a proposal to send out renewal notices to past members and potential members.

Tow plane committee to review the tow plane situation appears to be needed and Jim Yates will be asked to chair and establish such a committee.

The tow planes appear to break even financially at this time, however the final accounting will not be in until February. Tow rates may need to be increased because breaking even provides insufficient reserves for replacement engines, fabric, etc.

The Pawnee needs improved rudder trim. Vibrations in the engine on the Supercub were recently fixed. Pierre Parent raised the possibility in this meeting that additional vibrations, if any, may come from the engine mounts. The mounts will be checked at the next annual inspection.

Treasury reports indicate that some funds were transferred from the investment account to the checking account on a routine basis.

Policy review drafts were re-issued to the Board by Kapi Parks for a required review by the Directors.

Banquet deposit has been made to the banquet facilities. The Banquet will take place Saturday November 9, 1996, at the Museum of Flight. The Morning-After-Breakfast location has not been confirmed yet.

The Awards Committee will be chaired by Ragnar Smith.

Elections Committee Chairman shall be Norm Ellison in accordance with a Board appointment.

Program for the General Meeting on October 7, 1996, will be provided by Steve Northcraft. Program for the December General Meeting will be by Pierre Parent.

Soaring Expo dates have not yet been firmed up. A date suggested by the Museum of Flight may be in conflict with the Home Show at the Kingdome. Ragnar Smith will research this matter.

Region 8 Contest 1997 discussion was tabled until a later date. A competition scoring program is available on the Internet or from the SSA.

There being no further business the meeting was adjourned at 8:30 PM.

The next SGC Board Meeting will be 10/14/96 6:45 PM at Software Information Services in Bellevue.

The next General Meeting at the Museum of Flight will be 10/7/96 7 PM.

Respectfully submitted,
Ragnar Smith.

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 Shlaer, 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 stlus 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

October 7 7 pm SGC General Membership Meeting @ The Museum of Flight

October 14 6:45 pm SGC Board Meeting @ Software Informations Services, 300 120th Ave NE #116, Bellevue, WA (206) 455-3589

November 9 5:30 - ? SGC Annual Awards Banquet @ Museum of Flight

November 11 6:45 pm SGC Board Meeting @ Software Informations Services, 300 120th Ave NE #116, Bellevue, WA (206) 455-3589

November 15 Copy deadline for Nov/Dec Issue of Towline

December 2 7pm SGC General membership Meeting @ The Museum of Flight

Looking Ahead

Jan 30-Feb 1 1997 SSA Convention, Arlington, TX

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

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

June 17-26 1997 Sports Class and Open Class Nationals, Minden, NV

June 23-July 5 1997 World Championships, St Auban, France

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
		plus 7.5% sales tax
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

Ranger Creek Safari Information

This year will be your first chance to Visit Mt. Rainier after almost a decade long wait. The SGC has scheduled operation dates along with support from the Boeing club. The first weekend was a bust because weather, but three more weekends are on the schedule: September 28-29, October 5-6 and 12-13. Check the BESC hotline (206-362-9335) for up to date information.

Directions:

The airfield is located off Highway 410 approximately 30 miles from Enumclaw city center.
Take Highway 410 South from Enumclaw (expect to drive a few miles on roads under construction)
After signpost to Camp Shephard, and milepost 54, look for signpost FS 7160
Turn Right on FS 7160
Go over a bridge, and then take the first left
Take the first left entrance onto the airstrip

The airfield is approximately 150 feet wide between the trees,
and 87 feet wide between active runway markers.
The blacktop strip is 27 feet wide.

Each pilot shall receive a field briefing concerning assembly area, and takeoff and landing directions

Towline

c/o Industrial Screenprint, Inc.
3002 B St. NW
Auburn, WA 98001



B Expires 1/1/97
SGC Offic Record
12422-68 Ave N.E.
Kirkland, WA 98034

Must be Postmarked by Midnight, November 10

List of members eligible for nomination to the 1997 Seattle Glider Council Board of Directors.
Select six (6) for election nomination for the Board of Directors by marking in boxes.

