

FIELD NOTES ON THE EPHRATA TASKING AREA'S LANDING RUNWAYS

--WITH COMMENTS FOR RETRIEVE AEROTOWS AND TRAILER ACCESS--

"This Information Offered For General Reference Only" . Whether Glider Pilot or Towpilot: as always, you must assess anything crucial before you land or take off.

GLIDER PILOT- Before you fly: make sure you have a full tank of gas, your keys accessible, and all necessary items needed for disassembly ready-to-go in your trailer.

TOWPILOT : Before Leaving Ephrata:

1. Always have two tow ropes
2. Discuss with the glider pilot if they want you to bring along the retrieve wing wheel : a tape-on wing wheel kit in a Ziploc bag kept in the cabinet above the clubhouse phone.
3. Get an on scene report from the glider pilot on the winds/field conditions
4. Consider taking some extra water/snacks in case glider pilot has had a long wait; also keep yourself hydrated/fed.
5. For late day retrieve, be mindful there will be enough time for the glider to still land back at EPH before sunset (towplane also if no nav lights). Otherwise, ground retrieve.
6. Evaluate your fuel situation before you leave; particularly if there are high winds aloft and the destination is one of the farther out airports. Most of the landout airports do not have fuel.
7. If you do buy fuel, you have to use your own credit card and request reimbursement from SGC.

Landing at Destination

8. If trailing a tow rope, the wind/runway length or obstacles may dictate you drop the rope from a low approach and return to land. If enough runway, come in high and land long. In any case, be in radio comms with the glider and ensure glider is well clear of runway.

Before Taking Off

1. Have the glider pilot sign the retrieve tow card
2. With glider in takeoff position, lay out the tow rope and hook up towplane and glider
3. Brief with glider pilot the takeoff plan / comm plan (CTAF till up and away, then switch to 123.3)
4. Start engine, take up slack. Towplane will make the radio call for the takeoff when glider pilot signals or radios "ready"

Enroute to EPH

1. Climb at best rate until well clear of airport and terrain. Then transition to a cruise-climb in the direction of Ephrata (generally easier for glider to keep speed control if the towplane is in a constant slight climb, vs climbing then levelling off.
2. Glider releases from tow when in range of EPH. Glider generally lets towpilot know on 123.3; ensure visual separation as you both aim for Ephrata.

THE BEEZLEY LANDING STRIP - PRIVATELY OWNED.

GLIDER LANDINGS HERE REQUIRE A TRAILER
RETRIEVE, AS OWNER DOES NOT ALLOW AEROTOWS
OUT.



Note: this strip is also Region 8
Turnpoint 7 "Beezley Hills"
47.346117, -119.717217

Road access is via Sagebrush Flats
road to Baird Spgs road to Wheatland
Rd.

Chelan / Lake Chelan / S1Ø



Communications

CTAF 122.9
UNICOM 122.95
PCL CTAF (For MIRL)

Navigation

Elevation 1263' MSL
TPA 2000' MSL (737' AGL)
Runway 02/20; 3503'x60'; ASPH
Lights Dusk-dawn, MIRL
Latitude N 47° 51.96'
Longitude W 119° 56.56'



Services

Fuel 100LL, Jet A (24-hour credit card fuel services)

80 ft clearance between
runway lights (google earth
measurement 2019)

Notes

Right hand traffic on runway 02. Dspld. Thrd. Rwy 02- 447' – 3056' avail. Dspld. Thrd. Rwy 20- 197' – 3056' avail. Seaplane parking at Chelan Airways by permission only. Parachute Jumping May through October.

