

# TOWLINE

October /November, 2012



Pix by Neil Chism

*Blanik L-33 stretching her wings*

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Towline is the Newsletter of  
**Seattle Glider Council**

**PO Box 7184 Bellevue, WA 98008-1184**

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**Seattle Glider Council**

**Chairman**

Stephen Northcraft 425-235-0231

**Vice-Chairman**

Mike Newgard 425-313-9754

**Treasurer**

Chris Gunther 425-788-4001

**Directors**

Ron Bellamy 206-963-7789

Kevin Finke 425-387-9865

Heinz Gehlhaar 206-932-5428

Mike Newgard 425-313-9754

Jim Simmons 425-472-4722

**Secretary**

Jim McNeil 425-827-1834

**SGC/Ephrata Homepage**

[www.seattleglidercouncil.org](http://www.seattleglidercouncil.org)

Webmaster: Jim McNeil

**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

[www.ssa.org](http://www.ssa.org),

505-392-1177

**SSA Badge Guy**

Rollin Hasness 509-220-4162

[soaringfree@live.com](mailto:soaringfree@live.com)

**SSA Region 8 Director**

Steve Northcraft 425-235-0231

**Idaho SSA Governor**

Tom Dixon 208-376-6718

**Montana SSA Governor**

Charles M. Pannage Jr. 406-656-8232

**Oregon SSA Governor**

Gary Boggs 503-708-8869

**Washington SSA Governor**

Mark Nyberg 425-644-5678

**Washington State Record Keeper**

Fred Hermanspann 206-288-3951

**Region 8 Clubs & Associations**

**Cascade Soaring Society**

One Pangborn Drive #L, E. Wenatchee, WA

[cascadesoaring@cascadesoaringociety.com](mailto:cascadesoaring@cascadesoaringociety.com)

Clubhouse 509-886-0811

[www.cascadesoaringociety.com/](http://www.cascadesoaringociety.com/)

**Columbia Basin Soaring Assoc.**

Tri-Cities WA

Tom Seim 509-627-5532

[www.tcfn.org/cbsa](http://www.tcfn.org/cbsa)

**Evergreen Soaring**

Arlington, WA

#165 6947 Coal Creek Pkwy Newcastle, WA

Hotline 425-238-6617

Dan Teifke 425-483-9347

[www.evergreensoaring.info](http://www.evergreensoaring.info)

**High Desert Soaring**

Bend, OR

Brad Stankey 541-382-7016

**Puget Sound Soaring Assoc.**

Enumclaw, WA

Operations 206-660-0019

Stefan Perrin 253-927-9183

[www.pugetsoundsoaring.org](http://www.pugetsoundsoaring.org)

**Silverstar Soaring Association**

Kelowna, BC

Malcolm Rhodes at 250-547-9507

<http://www.silverstarsoaring.org/>

**Spokane Soaring Society**

Spokane, WA

Rollin Hasness 509-220-4162

[www.spokanesoaring.org](http://www.spokanesoaring.org)

**Vancouver Soaring Association**

Vancouver, BC

James Swank 604-590-6954

Clubhouse Voicemail: 604-869-7211

[www.vsa.ca](http://www.vsa.ca)

**Willamette Valley Soaring Club**

Portland, OR

Information 503-647-0913

[www.wvsc.org](http://www.wvsc.org)

**Commercial Operations**

Blank America, Inc.

Wenatchee, WA

Vitek Siroky 509-884-8305

**Cascade Soaring McMinnville, OR**

Joe Deem 503-472-8805

SGC one-year membership renewal (January-December) US \$35.  
(SGC Membership is required for all tows behind an SGC towplane.)  
SGC Family Membership (for 14 and older) US\$10 each.

Tows (at Ephrata): \$27 for first 1500' (minimum fee) + \$1.40 per 100' above 1500'

Tows (airport other than EPH): \$32 for first 1500' (Min Fee) + \$1.60 per 100' above 1500'

Aero Retrieve or Glider Ferry: \$140/ tach hour

Ephrata Pilot Use Fee: \$75 for the season or \$12 per week (7 consec. days)

(special waiver for 2012)

Trailer Parking, incl Ramp: \$200 per season, or \$30 per week (7 consec. days)

RV Parking: \$450 per season (incl. tax), or \$75/week (incl. tax) (7 consec. days)

**Weather Information:**

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

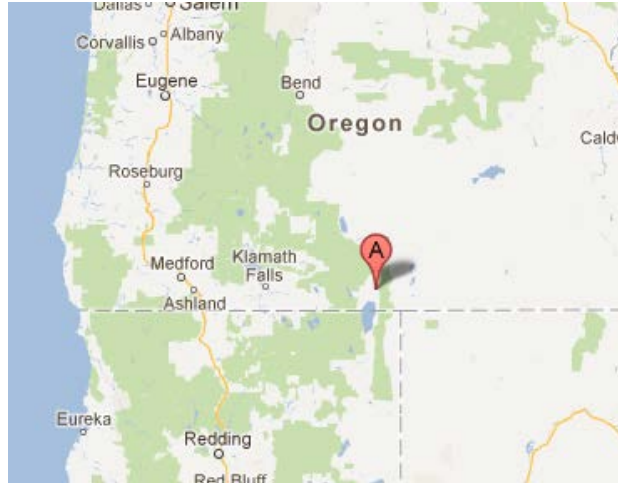
Highway Report 206-368-4499

October - November, 2012

## Good places to fly from: Lakeview, OR

*By Eric Greenwell, Aug 2012*

Lakeview, Oregon, is a small town in south-central Oregon that bills itself as “The tallest town in Oregon” (elevation 4798'). I flew from there for 3 days earlier this year, and enjoyed the experience enough that my wife and I plan to return next year.



