

TOWLINE



SGC Towplane 79D

Enroute to Chelan for annual maintenance and engine overhaul

Photo by: Tory Tolton on October 7th 2023

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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	jjmd@seattleglidercouncil.org
	Christian Klix	chrisk@seattleglidercouncil.org
	Henry Rebbeck	henryr@seattleglidercouncil.org

2023 VOLUNTEERS & COMMITTEE ASSIGNMENTS

Treasurer	Randy Scott
Secretary	Jim McNeil
Chief Towpilot	Ron Bellamy
Towplane Manager	Chris Klix
Ops Scheduler	>OPEN<
TOWLINE Committee	Dave Lindberg, Dave Reusch, Eric Greenwell, Tom Dixon, Chris Klix
Airspace Coordinator	>OPEN<
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	Matthew Coleman
Awards Committee Chair	>OPEN<
Elections Chair	>OPEN<
Facilities Manager(s)	Dennis Vreeken & Nan Klix
Dust-Up Event Coordinator	Mike Bamberg
Methow Event Coordinator	Brad Pattison
WA State Governor	>OPEN<
Towcard Data Entry Focal	Randy Scott

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	>OPEN<

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



SGC: Training Center Closed for the Season

SGC Facilities

By Nan Klix

Dennis Vreeken, SGC Facilities Co-Manager, and Steve Northcraft came out prior to the official closing, to shut down the bathhouse and RV water system, which involves a somewhat complicated procedure in my mind anyway. They also stored the old golf cart inside the ES metal shed. And thanks to the following members lending a hand October 7th in Ephrata from memory, and I apologize if I forgot someone: Mike Bamberg, Ron Bellamy, Florian Botezatu, Eric and Jan Greenwell, Brian and Jonathan Hart, Doug Hornal, Chris and Nan Klix, Andrew Ouellet, David Reusch, Tory, Oscar and Spencer Tolton, and Noel Wade.

The work load was not as grueling as the year before and we had pretty much everything buttoned up by mid-afternoon. Some jobs were tabled for consideration next spring which partially include:

1. A test paint patch was made on the slick north-side handicap ramp with a new product that was purchased by Dave Reusch for the south small porch. The south porch took approximately six hours of work to sand and stain. If the product maintains integrity in the test patch throughout the winter, the ramp will need a coat applied of the new product in the spring.
2. Inspect the main deck screws to once again be removed, countersunk and reinserted or replaced with proper screws.
3. The sun shade supports were removed at the request of Mike Bamberg, SGC Soaring Foundation director, from the main deck. The wood was stacked behind the bathhouse. This was done in preparation for a new shade system to be installed.
4. Inspect the picnic tables on the deck in the spring for any care required.
5. The Training Center steps to the basement could to be shampooed.
6. The skirting around the main deck is showing signs of aging and needs paint/stain to maintain the wood. Dennis and I had to scrape and sand the skirting around the back and sides of the bathhouse prior to painting this year because it had been allowed to go way too long. It isn't fun work and it could be prevented by taking care of the wood before it gets to this point.

All in all, we had a really good team of people and a beautiful warm sunny fall day to do our work and enjoy another day in Ephrata.

Towplane Status

By Chris Klix

Because of the great turnout (see names of volunteers listed in Nan's article above) and excellent fall weather, we were able to degrease and wash both of our towplanes during the October 7th work party. This was a huge help, since it can be a daunting dirty job. I can truly say I have not seen them so clean in a long time.





Photo by: Ron Bellamy

Special thanks to Tory for graciously offering to fly to Chelan in the Cessna 172 he rented from their flying club, so he could bring me back to Ephrata after ferrying 79D, our C-182 towplane, to Lake Aero for off season annual maintenance.



79D in Chelan, Photo by: Tory



Return flight to Ephrata, Photo by: Chris Klux

Our Pawnee (78P) is currently tucked away in its hangar for the winter with a battery-minder attached. Dave Lanman, Executive Director for the Port of Ephrata, has agreed to waive the Ephrata hangar storage for 79D while it is gone.

The good news is SCG has secured a \$40,000 grant from the SGC Soaring Foundation to help fund the engine overhaul for 79D with, some requirements. However, we still have some tough decisions to make as to how we proceed going forward.

