

TOWLINE



612 KM O&R Turn Point Photo, Sandpoint, ID (KSZT)

Photo by: Tim Tanner

Table of Contents

SGC/SGCSF Directors & General Information	2
SGC Elects New Board for 2024	3
2023 Seattle Glider Council Season Review and Awards	3
Mackay ID Rodger Frank Memorial Trophy	10
Letters and Articles	11
Great Day for a 500 K!	11
Upcoming Meetings and Events for 2024	15

TOWLINE is the Newsletter of the Seattle Glider Council



SGC / SGCSF MAILING ADDRESS
 P.O. Box 7184
 Bellevue, WA 98008-1184

TRAINING CENTER LOCATION
 30 Airport Street NE
 Ephrata, WA 98823
 509-754-3852 [not attended fulltime]



SGC BOARD OF DIRECTORS (2024)

Chairman:	Noel Wade	noelw@seattleglidercouncil.org
Directors:	Matthew Coleman	matthewc@seattleglidercouncil.org
	Dave Reusch	daver@seattleglidercouncil.org
	Ron Bellamy	ronb@seattleglidercouncil.org
	Tom Dixon	tomd@seattleglidercouncil.org
	Christian Klix	chrisk@seattleglidercouncil.org
	Tory Tolton	toryt@seattleglidercouncil.org

2024 VOLUNTEERS & COMMITTEE ASSIGNMENTS

Treasurer	>OPEN<
Secretary	>OPEN<
Chief Towpilot	>OPEN<
Towplane Manager	>OPEN<
Ops Scheduler	>OPEN<
TOWLINE Committee	>OPEN<
Airspace Coordinator	>OPEN<
Contest Manager (Region 8)	>OPEN<
Insurance Coordinator	>OPEN<
Trailer Lottery Coordinator	>OPEN<
Webmaster	>OPEN<
Banqueteer	>OPEN<
Awards Committee Chair	>OPEN<
Elections Chair	>OPEN<
Facilities Manager(s)	>OPEN<
Dust-Up Event Coordinator	>OPEN<
Methow Event Coordinator	>OPEN<
WA State Governor	>OPEN<
Towcard Data Entry Focal	>OPEN<

SGC SOARING FOUNDATION BOARD 2023 (2024 TBD)

Director:	Phil Rose	(exp. 1/1/24)
Director:	Henry Rebbeck	(exp. 1/1/25)
Director:	Mike Bamberg	(exp. 1/1/26)

SOARING SOCIETY OF AMERICA REGION 8 OFFICIALS

Region 8 Director	Craig Funston
Alaska Governor	Peter Brown
Idaho Governor	Tom Dixon
Montana Governor	>OPEN<
Oregon Governor	>OPEN<
Washington State Governor	Kelvyn Flavell

2023 DUES & FEES (2024 fees TBD)

Membership:

Regular	- (includes 1 week of facility use)	\$75
Family	- (Spouse/Partner w/facility & voting privileges)	\$35
Youth	- (25 years & under, incl. 1 week of facility use)	\$50
Lifetime	- (incl. 1 week of facility use per year)	\$1500

Tows (Ephrata)

Hook up and first 1500 feet	\$50
Per 100 feet above 1500 feet	\$1.70
Mid-week surcharge if fewer than 3 tows in a day	\$15 per tow

Aero-retrieve or glider ferry

\$190 / tach hr.

Ephrata Facility Use Fee

Seasonal (April - October, full use of all facilities)	\$100
Weekly (first week included in membership fee)	\$30

Glider Tiedown & Trailer Storage at Ephrata

Seasonal (April - October, reserved trailer spot)	\$220 per glider
Weekly	\$40

Ephrata RV Parking

Seasonal reserved spot (April - October)	\$550
Weekly (8 nights or less)	\$120
Short Term (3 nights or less)	\$60
EV Charging	\$10

Notes:

- All fees are in USD
- SGC and SSA membership required for all tows behind SGC towplanes
- Tow fees are invoiced. All other fees should be paid prior to arrival at Ephrata.

CLUBS & OPERATIONS

Cascade Soaring Society	-	https://www.cascadesoaringociety.com
Evergreen Soaring	-	http://www.evergreensoaring.com
Glider-Rides.com	-	http://www.glider-rides.com
Hood River Soaring	-	https://www.hoodriversoaring.org
High Desert Soaring Club	-	http://www.hdsoaring.org
King Mountain Glider Park	-	https://www.kingmountaingliderpark.com
Puget Sound Soaring Association	-	http://www.pugetsoundsoaring.org
Spokane Soaring Society	-	https://spokanesoaring.org
Vancouver Soaring Association	-	https://vancouversoaring.com
Willamette Valley Soaring Club	-	https://www.facebook.com/flyWVSC



SGC Elects New Board for 2024

Hello! I am pleased to announce the Election Committee double-checked the vote counts and verified the election results. Our 2024 SGC Board of Directors are:


Chris Klix
Tory Tolton
Ron Bellamy
Dave Reusch
Matt Coleman
Tom Dixon
Noel Wade (returning Chairperson)

