

TOWLINE



Chris Klix creating a monkey-ball after successfully launching Dave Lindberg (L4) on runway 21, KEPH. Our normal glider operation runway 04/22 was closed, due to new asphalt being laid, but should be open again by the time you read this.

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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 (2023)

Chairman:	Noel Wade	noelw@seattleglidercouncil.org
Assistant Chair:	Matthew Coleman	matthewc@seattleglidercouncil.org
Directors:	Mike Bamberg	mikeb@seattleglidercouncil.org
	Ron Bellamy	ronb@seattleglidercouncil.org
	Jim Dobberfuhr	jimd@seattleglidercouncil.org
	Christian Klix	chrisk@seattleglidercouncil.org
	Henry Rebbeck	henryr@seattleglidercouncil.org

2023 VOLUNTEERS & COMMITTEE ASSIGNMENTS

(VOLUNTEERS NEEDED!)

Treasurer	Randy Scott
Secretary	Jim McNeil
Chief Towpilot	Ron Bellamy
Towplane Manager	Chris Klix
Ops Scheduler	>NEEDED<
TOWLINE Committee	Dave Lindberg, Dave Reusch, Eric Greenwell, Tom Dixon, Chris Klix
Airspace Coordinator	>NEEDED<
Contest Manager (Region 8)	Mike Bamberg
Insurance Coordinator(s)	Randy Scott & Nan Klix
Trailer Lottery Coordinator	Jim Dobberfuhr
Webmaster(s)	Jim McNeil & Noel Wade
Banqueteer	>NEEDED<
Awards Committee Chair	>NEEDED<
Elections Chair	>NEEDED<
Facilities Manager(s)	Dennis Vreeken & Nan Klix
Dust-Up Event Coordinator	Mike Bamberg
Methow Event Coordinator	Brad Pattison
WA State Governor	>NEEDED<
Toward Data Entry Focal	>NEEDED<

SGC SOARING FOUNDATION BOARD (2023)

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
Idaho Governor	Tom Dixon
Montana Governor	Greg Mecklenburg
Oregon Governor	Mike Bamberg
Washington State Governor	>NEEDED<

DUES & FEES

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



Opening Weekend in Ephrata, April 15, 2023, by Chris and Nan Klix



Nan and I arrived Thursday evening just prior to Sunset and just in time to see the cloud streets of the day dissipate. Friday was an incredible early season soaring day. Unfortunately, there were no glider pilots showing up early to take advantage of the fantastic conditions, or I could have towed them up.

	Classic	FAI	Distance
Points for the flight	495.77	381.95	92.87
scoring distance	393.41 km	318.84 km	71.89 km
Speed	62.16 km/h	49.67 km/h	15.69 km/h
Duration	06:19:44	06:25:08	04:34:56

Scoring class: club
Scoring start: 18:40:00
Scoring end: 01:08:36
Handicap: 103.0
Club: Cascade Soaring Society
Date of claim: 15.04.2023 15:19:49
state: IGC-File: Flight: 1

As it turned out, Vitek Siroky flew an almost 500 OLC point flight out of Pangborn in Wenatchee.

In comparison, Saturday and Sunday were a bit of a let-down. However, Dave Lindberg did kick off our season and took a flight in his LS4. The season has started.

There was lots of opening weekend tasks to do, however. Thanks to Dave Reusch, Dave Lindberg, Doug Hornal, Matt Coleman, Jonathan Hart (who flew his airplane up from Hood River), Ron Bellamy, Dennis Vreeken, and Noel Wade, for helping get through much of the task list.

From what Nan and I could remember, here are just some of what was accomplished:

1. The back side of the sign when entering the property was sanded, painted, and a little pilot humor added to it.
2. The battery shed was emptied, cleaned, and first steps were made toward organizing it.
3. Jonathan used the weed-eater under the trees. Afterwards word quickly got out and multiple birds came to take away the tall dry grass to build a nest somewhere.
4. The golf cart was brought out and charged.
5. The Cessna 182 towplane PowerFlarm was made functional.
6. We also managed a session practicing tow-rope splicing techniques.



