

TOWLINE

April – May 2015



Mount Baker from Illabot Peak, May 27 2013 by Ron Clark

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Towline is the Newsletter of
Seattle Glider Council

PO Box 7184 Bellevue, WA 98008-1184

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www.seattleglidercouncil.org

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Building 625

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509-754-3852

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Oregon SSA Governor

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Region 8 Clubs & Associations

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Bruce Bulloch 206-935-5927
www.evergreensoaring.com

High Desert Soaring
Bend, OR
Brad Stankey 541-382-7016

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Stefan Perrin 253-927-9183
www.pugetsoundsoaring.org

Sawtooth Soaring Pilots Association
Twisp Airport, Washington

Silverstar Soaring Association
Kelowna, BC
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<http://www.silverstarsoaring.org/>

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Spokane, WA
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Vancouver, BC
James Swank 604-590-6954
Clubhouse Voicemail: 604-869-7211
www.vsa.ca

Willamette Valley Soaring Club
Portland, OR
Information 503-647-0913
www.wvsc.org

Commercial Operations

Blank America, Inc.
Wenatchee, WA
Vitek Siroky 509-884-8305

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

Tows (at Ephrata): \$41 for first 1500' (minimum fee) + \$1.40 per 100' above 1500'
Mid-week surcharge for non-sched ops: \$15/tow for less than 3 tows/day

Tows (airport other than Eph): site specific, TBD by Board

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

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

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

RV Parking: \$500 per season (incl. tax), or \$80/week (incl. tax) (7 consec. days)

All Costs are in US Dollars

Weather Information:

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Highway Report 206-368-4499

SGC News

By Heinz Gehlhaar

As a result of our election the SGC Board of Directors Members for 2015 are: Mike Newgard (chairman), Kevin Finke (vice-chairman), and board-members Ron Bellamy, Craig Funston, Movses Babayan, Steve Northcraft, and Noel Wade

The facility is cleaned up, the floors are being stripped and waxed by Ken Hendrickson and we will be ready to open on the weekend of April 18/19. The bath-house opening is set for about May 1.

By the way, we have had a significant number of flies in the front room. Ken is planning to remove them. Did we miss some food when we did the fall cleanup? The last time we had a large number of flies, we missed a bag of potatoes in one of the cabinets.

For events and happenings, look at the Board of Directors Meeting Minutes and the SGC Calendar below, or, for up-to-date info, see the web at <http://www.seattleglidercouncil.org/> under Events Calendar.

Board of Directors Meeting Minutes

BoD Minutes: January 13, 2015

Date: January 13, 2015 Place: Bellevue Library, Meeting Room #4

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Heinz Gehlhaar, Noel Wade, Movses Babayan, Marlene Nelson, Kevin Finke.

- December meeting minutes approved with a couple of minor corrections and will be posted on the web.
- Finances

Noel reported that SGC finances are generally in good shape. The KeyBank branch manager has proved to be elusive so Noel has not yet been able to get full web access to the account which he needs to reconcile some differences between the bank's information and Quicken Online data (the KeyBank account balance is somewhere in the range of \$32,000 to \$36,000). There may be some outstanding bills from December that have not yet been logged. It was noted that banquet income accrues to the SGC account not SGCSF. The 2014 financial audit will be done by the end of January with assistance from Marlene and Kevin.

- Ephrata

Facility Steve Northcraft reported via email that he made a recent inspection of the facility and it is in good shape with no outstanding issues of note.

- Tow planes

No changes of note since the previous report. Annual inspections will be started soon. Mike is still waiting for the mechanic from Prosser to get his Ephrata operation going so he can finish the FLARM and video installations and get them signed off.

- SGCSF and DG-1000 Report

Simmons delivered a SGCSF 2014 financial summary from Rita. A full 2014 audit will be done by the end of January with assistance from Mike and Heinz. It was noted that while the training facility is being depreciated via the straight line method the DG-1000 cannot be depreciated per IRS rules since it was a gift to the SGCSF. Heinz reported he has 10 pilots signed up so far for the 2015 DG-1000 roster and is hoping to get one or two more. The DG-1000 annual inspection starts February 2 and it goes back on flight status on March 15. Heinz has been quoted a price of \$1900 from Para-Phernalia for a new parachute. Movses mentioned he will add some wording to the Use Agreement concerning scheduling to hopefully improve aircraft usage on days when the scheduled pilot does not show up.