- 1) Do we go with new or overhauled cylinders?
- 2) Do we sell one of the towplanes, and if so, which one?
- 3) If we keep 79D, what cost effective upgrades would make it:
 - a) a better towplane?
 - b) a more useful multipurpose aircraft for our membership?

If we decide to keep both towplanes we need to dramatically increase their usage to ensure they are financially viable for our organization. We welcome your ideas and input in solving this dilemma. Please send your comments to the SGC Board at: SGCBoard@SeattleGliderCouncil.org.



Letters and Articles



Tim Heneghan photo @ Bergseth Field (PSSA)

Choosing a Glider Club

Submitted by: Karl Hadley

Gliderports and high-density populations don't mix. Farm fields or nearby meadows suitable for landouts make an ideal location. Unless that describes your back yard, it means you will drive a bit to fly gliders.

I got hooked on the idea of transitioning to gliders about 15 years ago, & while I live in a "rural area," the surrounding forest and salt water are not glider friendly. From Poulsbo, my two "nearest" choices for soaring clubs were Evergreen Soaring in Arlington, or Puget Sound Soaring Association (PSSA) in Enumclaw.

Both fields are 1.75 hours away from me, by car. If I fly a club Cessna from Bremerton, I can save 15 minutes ...hardly worth the expense, but more fun. So, which club is best for me?

I attended the yearly Northwest Aviation Conference & Trade Show in Puyallup and stopped by the PSSA booth. Marlene Nelson & another member were selling the wonders of soaring and pitching their club. Marlene is delightful and their glider on static display was cool...Tim Heneghan's pictures and graphics---also very persuasive.

They touted Bergseth Field's proximity to ridge lift compared to Evergreen Soaring, where a longer tow is required to reach the foothills for the same

experience. They were nice folks, so I thought I'd give it a try.

I do love the idyllic location nestled at 1100' MSL in the Cascade foothills. I couldn't believe instructors donated their time...very generous.

The foothills and nearby Mt Rainier are gorgeous, so I was happy with my choice.

Fast forward to my glider check-ride, the examiner said, "Hey did ya feel that thermal? Catch that." I had to confess, "Um, I've never done that before."

I'd mastered ridge lift & knocked out my landings needed to test, but I specialized in sled rides. So, he showed me what to do.

Since gaining more experience, I've discovered some great thermaling days at Bergseth Field...it just took mustering courage to leave the ridge in search of those mysterious columns of lift.

Comparing club locations is night and day. Elk cause most runway incursions at Bergseth, with an occasional club member landing their private plane on the 2100' grass strip. You land east, often with a mild tailwind, and depart west, due to rising terrain to the east. Launches are staged on a diagonal runway.



In Arlington, there's 2 runways plus a grass strip for gliders. Traffic includes helicopters, ultralights, business jets & other general aviation aircraft, sometimes a gaggle of RV's arrive in StarLink formation doing an atypical spiraling approach that confuses those of us not similarly trained as a naval aviator.



Arlington Airport-from airport website.

Whatever...it works, and Arlington has lots of landout opportunities, as well. They also have a wider selection of gliders, and a larger membership. I flew there a few times while in the DG-1000 group.

Since PSSA must lease their field & it has a smaller membership, yearly dues are 1.3-2 times what most other clubs pay. When I complained about the cost to one member of another club, they said, "We'd LOVE to have our own field!" Well...OK, it is unique & probably the extra money is worth the freedom from competing traffic.

Regarding club culture, pilots are an independent lot. Glider pilots, same....and there's a great deal to know in soaring. It's a challenge wrapping your head around expanded weather knowledge, reading terrain, navigation computers, polars, MacCready speeds to fly, etc. There's a lot of very smart folks in the glider community. Many are accomplished in their respective businesses or trades and used to giving orders rather than taking them. While there's exceptions, "warm and fuzzy," is not a frequent personality descriptor for pilots (me included).

I've always been attracted to rather isolating activities like windsurfing, kayaking, rowing. Being alone in a glider is peaceful, enjoying the challenge of harnessing nature's energy to stay aloft.

I imagine others pursuing this sport have similar reasons to enjoy being alone in a flying cocoon. Some of our occupations bring a constant barrage of questions and problems our way so the solitude & quiet are restorative.

Depending on the pilot mix and their adherence to my stereotype, the whole "club camaraderie" & cohesive thing may prove difficult.