Lakeview is on the eastern side of the Cascade mountains, where the forested hills and mountains of the Klamath valley(?) give way to the south-eastern desert, with its rough terrain and smooth dry lakes. The soaring is often exceptional, with strong lift and 10,000' AGL cloud bases, and covers an area about 250 nm wide by 200 nm deep, mostly in Oregon. It's also on the NW corner of the Great Basin, so you have the choice of several different areas with differing weather patterns.



Soaring to the West – trees and fields

Soaring to the East – desert and alkali lakes

The town is small at 2300 people, but with adequate facilities, including a Chevy dealer with an excellent service department that was able to repair the blown spark plug in our Ford-based motorhome and have us on the way before lunch (last year, on our way home from the Parowan camp).

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The airport is an exceptional facility for a motorglider, and could easily accommodate five or six 18 meter motorgliders on the ramp. The runway and two taxiways form a triangle, the runway being 5300' x 100', and the legs being wide taxiways that are also used for crosswind landings when needed. A 1600' taxi takes you to one end, and most pilots back taxi if the wind favors the other end. There is plenty of flat pasture space off each end (and all around) for emergencies.

There is 100LL and jet fuel, but no oxygen. The FBO has a nice lounge, with wifi that reaches out 100' or so from the building, but no repair work is available. The manager was delighted to have us on the field, and allowed us to bring the motorhome to the glider's tiedown, leave it there while I flew, and park near the hangars overnight. The trailer got parked beside his hangar, just yards from the glider. It doesn't get much easier!



The air near the airport is dominated by Goose Lake, 5 miles to the south, as the prevailing southerly winds bring the stable lake air over the field. This required motoring about 6 miles to the NW foothills to get the first thermal. The best day took me north of Klamath Falls, NE from there to Christmas Valley and Burns, then finally SW back to Lakeview, for a 530 km OLC flight.

I like the variety of flying available from Lakeview:

- The western quadrant includes the Montague, CA, area, the venue of the 18 M and Std Class Nationals this year. The 14,000' Mt Shasta dominates the view, and the valleys and mountains provide good thermal soaring and frequent convergence zones for fast and sometimes challenging flying.
- The NW to E sector is Oregon high desert, similar to the Great Basin in Nevada, but generally tamer. It's weather pattern is different from Nevada, giving you two areas to choose from.
- The E to SW sector puts you into NW Nevada and a large portion of the Great Basin.

The next time you plan a soaring safari with your motorglider, try to work Lakeview into it. Maybe I'll see you there!

## World Gliding Championships

The 2012 World Gliding Championships was held from July 28th - August 19th, 2012 at Uvalde, Texas. Overall results are posted on the next page. Details are at <http://www.wgc2012uvalde.us/>

Laurent Aboulin, of France, won the unlimited class. Dozens of teams competing in three classes flew prescribed courses with a minimum of three waypoints in closed loop over more than 200 miles over 13 days of competition. First place in the 18-meter wingspan (about 60 feet) class was Zbigniew Nieradka, of Poland and the top pilot in the 15-meter class (which flew 12 flights) was Sebastian Kawa, of Poland.

The top U.S. entrant in the unlimited class was Dick Butler, who came in seventh. His brand - new *Concordia*, with its 92-foot wingspan was the talk of the meet: nicknamed the *Olympics of Gliding*. *Concordia* was designed to race, from the belly wheel up. The design attempted to find the sweet spot between strength, speed and flyability and it did not consider any marketability concerns: like accommodating a second seat, or incorporating an engine. It is a pure competition aircraft. With pilot Dick Butler, it won two of the races and was in a logjam of top-place finishers.

Unfortunately there also was a collision of two gliders competing in the 15-meter class at the World Gliding Championships. One crashed, and the other one was able to fly home. There were no serious injuries. Competition officials said later that Louis Bourderlique, of France, and Peter Hartmann, of Austria, came together about 30 miles from Uvalde, Texas. Bourderlique flew his damaged aircraft back to Uvalde while Hartmann bailed out and landed safely by parachute. Bourderlique was uninjured, while Hartmann was picked up by helicopter from his landing site, returned to Uvalde and then taken to hospital for a checkup.

In the scoring for the **Team Cup** Poland came in as number one.



The Country Standings sequence is listed here:

### Team Cup Results Final

Position	Points	Country
1	11842.61	POL
2	11757.50	GBR
3	11694.61	DEU
4	11672.91	RSA
5	11586.35	FRA
6	11320.88	AUS
7	11204.70	NLD
8	11088.28	FIN
9	11053.18	CZE
10	10950.27	ARG
11	10945.45	CAN
12	10864.34	AUT
13	10573.54	USA
14	10368.55	SUI
15	10277.81	SWE
16	10057.23	DNK
17	9903.03	BEL
18	9387.20	ITA
19	8855.07	LTU
20	9001.43	BRA