- Towline Status

Inputs for the next issue are needed by January 25 and Heinz is looking for new material

April - May 2015 *Towline*

- Elections

Movses presented voting results from the nomination ballots and the list of Board of Directors nominees to be included in the final election ballots. He also showed a sample automated ballot/mailer provided by a commercial mailing service that would cost about \$150. Use of this service for the election ballots was approved by Board vote and ballots will be mailed out by the end of the week with a February 2 postmark return date cutoff.

- Web Site

Some 2015 tow pilot sign-ups have started to arrive.

- Future Events

Planning work continues for the upcoming SSF seminar, MoF Glider EXPO, DustUp and Region 8 contests. The Region 8 contest has received official sanction from the SSA.

- Next General Meeting

February 2nd and will include the annual financial review and DustUp contest kickoff information.

- Next Board meeting: February 10, 7:00 pm at the Bellevue Library, Room #1 (tentative).

- Additional

-There were some questions/discussions about the need for the trailer lottery (since there are fewer seasonal pilots/ships/trailers at Ephrata now than in the past) and whether the current weekly (7 day) rate setup for RV/trailer/tiedown spots makes sense since often a pilot will only stay for one day of a weekend. It was noted that both the lottery and weekly rate structure are intended to encourage annual sign-ups.

-Noel mentioned that he will automatically invoice all 2014 members for their 2015 membership dues. He also commented on the occasional problem of getting facilities and tie-down payments from some club members who use Ephrata for a short period during contests or encampments and are confused about or unaware of the billing procedure.

-Simmons noted that two new SGCSF Board members (a two year and a three year term member) need to be elected by the new SGC Board when it is finalized.

- Meeting adjourned at 8:33 pm.

BoD Minutes: February 10, 2015

Date: February 10, 2015, 7:09 PM Place: Bellevue Library, Meeting Room #1

Attendees: Mike Newgard, Jim Simmons, Jim McNeil, Ron Bellamy, Heinz Gehlhaar, Noel Wade, Movses Babayan, Marlene Nelson, Kevin Finke. Craig Funston, Steve Northcraft

- January meeting minutes approved as submitted and will be posted on the web.

- Elections Movses presented the final vote tally for the 2015 Board of Directors election and the new Board is the same as the 2014 Board except Craig Funston replaces Marlene Nelson as a Director.

- Finances

Noel provided Profit & Loss and Balance Sheet data both for the full year of 2014 (essentially the same data presented at the February 2 General Membership meeting) and for the recent period of January 1 to February 10, 2015. We are already starting to receive some income for 2015 membership dues and fees. Some of the tow plane maintenance cost shown for January is actually for work done in 2014 that was billed late. With Board approval Noel will pay some FAA tow plane registration and FCC Club house radio license fees from his own account while his access to the SGC checking account is getting worked. Noel also handed out some business cards from Bill Musselman the new A&P/IA at Ephrata who is now officially open for business. The latest tow plane insurance quote from Costello apparently did not include credit for off-season ground only insurance so Simmons will work with Costello to resolve this issue.

- Ephrata Facility: Nothing of note to report.

April - May 2015 *Towline*

- Tow planes

Both tow planes are scheduled to go back on flight status on April 3. One of the C-182 cylinders tested low on compression and will need to be sent out for repair. Mike will meet with Bill Musselman to work out what needs to be done to finish the FLARM and video installations and get them signed off.

- SGCSF and DG-1000 Report

The 2014 SGCSF financial audit was completed and the Foundation 2014 financial summary was presented at the February 2 General Membership meeting. Net income for the year showed a loss of \$134. It was noted that because of the financial interactions between the SGC and SGCSF it might be a good idea to have some kind of coordinated audits in the future so no transactions get missed or overlooked. The SGC Board approved the following SGCSF Board of Directors appointments: Jim Simmons will serve a final three year term to expire on 01/01/2018; Noel Wade will assume Steve Northcraft's temporary directorship which will expire on 01/01/2017. (Kevin Finke continues his current directorship through 01/01/2016). Heinz reported he now has 11 pilots signed up for the 2015 DG-1000 roster. Completion of the DG-1000 annual inspection is waiting on some paperwork pertaining to the G-meter and oxygen installations. The ship goes back on flight status on March 14. Heinz has ordered a new parachute that should arrive in a couple of weeks. There was some discussion about changes to the DG-1000 Use Agreement related to scheduling and the annual start/end dates. It was agreed that these issues should be resolved by the DG-1000 membership group.