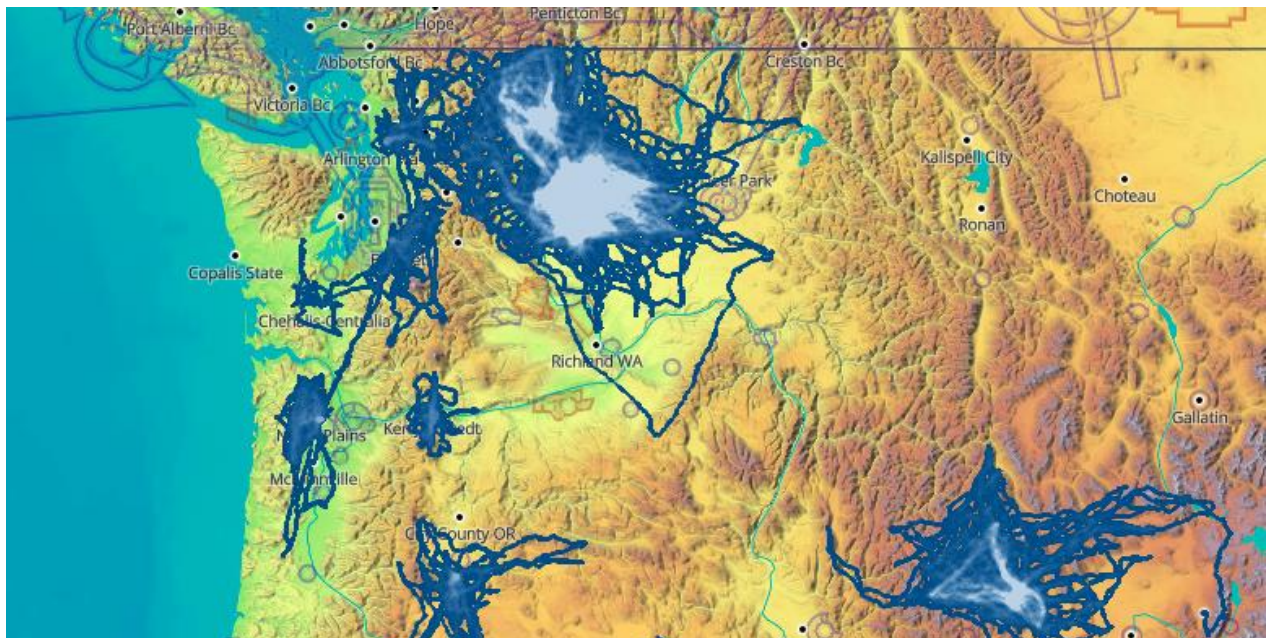
Jim Dobberfuhr, Mike Bamberg, and Henry Rebbeck are rotating off the Board at the end of the 2023 calendar year. I want to **sincerely** thank each of you for your help with the SGC over the last few years (...and the work that Henry & Mike will continue doing as Foundation board members)!

Please join me in welcoming **Tom Dixon**, **Tory Tolton**, and **Dave Reusch** to the SGC Board for 2024!
Sincerely--Noel

2023 Seattle Gliding Council Season Review and Awards

Submitted by: Henry Rebbeck

For those interested in seeing what others have been up to in R8, OLC provides a great tool to overlay flights onto a single map, just filter a list of OLC flights, and click the map () symbol and you get a map with all the flights displayed. It's pretty cool. So, for R8 most of the flights overlaid looks like this:



1 A Screenshot from OLC showing the main soaring flights in 2023 for the R8 region



You can see the main soaring regions from the high density of flights (multiple flights overlaid becomes a white line) from Ephrata, Methow Valley in Washington, Mackay and King Mountain in Idaho, with some good flights out of North Plains, Bend, Hood River and Chehalis as well as the Alvord Desert in Oregon.

Ron Clark and Rita Edris made attempts to get into the Olympics from Arlington and Chehalis respectively, and there were some nice flights around the Volcanoes of Mount Rainier, Mount Baker, Glacier Peak, and Mt Hood, (didn't see anyone get around St Helens or Mt Adams – please correct me if I missed some). There were some really interesting flights with a few attempts to get to Idaho from EPH and Methow, and Ramey Yanetz making it from King Mountain, ID to into Wyoming.

But the big flights were from the old favorites of Ephrata, Methow Valley in WA and Mackay in ID.

Student Pilot Achievement Award 2023

As always there has been a host of training fledging the next generation of pilots. Hood River has been very notable, significantly powered by the passion of Brian and Jonathan Hart to create a youth program, and Arlington has been continuing to get more pilots into the sky, so its lovely to see the student pilot achievement award this year for two pilots, Matthew Rassmusen, at Arlington, whose can do attitude has got himself and everyone else into the air, and to Kylan Mullis who soloed at 14 and is now completing cross country flights out at Ephrata. Great work.



Matthew Rassmusen with Moses



Kylan Mullis

Pacific Northwest Aircraft Safety Award

Awarded to the individual deemed to have made the greatest contribution to safe soaring in the past year.

Awarded to Mike Bamberg who has managed to combine the skills of encouraging pilots into furthering their flying has also been pushing safety by running training events in Ephrata. He sits on the board of the foundation, runs the dust up and is helping mentor the next generation of soaring pilots. When not rebuilding a new instrument panel for numerous gliders in the PNW, he also still finds time to keep putting in some great flights in his ASH26. Thanks Mike.

Unsung Heroes Award

For crewing efforts, above and beyond the call of duty.