Cle Elum / Cle Elum Municipal / S93



Communications

CTAF 122.9
PCL CTAF (For BCN & MIRL)

Navigation

Elevation 1945' MSL
TPA 2945' MSL (1000' AGL)
Runway 07/25; 2379'x60'; ASPH
Light MIRL
Latitude N 47° 11.66'



Notes

Right hand traffic on

Cle Elum / Cle Elum Mu

-80 ft between runway lights (google earth measurement 2019).
-Onsite 2019 report says: rwy fine for 20M ships, longer wings use caution for pvc pipe markers attached to landing lights. Parallel grass/dirt area is reported as landable for long wings with no obstacles, west of midfield taxiway.
-A paved tie down spot available.
-Locked cable at ramp entrance
-Pawnee aero-retrieve from EPH: plan to land at ELN and fuel to full, prior to landing at Cle Elum for the retrieve flight back to EPH due no fuel at Cle Elum. Other towplanes may be able to carry sufficient round trip fuel.

Electric City / Grand Coulee Dam / 3W7



Communications

CTAF 122.9
PCL 122.9 (For MIRL)

Navigation

Elevation 1588' MSL
TPA 2400' MSL (812' AGL)
Runway 04/22; 4203'x75'; ASPH
Lights Dusk-dawn, MIRL
Latitude N 47° 55.32'
Longitude W 119° 04.98'



Services

Fuel None



Notes

Right hand traffic on runway 22. Unattended. Courtesy car available. Directions for use available on the information display board.

2019 onsite report -Runway lights on shorter stalks and an estimated 10 ft off either side of pavement edge. Excellent pavement condition and hammerheads.

WA15**Coulee City Airport**

Coulee City, Washington, USA

FAA INFORMATION EFFECTIVE 23 MAY 201**Location**

FAA Identifier: WA15

Elevation: 1800 ft. / 549 m (estimated)

Variation: 20E (1985)

From city: 2 miles E of COULEE CITY, WA

Airport Operations

Airport use: Private use. Permission required prior to landing

Activation date: 12/1945

Control tower: no

ARTCC: SEATTLE CENTER

FSS: SEATTLE FLIGHT SERVICE STATION

Attendance: UNATNDD

Wind indicator: yes

Segmented circle: no

Airport Communications

UNICOM: 123.0

Nearby radio navigation aids**VOR radial/distance**[EPH](#)r006/16.1

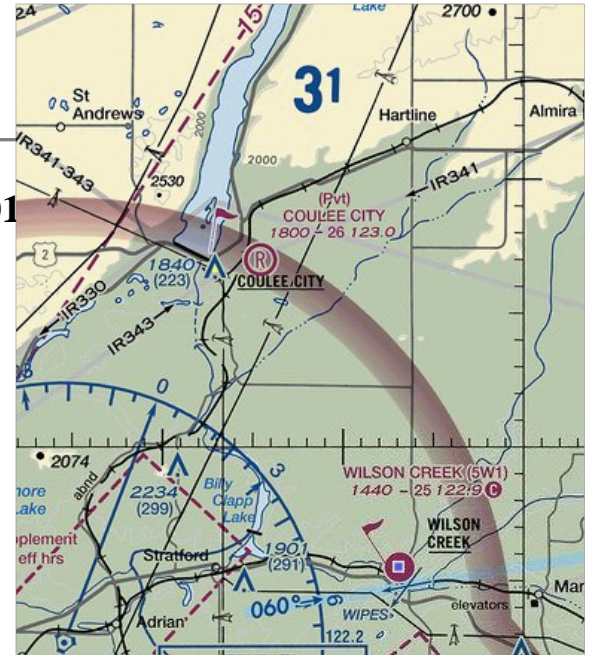
EPHRAT

[MWH](#)r349/24.5

MOSES LAKE

Airport Services

Parking: Tiedowns



This airport privately owned but traditionally owner is accepting of gliders being towed out, or accessing by trailers for ground retrieve. Ground access is via E. Walnut Street in Coulee City, which turns into Road 36NE as you head east.

Landing on Rwy 25, best to land with rope in hopper due fence close to runway ends (snag hazard.) or plan to drop rope or land long.

Be also aware of an active gun range just off the west end of the property (Rwy 7 end.)

June 2019 onsite report:

Pavement fair condition 30 ft wide with grass growing out of cracks. 10 ft outboard of pavement each side, is gravel/grass that was mowed. Unmowed/taller grass then is farther outboard. No signs or markers along runway or in grass beside.