- Towline Status

The latest issue for February/March was published and inputs for the next issue are needed by March 25.

- Web Site

Will add the 2014 financial summary data to the web.

- Future Events

The Soaring Safety Seminar is scheduled for March 28 at Neal Karman's hangar at KAWO. Movses said he is expecting the Perlan Group to attend the MoF Soaring EXPO. The DustUp this year will focus on beginning cross country flights skills with some mentorship and informal contest flying.

- New Committee Assignments

Committee assignments for 2015 were reviewed and updated. See the "Contacts" tab on the website for the list.

- Next General Meetings

March 2nd: pre-season readiness; April 6th: first cross county flight prep.; May 4th: advanced cross country skills.

- Next Board meeting: March 10, 7:00 pm at the Bellevue Library, Room #4.

- Additional

Per Board approval the membership fees and tow rates for 2015 will remain the same as 2014 except tow rates may be revised later after Northcraft does some data analysis. The Board also approved moving the KEYBANK account to BECU with Simmons, Newgard and Wade as signatories. Noel will work the details of the transition. It was noted that we should investigate moving some of the SGC funds to a money market account to get a little better interest rate.

- Meeting adjourned at 8:54 pm.

SCG Calendar

- – April 6, 7:00PM, SGC General Membership Meeting - Museum of Flight; trailer lottery and DustUp/XC info. Coming?-RSVP at [SignupGenius](#).
- – April 14, 7:00PM, SGC Board of Directors Meeting, Bellevue Library, Meeting Rm. #4
- – April 18/19, Opening weekend for Ephrata soaring season (bathhouse will open later in May)
- – May 4, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – May 23-25, DUST UP contest at Ephrata; see [Dust Up web site](#) for info and registration
- – May 26-31, Evergreen Soaring encampment at Ephrata
- – June 6-14, WVSC (tentative) encampment at Ephrata, contact [Frank Pilz](#)
- – June 15-20, Region 8 contest at Ephrata (practice day June 14) - see [SSA contest web page](#)
- – June 20-28, King Mountain, ID Soaring Regatta (Contact [John Kangas](#)). More info at [King Mountain Glider Park web site](#).
- – July 27 - August 10, Mackay, ID Soaring Safari (Contact [Tom Dixon](#) / 208-867-6953 - space is limited)
- – September 14, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – October 5, 7:00PM, SGC General Membership Meeting - Museum of Flight
- – December 7, 7:00PM, SGC General Membership Meeting - Museum of Flight

Contest Flying: Learn from the Expert

Karl Striedieck writes:

Now booking KS Duo Discus flights at five 2015 contests and X/C camp.

- R2 Mifflin, PA May 17-23
- Sport Nationals, Ohio Jun 24 - Jul 3
- R4N Fairfield, Pa Oct 11 - 17

In this the 13th year of bus rides the cost is still the same: \$200

No charge for revelation of secrets of success; such as effective swear words, special thigh slapping techniques or whistling. (Surcharge for requests except for Deutschland Uber Alles) Contained barfing: n/c;

uncontained barfing: \$50. Rebates for taking controls when pilot dozes off, forgets task, gear, call sign, etc.

Write him at *karls at uplink.net*

Our Famous Member



The SSA Writes in the March Newsletter about

[Last Month's Blast from the Past Winner](#)

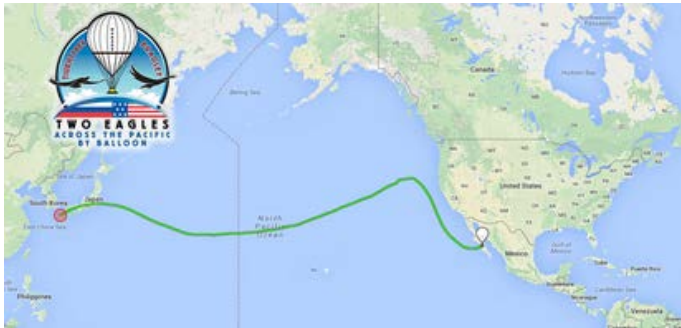
Congratulations to **Mike Newgard** from Maple Valley, WA who was the first to correctly identify last month's Blast from the Past photo as Mike Adams. Also, congratulations to Bob von Hellens from Phoenix, AZ who was the winner from our random drawing. Thanks for playing!

