


# Towline



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A Chapter of the Soaring Society of America

The February Seattle Glider Council meeting date has not been set as we go to press. Announcement of the date will be made in the February issue of TOWLINE. This will be the annual general membership meeting, to include installation of the new officers, financial report, committee reports and plans for the new year. All members should plan to attend.

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## ELECTION RESULTS

The following members will compose the Board of Directors of the Seattle Glider Council for this year: George Adams, Peter Bowers, Tom Clark, Bob Kruse, Doug MacDonald, Francis Vaillancourt, and Frank Woodward. Bob Kruse was elected Chairman.

Tom Clark and Vaillancourt who tied in the ballot count, both were seated on the Board when Dean Reynolds was obliged to decline his election due his imminent transfer out of state by his employer.

The first Board meeting of the year saw the following officers elected, and committee appointments.

### Officers

Vice Chairman	Frank Woodward
Secretary	Doug MacDonald
Treasurer	Dave Marshall

### Committee Chairmen

Program	Frank Woodward
Towplane	Joe Richardson
Training	Doug MacDonald/ F. Vaillancourt
Publications	Pete Bowers

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### DEAN REYNOLDS TO BE MISSED

Dean Reynolds and family have moved to Ogden, Utah as of the 19th of January where Dean will be working on the Boeing Minuteman project. Dean, several times SGC Chairman, perennial Board member, long-time TOWLINE Editor, towplane committee chairman and what have you, will be sorely missed. (Ed- we will particularly miss his monthly cartoon feature in our paper, but, perhaps something can be worked out on this.)

### PARTS FOR 115 TOWPLANE DELIVERED

The replacement crankshaft, rear case, and cylinder for the 115 Hp towplane have been delivered to Wenatchee Air Service where the ship is undergoing major repairs. More recent reports however have it that the crankshaft was not suitable for use. Well anyway the price was right.

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## SOARING AT MOUNT SI

Three gliders and a group of the more active SGC members turned out for a day of soaring and exploration at Snoqualmie Airport, located a few miles east of North Bend, Washington, on the morning of Dec. 3rd. This area has long been heralded as a possible future soaring site for the SGC in the Western Cascades, and was first explored by Joe Robertson in the Olympia a couple of years ago. Since that time, no organized attempt has been made to exploit the area further, except by power plane or by foot.

Low clouds covered the mountain top when we arrived. The upper winds were fairly strong from the southwest, but in the valley only a light drift from the east was observed. Dean Reynolds was first off in the LK, and a sigh of relief went up as the glider and towplane cleared the tall trees at the end of the short runway with plenty to spare. However Dean was not able to find consistent lift either under the clouds or next to the slope, and soon returned to the field. In the meantime, Marq Gorton had towed over to the ridge in the Cascade 1-23, but encountered strong down and also returned. Frank Woodward was next off in the Ka-6. After an exceedingly turbulent tow, the glider was released in good lift north of little Si, in front of the mountain face. The area of lift was small and erratic, and soon it was evident that a return to the area of the field would be advisable. A weak thermal was encountered at 900' on the way back which allowed a return to 2500' over the field. Another pass over the mountain slopes showed nothing, but a thermal was again found out in the valley upwind. This proved to be strong, although erratic, and allowed a climb to cloud base at about 4000'. Flying out in front of the cloud, smooth lift was encountered over its entire length, and another 1000 feet gained, above cloud base. Lack of time prohibited further exploration in the area, and the glider was brought back to the field after only one hours flying. Several other pilots made flights that afternoon, the whole operation was considered extremely successful, and a good time was enjoyed by all. It is expected that additional trips will be made to the area later this spring to give other pilots the opportunity of enjoying the thrills of alpine soaring.

Another exploratory flight over Mount Si was made on New Years Day, this time by Joe Robertson and Frank Woodward in the towplane. The entire Pacific Northwest was clear that day and the air was very stable and smooth. However good lift was encountered on the on the northwest slopes of the mountain, and several passes were made in the towplane amidst a most spectacular mountain setting.

This is indeed the spot to develop as the soaring center of western Washington, and to make better use of our natural surroundings to develop our sport.