Windsock structure is midfield but sock is in tatters.

Continued next page

: (CONTINUED) WA15 Coulee City Airport
Coulee City, Washington, USA

Runway Information

Runway 7/25

Dimensions: 2600 x 18 ft. / 792 x 5 m

Surface: gravel

RUNWAY 7

Traffic pattern: left

Runway end identifier lights: no

Obstructions: 33 ft. pole, 1300 ft. from runway, 34:1
slope to clear

RUNWAY 25

left

no

6 ft. fence, 200 ft. from
runway

Airport Ownership and Management from official FAA records

Ownership: Privately-owned

Manager: MERYL HART
11220 RD 36 NE
COULEE CITY, WA 99115
Phone 509-681-0288

Photo looking East from
Coulee City Airport
midfield road access.
(Jun 2019)



Mansfield / Mansfield / 8W3

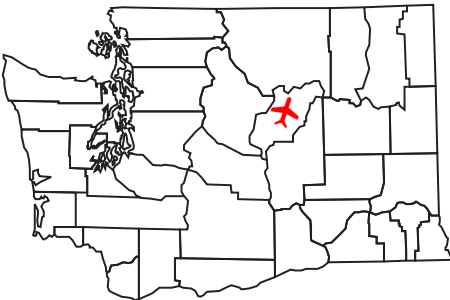


Communications

CTAF 122.9

Navigation

Elevation 2272' MSL
 TPA 3272' MSL (1000' AGL)
 Runway 03/21; 2575'x46'; ASPH
 Lights Dusk-dawn, LIRL
 Latitude N 47° 48.56'



Notes

Unattended. Possible turbulence from grain elevator. Rwy 21 - 162' - 2413' avail.

Turbulence from wind impacting grain elevators is seen frequently on appch/climbout.

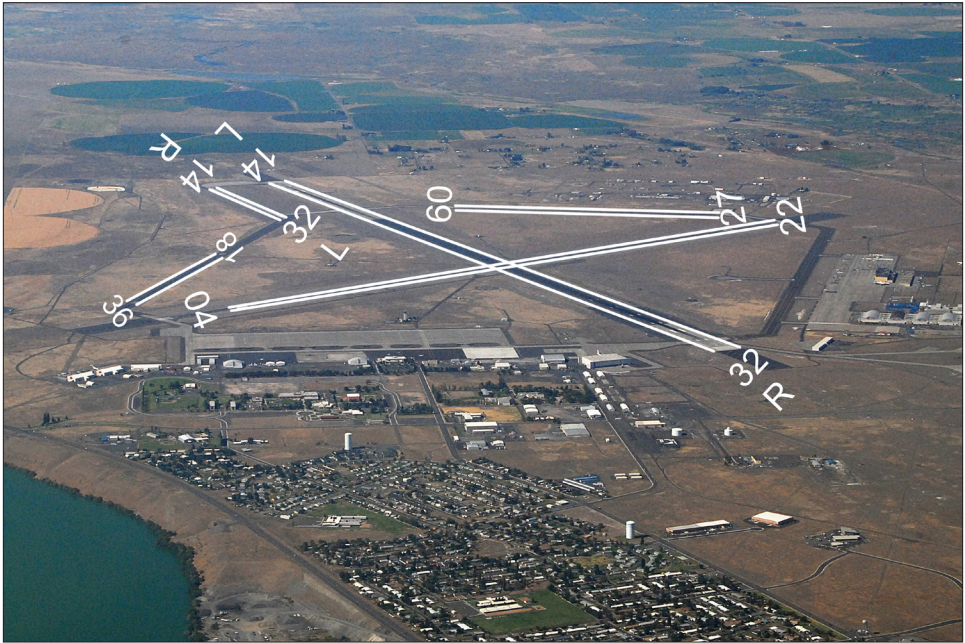
2019 onsite report:

Runway lights 2 feet high, 10 ft off edge of pavement on either side. Pavement in good condition.