Burt Compton is still at it

Burt Compton, CFGI / DPE , still offers quality training to meet your goals. He booking **free** checkrides (and free room if reqd.) until June 30 2015 at Marfa, Texas, to finish your Private or Commercial glider ratings, or for Flight Instructor "add-on", renewal and reinstatements, Good for soaring in the USA!

Go to west Texas and enjoy the excellent weather at the 5,000' msl airport elevation and the wonderful scenery of the Texas Big Bend country and the Davis Mountains. Apply for your personalized instruction course and your FAA Practical Test ("checkride") with Burt Compton. If you qualify, he will help you achieve your goals, and show you a good time! Contact him at email marfaglidiers@aol.com

New Balloon Record



After launching from Saga, Japan, Two Eagles balloon pilots Leonid Tiukhtyaev and Troy Bradley arrive in Puerto San Carlos, Baja California, Mexico on Saturday, January 31, 2015. This completes their successful attempt to capture the world gas balloon distance and duration records.

The two pilots were picked up by a fishing boat after the landing in the water about four miles offshore near La Poza Grande in Baja California.

Subsequently the entire balloon system was also recovered.

The team's distance of 6,646 miles (10,696 km) surpassed the existing record of 5,208 miles set by

Double Eagle V pilots Ben Abruzzo, Larry Newman, Ron Clark, and Rocky Aoki in 1981, by 27%. The team stayed aloft for 160 hours, 38 minutes (6 days, 16 hours, 38 minutes), besting by 17% the previous record of 137 hours, 5 minutes, 50 seconds set by Ben Abruzzo, Maxie Anderson, and Larry Newman aboard the Double Eagle II on a 1978 transatlantic flight

Some Two Eagles factoids:

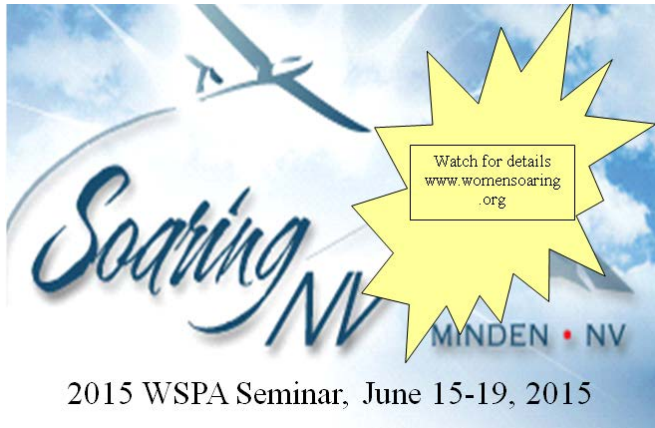
- The Two Eagles craft is a helium-filled gas balloon. "Roziere Balloons", which use both hot-air and gas, are the only ones that have circled the earth.
- Depending on weather conditions, the balloon flies between 12,000 to 30,000 feet (9,100m) above the ground
- The craft is about five feet (150cm) wide, seven feet long, and five feet high, weighing only 220 pounds (100kg).
- The balloon started its journey carrying about 11,000 pounds of sand for ballast.



Battery-Powered ADS-B

The Federal Aviation Administration is soon expected to approve battery-powered ADS-B Out transceivers aimed at gliders and other aircraft that do not have electrical systems. Similar equipment for Part 23 general aviation aircraft are significantly more expensive because of the strict certification criteria set by the FAA.

