

Towline



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MEMBERSHIP MEETING Monday May 6, 1963

Fete Bowers 13826 Des Moines Way So.
Flight instruments - Their reactions and how to use
them in thermal soaring.

CHAIRMAN'S MESSAGE

Spring has come slowly to the N. W. but some of the storm centers are now getting on through, even on weekends!! For instance, the last two weekends. While training flights have been the order of the day at Enumclaw, some of them have exceeded 30 minutes!!! Several flights in excess of 2 hours have been reported out of Issaquah. The next weeks during May should produce improved conditions, however the conditions may only last a single day or even part of a day. Such is the characteristic of the west slope of the Cascades.

The first of the program series was well received, and the second should provide useful information to aid the new soaring pilot to understand the basic flight instruments and how to use them to perfect his soaring techniques. Also it will refresh the memory of the accomplished sailplane pilot and polish his techniques.

Conditions are improving at Enumclaw. Some crushed rock has been added to the low spots, a new contract with Cris Stergion is in the mill and negotiations are continuing. Prompt payment of hangar rentals can only help our position. Cris has apparently started the roof repair and has plans to paint the exterior of the building. Other facility improvements are under consideration. Arrangements to obtain aviation gas in Enumclaw have been made and a barrel pump has been purchased by the Tow-plane Committee. It is hoped that the tow bills can soon be sent out and payment on them will be prompt. Let's keep them flying!!!!

Bob Kruse

NOTICE

The first weekend of May will see the inauguration of the "tow-card" system. This system, designed to eliminate confusion and simplify accounting, works as follows: available at the airport, be it Enumclaw, Richland or Wenatchee (or other exotic ports of call) will be stacks of small printed cards. These cards are the Treasurer's authorization to bill the glider pilot for the tow, as well as the tow-pilot's instructions for towing. The card has a few blanks to be filled in - altitude, release point, tow speed, glider, pilot and pilot's address. No take-off will be permitted before the towpilot receives a completed tow-card for that flight. THIS WILL BE ENFORCED.

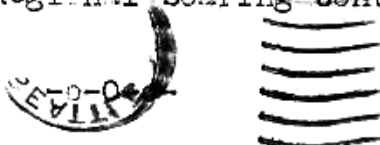
If you wish to pay cash (or tow-scrip) for your tow, submit them along with your tow-card - cash does not replace the tow-card. If you do not submit cash or tickets (which the towpilot will note) you will be billed for the tow. Bills will be mailed out monthly.

We have no desire to complicate further the life of the poor, over-worked glider pilot, and we don't think that filling out a tow-card for a flight is too great a burden. It serves the multiple purpose of informing the towpilot of your heart's desire and at the same time greatly simplifying the towplane Treasurer's job. Keep a few blank cards in your aircraft, ready to fill out. More will be available at all times.

Your cooperation will make this new system work smoothly. Please help.

-o-o-o-

Bob Chase informs us that the calendar of events for the coming months is the same as that published last month, so we will not repeat it now. He further informs us that pilots wishing information on accommodations for the Sun Valley Northwest Regional Soaring Contest should contact him at VA2-6600.



TOWLINE - May 1963
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