Previous towlines have featured the work of Brian and Jonathan, Ty Sibley from the Hood River club puts it nicely - "Over the past several years, Hood River Soaring, specifically our Youth Program, has been steadily growing. We owe a lot of this success to Brian and Jonathan's unwavering support of Hood River Soaring's mission to "promote the art and science of soaring by making aviation and



aviation education accessible to all, including special outreach to youth”. Brian and Jonathan commute many Hero's miles every weekend to work as field crew, tow pilot, and ground badge instructors. During the week they commute those same miles to support our youth program with weekly simulator nights, and private pilot ground school. These events take place at a location that is donated to our program by community members that see the good in what Brian and Jonathan do. Brian and Jonathan are also instrumental in our summer Youth Camp's continued success. Jonathan, supported by Brian, was able to accelerate his flight training to meet our minimum tow pilot requirements. After passing his private pilot and instrument ratings in quick succession, Jonathan has quickly become the busiest tow pilot at Hood River Soaring. Beyond Hood River Soaring, Brian and Jonathan volunteer their time at several annual Seattle Glider Council events, including the Ephrata Dust Up, and the Region 8 competition. Hood River Soaring, the Seattle Glider Council, and the sport of soaring are better because of dedicated volunteers like Brian and Jonathan Hart”.



“Brian is constantly supporting youth programs on and off the field - AND he brings dinner!” – Sofia Escobar. Thanks to Brian and Jonathon for all they do.

Tow Pilot Award

For the tow pilot who has made the most tows in the SGC towplanes.

Awarded to Bob Stoney

Bob did, 44 Contest Tows, 36 Methow Tows in SGC Tow planes 78P



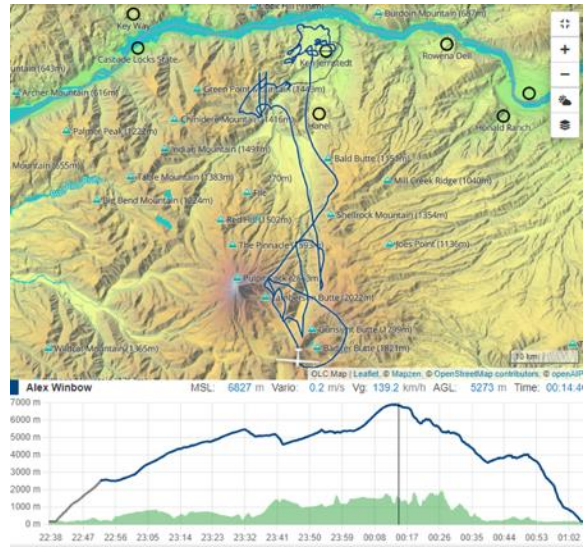
Joe Robertson Award

This is for the pilot making the greatest gain of altitude during a soaring flight originating in Washington State.

In 2023 we didn't have a great deal of altitude flying, and as such the board agreed to be a little flexible with the boundaries of Washington State a little for the purposes of this award.

The 2023 Winner is Alex Winbow for a beautiful flight from Hood River reaching 22,621 feet for a height gain of 14,724 feet. Alex's flight is notable because he not only spotted the opportunity, and executed a great flight in tricky conditions but also managed to get the wave window open for the first time in many years, to enable him to get up above 18k, something that we all need to start doing regularly. Alex – perhaps you could write a quick explainer on how to do it!





Cross Cascades

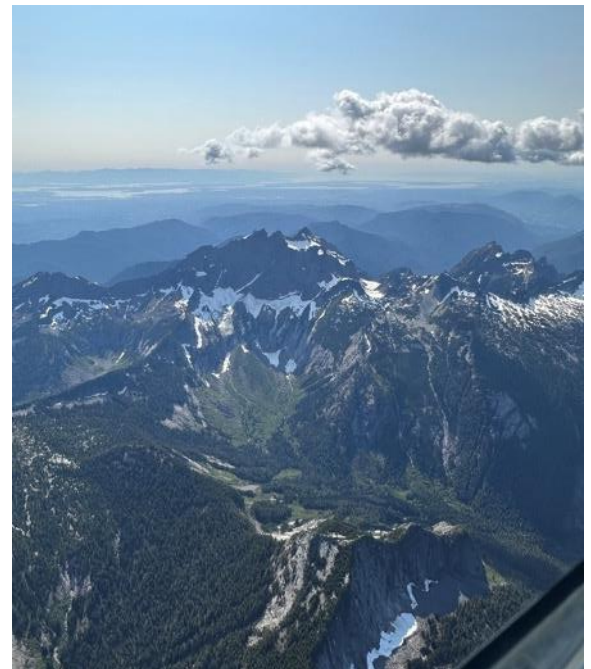
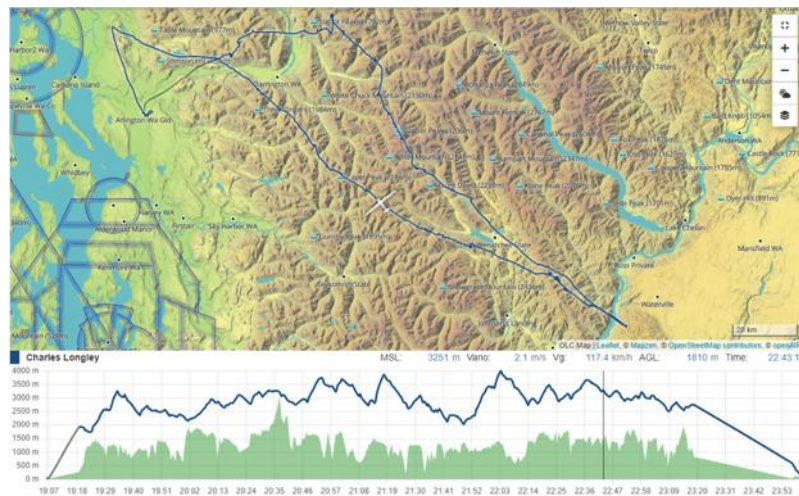
The rules of the Cross-Cascades flights (check out the SGC website for the details) are designed to ensure a crossing is a proper unpowered flight across some of the finest mountain range in the US (I am very biased on this definition!) So, you can't just take a high tow and glide out until you can see the other side of the mountains, you need to earn all the altitude and soar clear of both sides of the hills. Since 2008 it has only been awarded on four years, such is the difficulty of pulling off one of these flights.