-Frank Woodward

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'62 Nationals SITE SELECTED The 1962 U.S. National Soaring Championships will be held at El Mirage Field, California. The USA Contest Board announced that the El Mirage-Victorville Soaring Championships Committee, Wm. G. Briegleb, Chairman, had been selected over Adrian, Michigan and Elmira, New York. Bishop, California, withdrew their bid for the '62 Nationals when it was announced that Argentina had been awarded the '63 Internationals. (Ed-Let's put that in the 'hows that again department'.) El Mirage Field is near Los Angeles. Dates for the meet will be announced later.

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FEBRUARY MYSTERY TOUR ANNOUNCED

DIRECTOR- Joe Richardson Phone Cherry 2-5995  
DATES- February 3rd and 4th  
PLACE- Depart Enumclaw Airport at 9:00 am, weather permitting.  
MODE- Trailered ships  
TOWING- Auto tows will be available at the mystery site, in addition to usual aero towing, (90 hp if it is still airworthy).  
FOOD- No close by cafes. Plan to bring lunches.  
OVERNIGHT- Can return to Seattle area for Saturday night.

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December 4th SGC Meeting

Thirty two members were present at the December 4th meeting of the Glider Council which convened at 8:00 pm in Pete Bowers shop.

F. Woodward and G. Loeffers were appointed to be the Audit Committee for the year end accounting. Walt Blake and G. Sylliaasen were appointed the Inventory Committee.

Dean Reynolds presented the towplane picture, financial and availability-wise, effectively illustrated with flip charts. The various alternatives presented were:

Overhaul 90, engine and airframe	\$1900
Buy rebuilt 115 engine	1500
Buy new parts to rebuild 115	1350
Buy used parts to rebuild 115	1000
Buy available majored 125	350
(condition of above engine in some doubt)	
Buy used 115 or 125 (400 or 500 hours)	800
Discontinue towing altogether	---
Sell both airplanes, buy new	?

At the meeting it was decided that used parts for the 115 and to put it in good condition, while continuing to fly the 90 until it fails airworthiness inspection- then deactivate and store the 90 until activity again merits putting it back in use.

There was \$350 in the engine fund collected from the \$10 voluntary assessment. The additional money needed to rebuild the 115 was to be raised by advance sale of aero-tows, at the rate of \$60 per year, to be good for two tows per month. Sufficient subscriptions were obtained at the meeting to assure the rebuilding of the 115..

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MEETING 1-8-62

PETE BOWERS' AIRCRAFT FACTORY

The meeting was marked by very poor attendance. Those not present missed an interesting discussion on the Pincher Creek Wave Soaring Expedition of last fall, with slides by Joe Robertson. The flying looked pretty hairy, particularly on tow- but seems worth it. Some tremendous flights were made. It clearly is not the place for the novice pilot. Strong winds are the usual condition. Oh! but those waves. A return trip in April is being talked up.

The new airport operator at Arlington was to be at the meeting to invite us glider folks back to the old stamping grounds, but he was unable to make it. Many of us would be happy to see Arlington open up again whether we move back or not. For training it has many advantages as our Training Manager Doug MacDonald pointed out.

(Continued page 4)

(Meeting 1-8-62 continued)

Our Treasurer was absent so our financial condition is rather vague. The books are being audited so the next Towline should carry a good financial report. Hope this won't be too much of a shock.

To those of you who haven't attended a meeting at Pete's place - you are missing something. There are always interesting gliders or planes or pieces of same, under construction to provide atmosphere, hot tea or coffee, food and plenty of tall tales.

SEE YOU THERE NEXT MONTH. (We think it will be there.)

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Your Editor went steelheading again today for the umpteenth time this season and got skunked again ditto. Well, it's a whole heck of a lot cheaper than flying!! Might even pay off a little if a fellow could catch one of those mythical silvery giants once in a while. You think glider guiders are bats - how about fishing a stream for mythical fish in below freezing temperatures with a hole in both feet of your waders. If one of you guys has ever caught a steelhead, how about letting me in on the secret of your success. Pardon the departure from flying, but there are other things to do in the winter.

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There was something about a mis-statement of the advance towing subscription deal in a past Towline that I was supposed to correct, but the nature of our error has entirely slipped my mind. This is entirely a voluntary deal, and that may be what we forgot to say, so if so, we've said it.

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APOLOGIES to Miss Caren Adams, we think, our prettiest member and the charming daughter of George and Alice Adams.

WANTED

REPLACEMENT FOR TIRED OUT EDITOR, PUBLISHER,  
BUSINESS MGR., MAILING BOY, REPORTER, TYPIST,  
PRINTER, & BINDER - Apply to Towline asap.

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