**Note:** RUS, JPN, SVN, SRB were not eligible because only one pilot entrant

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**15 m Class Rank**

#	CN	Pilot	Country	Glider	Total
1.	RP	Kawa Sebastian	POL	Diana 2	11062
2.	M6	Sturm Matthias	DEU	ASW-27	10628
3.	AX	Krejcirik Radek	CZE	Ventus 2ax	10526
4.	1R	Raimond Steven	NLD	ASW-27	10291
5.	GA	Rass Michael	AUT	ASG-29	10242
6.	G9	Johnston Ed	GBR	ASG-29	10225
7.	ZJ	Rubaj Tomasz	POL	Diana 2	10077
8.	EY	Ruch Christophe	FRA	Ventus 2ax	10076
9.	EI	Bauder David	DEU	Ventus 2ax	10036
10.	K1	Leeuwenburgh Mark	NLD	Ventus 2a	9892
11.	PC	Hartmann Peter	AUT	ASG-29	9833
12.	M	Ichikawa Makoto	JPN	Diana 2	9825
13.	MR	Swanstrom Richard	SWE	Ventus 2b	9807
14.	6W	Gaude Javier	ARG	Ventus 2cx	9800
15.	GB	Eriksson Borje	SWE	Ventus 2ax	9755
16.	QT	Berca Santiago	ARG	ASW-27	9754
17.	AL	Lehto Antti	FIN	Ventus 2cx	9684
18.	FB	Bouderlique Louis	FRA	ASG-29	9648
19.	AJ	Netusilova Alena	CZE	ASG-29	9636
20.	KT	Holliday Mark	RSA	ASW-27	9610
21.	SE	Schoedel Susanne	DEU	Ventus 2ax	9583
22.	KS	Trotter Lisa	AUS	ASW-27	9530
23.	M2	Cook Matt	GBR	Ventus 2a	9474
24.	3C	Trotter Peter	AUS	Ventus 2bx	9375
25.	MM	Litt Manu	BEL	Ventus 2bx	8775
26.	VS	Ghiorzo Stefano	ITA	Diana 2	8721
27.	34	Litt Baudouin	BEL	Ventus 2bx	8537
28.	ZL	Leonard Dave	USA	ASW-27	8367
29.	011	Bogdanovich Pedja	SRB	Ventus 2ax	8306
30.	A8	Seaborn John	USA	Ventus 2bx	8294
31.	GT	Gostner Thomas	ITA	Diana 2	8277
32.	TC	Vestergaard Thomas	DNK	Ventus 2c	8149
33.	ST	Bonniere Nick	CAN	LAK-17A	8136
34.	A1	Pedersen Jan Schmeltz	DNK	LS-10	7742
35.	TT	Duarte Claudio Blois	BRA	Ventus 2a	7394
36.	UH	Ribeiro Julio Cesar	BRA	ASW-27	6972
37.	AE	Pavesi Ugo	ITA	Ventus 2c	6636

**18 m Class Rank**

#	CN	Pilot	Country	Glider	Total
1.	LM	Nieradka Zbigniew	POL	ASG-29-18	12170
2.	PL	Wojcik Lukasz	POL	ASG29-18m	11840
3.	57	Young Mike	GBR	ASG-29-18	11774
4.	E1	Cheetham Russell	GBR	JS1-8	11739
5.	MS	Streit Michael	DEU	ASG-29-18	11687
6.	UJ	Jonker Uys	RSA	JS1-8	11543
7.	MP	Termaat Ronald	NLD	JS1-8	11503
8.	XG	Szemplinski Jerzy	CAN	ASG-29-18	11464
9.	MSI	Timoshenko Dmitry	RUS	ASG-29-18	11404
10.	8H	Claffey Tom	AUS	ASG-29-18	11347
11.	MC	Matkowski Christoph	POL	ASG-29-18	11340
12.	AJ1	Jonker Attie	RSA	JS1-8	11308
13.	WO	Janowitsch Wolfgang	AUT	Ventus 2cx-18	11252
14.	SI	Schroeder Robert	DEU	ASG-29-18	11237
15.	SJ	Boye-Møller Arne	DNK	JS1-8	11218
16.	F1	Springford David	CAN	ASG-29-18	11210
17.	FA	Walbrou Killian	FRA	JS1-8	11197
18.	4D	Jansen David	AUS	ASG-29-18	11168
19.	LX	Friedli Rolf	SUI	ASG-29-18	11129
20.	QX	Tichy Petr	CZE	ASG-29-18	11103
21.	7T	Eriksen Peter	DNK	ASG-29-18	10967
22.	MX	Koivula Martti	FIN	ASG-29-18	10872
23.	FC	Hoyeau Frederic	FRA	JS1-8	10801
24.	OT	Teronen Olli	FIN	ASG-29-18	10687
25.	JS1	Delafbro Mauricio	ARG	JS1-A	10586
26.	WE	Elliott Bill	USA	JS1-8	10234
27.	P7	Ittner Gary	USA	ASG-29-18	10231
28.	RB	Brigliadori Riccardo	ITA	Ventus 2cx-18	9932
29.	XH	Huiskes Steven	NLD	Ventus 2cxT-18	9920
30.	RS	Setka Petr	CZE	Ventus 2cxm-18	9767
31.	OX	Danz Werner	SUI	Antares 18S	9015
32.	UR	Ringertz Ulf	SWE	Ventus 2cxT-18	8857
33.	I	Sandhoefner Andreas	AUT	Antares 18S	8826
34.	17B	Maciulis Vytautas	LTU	LAK-17B-FES-18	8562
35.	3R	Mindaugas Zaliukas	LTU	LAK-17B-FES-18	8390