Congratulations to Charlie Longley on an epic 377km flight from Arlington on July 3rd in the Evergreen DG300.

Such is the difficulties of the rules, Charlie's flight didn't qualify on the outward journey, as he towed into the mountains to start, but the return journey was a good one! Well done Charlie!



Passing Glacier Peak



Final Gliding Near Three Fingers



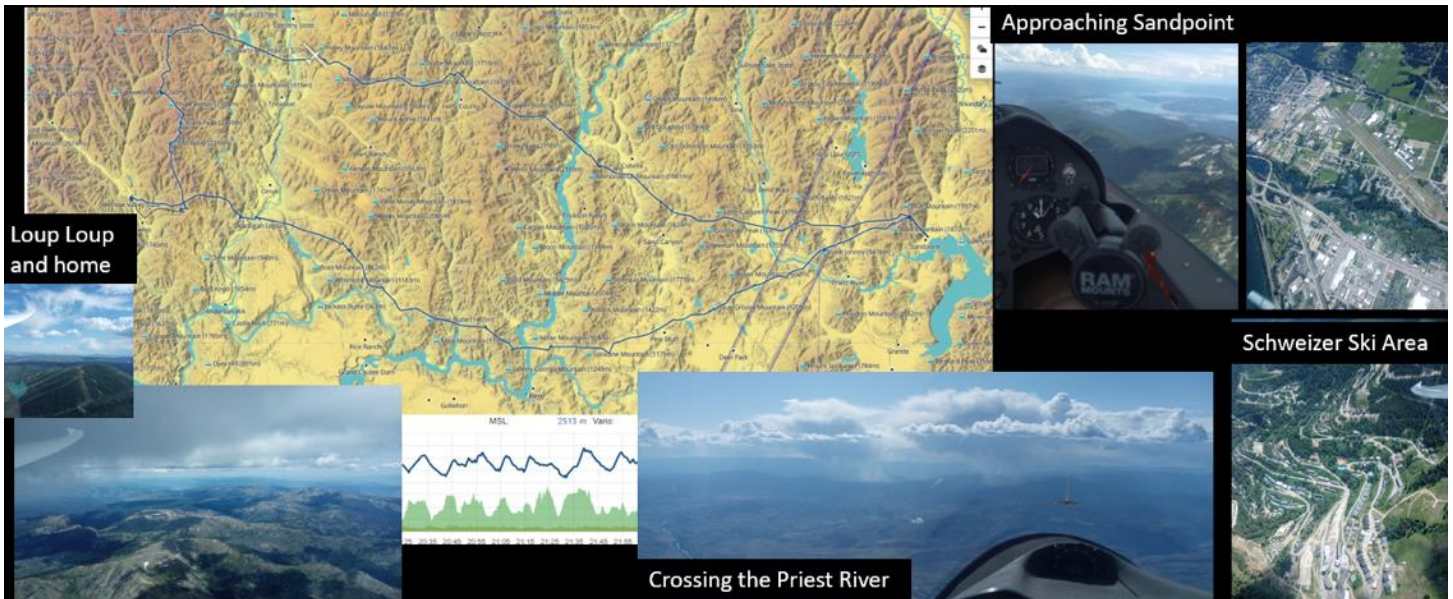
Cloyd Artman Trophy

"For an outstanding flight or pioneering effort in soaring over the past year."

There have been some literally unbelievable winning flights of the Cloyd Artman trophy, with my particular favorites of Cecil Craig's 1968 extraordinary flight from a tow to Mt Rainier where he contacted strong wave and rode it all the way to Crater Lake in his LK10 – in January – legendary stuff!



For 2023 we awarded it for a flight that had taken years in preparation and persistence. Often the weather when flying from the Methow valley, is best in the mountains to the north and west, or the plateau to the south – but Tim Tanner consistently has bucked the trend and headed east in his pursuit of Idaho. 2023 was the year it all came together and Tim pulled off a great 612km flight on 23rd June in his HPH 304C from Methow State to Sandpoint, Idaho. (See his article: "Great Day for a 500 K", on page 11).