WSPA 2015 seminar



2015 WSPA Seminar, June 15-19, 2015

WSPA's 35th Annual Soaring Seminar will be held from June 15 to 19 2015. Minden is located at the edge of the Great Basin in Carson Valley. We boast year-round soaring conditions in one of the top tourist areas in the USA. While the flying is amazing, with Lake Tahoe nearby, there are equally amazing off-site activities to meet every outdoor enthusiast's passion.

The eastern edge of the Sierra Nevada Mountain Range, known as the Carson Range, creates the perfect set-up for Mountain Wave. While mostly a fall and spring phenomenon, wave can set up here

any day of the year. Lift produced off the Pine Nut Range to the east provides a highway to head south to Mono Lake, Yosemite National Park, and the White Mountains.

Minden is a favorite spot for both distance and altitude flights. What we expect in the month of June are great thermals, kicking off between 11 am and 1 pm. We regularly get lift of 800-1000 feet per minute, great for practicing that one key cross country skill--centering a thermal, or for flying 300k, 500k, 1000k. Cloud bases are often 14,000 feet and above, so all of our ships are equipped with supplemental oxygen.

This year's WSPA Seminar will focus on cross-country skill development, but we will have plenty of time to do primary training also. Along with SoaringNV's staff, we have arranged for advanced cross-country instructor Phil Plane of Glide Omarama, New Zealand, to conduct several seminars on developing your distance flying skills. To find out more about us, visit our website www.SoaringNV.com.

Green Mountain to Mount Baker

By Ron Clark

Friday March 27th was a good wave day for our part of the country. On the way to the airport I got a good look at the amazing lenticular cloud hovering over Mt. Pilchuck that Dan Housler had told me about earlier on the phone.

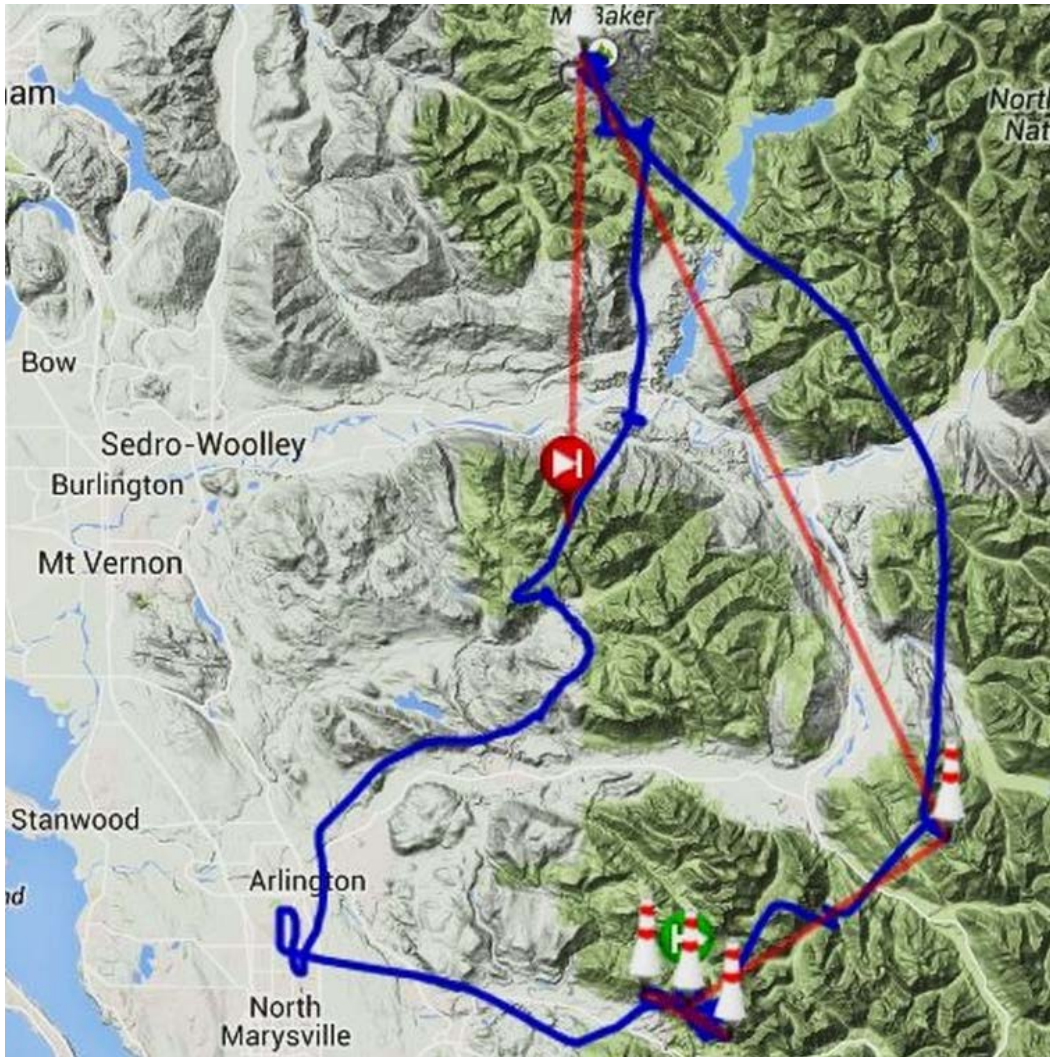
I was fortunate that my glider was already rigged and tied down on the flight line from the previous day and all I had to do was towel off the dew and load my oxygen cylinder. There was already a light breeze from the south and Phil towed me into the air at about 11:30. We encountered hardly any air movement on the way to