**Open Class Rank**

#	CN	Pilot	Country	Glider	Total
1.	CD	Aboulin Laurent	FRA	Quintus M	12084
2.	EB	Sommer Michael	DEU	EB29	11977
3.	OG	Goudriaan Oscar	RSA	JS1-C 21	11835
4.	VB	Bode Tassilo	DEU	Quintus M	11774
5.	CA	Harvey Peter	GBR	Antares 23	11759
6.	2T	Taylor Bruce	AUS	JS1-C 21	11470
7.	DB	Butler Dick	USA	Concordia	11316
8.	Q	Jeremiasse Francois	NLD	Quintus M	11270
9.	LG	Goudriaan Laurens	RSA	JS1-C 21	11263
10.	SS	Tabery Ron	USA	ASW-22BLE	11166
11.	30	Edwards Brad	AUS	JS1-C 21	11139
12.	V	Karow Holger	DEU	Quintus M	11027
13.	72	Gerbaud Sylvain	FRA	Quintus M	10988
14.	WB	Rendla Tomas	CZE	EB28	10689
15.	AS	Sironi Alberto	ITA	Quintus M	10647
16.	FJ	Eder F. Josef	AUT	EB29	10503
17.	4T	Batenburg Peter	NLD	Nimbus 4	10402
18.	LA	Kammerhofer Josef	AUT	Antares 23E	10379
19.	HW	Kozlik Wiktor	POL	Nimbus 4T	10275
20.	7	Pristavec Bostjan	SVN	EB28	10058
21.	IP2	De Broqueville Pierre	BEL	EB28	9949
22.	ER	Rehn Egon Otto	BRA	Quintus M	9833
23.	GP	Stouffs Patrick	BEL	EB28	9213
24.	HJ	Larsen Poul Kim	DNK	ASH-25E	8962
25.	53	Brunazzo Mauro	ITA	ASW-22BLE	7506
26.	RX	Krejcirik Petr	CZE	ASW-22BLE	4220

## National Aviation Day

It was National Aviation Day in the U.S. on Sunday August 18, marking what would have been Orville Wright's 141st birthday. The day passed unnoticed in most places although it's been a nationally proclaimed special day since 1939, when President Franklin Delano Roosevelt deemed the nation's first

pilot of a powered aircraft worthy of remembrance on his birthday. As national observances go, it's not a particularly significant one. At his discretion, the sitting president may order federal buildings to fly the flag and he might encourage people to take part in activities that bolster aviation.

## Flutter Explained

From: <https://groups.google.com/forum/#!topic/rec.aviation.soaring/33v-EU9pOY4>

By Bruce Greeff, July 16, 2012

Any plate-shaped thing that is disturbed, i.e. moved by some external force, will tend to rotate. This tendency to rotate is caused by the distance between the point of action of whatever force disturbed your plate, and the centre of gravity.

This is very elementary physics.

So, what happens when you attach a plank-shaped thing to a structure by a hinge on the extreme edge? When the structure moves in one direction, the plank will deflect in the opposite direction, because of inertia, with its CG being some distance from the hinge.

But on control surfaces this is undesirable. Think of ailerons:

- 1- Wing is displaced upwards by a gust.
- 2- Aileron hinge is attached at forward edge, so the CG of the control tends to "stay behind".
- 3- Aileron moves into a down orientation relative to the wing.
- 4- Aerodynamics does what you would expect and lifts the tip even more.
- 5- Oops! we now have a "divergent" control behavior.

If, (to make things worse), the structure it is attached to is springy (Like a wing) then when the structure reaches the end of its flex range it will stop rather suddenly. Inertia will keep the CG of the aileron moving in the previous direction. So:

Inertia is in charge - now

- 1- the aileron overshoots the neutral position and moves into an "up" displaced position on the wing.

- 2- Aerodynamics takes over and generates a downward force on the wing where the aileron is attached.
- 3- the force added to the elastic reaction of the wing starts the wingtip moving downward - quite energetically...
- 4- at some point the elastic force reverses and starts slowing the movement.
- 5- inertia takes over and the aileron CG starts to move downward relative to the decelerating wing.
- 6- as the wing reaches its flex limit, this time in the down displacement, the aileron is in the down displaced position because of inertia. and the cycle repeats.

For obvious reasons the opposite wingtip will be doing exactly the opposite movement. (180 degrees out of phase)

Welcome to flutter.

So the idea is to ensure that the control surface has the smallest possible distance between the CG and the hinge line. This is why hinges are mounted offset into the control, with weights on the leading edge. If you get that part perfectly balanced, then the surface will not rotate at all when displaced at 90degrees along the hinge line.

An all moving control surface is similar - it has the hinge close to the CG, and unfortunately, unless there has been careful selection of aerofoils - will have very little force change with angle of attack change. So no feedback on the stick. In gliders, the reflexed aerofoil shape required for good control force is also relatively speaking quite a significant

drag source. So the designers don't like it. This is one of the reasons all flying elevators tend to feel "light" - and went out of fashion in the 70s...

I like it that way, but safety indicates that you want more control force and that it should damp itself out. Too much weight in front of the hinge and you have a different problem in that the control inertia will tend to rotate around the hinge so as to resist movement.

## ORIGIN OF THE WORD "AVIATOR"

A little known fact is the origin of the word, "Aviator." In the immortal words of Johnny Carson: "I didn't know that."

Aviators come from a long line of people with accomplishment belonging to a secret society, formed around one thousand years ago. They are warriors, and here is the proof! Ground pounders can read it and weep!