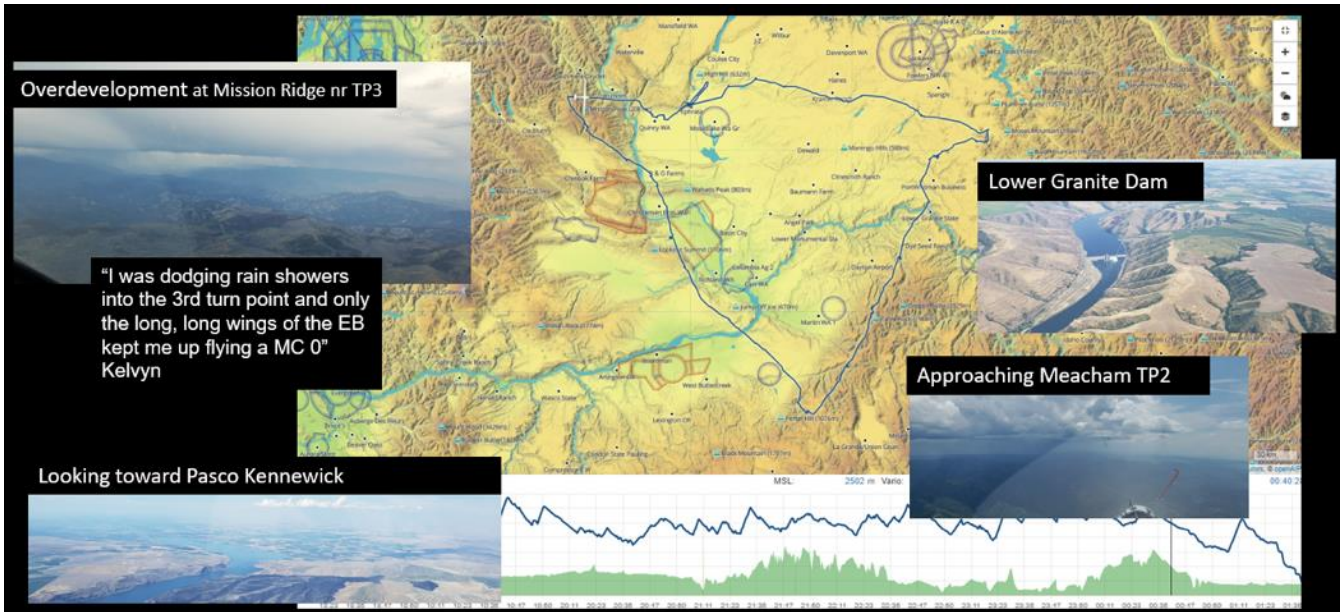
Arnold J Carson Memorial Trophy

The pilot flying the greatest distance originating in Washington State.

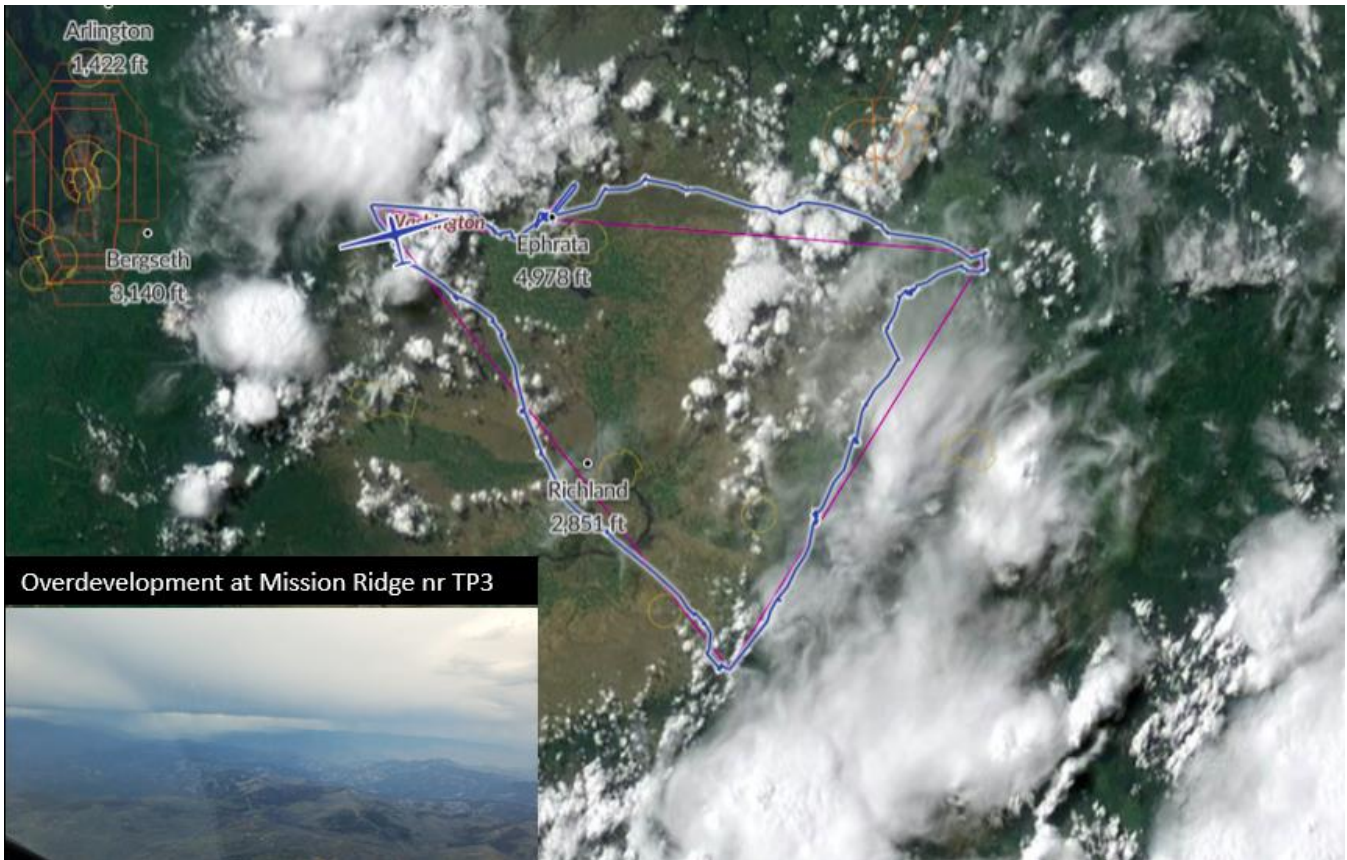
Kelvyn Flavall has been putting in the work, practicing down in New Zealand in the winter and spending as much of the summer as possible out in Ephrata and this year that effort has really paid off with a number of spectacular flights that us mortals can only dream of. He has really got to grips with the performance of his EB 29 to push the limits of the days.