May 2023 *Towline*

7. Dennis patched the hole in the bath house ceiling, and replaced a broken shower hose.
8. The sun cover was put up on the main deck.
9. Winter tilting boards were removed from all the picnic tables and stored in the shipping container.
10. To minimize a tripping hazard in the main walking areas Doug was able to fix some of the screws sticking up on the main deck planks using his aircraft countersink tools.
11. Internet is up and running again, although we had a slight hiccup getting it going.
12. Both air filters were replaced for furnace air intake.
13. Some of the floor registers were replaced.
14. Smoke alarm batteries were changed.
15. The bathroom fans were cleaned.
16. A large TV screen was mounted in the main room.
17. Dave R. installed a new toilet handle in the big bathroom.
18. The alcove at the bottom of the stairs became a new computer area for doing your flight planning or just catching up on e-mails. The lamps are touch controlled for three levels of brightness and have a 120-volt outlet as well as two USB charging ports each.
19. Where we once had an overstuffed chair we now have our copier/printer station with storage cabinet for supplies.
20. To the left of the copier is an area where one can place your printed materials.



This wooden box on rollers was one of the creative ideas Nan came up with to repurpose many of the surplus Soaring magazines that were taking up valuable space in the basement.



May 2023 *Towline*

- 21. Matt built up a twelve-bay Cubbie for cube storage in the upstairs hallway for everyone to use for day time storage of personal items. They use the 11-inch cube, available at Target for \$5.
- 22. A nine-bay Cubbie was added for storing a few personal items during your stay in the bunk room area.
- 23. By repurposing some of our vintage turn-point photo panels from years gone by, the Training Center bunks now have new designated names. The furthest away became the “Davenport Bunk”, and the nearest became the “Mansfield Bunk”. I will let you guess as to what the other two were named. The towpilots have the Ephrata Bunk.



If you have a keen eye, you might notice something wrong in this picture. Nan, myself, and Dennis worked hard to re-hang the large vintage section map on the wall opposite the bunks. Dennis sent a message the following Monday stating “after all that, I can’t believe we hung it upside down”, Well at least Nan and I had a good laugh.

I am sure there are/is more on the list that I failed to mention. It was a great group of people and a very productive week-end. The Mexican restaurants, Time-Out Pizza, and Ace Hardware know we are back.



Photo by Ron Bellamy



Letters and Articles

Six Hours in the Sky

by Vitek Siroky

On April 14, 2023, the clouds were tempting with their appearance. However, after the take-off from Pangborn airport in Wenatchee I spent the first hour or so "polishing" the basalt ridge nearby before I finally managed to break through the inversion to find out that on this day it was imperative to stay above 6000 feet. There and higher were fantastic conditions for a long flight over the plains and snow-covered mountains. I rounded four turnpoints. Ephrata - Mansfield - a mountain in-between Cooper and Cle Elum Lakes in the Cascade Mountains - and Ryegrass Pass rest stop of Interstate 90 (in between Ellensburg and Vantage) - back to Wenatchee. Photos and videos speak for themselves.

Click [HERE](#) or copy to your browser <https://www.flickr.com/photos/31444489@N08/albums/72177720307527769>

Along the way I had company. Near Chelan a paraglider dangled in his cocoon at about 7000 feet in the 10°F breeze. And then, over the radio, I chatted with Eric Greenwell who launched in his 6A from Richland. He also had a great flight. Plus he had his story to tell - about a flood in his cockpit. Thanks go to Mark Adams in Wenatchee for help after landing and inspiration.

300km Flying Expedition at Narromine Australia, Dec 3-21 2022

By Caz Yokoyama, caz@caztech.com

I had been Narromine Australia glider port from Dec 3 until 21 2022 to achieve 500km Diamond distance badge. This is the second time in Australia since I had been Waikerie 30 years ago. Narromine is an hour flight from Sydney and 30 minutes drive from nearby

city, Dubbo. It has 2 long paved runways (4990 and 3609 feet long) and grass runways in parallel. As a result, 3 gliders can land in parallel at the same time. It seems this is a training airport for WW-II bomber such as Ephrata. Its elevation is 782ft. Therefore, we don't need oxygen on most of flights. This is a big advantage for me who lost oxygen at 16000ft in Ely.