Phu Khen (pronounced Foo Ken) 1169-? is considered by some to be the most under-recognized military officer in history. Many have never heard of his contributions to modern military warfare. The mission of this secret society is to bring honor to the name of Phu Khen.

A 'Khen' was a subordinate to a 'Khan' (pronounced 'konn') in the military structure of the Mongol hordes. Khan is Turkish for leader. Most know of the great Genghis Khan, but little has been written of his chain of command.

Khen is also of Turkish origin, although there is not a word in English that adequately conveys the meaning. Roughly translated, it means, "One who will do the impossible, while appearing unprepared and complaining constantly."

Phu Khen was one of ten Khens that headed the divisions, or groups of hordes, as they were known, of the Mongol Army serving under Genghis Khan. Phu's abilities came to light during the Mongols' raids on the Turkistan city of Bohicaroo. Bohicans were fierce warriors and the city was well fortified. The entire city was protected by huge walls and the hordes were at a standoff with the Bohicans. Bohicaroo was well-stocked and it would be difficult to wait them out. Genghis Khan assembled his Khens and ordered each of them to develop a plan for penetrating the defenses of Bohicaroo.

Operation Achieve Victory (AV) was born. All 10 divisions of Khens submitted their plan. After

Leading to strange control forces and stability you may not want...

There are some videos on *Youtube* showing ugly flutter: <http://www.youtube.com/watch?v=jiN1dAdqQv4>  
<http://www.youtube.com/watch?v=kQI3AWpTWhM>

On the second one, the flutter starts at 148 and ends at 130 km/h (As announced by the German pilot).

reviewing AV plans 1 thru 7 and finding them all unworkable or ridiculous, Genghis Khan was understandably upset.

It was with much perspiration that Phu Khen submitted his idea, which came to be known as AV 8. Upon seeing AV 8, Genghis was convinced this was the perfect plan and gave his immediate approval. The plan was beautifully simple. Phu Khen would arm his hordes to the teeth, load them into catapults, and hurl them over the wall. The losses were expected to be high, but hey, hordes were cheap! Those that survived the flight would engage the enemy in combat. Those that did not? Well, surely their flailing bodies would cause some damage.

The plan worked beatifull, and the Bohicans were defeated. From that day on, whenever the Mongol Army encountered an insurmountable enemy, Genghis Khan would give the order, "Send some of the Phu Khen AV 8-ers."

This is believed, though not by anyone outside our secret society, to be the true origin of the word "Aviator (AV 8-er)".

Phu Khen's AV 8-ers were understandably an unruly mob, not likely to be socially acceptable. Many were heavy drinkers and insomniacs. But when nothing else would do, you could always count on an AV 8-er. A Phu Khen Aviator. Denied, perhaps rightfully so, his place in history, Phu Khen has been, nonetheless, immortalized in prose.

As the great poet Norman Lear never once said:

"There once was a man named Phu Khen,  
Whose breakfast was whiskey and gin.  
When e'er he'd fly,  
he'd give a mighty war cry:  
Bend over, here it comes again."

Consider it an honor to be a Phu Khen Aviator. Wear the mantle proudly, but speak of it cautiously. It is not always popular to be one of us.



October - November, 2012

You hear mystical references, often hushed whispers, to 'those Phu Khen Aviators.' Do not let these things bother you. As with any secret society, we go largely misunderstood, prohibited by our apathy from explaining ourselves.

You are expected to always live down to the reputation of the Phu Khen Aviator... a reputation

cultivated for centuries, undaunted by scorn or ridicule, unhindered by progress.....

So drink up, be crude, sleep late, urinate in public, and get the job done.

When others are offended, you can revel in the knowledge that YOU are a PHU KHEN AVIATOR!

## SCG Calendar

- September 29/30, End of Season SGC Ephrata Facility Clean-up and Bathhouse Closure
- October 1, 7:00PM, SGC General Membership Meeting - Museum of Flight
- October 9, 7:00PM, SGC Board of Directors Meeting, KCLS Service Center, Issaquah
- November 1, All RV's and Glider Trailers to be Removed from SGC Ephrata Facility
- November 3, Annual SGC **Awards Banquet**, Ivar's Salmon House – **See Last Page for sign-up**
- December 3, 7:00PM, SGC General Membership Meeting - Museum of Flight
- March 16/17, 2013, Soaring EXPO at the Museum of Flight

## National Event/Contest Dates

Date(s)	Event	Location
10/7/2012 - 10/13/2012	Region 4 North	Fairfield, Pa
10/12/2012 - 10/14/2012	Chilhowee Oktoberfest	Benton, TN
10/20/2012	SSA Board of Directors' Meeting	Charlotte, NC
10/20/2012	Pungo Glide-In	Virginia Beach Military Aviation Museum
3/10/2013 - 3/16/2013	Seniors National Soaring Championship	Clermont, FL
3/19/2013	Seminole-Lake Cross Country Camp	Clermont, FL
3/25/2013 - 4/1/2013	1-26 National	Clermont, FL
3/25/2013 - 4/1/2013	13.5 Meter Super Regional	Clermont, FL
4/22/2013 - 4/27/2013	Region 5 North	Perry, SC
5/12/2013 - 5/21/2013	Sports Class Nationals	Reedsville, PA
6/10/2013 - 6/15/2013	2013 Region 9 Moriarty	Moriarty, New Mexico
6/25/2013 - 6/29/2013	Region 09 Super Regional	Hobbs, NM
7/28/2013 - 8/3/2013	2013 Region 3	Elmira, NY