the mountains, and I could see the big lennie from earlier had dissipated markedly over Pilchuck, so I asked Phil to change course slightly to the sharper edged wave cloud over the Green Mountain ridge. We seemed to be climbing pretty well, and when Phil mentioned he

had very little power in I took the hint and released well upwind of the edge of a very healthy looking wave cloud.

It took me a while to find the 3kt lift, but finally I mapped it out (GPS is a huge help here) and climbed to 15,625 ft. The view was spectacular and the air was velvety smooth. After reaching my maximum altitude I turned downwind to see if I could find any downwind ripples. I got a little bump near Three Fingers Mountain,



then another for a small altitude gain near Whitechuck Mountain. The wind at altitude reached a top speed of 51kts. Continuing north, It appeared that I could no longer count on any wave action for continued lift, but could see some raggedy clouds out in front of the south side of Mt. Baker.

Mt. Baker (10,785 ft) possesses a certain mystique for Arlington pilots, and I made a decision to go for it to see if there would at least be slope lift, or if physics had decided to take a day off. I cautiously glided across Baker Lake near the Upper Baker Dam as I gauged my glide to Concrete. As I glided up the big volcano I was now close enough to see the shadows of high speed cumulus clouds moving up the snow fields,

giving a good indication of wind direction and speed. The snow was blowing hard over the top and down the north side. A little intimidating, especially with the rotor turbulence as I made a couple of cautious turns in front of the intensely bright snowfields. After climbing a few hundred feet the air smoothed out, and now I could enjoy the view as I climbed over the top.

After some exploring to find the areas of best lift on the mountain, I took a look at the LK glide computer, knowing it was nothing but lies, but it told me what I wanted to hear so I struck off for home. A couple of miles south between Loomis Mountain and Mt. Baker I found some sort of wave bounce from some undetermined ridge upwind which boosted me a little higher to 12,800 ft.

Of course, I was above the clouds crossing the hills between Concrete and Higgins Mountain, and when the time came to descend below the clouds I was forced to open the airbrakes near Deer Peak and give away some valuable altitude in order to get under a wide band of clouds. Fortunately the headwind was now a manageable

25 kts and I made it back to Arlington with good pattern altitude. The wave days here are difficult (at least for me) to predict, but when everything comes together, the otherworldly experience provided by the mountain waves in our area is a rare treat. Even a slope soaring day on Mt. Baker is worth pursuing, and probably somewhat more easily forecast.

Good luck, and let's see who is next to be in the right place at the right time.

Comments by Fred Hermanspann, editor of Evergreen Soaring's eGlidepath:

This was a day with strong southwesterly winds increasing from maybe 20 kts at 5,000 ft to over 50 kts at 15,000 ft. The wave cloud that got Ron to the unheard of altitude of 15,625 ft was located directly over the Green Mountain ridge (with a maximum elevation of 3610 ft) located 5 miles downwind of Mount Pilchuck (5351 ft). This was obviously the primary Mount Pilchuck wave which has been encountered previously (in lower wind velocities and closer to Mount Pilchuck) and yielding up to 12,000 ft altitude. Later in the day, the Green Mountain area was no longer accessible because of cloud cover. Ron used perfect timing, a well prepared sailplane with oxygen and a lot of courage for this history making flight – the first serious XC flight from Arlington in wave conditions (and some ridge lift).