I reported my experience day-by-day to my glider club mailing list. This article combines and edits them.

Dec 03 2022

I arrived at Narromine yesterday and will start flying tomorrow. Today is the day for paperwork and dissipating jet lag. I'll upload videos and photos here. <http://www.caztech.com/glider/expedition/narromine-202212/>

I am staying in a motel and RV park which is glider port nearby. The room has shower and toilet. Its cost is 100AUD/day = 80USD, not bad.

Australia lifted travel restrictions. I didn't need a COVID test, just need ETA(Electric Travel Authority) which costs US\$13. The glider club hasn't had a visitor pilot due to COVID. Also this area had flooding for the last couple of months. Therefore there are 3 foreign visiting pilots, from Switzerland, Germany and me from US due to COVID. They have many foreign pilots if no COVID according to the glider club manager.

It has been sunny for the last several weeks. I hope I am going to achieve FAI 500km.

Dec 05 2022

Start flying in Duo Discuss with an instructor to familiarize the airport and land out fields nearby.

<https://www.onlinecontest.org/olc-3.0/gliding/flightinfo.html?dsId=9250603#map=>



May 2023 *Towline*

Dec 06 2022

Several circuit flights for landing practice. The instructor does not satisfy with my landing approaches.

Dec 08 2022

Australians upload their flights on weglide, <https://www.weglide.org/auth/log-in> instead of OLC. Also Narromine has an OGN receiver and IGC file is recorded in <https://flightbook.glidernet.org/logbook/YNRM/2022-12-09>. Looks like we don't need to record our flight on our own device.

Dec 09 2022

Australia has a portable self-contained ADS-B out device, i.e. internal battery is charged through USB-C and runs 10h.

Here is its specification by its manufacturer.

<https://uavionix.com/products/skyecho/>

I am interested in it because my glider does not have a transponder installed and the aviation industry is moving to ADS-B instead of transponder.

I'll report if I get an answer from its Australian distributor why it is not approved in the US.

Dec 11 2022

If you come and fly in Australia, wear sunglasses. It is not only bright sunshine, but also flies, i.e. flies are flying around not only my body but also my face. It is really annoying. I understand why Egyptian Pharaoh has strong eye shadow.

FAI Badge Declaration became simpler than before.

https://www.admin.glidingsaustralia.org/index.php?option=com_chronoforms6&chronoform=badge-declarationV6

Declare a task and claim the task after completing the task. Also the IGC file which is made by any

device including open source software such as XCSoar and Tophat is eligible for FAI badge except for Diamond badge.

Dec 14 2022

I got an answer for why SkyEcho is not available in the US. FAA/FCC does not allow low power ADS-B out. I believe the standard transmission power of ADS-B out is 5W. Its internal battery can not power 5W transmission. As a result, a transponder is the only option for a glider visible by other airplanes for a while.

Mr. G Dale is here to coach XC. He wrote 4 books which are sold in W&W. He has been coaching on Duo Discus with water ballast everyday. He briefs the weather, sets a task, flies and debriefs. You can reserve his coaching through Narromine glider club website, https://narromineglidingclub.com.au/NGC_GDaleCoaching.html

I am not going to fly with G by

- I will have motion sick if he flies. I asked "can I fly?" several times to an instructor on the first couple of days on Duo Discus when I felt pre-indication of motion sick.

- It is still a phase of understanding the weather here. In other words, I am not ready to have his lecture.

It seems he is in Omarama or here Narromine in winter. He is a British and coach in UK in summer with his dual glider.

Dec 15 2022

I have sunburn on my right hand which grabs a control stick while it does not hurt fortunately, which has zinc, otherwise, you will have pain on your lip. I did not have pain at Alvord dry lake in Oregon without lip cream. I wonder what the difference is between Alvord and Narromine (I found southern hemisphere has stronger UV than northern hemisphere. Be careful).