So, the winner of the Arnold J Carson Memorial trophy for 2023 is Kelvyn for an 814km flight on 25th June from Ephrata. An Epic declared 750km triangle around the state in the mighty EB 29.





The flight was notable as it was a declared 750km with lots of the task area to the south of EPH, and that the conditions at the edges of the task area were constantly overdeveloping, and it took the max glide of the EB29 to be able tiptoe into the corners of the task. The satellite overlay on the flight track (thank you weglide) at the final turnpoint really shows the overdevelopment he faced.



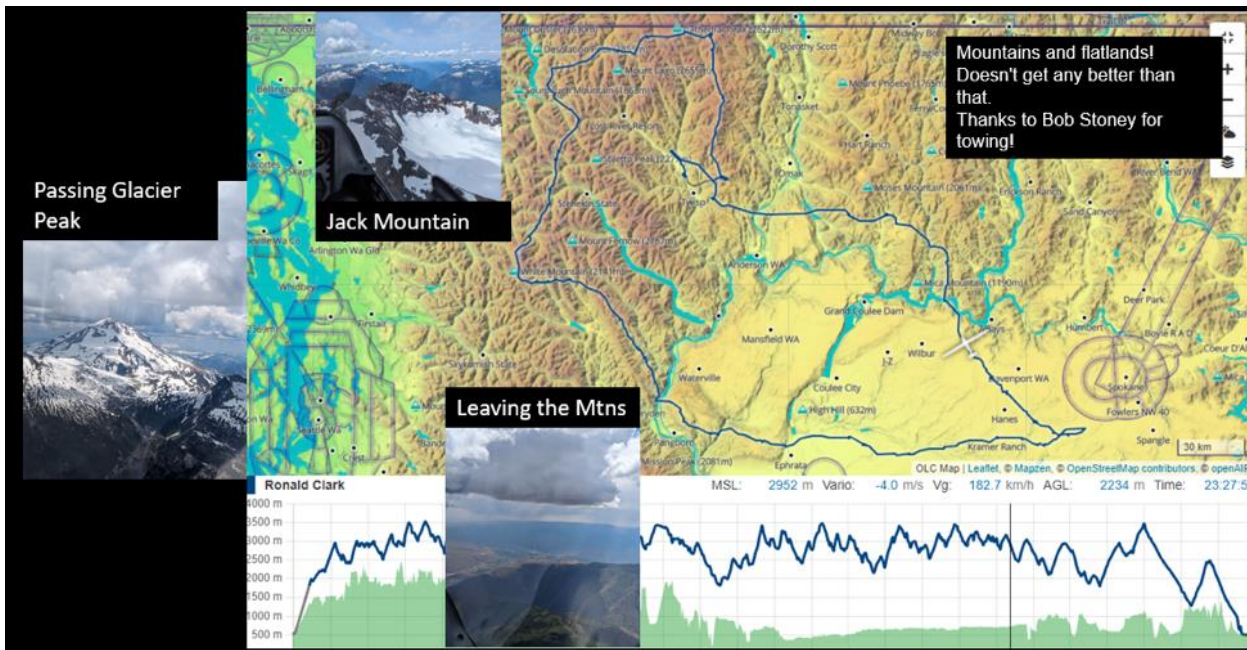
Great Flight Kelvyn!



Columbia Basin Soaring Association Broken Leg Trophy

The pilot making the longest distance around a course of two or more legs according to FAI rules Ron Clark has pioneered big distance flying in the North Cascades, being one of the few pilots to consistently get deep into the hills, and also demonstrated you don't need the latest equipment to do the big flights, as he pushes an (admittedly beautiful) 1970's design to parts of the state, others don't go.

The 2023 Columbia Basin Trophy is for Ron's 724km flight on June 23rd, where he took his LS3 deep into the North Cascades, and then ran out to eat up some km over the plateau. Great Flight Ron.



SGC Honor Award

Awarded for the most outstanding service to soaring in the Pacific Northwest.

Awarded to Chris and Nan Klix

Chris and Nan Klix have made huge efforts to clean up and revamp the EPH training facility to make a great location for all the soaring community in the PNW, they have spent hours and hours of hard work maintaining the SGC tow planes, planning for their future and keeping the board and membership up to date. Behind the scenes there has been a dedication to producing Towline again after many years' absence, which requires constant effort, to get people to contribute content, and prod them to meet the deadlines, and despite all this work behind the scenes Chris has still found time to tow everybody up and still disappear for record breaking flights in his LS7.

Thank you, Chris and Nan.



SGC Honor Award

Awarded to Brad Pattison for Organizing the Methow Event

Brad, has tirelessly and with great grace, run the Methow event, keeping the Pilots safe, vaguely in line and smoothing over the airfield management to continue to agree to our flying there. It's a lot of work! Thanks Brad!



Mackay ID Rodger Frank Memorial Trophy

Submitted by: Tom Dixon

Brian Case, won the Roger Frank Memorial 300k Triangle Trophy this year with the following flight launching and Landing at the Mackay, ID airport.

The SeeYou statistics for Brian's 2023 Roger Frank 300K triangle Flight, with an LS6 handicap of .899, show a raw speed of 83.11 mph, and a handicapped speed of 74.7158 mph.

