

TOWLINE

April 2023



Photo by Wayne Paul
First day of spring 2023

**Meanwhile, somewhere in Idaho...
if a glider sees its shadow (reflection) will there be 6 more weeks of winter?**

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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<
Towcard 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

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.
- Please donate \$10 to the SGC Soaring Foundation if you charge an EV at the SGC/SGCSF Facilities

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



Trailer Parking Lottery - April 3rd General Meeting

Happy Days! Soaring season is here or just around the corner for most of us. Plan on attending the online SGC General Membership Meeting April 3, 2023 at 7pm PDT to start getting tuned up to make this a great soaring season!

We will have the lottery for the Ephrata glider trailer spaces during the meeting. If you're attached to where you prefer to park your glider trailer, you don't want to miss this once-in-a-year chance to nail down a parking space.

Remember you need to have your dues & Seasonal Glider/Trailer Parking Fee paid by April 2nd, to participate in the trailer lottery.

- To pay your dues, navigate to the bottom of the membership page and click "Pay Now": <https://seattleglidercouncil.org/membership>
- To pay your Glider & Trailer Parking Fee, use this page on the website: <https://seattleglidercouncil.org/Use-Fees>

The trailer parking map is attached so you can plot your strategy:



Happy Landings,
from the SGC Board



RV Parking Assignments

Any 2022 RV season holder who has prepaid for 2023, and wishes to secure the same spot they had last year, will have priority. You should be contacted personally by the April 3rd General Meeting. Others should follow the instructions found in the description of the “Ephrata RV Parking Fee – Seasonal” item in our shop. See the instructions below.

To obtain a seasonal RV space:

1. Go to www.seattleglidercouncil.org, click on the silhouette in the upper-right corner, then enter your username and password.
2. Click **USE FEES** on the navigation menu, then click “**Ephrata RV Parking Fee - Seasonal**” [make sure its the “Seasonal” option!]
3. Scroll down and read the description carefully. Be sure to send the requested email so we record your spot!
4. Click “Add To Cart”, then “View Cart” and complete your order.

To view RV parking spaces, hover over **INFORMATION** on the website menu and click “**RV Parking Map and Assignments**”.

- The first link on that page will show you the map of all RV spots
- The second link will show you which RV spots have been assigned for 2023

Sign up For Tows in Ephrata!

We are now scheduling tow operations for the 2023 Season. In order to commit towpilots for a weekend, 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.

Letters and Articles

END OF AN ERA AT EPHRATA

by Noel Wade

The Roman Pantheon, the Great Pyramids at Giza, and the Giant Hangar at Ephrata - all are striking structures that have stood for ages! But one of these is not like the others. The Giant Hangar, you see, has a wooden roof covered with a relatively thin membrane. And while it is

elegant and beautiful, it cannot match the durability of the ancient wonders.

The Port of Ephrata has been monitoring the roof of our beloved shared hangar and has determined that its weatherproofing has deteriorated too far to be repaired. It must be completely replaced in the next 1-2 years, or structural decline will begin to take hold. Sadly, the size of the roof is eclipsed by the size of the



check needed to perform the re-roofing job. And the Port of Ephrata simply cannot commit to such a pricey project for such an old structure (with an uncertain future).

Therefore, it is with sorrow that the Port has determined its only course of action is to **vacate the hangar at the end of 2023 and condemn the building**. Even the cost of demolition is expected to be too high, so the building will likely be left to rot in place.

But this is not the only change taking place on the airport property! To provide a replacement home for SGC Towplanes and other aircraft currently using that building, the Port of Ephrata will **begin construction of a new row of Hangars in the mid-summer months** of this year. The new hangar row will be built between the giant hangar and the self-serve fuel pumps. This means that the existing Airport RV parking spaces & RV dump will be removed in early July (just after the Region 8 Contest ends). Note that the SGC RV Parking area & RV dump will *not* be affected.