- | | | | |
|---|---|---|---|
| <input type="checkbox"/> Doug Ahmann | <input type="checkbox"/> Heasley Entz | <input type="checkbox"/> Bob Lamson | <input type="checkbox"/> Pedro Pinto |
| <input type="checkbox"/> William Allan | <input type="checkbox"/> Ron Ferguson | <input type="checkbox"/> Russell Lee | <input type="checkbox"/> Jerzy Plaszowiecki |
| <input type="checkbox"/> Vern Badten | <input type="checkbox"/> Chuck Flora | <input type="checkbox"/> Bob Lorenzo | <input type="checkbox"/> Gerald Pomeroy |
| <input type="checkbox"/> Don Banford | <input type="checkbox"/> Louise Shahan | <input type="checkbox"/> Norman MacSween | <input type="checkbox"/> John Powers |
| <input type="checkbox"/> Doug Barritt | <input type="checkbox"/> Craig Funston | <input type="checkbox"/> Jon Magnussen | <input type="checkbox"/> Mark Proud |
| <input type="checkbox"/> Ron Bellamy | <input type="checkbox"/> Jan Funston | <input type="checkbox"/> John Masterson | <input type="checkbox"/> Anthony Puglisi |
| <input type="checkbox"/> Donald Bisbee | <input type="checkbox"/> Karen Funston | <input type="checkbox"/> Robert McCulla | <input type="checkbox"/> Robert Rackl |
| <input type="checkbox"/> Jim Blake | <input type="checkbox"/> Dagfinn Gangsaas | <input type="checkbox"/> Scott McKee | <input type="checkbox"/> David Reusch |
| <input type="checkbox"/> Betty Blake | <input type="checkbox"/> Paul Gibson | <input type="checkbox"/> Jim McNeil | <input type="checkbox"/> Joe Robison |
| <input type="checkbox"/> Bennet Blake | <input type="checkbox"/> John Gilbert | <input type="checkbox"/> Vince Miller | <input type="checkbox"/> Derek W Rumsby |
| <input type="checkbox"/> Taylor Boyer | <input type="checkbox"/> Peder Graven | <input type="checkbox"/> Kay Miner | <input type="checkbox"/> Eric Shahan |
| <input type="checkbox"/> Myles Bradley | <input type="checkbox"/> Al Gregg | <input type="checkbox"/> David Muir | <input type="checkbox"/> Dave Shemwell |
| <input type="checkbox"/> Roger Brewer | <input type="checkbox"/> Thomas Gwilym | <input type="checkbox"/> Mike Mulcahy | <input type="checkbox"/> William Shlaer |
| <input type="checkbox"/> Harold Broomell | <input type="checkbox"/> Dale Hacker | <input type="checkbox"/> James Musgrove | <input type="checkbox"/> Mary Simmons |
| <input type="checkbox"/> Chris Chantrill | <input type="checkbox"/> Chris Hansen | <input type="checkbox"/> Marlene Nelson | <input type="checkbox"/> Jim Simmons |
| <input type="checkbox"/> Bob Chase | <input type="checkbox"/> Harlan Hare | <input type="checkbox"/> Michael Newgard | <input type="checkbox"/> Vesla Smith |
| <input type="checkbox"/> Curt Chenoweth | <input type="checkbox"/> Don Hennick | <input type="checkbox"/> Bob Nichols | <input type="checkbox"/> Joe Stanzl |
| <input type="checkbox"/> Alan Christensen | <input type="checkbox"/> Fred Hermanspann | <input type="checkbox"/> Wiley Nichols | <input type="checkbox"/> Rudy Steinhauser |
| <input type="checkbox"/> P. R. Claringbould | <input type="checkbox"/> Harry Higgins | <input type="checkbox"/> Carl Niedermeyer | <input type="checkbox"/> Anna Steinhauser |
| <input type="checkbox"/> Paul Cook | <input type="checkbox"/> Cliff Hineline | <input type="checkbox"/> Steve Northcraft | <input type="checkbox"/> Bill Stewart |
| <input type="checkbox"/> Chad Cooper | <input type="checkbox"/> Dillon Jackson | <input type="checkbox"/> Jack Olson | <input type="checkbox"/> Gary Thayer |
| <input type="checkbox"/> John Daly | <input type="checkbox"/> Gary Johnston | <input type="checkbox"/> Earl Pace | <input type="checkbox"/> Len Trautman |
| <input type="checkbox"/> Norm Dalke | <input type="checkbox"/> Peter Jones | <input type="checkbox"/> Jerry Painter | <input type="checkbox"/> Thomas Udd |
| <input type="checkbox"/> Tom Davis | <input type="checkbox"/> Philip Jones | <input type="checkbox"/> Pierre Parent | <input type="checkbox"/> Bob Wallach |
| <input type="checkbox"/> Mel Dennis | <input type="checkbox"/> Max Karst | <input type="checkbox"/> Elizabet Parks | <input type="checkbox"/> Randy Whalen |
| <input type="checkbox"/> Jean Dennis | <input type="checkbox"/> James Kelley | <input type="checkbox"/> K. A. Parks | <input type="checkbox"/> Tony Wiederkehr |
| <input type="checkbox"/> Norm Donatt | <input type="checkbox"/> Chris Klix | <input type="checkbox"/> Daniel E. Parks | <input type="checkbox"/> Chris Wilkinson |
| <input type="checkbox"/> Dennis Eckert | <input type="checkbox"/> Nan Klix | <input type="checkbox"/> Robert Payne | <input type="checkbox"/> Lynn Wyman |
| <input type="checkbox"/> John Ennes | <input type="checkbox"/> Thomas Kreyche | <input type="checkbox"/> Stefan Perrin | |