### Ideas to Ponder

**If at first you don't succeed, skydiving is not for you.**

**The hardest job kids face today is learning good manners without seeing any.**

**You're never too old to learn something stupid.**

## 50 YEARS AGO IN...

# Towline

*Submitted by Linda Chism*

Memorial Day 1962 fell midweek, so the CBSA in Richland held their annual meet on two successive weekends at Vista Field in Kennewick. This year, it was an SSA Sanctioned meet and would determine the Northwest Soaring Champion. There were two classes : Open, and Class II which was defined as lower performance sailplanes similar to the 1-26. The two best days of each entry were scored to give a chance to those who could not compete on both weekends. Lots of rain the week prior gave lots of cloud cover and lower than usual cloudbases, with no marking dust devils. The first day's Open task was a 140 mile speed triangle Vista-Sunnyside-Bickleton and return. Only one entrant, Paul Palmer in his 1-23H, completed the task and the rest landed out. The Class II task was a 100k triangle which was won by Jim Hard in his 1-19. The second day was declared open task; Rudy Allemann went straight out towards Idaho and took the day with 187 miles. The rest were out-and-return between 110 and 180 miles. One notable event was Joe Robertson exiting a thermal 90 degrees off his intended course and landed near Pullman, thinking he was landing near Spokane. In Class II action, the sole pilot was Jim Hard who took 1000 points in a more modest out-and-return task. The following weekend, a frontal passage on Saturday made it a no-contest day, but it left unstable conditions for Sunday's last day. The set task was a goal-and-return to Wilbur. All parties reached Wilbur but an afternoon storm caused the field to land out near Eltopia or Connell. Due to close landouts, it took till Monday till a county engineer's road map could be consulted to see which ship won the day. Paul had aced out Rudy by one mile to become the 1962

Pacific Northwest Soaring Champion. Frank Brame (partner to Joe Robertson in the KA-6) had gotten lost, found himself over Spokane rather than Wilbur, thence to Coulee City, then to Moses Lake; a grand tour of the Columbia Basin. In Class II ...”just what Jim Hard did the last day isn't clear, but it really doesn't matter since he already had Class II sewed up.”

A variety of ships came to the CBSA event just to fly. The Portland club with an LK and a 1-23, the Joe Richardson LK, Kruse with the club 1-23 “June Bug” and the Oregon Dragonfly. The NW Schweizer dealers Chase and Davis brought a 2-22 and did rides and instruction, and FAA Designee Bob Fisher administered Flight Checks and flew his own 1-23H.

The 7th Annual Northwest Soaring Meet was announced for June 30-July 8 at Fancher Field, Wenatchee. It was decided that in 1962, that the meet be mainly a soaring Camp because of the number of competition pilots occupied with the West Coast Nationals. Emphasis was to be for an enjoyable time for all classes of pilots, aid in gaining Soaring Awards, badges, and State and FAI records. The various necessary support was outlined: start board, barograph seals, tow planes, FAI and state award applications, Weather Service, road maps, aeronautical charts, etc. Personnell necessary were described as Tow Pilots, retrieve crews, observers, social committee, telephone answerers, wing walkers, tow plane support, etc. All members were encouraged to “schedule your vacation or sick leave and join us in the fun!”

## SGC News

By Heinz Gehlhaar

### SGC Banquet

Our SGC Banquet is scheduled for Saturday, November 3 at 6 PM at Ivar's Salmon House on Northlake Way. Please put the date on your calendar, and **RSVP** with \$47 per person to Seattle Glider Council - P.O. Box 7184 - Bellevue, WA, 98008. **by Nov 28**

*Use the last sheet of this Newsletter!*

### Ephrata facility

The facility is in good shape. Our janitor, Phil Bevans, has been given the O.K. to apply urethane windowsill sealer around the Clubhouse. We need to do some bathhouse step fascia repairs during our regular end of season work party.

One of the wireless servers which is in the attic appears to get too hot and just turns off. We will try to fix that problem by relocating the server into the kitchen and leaving the antenna in the attic

### Work party at EPH

On September 29 and 30th we will have a work party at the Ephrata Clubhouse to repair, cleanup, and close out the building for the season. This does not mean the building is absolutely closed but it is reset for the end of the season. The building will be available for use, but when you leave please reset it the way you found it.

Please come and join us to help, because this is your facility.

### Ephrata operations

Soaring at Ephrata has not been too good. Two main issues: the air above us is way too warm, and the smoke from the Cascade fires make the visibility rather poor. And now that Fall has begun, the soaring season is quickly drawing to a close.

## Safety Ideas

By Heinz Gehlhaar

*I am always looking for items relating to soaring safety. If you have any inputs please send them to soarboy at comcast dot net!*

### Watch your preflight

One morning, at the World Gliding Contest, some motorglider was taxiing to his takeoff position while his elevator cover was still on his ship. Fortunately at the very last minute somebody saw it, and hollered to get the launch stopped.

### Whom Do You Trust?

*FAA Notice NOTC4046*

According to Webster's, trust is the "firm" belief or confidence in the honesty, reliability, justice, etc., of another person or thing. When it comes to maintenance and inspections, a question you should ask yourself is, "Do I trust or have confidence that the previous maintenance or inspection was properly done?" Sadly, too many problems and accidents prove otherwise.

When removing and replacing a component, do not "trust" that it was properly installed previously. This is especially true if a component requires bench tests, clearance or tolerance checks prior to installation. **READ, UNDERSTAND, and FOLLOW** the manufacturer's instructions and other Instructions for

Continued Airworthiness (ICA) rather than installing as previously installed. We are human and as hard as we try, we all make mistakes.