Construction will run from July through the end of the year, with the hope that the new hangars can be occupied by the end of 2023 or in early 2024. The new rental cost for these hangars has not been determined. The Port of Ephrata is working closely with the SGC Board to ensure that the construction does not impact our operations, and that our Towplanes have safe indoor storage throughout this transition. While the loss of the Giant Hangar is an unfortunate development, it is heartening that the Port is working to minimize the impact of its projects on our use & enjoyment of the Airport; as well as ensuring that replacement indoor storage will be available for our Towplanes.

Volunteer for Opening Day in Ephrata, April 15th by Nan Klix

April 15th is the official Opening Day in Ephrata. There will be the usual Opening Day list of things to do, but the list has grown, to be honest. One main difference is the bathhouse may be opened off and on until the deck repair/replacement is finished. If you decide to come over that week-end, we will appreciate anything you can help with—large or small.

Over the winter, a little history was brought back into the Training Center. For example, when passing by the book shelves in the Training Center hallway, you will find the front of a light blue t-shirt framed and leaning against the wall among the books. It was from the National Soaring Convention held in Seattle back in 1980. SGC glider pilots worked together to create the event and also another one in 1993, and in doing so, generated income for the organization. They bought a trailer for their first “club house”. The current Training Center replaced that trailer after the second convention. It was the beginning of generational wealth for this organization.

Last fall a fabulous group of SGC volunteers showed up to shut down the operation in Ephrata. They went above and beyond the normal list of “honey do’s”. Conversations started then and continued throughout the winter about making changes that would better suit a more current vision for the organization. The words “club house” started to become the “Training Center” in both thought and action. A need was expressed over and over to provide a place where not only pilots and potential pilots could gather, but a place to grow in the sport. There was an expressed need to bring people across the region together to learn from and support each other. We have started taking baby steps toward organizing and providing more spots in the Training Center to accommodate this need.



Since an ambitious group of volunteers removed and cleaned all the “stuff” off the tops of the kitchen cabinets, we now have space to enjoy more and different contributions by SGC members. Instead of red cups, brown boxes, napkins and plastic silverware, we now have soaring posters depicting past Ephrata contests, drawings, and photographs, all created by your fellow SGC pilots. Please discover again Len Edvinson’s photography of birds in flight, Max Karst’s many posters created for the Ephrata contests and Museum of Flight for SGC, where the soaring community came together to display gliders and provide educational lectures to the public. A Jack Olson’s piece was discovered while cleaning out a cupboard in Ephrata over the winter. The drawing depicted a land-out up the Palisades with Gerry Pomeroy’s Libelle. Both were SGC members. It is now framed and going on the wall. Gerry sold many sketches of soaring pilots to earn money for the Training Center to be built and has a few in the Training Center as well. The historic Mt. St. Helens dust cloud photo approaching the Ephrata airport is wonderful and newly framed. Almost without exception, all pictures in the Training Center were created by SGC pilots who loved soaring and shared their artistic talents for us all to enjoy.

Not all of us can draw, but we all have something to share. Whatever that is for you, we look forward to your contribution in 2023.

Notes from the 2023 SSA Convention by Eric Greenwell

Notes from the 2023 SSA Convention – Eric Greenwell 3/24/2023

I noticed an increase in the number electric powered gliders on the exhibit floor, and the number of presentations devoted to them, much more than I recall from the 2020 Convention.

The most prevalent electric glider type at the Convention was the FES propelled glider. It’s also the prevalent type of electric glider on the planet, with over 350 in operation. FES stands for Front Electric Sustainer, a system developed by LZ Designs. Improved batteries and motors now allow self-launching on some models of sailplanes, including those which are available from our Vitek Siroky, the LAK dealer conveniently located in Wenatchee, WA, and from six other glider manufacturers. The current 2 blade folding propeller limits the amount of power it can absorb, but a new propeller design with three blades is under development that will allow more power and a substantially higher maximum takeoff weight, so even ballasted gliders can use the FES system.