Must be Postmarked by Midnight, November 10

Ballot for election nomination to the Seattle Glider Council Board of Directors for 1997

Must be Postmarked by Midnight, November 10.

On the reverse side of this page is a ballot to nominate candidates for the SGC Board of Directors for 1997. The list contains names of members eligible for office as of September 30, 1996. The incumbent chairman, Norman Ellison, is automatically one of next year's directors.

On the nomination ballot, please select six names for the Board of Directors by checking in the box next to the name. Mark no more than six names or your ballot will be invalidated. Fold the sheet so the address shows, stamp and mail.

Seattle Glider Council Bylaws (excerpts regarding elections) from Article XI - Elections

Section 1. The election of Directors and the selection of Chairman of the Board and his/her assistant shall be conducted annually by secret ballot during the month of November by an election committee duly appointed by the Board.

Section 2. Notice of elections and call for nominations shall be published annually prior to October 30.

Section 3. The deadline for filing of nominations shall be midnight, November 10 and the deadline for postmark of election ballots shall be midnight November 30.

Section 4. Nominations shall be made in writing upon the nomination ballots to be mailed to each member of record as of September 30. The nomination ballot shall be prepared by the election committee and list all members eligible for office as of September 30, except for the incumbent Chairman, whose name shall not be listed. To be eligible for nomination, the candidate shall be a member in good standing and a resident of the immediate Seattle area, up to approximately one hour away. (Section 10 adds the requirement that a director must have been a member in good standing for at least one (1) year before taking office.) A "new" member must have joined before January 1, and renewal members must have maintained continuous membership.

Section 5. Elections shall be conducted by a written nomination/secret mail ballot procedure. All persons nominated must be eligible for election to office at the time the nomination is made. Nomination ballots shall bear the instruction: "Select six for the Board of Directors by marking in boxes." (Hence the form of the ballot)

Fold

Fold

Postage

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