The 2023 Louis Stur Trophy Flight from the Mackay, ID airport was completed by the following pilots between July 08 and July 23. Required turnpoints were in any direction or order. Launch and return: Mackay airport, Turnpoints: Smiley Creek Airport, May Airport, Arco Airport. Total distance if done in that order 362 km. Fun flight, everyone who makes the turnpoints is on the trophy, not a timed or handicapped event.

Pilots:

Case: GG

Dixon: 1I

Larimore: 2Z

Profota: NO

Woodruff: HW

Roelke: RR

Hurtig: G5

Franke: HA

Flavell: KF

Heneghan: DG

Pattison: 50



Letters and Articles

Great Day for a 500 K!

By *Tim Tanner*

June 18th to 24th was a great week of soaring out of Methow Airport, with a lot of personal bests flown out of Methow and Ephrata.

I learned most of my cross-country flying skills out of Truckee, CA in the 1990's. I got hooked on the challenges and rewards the sport of soaring can provide. My favorite flights were the 500 KM+ out and return flights. At these distances you leave the home base far behind and find yourself in new and unfamiliar terrain.

After Truckee, I moved to Seattle, and took a long break from soaring. In 2016, I joined the Evergreen Club. In 2017, I was checked out in the club's DG-300 and signed up for the Twisp Encampment. I was excited to get in back in the cockpit ready to fly some long flights. Before going to Twisp, I mapped out three out and return flights of 500 KM from Twisp to Sandpoint, ID; Mount Saint Helens; and the Tri Cities. I chose Sandpoint, ID as my goal because it seemed like the route with the best and highest terrain. I thought the flight would be a piece of cake.

I immediately found it wasn't quite as easy as I thought for three reasons. First, I hadn't flown a long XC since 2001 on vacation in Truckee, CA so I was a bit rusty. Two, Ron Clark warned me about flying east, "Flying East is a death sentence. Don't go East because you'll never make it back." Three, I was flying the club's DG-300, which was new to me and I did not want to land out without a crew, so I flew conservatively. During my first couple flights out of Twisp I only looked East, and heeded Ron's advice.

In 2018, at the Twisp Encampment, I decided to tempt fate and flew out and return to Republic, WA which is a little more than a third of the distance to Sand Point, ID. My fear of the East started to subside that week; however, I still

didn't have the confidence that my XC skills were up to 100%. I was playing it safe on flights and cautiously always making it back to Twisp and Methow Airports.

In 2023, the pieces fell into place. I finally had my own ship, a beautiful HPH 304 CZ17 that once belonged to Tony W. and Pierre P. I replaced the leaky water bags which afforded me better performance. In Truckee, CA all flights begin with full water ballast on board. On June 23, in mid-summer strong conditions, I made the big push from Methow Airport out and back to Sand Point, ID.

Here is the breakdown of my 612 KM flight:

1. Initial powerful climb and run north out of Methow Airport

Just about every flight out of Methow Airport follows a predictable and successful pattern. The first part is a climb-out near Loup-Loup ski area and flying North along the "divide" to near the Canadian border. South of the border with plenty of height, I headed East over the Omak Valley, to the South of Dorothy Scott Airport. In doing this, I left all of the lift behind for a long sled ride across the Omak Valley.

2. Mount Bonaparte to Sherman Pass

After flying across the Omak Valley, the first lift was at Mount Bonaparte, a pretty mountain out on its own East of Tonasket. I climbed quite easily and got under the lift streets and headed East to the North of Hart and Sourdough Airports. Ferry County Airport was the next checkpoint and without hesitation the clouds streets took me there. The terrain from Mount Bonaparte to Sherman Pass is very different. It is greener, a little rougher, and less populated than to the West. At this point I was flying based on the cues in the sky, while mostly ignoring the slightly scary ground.



3. Sherman Pass area – It is here that I passed the go/no go point. The Kettle River Range is long north/south ridge, with a high point of 7,140ft at Copper Butte. It's a little less than half way to Sand Point and clearly a big stepping point. As I flew off east of this point the world that I knew disappeared behind terrain, and I was into new and unfamiliar territory.

4. Cross the Columbia – Flying out east over the large valley to the south of Colville was a bit like crossing the Omak, not quite as big, and sure enough there were clouds along the way. The terrain ahead was clearly some version of "Tiger Country".

5. Colville to Pend Oreille River. At this point I was only flying the sky, just blazing ahead. The day was getting stronger and the terrain was probably the roughest, Passing Calispell peak was a big milestone and then downhill to the river.