An exception to my perspective on club cohesion was an encounter I had in Sisteron, France in 2008 where I'd arranged a glider ride. It was a wonderful flight, but crowded skies...with 20 gliders mostly sharing a huge ridge/cliff. At the end of the day, they gathered for a pot-luck dinner & dancing. Spouses attended, and it was quite the social event, that, I believe, occurred with some regularity.

My family and friends don't like the crazy idea of flying without an engine, so I admired this club's ability to mix soaring with fun parties including friends & family. Probably it had more to do with spousal interest in partying, good wine, and living nearby.

My wife would enroll me in a memory care unit if I asked her to drive 1.75 hours for a potluck dinner & dance with my glider pals. She'd say, "OK, he's officially lost it..."

Somebody must lead these clubs & I suppose there are some who relish this opportunity, but in most clubs of **any** variety, not so much. Members prefer partaking in the pleasures without doing the work.

For my first 10-12 years in PSSA, board meetings had to be in Enumclaw...conference calls or Zoom meetings were not allowed, making that a hardship for me, given the long commute each way.



Retirement allowed time for my turn on the board...Zoom meetings were now preferred with Covid changing life as we know it. Trying to point the club in a positive direction with Covid & hard-held opinions on multiple fronts was a challenge. The Covid pandemic limited our ability to generate income. Channeling my inner Henry Kissinger was...problematic. (Famous diplomatic Secretary of State for those younger members.)

Finding a new “family” of glider friends is a plus. Like with any relationship, you get out of it what you put into it. In the past, I didn’t show up often, & there’s always turnover in membership, so bonding with other members was challenging for me, until retirement freed up more time.



Russ Read photo- looking east at wave clouds & the Hood River valley ridge.

Twelve years ago, I rented a glider @ Hood River, where there’s a long ridge and frequent strong westerly breezes. The place seemed ideally suited for soaring, though it has fewer landout options as the valley is full of orchards. At that time there was no glider club, but by 2016, a club was formed. Today they have two Pawnees for towing, an ASK-21, a Blanik L-33, & Schweizers 1-26, 2-33 and 2-32, the latter mostly used for scenic flights.

We’d built a small home in Hood River in ‘95, for windsurfing & as a vacation rental but sold in 2015. Always loving the area and recognizing I could be 15 minutes from the airfield, we re-built another and now spend part time there.

The Hood River club has about 80 members (~35 active), an ambitious youth soaring program, & folks interested in leadership. When I’m in town, I can assemble my glider, tie it down for a few days, and hopefully get more time in the air.

For me, the real estate mantra, “location, location, location” is fitting for club choice. Club culture is



Vince Ready photo of his son Ethan, landing an ASK-21 over orchards of pear trees in blossom at Hood River.

likely similar in most clubs, but ones where the members live near the field may have an edge over other clubs, allowing quicker bonding of members.

I’ll try being a more active participant with this club & they’re very welcoming. I’ll miss members of PSSA, but hope to see them in Methow or Ephrata, or perhaps have them join me in Hood River.

For myself, I’ll greet unfamiliar faces on the field, to nurture their participation in the sport and the club. Pretend that you’re at a trade show and keep your club attractive to others. Don’t forget to show up often to keep your flying skills sharp and to bond with other club members.





Mark Stanfield photo-towing toward Mt Hood

Condor Soaring Competition

Submitted by: John Foster

I'll be hosting a Condor Soaring competition starting November 1. It will be every Wednesday at 5pm Pacific/8pm Eastern. Tasks will be typically a couple hours in length. Scenery used is North West Montana (NW Montana) which can be downloaded from Condor Club. It will be limited to 18m class gliders in Condor. Registration will be open until the last day (January 3). Hopefully we can encourage more awareness and interest in soaring in this beautiful part of the world. Hope you can join us.

<https://www.condor.club/comp/show/0/?org=true&id=695>

Thanks,
John Foster (1JG)

Safe flying,
Karl Hadley

Solos and Endorsements



First Solo on October 1st:

From Evergreen Soaring at Arlington, Washington—

CFIG Moses Babayan congratulates Matt Rasmussen. Matt had just completed a great flight on this pretty fall day with blissful silence in the rear cockpit.