2014 Rocket Launch Schedule

Launch	Date	Time	Location
AP Checkride	April 25th	8AM - 5PM	Mansfield
	April 26th	8AM - Noon	
Fire in the Sky	May 22nd	8AM - 7PM	Mansfield
	May 23rd	8AM - 7PM	
	May 23rd	9PM night launch	
	May 24th	8AM - 7PM	
	May 25th	8AM - noon	
Jack Frost APfest	October 24th	8AM - 5PM	Mansfield

**Mansfield Snell Ranch Launch Site,
47°47'36.4"N 119°25'39.6"W**

The FAA waiver for the Snell Ranch site allows flights to 25,000 feet AGL (27,144 feet MSL). From Mansfield, travel Hwy 172 east approx 9.75 miles and turn right onto "O" Rd NE (dirt) (Lat 47 deg 48' 55.18"N; Long 119 deg 25' 37.87"W). Proceed south 1.9 miles to the quonset hut.

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@comcast.net!

I like the TV advertisement where a guy is asking bunch of people to forecast their life events in the future and put them on a wall with tags. He uses a color scheme where *yellow* means a positive event, and *blue* means a negative event. He then repeated the same question, except he asks for past life events. The outcome was interesting. On the past life events wall you see an average of blue and yellow tags. However, in the future life events wall you see mostly yellow stickers. And that's the way we go flying: we are anticipating only positive events

happening on the flight, and we're not worried about any negative events (and most often don't even think about them).

We should cogitate about that observation just a little, especially now, that a fresh season is about to start. We should recognize that things can and will go wrong. So we should plan ahead, especially for the events that could go wrong. For instance, if we have not flown for a while, we should go out and fly with an instructor, or at least with a pilot who has flown recently. It's amazing how rusty we can get; a flight

with an instructor will help to knock off that rust without putting you or your ship in danger.

The same idea holds true when you assemble the ship for the first time this season. Just have someone come and check it to make sure you have not overlooked something. And don't forget that positive

control check. And don't forget your takeoff checklist, and use it (at least today!).

And have your Oxygen ready and use it when flying high.

And ... and ... You know what I mean: *prepare for the blue tags*.



Wave flights (Stay away from the blue tag)

Two tragic accidents that occurred within a week of each other, one Aug. 30 and the other Sept. 5, 2014, involved pilot incapacitation at high altitudes. While it's impossible to say for certain that hypoxia was the primary cause, the flight profiles and reports from the military pilots who intercepted the aircraft point toward this as a possibility.

As a quick reminder, here are some of the typical symptoms of hypoxia:

- Cyanosis (blue fingernails and lips)
- Headache
- Hot flashes or a feeling of warmth
- Decreased cognitive abilities
- Impaired judgment
- Euphoria
- Visual impairment, reduced visual acuity
- Tunnel vision
- Drowsiness
- Lightheadedness or dizzy sensation
- Tingling in fingers and toes
- Numbness

Even though these are the most common symptoms of hypoxia, each pilot's physiological responses are unique. With the insidious nature of hypoxia and the resulting loss of cognitive abilities, it quickly becomes difficult to recognize the symptoms

in time to take prompt action and mitigate the risks of becoming incapacitated while flying. The good news is that general aviation pilots have a powerful, low-cost tool available to them to help avoid succumbing to the effects of hypoxia. A pulse oximeter is the best defense against hypoxia and can be purchased from a variety of aviation vendors or any drug store. When flying an unpressurized aircraft pilots should check their oxygen saturation levels regularly (about every 10 to 15 minutes).

And one more oximeter report:

I am 85 years old and have a lung condition. I had a pulse oximeter for years, and it normally indicated a saturation level of around 92 to 94 percent. It was one of the American-made units and cost about \$150.

Eventually it quit, and when I went to replace it, I found an import at a department store for \$35. It indicated a saturation level of 98 percent or better all the time.