Dec 16 2022

I completed the FAI 300km triangle and claimed the Gold distance badge. Here is the photo just before TO.



The last part of the flight, I realized my Android phone becomes dark when its battery capacity is less than 30%. I am using Tophat on Samsung Galaxy S20 for navigation. Becoming dark is reasonable from the phone's point of view because it wants to save power. However, the dark screen on final glide is not acceptable.

That is the reason why Mr. G Dale ordered Oudie. He said the recent Oudie has Android. So it may run XCSoar or Tophat in addition to its own glide computer software.

It was a 4 hours flight. I couldn't urinate after the flight. I was hospitalized and had a catheter attached. The catheter drained 800cc of urine which gave me a strong pain. It seems this is the common problem of glider pilots. I'll write another article if you are interested in my experience of fixing the problem.

The recent Oudie I mention above probably means Oudie N, <https://wingsandwheels.com/naviter-oudie-n.html>. I'll confirm. It has Android 9. But another person told me it does not arrive for a long time. Maybe in back order.

Dec 17 2022

Mr. Mathew Scutter and his friend flew by Diana2FES and Ventus from Lake Keepit which is 230km away. This is one of the legs of their trips around New South Wales. Here are their gliders. Their flights are on weeglide.org.

The Urination problem is very common on glider pilots. Many pilots have a surgery which makes the prostate smaller by water vapor spray or wire cutter called TURP. Some pilots had it by water vapor spray and healing took 2-3 months. A pilot here took it by wire cutter and healing took a couple of days. He is happy with TURP. In any case, he advised me to consult with Urologist.

A lady who manages this gliding club and organizes WGC asks glider pilots

- drink 2 liter of water in the morning
- show a bag of urination after the flight

I will fly back to Oregon with a catheter attached on Dec 20.

For full article and pictures see link below:

<http://www.caztech.com/glider/expedition/narromine-202212/300km-flying-expedition.doc>



Blast from the Past

REGION 8 CHALLENGE FLIGHT by Tom Dixon

In 1983 Bill Nicolai (Early Winters Company) established the 'Region 8 Handicap 300K Speed Trophy' challenge. The rules were a FAI 300K triangle using the SSA Sailplane Handicap values. Nelson Funston was the first winner. Another part of the Trophy rules, if a pilot won it three times in a row, that pilot owned the Trophy. Bob Gladics, flying out of the Hailey, ID airport did that after 23 years of competition. Bob, in 2007 made a new base for the trophy and renamed and dedicated the Trophy, "Roger Frank Memorial 300K Speed Trophy" (Roger was an Idaho pilot who was very active in local and national soaring contest and a major source for sailplane repairs in the NW) with the same rules. Historically, the trophy has been won by pilots flying in Idaho, first in the Sun Valley area and lately flying in the Mackay, ID area. For those from the NW who join the Idaho Mackay group know how hotly the Trophy is contested. For more information, contact Stuart Larimore.



Solos and Certificates



Due to the unpredictable weather we get early in the year here in the PNW, Spencer Moore (R) traveled to AZ Soaring and obtained his Private Glider Certificate on April 23rd with Tony Jobusch, DPE. Spencer is a member of both Puget Sound Soaring Association as well as Evergreen Soaring. Congratulations Spencer!



Upcoming Meetings and Events for 2023

- SGC General Meeting May 1st @ 7:00 PM
Program: Sailplane Aerobatics and our proposed event in Ephrata this fall, by Shad Coulson - National Sailplane Advanced Aerobatic Champion from Arizona Soaring, Inc.
- Dust-Up Cross-Country & Racing Camp, Ephrata May 27th – 29th
- Evergreen Encampment, Ephrata May 28th – June 4th
- Wiederkehr Encampment, Ephrata June 3rd – 10th
- Methow Encampment, Methow State Airport, WA June 17th – 24th
- Region 8 SSA Contest, Ephrata June 25th – July 1st
- Mackay Idaho Regatta, Mackay, ID July 10th – July 23rd
- Sailplane Aerobatic Training & Apple Turn-over IAC Event (Tentative) September 2nd – 9th

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 Wednesday 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!