For trailer retrieve, easy access from town, several ways in with no gates. From EPH : Hiway 17 North (zig zag at Hiway 2) to Hwy 172 West, which becomes Railroad Av at edge of Mansfield. Look for left turns onto airport property.

Mansfield / Mansfield / 8W3

Moses Lake / Grant County International / MWH



Communications

ATIS 119.05
TWR 118.25 (East) 128.0 (West)
GND 121.9
CTAF 118.25
UNICOM 122.95
PCL CTAF (For MALSR Rwy 32R)

Navigation

Elevation 1189' MSL
TPA 2000' MSL (811' AGL)
Runway 14L/32R; 13503'x200'; ASPH-
CONC-Grvd
04/22; 10000'x100'; ASPH-Grvd
09/27; 3500'x90'; CONC-Grvd
18/36; 3327'x75'; ASPH
14R/32L; 2936'x75'; CONC
Lights Dusk-dawn, NSTD, HIRL, MIRL
Latitude N 47° 12.52'
Longitude W 119° 19.15'



Services

Fuel 80, 100LL, Jet A, A1+

Before you go, call the Tower to pre-coordinate aerial or ground retrieve. 509-762-1367.

Notes Right hand traffic on runway 18, 32R, 14R, 22, and 27. Tower operation 0600-2200 local time. Flocks of large birds in vicinity of airport.

Odessa / Odessa Municipal / 43D

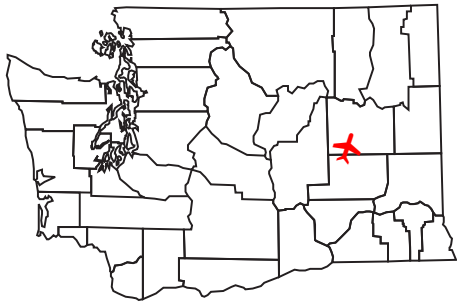


Communications

CTAF 122.9
PCL 122.8 (For MIRL & BCN)

Navigation

Elevation 1737' MSL
TPA 2737' MSL (1000' AGL)
Runway 02/20; 3125'x60'; ASPH
Lights MIRL
Latitude N 47° 20.86'
Longitude W 118° 40.64'



Services

Fuel None

Notes

Unattended.

Othello / Othello Municipal / S7Ø

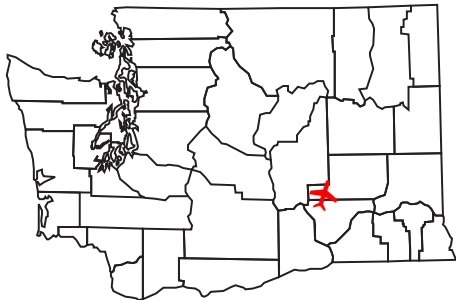


Communications

CTAF 122.9
PCL CTAF (For MIRL; PAPI Rwy 25)

Navigation

Elevation 1149' MSL
TPA 1939' MSL (800' AGL)
Runway 07/25; 4000'x75'; ASPH
Lights Dusk-dawn, MIRL
Latitude N 46° 47.69'
Longitude W 119° 04.75'



Services

Fuel LL100 (24-hour credit card fuel services), call 509-488-2544

Notes Unattended. Farm machinery parked in primary sfc south of centerline.

Warden / Warden / 2S4



Communications

CTAF 122.9

Navigation

Elevation 1276' MSL
 TPA 2276' MSL (1000' AGL)
 Runway 17/35; 2811'x60'; ASPH
 Lights Dusk-dawn, MIRL
 Latitude N 46° 57.95'
 Longitude W 119° 03.98'



Services

Fuel None

Notes

Unattended. No runway numbers. Dspld. thrl. Rwy 17 – 260' – 2251' avail.

Quincy / Quincy Municipal / 8ØT



Communications

CTAF 122.9

Navigation

Elevation 1271' MSL
 TPA 2271' MSL (1000' AGL)
 Runway 09/27; 3660'x50'; ASPH
 Lights Dusk-dawn, MIRL
 Latitude N 47° 12.70'
 Longitude W 119° 50.39'



Notes

Unattended.