When it comes to inspections, carefully and thoroughly inspect every item required by the manufacturer's inspection checklist rather than being pressured to take shortcuts or cut corners. Do you have the firm belief or confidence that all the covers and panels were opened and/or removed and areas behind insulation properly inspected during previous inspections? The truth is, you don't know for sure!

Here is a hypothetical example: Someone replaced missing upholstery screws in an interior side panel. It should be documented...but it might not be. Nevertheless, was the screw too long and is it now chaffing against a fluid line, hose, or electrical wire behind that panel? You don't know unless you inspect.

The "firm" belief or confidence in reliability comes only after YOU have performed maintenance and inspections per manufacturer's instructions and data.

Back in the '80s, Ronald Reagan had a phrase he used when dealing with the old Soviet Union: "Trust, but Verify." Good advice for all of us!

### Flying for a Lifetime.

Airplanes change, and so do people. We're all different pilots that we were a few years ago -- with experience, physical stamina, risk tolerance and mental acuity all shifting over the years. This latest seminar examines how to maintain the same high level of safety over a lifetime of flying.

Topics include:

- Why the "conventional wisdom" about age isn't always so wise
- How mood, food, sleep and other factors influence cockpit decisions
- Why "I feel fine" does not necessarily mean "I am fine"

It will be held on October 24, 2012 from 7:00-9:00pm at the Museum of Flight.  
(Qualifies toward AOPA Accident Forgiveness and FAA Wings)

### Skydiving Alert

Ritzville is skydiving again. They are just past Ritzville, East on I-90. You can hear them when you fly. The announce on several frequencies. See page 14 of the June / July issue of *Towline* for the details.

### Rockets Calendar

Here is the Washington Aerospace Club schedule for their high powered rockets launches as far as our area is concerned. They operate all over the Pacific Northwest. See their website: [http://rocketsnw.com/?page\\_id=17](http://rocketsnw.com/?page_id=17)  
The Washington Aerospace Club gets an FAA waiver to launch rockets to 25,000 AGL for a two mile radius at either the Sportsman Club (primary site, NW of Mansfield) or the Snell Ranch site (East of Mansfield). They post NOTAMS days before the event, per FAA requirements.

#### Launch Calendar

Date	Event Name	Where	Comment
Sept 29 - 30	Autumn Glare	<u>Snell Ranch</u>	Class 1 and 2; to 25k'
Oct 27 - 28	Jack Frost APfest	<u>Snell Ranch</u>	Class 1 and 2; to 25k'

#### “Class” means this in model rocketry:

- (a) Class 1—Model Rocket means an amateur rocket that:
- (1) Uses no more than 125 grams (4.4 ounces) of propellant;
  - (2) Uses a slow-burning propellant;
  - (3) Is made of paper, wood, or breakable plastic;
  - (4) Contains no substantial metal parts; and
  - (5) Weighs no more than 1,500 grams (53 ounces), including the propellant.
- (b) Class 2—High-Power Rocket means an amateur rocket other than a model rocket that is propelled by a motor or motors having a combined total impulse of 40,960 Newton-seconds (9,208 pound-seconds) or less.
- (c) Class 3—Advanced High-Power Rocket means an amateur rocket other than a model rocket or high-power rocket.

Look at the 2011 April/May issue of *TOWLINE* for all the details of this activity.

\*\*\*\*\* That's all for now --\*\*\*\*\*

*Fly safe out there,  
Heinz*

## Classifieds

### For sale: LS4a, 3J

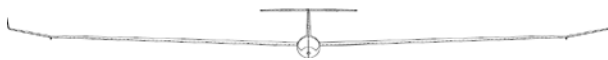
Winner of 1985 Sports Class Nationals.  
1984 model with 1940 total hours.



Includes,

- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>• Dittel FSG 50 radio</li> <li>• Cambridge M-NAV glide computer</li> <li>• Gear warning</li> <li>• Dual battery</li> </ul> | <ul style="list-style-type: none"> <li>• Oxygen</li> <li>• Water ballast</li> <li>• Enclosed trailer</li> <li>• Tie-down kit</li> <li>• Tail and wing tip dollies</li> </ul> |
|---|--|

Contact **Jim Simmons** for inspection  
425-742-4722 or [ls4a@comcast.net](mailto:ls4a@comcast.net)



### Pik 20D for Sale 5K (N-45KA)

Built in 1977. Total hours:2464



- ✓ Ilec flight computer + electrical vario + Volkslogger
- ✓ Mechanical vario, Icom radio
- ✓ Custom carbon fiber instrument panel
- ✓ Mountain High EDS O2
- ✓ Ridge Sewing heavy duty canopy cover
- ✓ Other practical extras...
- ✓ 5K was painted in 2006 – lots of compliments!
- ✓ Mylar seals, turbulator strips installed
- ✓ We always stored 5K in a heated space for the winter.
- ✓ Trailer was reinforced & painted in 2002.
- ✓ Two stands, tail dolly, wing dolly
- ✓ Strong Chair style parachute bought in 2000.

Asking price: \$23,500 with parachute included.  
For more info contact: **Rick & Rita Edris**  
[redris1@comcast.net](mailto:redris1@comcast.net) or 206 244-5122

## Note to All

Please review page 2 closely especially the ancient right-hand Column and send corrections to Soarboy @Comcast.net  
PS: Please do it now, before I forget !