The point here is that all pulse oximeters are not equal. If you are going to be using it to monitor your oxygen level in flight, you should buy a quality unit and verify its accuracy by checking it against a hospital machine. Your life just might depend on it.

Fly safe and avoid the *Blue Tags*.

Heinz

Confucius did not say, (but should have)

- Pilot who flies like hell is bound to get there.
- Man who stands on toilet is high on pot.
- Man who live in glass house should change clothes in basement

National Event/Contest Dates

Date(s)	Event	Location
4/6/2015 - 4/17/2015	1st FAI Pan American Gliding Championships	Benton, TN
4/20/2015 - 4/25/2015	Region 5 North	Perry, SC
4/24/2015 - 4/26/2015	AGCSC Winch Clinics	Jacumba Hot Springs International Glider Airport, CA
4/25/2015 - 4/26/2015	1-26 Sports Fun Meet	Wurtsboro, NY
5/9/2015 - 5/10/2015	Wurtsboro Wave Weekend	Wurtsboro, NY
5/17/2015 - 5/23/2015	Region 2	Reedsville, PA
5/18/2015 - 5/23/2015	Region 7	Albert Lea, MN
5/22/2015 - 5/24/2015	Eastern Vintage/Classic Regatta	Benton, TN
5/22/2015 - 5/25/2015	Western Vintage/Classic Regatta	Tehachapi, CA
5/24/2015 - 5/30/2015	2015 Midwest OLC Championship	Ionia, MI
6/1/2015 - 6/15/2015	Sundance Aviation OLC Soaring Camp	Moriarty, NM
6/1/2015 - 6/6/2015	Region 5 South	Cordele, GA
6/1/2015 - 6/5/2015	21st Annual Thermal Camp	Reno, NV
6/5/2015 - 6/14/2015	Region 2 North	Wurtsboro, NY
6/7/2015 - 6/12/2015	29th Annual Cross Country Camp	Air Sailing Gliderport
6/8/2015 - 6/13/2015	Air Sailing Cross Country Camp	Reno, NV
6/13/2015	Southwest Soaring Museum 10th Anniversary Celebration	Moriarty, NM
6/15/2015 - 6/20/2015	Region 8 Championships	Ephrata, WA
6/18/2015 - 6/28/2015	Auxiliary-powered Sailplane Association Annual Camp	Parowan Utah
6/18/2015 - 6/21/2015	Midwest Vintage/Classic Regatta	Lawrenceville, IL
6/19/2015	VSA Annual Meeting	Lawrenceville, IL
6/20/2015 - 6/28/2015	King Mountain Glider Park Safari	Moore, Idaho
6/23/2015 - 7/2/2015	18 Meter, Open Club Class Nationals	Hobbs, NM
6/24/2015 - 7/3/2015	Sports Class Nationals	Waynesville, OH
6/27/2015 - 7/5/2015	2015 Nephi OLC/XC Camp	Nephi, UT
7/2/2015 - 7/9/2015	1-26 Championships	Minden, NV
7/3/2015 - 7/5/2015	Vintage/Classic Regatta Tidewater Soaring Society	Windsor, VA
7/13/2015 - 7/18/2015	Air Sailing Sports Class Contest	Reno, NV
7/20/2015 - 7/25/2015	Region 11 Soar Truckee FAI Class	Truckee, CA
7/26/2015 - 8/4/2015	Standard and 15 Meter Nationals	Elmira, NY
7/27/2015 - 8/10/2015	Idaho Soaring Regatta	Mackay, Idaho
7/27/2015 - 8/11/2015	IDAHO Soaring Regatta	Mackay, Idaho Airport
8/2/2015 - 8/7/2015	Logan Mountain Flying Camp	Logan, UT
8/3/2015 - 8/7/2015	Region 10 South	Waller, TX
8/9/2015 - 8/15/2015	Caesar Creek Soaring Adult Camp &	Caesar Creek Soaring Club

Classifieds

Writer/Editor wanted

- Prestigious newsletter.
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- 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.
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If interested, contact soarboy@comcast.net

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We often go to a doctor's office, or the dentist. Why not take a few back issues of Soaring with you and leave them there for others to get acquainted with soaring. Seems like a better use than just letting them pile up and collect dust.