Crossing Pend Oreille River - Usk, WA below



Looking east, near Calispell peak



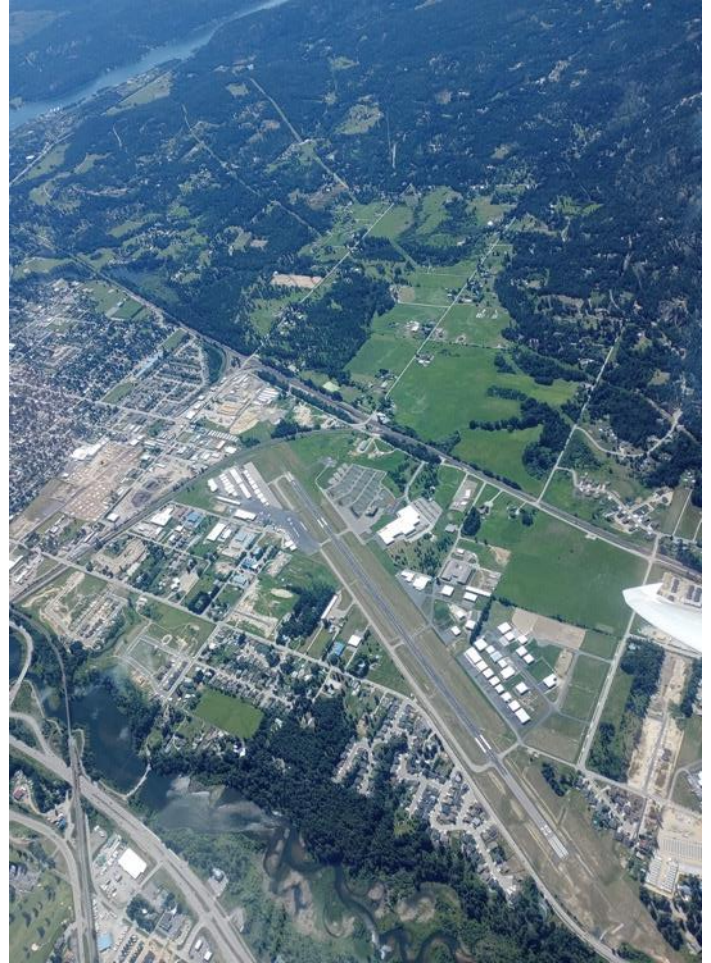
Sand Point in sight



6. Pend Oreille to Mt Casey. At this point all of a sudden, I knew I had it made, I flew fast in-between a couple good thermals and ended up perched for the kill above the ski area. Knowing there was good lift to come back to I took the sled ride out over the airport and took a turnpoint picture just like in the “old days”, wing in frame pointed at the runway, somewhat pointing in the direction I flew in from. I then flew back over to



Gliding out for turnpoint picture



Turn point shot

Schweitzer ski area and I tanked up some energy and took off west.

7. Sandpoint area return route. I picked a route to the south on the way back, north of Deer Park, pointing right at Seven Bays. This southern route gave me a return to familiar terrain, and of course a better triangle OLC score. The way back was awesome, the day was maxed out with strong lift and I had a few 2 to 3 turn thermals, and a lot of lift line flying. Before I knew it I was at Omak Lake and even from that far out and not quite high enough to make it home, knew I had it made. One more thermal near Okanogan Legion that I may not have needed had me flying fast and low past Loup-Loup ski area racing for home. Some days this crossing is a real bear – especially with NW winds. I’ll call this



Schweitzer ski area - huge development!



the feared Clark Crossing (In reference the Ron's warning). I've had some nail-biting



Past Omak lake - final glide



Cruising low past Loup-Loup ski area

glides into major sink downwind of this area, where at some point you're past the point of an easy downwind retreat and only hope the sink subsides as the earth rushes up towards you!

So, I made the goal, finally! Funny thing to mention though in reference to the OLC and friendly competition: When you fly well in the area, your always casually positioned checked by RC in the LS-3. This is what I call the "mini competition" in the sky. Thanks to OLC for that. Anyway, the friendly rivalry happened, and I lost.

When I was turning Sandpoint, good old ER called to see where I was. I told him but I should have reported differently. He had just finished an amazing Cascade loop ending up by Wenatchee – went around the west side Glacier Peak, Low! Knowing my position, he couldn't stand the thought of coming in 2nd place.

After the Sandpoint check in, I figured he'd just head home after that, but what was I thinking? Did I actually think I'd Best ER for the day? After the call he ran like a banshee all the way south of Spokane, and cranked out an amazing 724 KM! FYI – I helped Ron afterwards with some OLC details, and he squarely was the champ of the day!

In conclusion, I made my goal, 5 years into flying up there, and the best part was flying over new and unfamiliar terrain. My advice to other pilots is to stretch your legs – get out and go further than you have, it's most rewarding to adventure out and explore new areas!



Upcoming Meetings and Events for 2024

- SGC December General Meeting (on-line) January 8th @ 7:00 PM
- SGC Board Meeting (on-line) January 9th @ 7:00 PM
- Ephrata Dust-Up (tentative) May 25th to May 27th, 2024
- Methow Encampment (tentative) June 15th to June 22nd, 2024
- Region 8 Contest TBD 2024
- Mackey, ID July 8th to July 21st, 2024
Contact: Tom Dixon, 208-867-6953 or tfdixon@msn.com
Local accommodations are limited, reserve early!
- Ephrata Glider Aerobatic Camp (Tentative) Summer or Fall 2024?

SGC General Meetings are held online the first Monday of the month at 7:00 PM, Jan through May & Oct through Dec.

- All pilots can join by clicking going to the [SGC website homepage](#) and clicking the link under “UPCOMING EVENTS”

SGC Board Meetings are held online every second Tuesday of the month at 7:00 PM

- SGC Members are welcome to attend. [Email the SGC Board](#) to request a meeting link.
- A representative from each Club in the Region is invited to attend for maximum coordination & mutual benefit!

--Chris Klix, 2024 SGC Board

On behalf of the SGC Board of Directors
Thank you to the Towline Publishing Committee and all the volunteers that contributed to this newsletter! This publication is such an important communication tool in helping keep SGC the heart of the PNW soaring scene.

Please send any articles/pictures for submission in future publications to:
Towline@SeattleGliderCouncil.org

Note: Deadline for submissions is 7 days prior to the end of the month preceding the issue.