*Classifieds are continued on next page*

**Classifieds Continued**

**GROB 109 Motorglider for Sale**

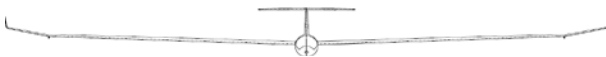


- Dual NAV-COM's: KX155 & KX165
- KT76 Transponder
- PS Engineering Audio Panel
- Artificial Horizon
- Low time Limbach L2000EB1-AA Engine
- Propeller: Recent overhaul
- Re-finished wings

This ship has been stored in a hangar and is in excellent condition.

**Please make an offer!**

Contact: [Chris@PacificAeroSport.com](mailto:Chris@PacificAeroSport.com),  
360-474-9394



**Writer/Editor wanted**

- Prestigious newsletter.
- Great pay (if you can't count).
- Pay will double after two months of good work.
- Seattle Glider Council is a good employer.
- You will know all activities before anyone else.
- You can wield the power of the written word.
- Great accolades from your club members.

If interested, contact [soarbox@comcast.net](mailto:soarbox@comcast.net)

**DG-800B for Sale**



**Superb condition both in finish and mechanically; all TN's complied with; loaded with extras:**

- 311 hrs. TT, 53 hrs. engine time
- No major damage history
- New solid starter ring gear
- New machined spindle drive fork
- New spindle drive motor
- New LG gas strut
- New PUR life time fuel lines throughout
- Fine wire plugs
- Upgraded to dual in-line fuel pumps and later style carburetor with restricted fuel return line
- FSG 71M Dittel radio
- Cambridge 302
- Borgelt B40
- IPAQ H3955 PDA with mount
- Oxygen system
- ELT
- Two tone gray leather Interior
- Long range fuel bladders
- Tinted Canopy
- 18 meter wingtip extensions with and without winglets
- 15 meter winglets
- Cobra trailer with solar panel for charging, solar vent, storage drawer behind axle, Cobra
- Electric remote controlled single man rigging aid, very convenient!
- Tow out gear
- Located in Arlington, WA

**Reduced to \$131,000 OBO**

Contact: [Chris@PacificAeroSport.com](mailto:Chris@PacificAeroSport.com),  
360-474-9394

**Classifieds Continued**  
**STD CIRRUS for Sale**



**Very nice standard class sailplane S/N:125, 1409 hours total time, great cross country ship in excellent condition:**

- ✓ Fuselage refinished with pin stripes in gelcoat
- ✓ Custom fabric interior with lap belt retaining straps
- ✓ Contoured wood stick grip, and adjustable backrest
- ✓ Microair 760 radio with gooseneck microphone
- ✓ Cambridge L-Nav with electric vario indicator and remote controller
- ✓ Cambridge CV560H electric vario
- ✓ Winter airspeed
- ✓ United altimeter
- ✓ Falcon accelerometer
- ✓ Airpath C2400 compass
- ✓ Eberly trailer, with new single man Wingrigger and wing wheel

**\$21,500 OBO**

Contact: [Chris@PacificAeroSport.com](mailto:Chris@PacificAeroSport.com),  
360-474-9394

**Motorglider Flights**



Glider-Rides.com is making our Grob G109 available to rent, complete with a safety pilot, both here and in Scottsdale Arizona this winter.

Come join us for a weekend of fun, visit new beautiful places, and go gliding on the way.

Member Special: \$120/hr includes fuel and safety pilot/instructor. ***Glider-Rides.com*** at 800-707-9593.



The Ivy Chapel Inn is located at 164 D St SW  
( the former Presbyterian Church).

We are a family owned and operated business offering six unique themed rooms, each with a private bathroom, air conditioning, deck, Wi-Fi, Dish, and a common area fridge. Our rate is \$85.00 plus tax and included a hot full breakfast.

See us at  
[www.theivychapelinn.net](http://www.theivychapelinn.net) . Tel: 866-991-4815.

October - November, 2012

*You are cordially invited to attend the*

**Seattle Glider Council  
2012 Fall Social and Awards Banquet**

**Ivar's Salmon House**  
401 NE Northlake Way, Seattle, Washington

**Saturday, November 3**  
**Cocktails 6:00 p.m. – Buffet Dinner 7:00 p.m.**

**Buffet Dinner Menu**

*Mixed Greens with Balsamic Vinaigrette*  
*Ivar's World Famous Clam Chowder*

*Alder Grilled Coho Salmon*  
*Rotisserie Whole Cooked Chicken*  
*Nebraska Corn-Fed Rotisserie Prime Rib*

*Chef Select Seasonal Vegetables*  
*Roasted Red Potatoes*  
*Seasonal Fresh Fruit*

*Assorted Cookies and Ganache Brownies*

*Vegetarian and Special meals are available upon request*

**Banquet Registration - \$47 per Person**

**R.S.V.P. – registrations must be received no later than October 28**

*Please send advance payment for the number of people in your party to:*

**Seattle Glider Council - P.O. Box 7184 - Bellevue, Washington 98008**

For information, contact Michael Newgard at [mnewgard@korry.com](mailto:mnewgard@korry.com) or call 425-313-9754

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*Please return this section with your payment.*

*The following people will be attending the 2012 SGC Awards Banquet:*

**Name:** \_\_\_\_\_  
**Name:** \_\_\_\_\_  
**Name:** \_\_\_\_\_  
**Name:** \_\_\_\_\_

**Total Amount Enclosed:** \_\_\_\_\_