First Solo in early October

Fritz Horst has a smile on his face after his first solo in the Hood River Soaring ASK-21 under the guidance of CFIG Jeff Curtis. Fritz is looking forward to getting his license and having fun soaring. As you can see from his hat, his family is in the Christmas business—Christmas trees, to be exact. The only criticism of his landings by the field manager was that they were too precise and may be wearing down the paint on the stripes!



King Mountain, ID. photos that speak for themselves

Photos and text were submitted by: Dave Lindberg

The following photos are of Ron Clark's trip to King Mountain in September 2023, Idaho this past September. Thermals were strong, and the camaraderie amongst the gliding, paragliding, and hang gliding was great.



Upcoming Meetings and Events for 2023

- SGC General Meeting November 6th @ 7:00 PM
- SGC Board Meeting November 14th @ 7:00 PM
- SGC Banquet December 2nd @ 11:00 AM
- Ephrata Glider Aerobatic Camp (Tentative) April or May 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 (recently changed from 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!

--Chris Klix, 2023 SGC Board

SGC 2023 Year End Banquet, December 2nd at 11:00 AM

Submitted by: Matthew Coleman

Location: McMenamins Anderson School
18607 Bothell Way NE, Bothell, WA, 98011

Cost: \$65; Purchase tickets on the SGC website.

Join your fellow SGC soaring enthusiasts at the 2023 SGC year-end banquet and awards ceremony. Let's celebrate your achievements, milestones and successes. Come regale those around you with tales of glorious endless lift and cumulus filled skies, or perhaps land-outs, bags of vomit and the thermal that got away. Make soaring to-do lists for the winter and strategize what you can do in preparation to be more successful next year. Also, hot topics may include next steps for strengthening our soaring community in the Pacific Northwest.

Doors open at 11:00, brunch is served at 12:00. The annual awards will be presented following the meal. Space is limited to 40 people. Get your reservation early! Final numbers must be submitted by November 25th.

Share your photo memories of 2023 for the slideshow. Don't be shy, we'll actually take any soaring photos. Send anything you have to: awards@seattleglidercouncil.org

Award Nominations:

Please send nominations for annual awards to awards@seattleglidercouncil.org as well. See next page for a list of awards and a nomination sheet.



2023 SGC Award Nominations Form

Please take a moment to review the list of awards and send your nominations to the Awards Committee (awards@seattleglidercouncil.org) by November 22nd.

With the exception of the Roger Frank Memorial 300K Triangle Trophy, all awards are for flights originating in Washington State

Knights of the Open Field - Awarded for a pilot's first off-field landing on a cross country flight.

Clodbuster - Awarded to pilots who made the very popular off-field landing during a local flight.

Cross Cascades - Soaring flight across the Cascades clear of the foothills, either direction.

Student Pilot Achievement Award - For the student pilot making the greatest progress or achievements during the year.

Pacific Northwest Aircraft Safety Award - For the individual deemed to have made the greatest contribution to safe soaring in the past year.

Unsung Heroes Award - Crewing efforts, above and beyond the call of duty.

Joe Robertson Memorial Trophy - This is for the pilot making the greatest gain of altitude during a soaring flight originating in Washington State.

Arnold J. Carson Memorial Trophy - For the pilot flying the greatest distance originating in Washington State.

Columbia Basin Soaring Association Broken Leg Trophy - For the pilot making the longest distance around a course of two or more legs according to FAI rules. (If the Carson Award was around a course of two legs or more, this award will be for the second longest flight.)

Cloyd Artman Trophy - For an outstanding flight or pioneering effort in soaring over the past year.

Towpilot Award - For the towpilot who has made the most tows in the SGC towplanes.

Roger Frank Memorial 300K Triangle Award - For the fastest handicap speed around a 300K or longer 28% rule triangle in Region Eight. The documentation is judged by the Washington State Governor.

SGC Certificates of Appreciation - Awarded to those individuals who have made outstanding contributions in time and effort to the SGC in the past year or years. Automatically awarded to the recipient of the SGC Honor Award.

SGC Honor Award - Awarded for the most outstanding service to soaring in the Pacific Northwest.

Nominations should be received by November 22nd. Include name, award and qualifications. Description of flights or achievements should be specific.

Name _____

Award _____

Description of flight or supportive explanation



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.