May 1st General Meeting Program

We are thrilled to have Shad from Arizona Soaring, Inc talk about Sailplane Aerobatics and our proposed event for September 2nd through the following Saturday September 9th, which is when the local IAC chapter 67 is holding their “Apple Turnover” aerobatic competition event in Ephrata. Shad is the current National Sailplane Advanced Aerobatic champion, and is planning to bring their MDM 1 Fox, two place, aerobatic sailplane to Ephrata for this event. Learn how to recover from an unintended upset, basic aerobatic maneuvers, or even more advanced sailplane aerobatics from one of the best, and how you may be able to participate in this event, at our next General on-line SGC meeting on May 1st, at 7:00 PM. Please attend and have your questions ready for him.

--Chris Klix, 2023 SGC Board

REMINDER NOTICE TO ALL SGC MEMBERS

Bylaw Changes

The Seattle Glider Council bylaws have not been revised in several years. As a result, they contain outdated references, and do not enumerate our desired Membership categories. **On Monday, May 1st, 2023** the SGC Board will propose several revisions to the organization’s Bylaws. This will take place as the first item of business during our normal (monthly) SGC General Meeting, beginning at 7pm. All attendees who are members in good standing will be asked to vote on these revisions.



Members who cannot attend may designate a Proxy. Per our bylaws, the revisions will be enacted if 75% of the votes are affirmative.

Anyone curious about our Bylaws and these processes is encouraged to [read the SGC Bylaws online](#) (available through our website under the “Information” page).

- Bylaw changes are covered in Article XXI, on the last page of the document.
- Proxy votes are explained in Article VI, on page 3 of the document.

If you have any questions or concerns, please don't hesitate to contact the SGC Board of Directors at: sgcboard@seattleglidercouncil.org

--Chris Klix, 2023 SGC Board

SSA Reminder from Insurance Coordinators

All pilots flying in or behind an SGC towplane must be a member of Soaring Society of America (SSA). Our Initial check shows about 5% of the members need to renew their SSA membership.

Lost and Found and Other Notifications

Lost and Found

Can anyone identify who owns the black water tank for an RV in the Battery Shed? We would like to give it back to its owner. Please email facilitiesmanager@seattleglidercouncil.org, if you have any information.

Seeking Donations

If you should have any of the following as an extra around your home, that you no longer need, please consider donating to the Training Center:

1. Kilz Primer
2. One pair of regular Pliers
3. One pair of Needle Nose Pliers
4. One pair of Wire or Side Cutters
5. Paint Rollers—both short and the normal long length
6. Electric Pencil Sharpener
7. Garden Hose Sprayers

If you have something to spare, please notify facilitiesmanager@seattleglidercouncil.org before bringing it over.

RV Parking for the Dust-Up and following week

As of April 20th, we have three 20 AMP spaces left available and one 30 AMP space. You can email facilitiesmanager@seattleglidercouncil.org to check on available spaces. Payment in advance after signing in on the SGC website is required prior to officially reserving a space.



Sign up For Tows in Ephrata!

We are now scheduling tow operations for the 2023 Season. In order to commit towpilots we need glider pilots to express their intent to soar. Indicate that you would like tows using our [SignUp Genius](#) system.

To sign up for tows:

1. Use the link above or go to the SGC website and over **EVENTS**, then click “**2023 Ephrata Operations Signup**”.
2. Click the “SIGN UP!” image to go to the SignUp Genius calendar.
3. Use the “Sign Up” button next to each of your desired dates, then click “Save & Continue” at the bottom of the page to confirm your signups.

On behalf of the SGC Board of Directors

Thank you to the Towline Publishing Committee and all the volunteers that contributed to this newsletter! Also, thank you to Heinz Gehlhaar for sending us his template for the excellent newsletters he has put together in years gone by. 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

Due to a busy season of flying our next newsletter is slated for August.