Services

Fuel None

Quincy / Quincy Municipal / 8ØT

Be aware that the private Quincy Flying Service ag airport is close to the West end of Quincy town. Quincy Muni Airport is South of town.

For trailer retrieve, take Hiway 28, and turn left on Road P NW before you get to Quincy.

Waterville / Waterville / 2S5



Communications

Navigation

CTAF 122.9

2019 onsite report:
2 ft tall rwy edge
lights.Plenty of clearance
for 15M wings; longer
wings may need to time
the wing drop betw lights.
Lights/stalks may be
obscured by tall grass,
depending on mowing
situation.

Elevation 2645' MSL
TPA 3645' MSL (1000' AGL)
Runway 07/25; 2978'x50'; ASPH
Lights Dusk-dawn, LIRL
Latitude N 47° 39.36'
Longitude W 120° 03.39'

Services

Fuel None

-Airport has locked gate but 2019 report
says there is an obvious easy alternate
way to drive in adjacent to fairgrounds.
(Hwy 2, to N. Monroe St, to E 3rd St.)
-Tie down spots located on ramp near
07 end.
-Hammerhead at 25 end now part of
displaced threshold.
-Be aware of high poles/wires along
road to the north during appch/climbout
-Afternoon winds often strong from the
West



Wenatchee / Pangborn Memorial / EAT



Communications

ASOS 119.925
 CTAF/UNICOM 123.0
 PCL CTAF (For HIRL and REILS)

Navigation

Elevation 1249' MSL
 TPA 2049' MSL (800' AGL)
 Runway 12/30; 7000'x150'; ASPH-Grvd
 Lights Dusk-dawn, HIRL
 Latitude N 47° 23.93'
 Longitude W 120° 12.41'



Services

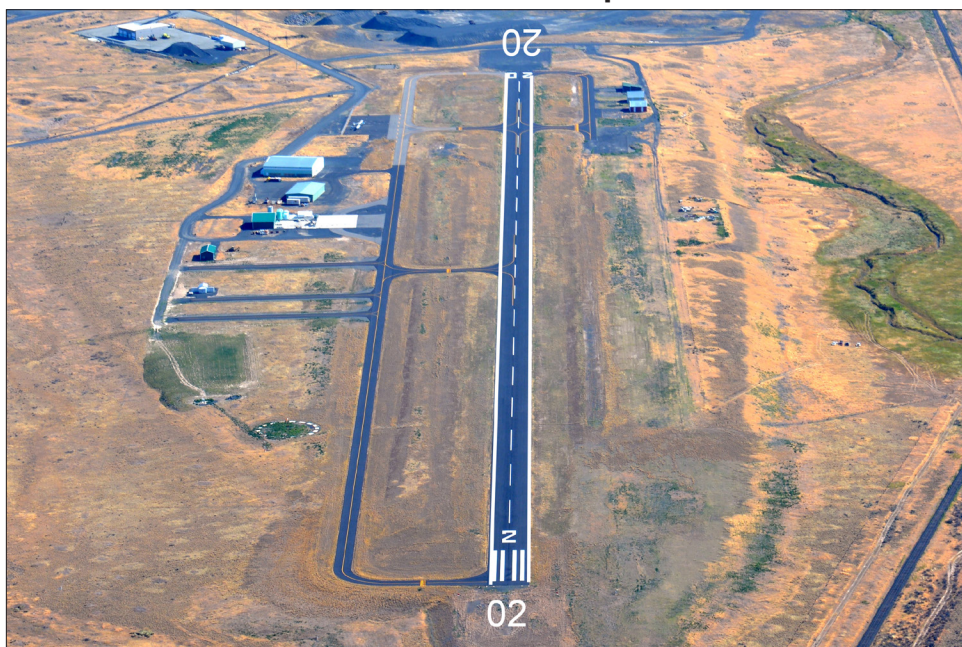
Fuel 100LL, Jet A (24-hour credit card
 fuel services for 100LL)

Notes

Rwy 12 preferred calm wind rwy. Bird hazard. Glider a

Ramp access is controlled
 due to passenger service
 at KEAT. Pangborn Flight
 Center FBO at midfield
 can provide people/vehicle
 access, with another
 possibility the Fedex
 building farther east.

Wilbur / Wilbur Municipal / 2S8

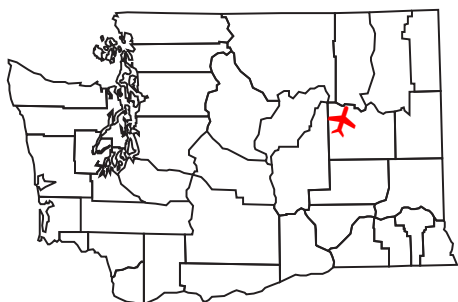


Communications

AWOS 124.175
 CTAF 122.9
 PCL CTAF (For MIRL & BCN)

Navigation

Elevation 2183' MSL
 TPA 3183' MSL (1000' AGL)
 Runway 02/20; 3850'x60'; ASPH
 Lights MIRL
 Latitude N 47° 45.20'
 Longitude W 118° 44.63'



Services

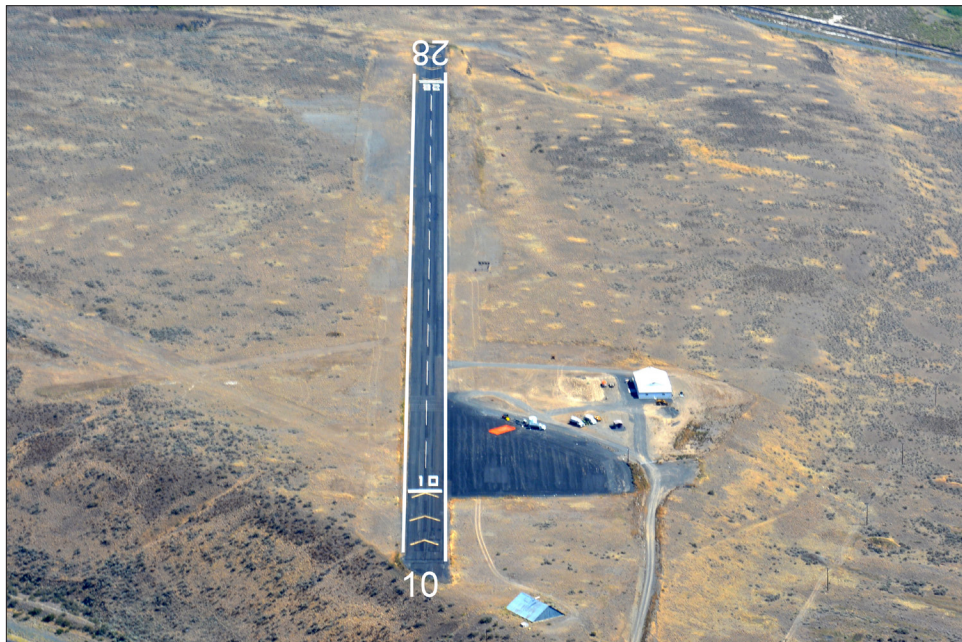
Fuel 100LL, Jet A

If needed- Fuel is from Greg's Crop Care- providing honor system fuel after hours. Sign their log with details, and call later with payment.

Notes

None.

Wilson Creek / Wilson Creek / 5W1



Communications

CTAF 122.9

Navigation

Elevation 1440' MSL
TPA 2440' MSL (1000' AGL)
Runway 10/28; 2500'x50'; ASPH
Lights None
Latitude N 47° 25.49'
Longitude W 119° 06.90'



Notes

Unattended.

Services

Fuel None

-Landing or towing a glider out, be watchful of crosswind component >5-7 kt from the south or overall strong winds; copious turbulence/downdrafts likely.

-Locked gate access to airport noted in 2018.

Wilson Creek / Wilson Creek / 5W1