The FES system can be retrofitted to a few popular models of gliders. Yankee Composites is now offering this service, in addition to their Schmepp-Hirth dealership and repair service. Garret Willat presented some of the details for this process that was previously only done by the LZ Design factory; now, it can be done at of Warner Springs, CA, without the effort and cost of a long trip for the glider to Slovenia!

The “Grasshopper”, an interesting concept for an externally mounted, retractable electric propulsion system was presented by Emir Sherbi. By mounting on the top of the fuselage, it can minimize the structural modifications needed to the glider, compared to the large opening and doors required for an internally mounted system. Batteries can be mounted in the fuselage, just a small hole for the wires to the motor pod.

Jonkers displayed their JS3 RES (Retractable Electric System), a 15/18 M glider with a retractable mast mounted motor system that allows a larger diameter propeller (and thus more power) than the FES configuration, so it can self-launch almost fully ballasted. The two batteries are easily removed, like an FES glider,



a convenience for charging and flying at lighter weights. It's a magnificent glider.

Rand Vollmer's talk discussed ways electric gliders can fit into a club's training system, potentially reducing costs; unfortunately, I missed his presentation. I did get most of John Bird's "Bounded Rationality and Risk Strategy in Thermal Soaring". The major point for me was the small penalty the pilot paid in task speed by slowing down too early, compared to slowing down at exactly the best time; of course, slowing down a bit too late was usually costly. "too early" might mean "as soon as it doesn't look as good ahead", rather than waiting for "hmm, it's not quite as good as it was earlier".

New at the Convention was using Zoom simultaneously with the in-person presentations, so people that didn't attend could watch it and participate in the Q&A afterwards. Most Zooms were also recorded, so some these will be available, but when and where is not clear. Until it is, you could check the Convention schedule for talks that interest you, then contact the presenters about recordings of it.

<https://www.ssa.org/2023-convention-schedule>

Towplane Report

by Chris Klix

Seattle Glider Council owns two towplanes. One aircraft is a 1957 Cessna 182A, Skylane (N3779D), the other is a 1975 Piper PA-25-260, Pawnee D, (N9878P). Our towplanes are vital assets and when operated safely and often, they are key in helping keep this organization viable.

All previous boards members, volunteers involved, and mechanic Scott Glassburn at Ephrata Air Service, have done a tremendous job in upgrading and fixing issues on both planes. The amount of personal time and energy put in is remarkable. Doug Hornal and Frank Scarabino deserve special recognition for

all they have contributed. Every one of them deserve our appreciation!

That said, there is no doubt we have a difficult situation to overcome in 2023. We have an uphill battle ahead due to a few things.

1. Last year we had a 5% discount for a fleet insurance policy with Costello which included both towplanes and the DG-1000, and a 20% discount for no accidents. This year we are dealing with the loss of both discounts plus a 5% industry wide increase due to inflation.
2. SGC's operating funds have been stretched thin.
3. 79D's engine has exceeded recommended TBO (Time Between Overhaul).

There have been lots of opinions as to what we should do going forward. The good news is we can overcome this by pulling together, volunteering, and working hard to ensure our future is bright. I believe having two towplanes is important because there needs to be a backup, should one become grounded. Ephrata is a prime area for cross-country soaring, but it is also a 3+ hour drive for most people, and if a towplane is grounded (not uncommon), our members do not want to just end up driving home, especially if there is a sky full of beautiful cumulus clouds.

Going Forward

Simply put, to ensure our towplanes are financially stable, we need to increase our activity. Our Rates and Fees Committee have evaluated the numbers and set a minimum goal of 450 tows for the season.

I recommended to the board we utilize both towplanes in helping us achieve this 450-tow goal. The number of tows for a specific towplane does not matter as much as the total number of tows achieved. It is income regardless of which airplane is providing the service, but it will be easier to achieve this goal if both aircraft are being utilized to their full potential.



I am optimistic and am willing to tackle this situation, as I hope you are as well. I believe by pulling together we can grow this organization, and in doing so, help lift all our PNW soaring organizations in revitalizing our beloved sport.

More Specifics on the Cessna 182

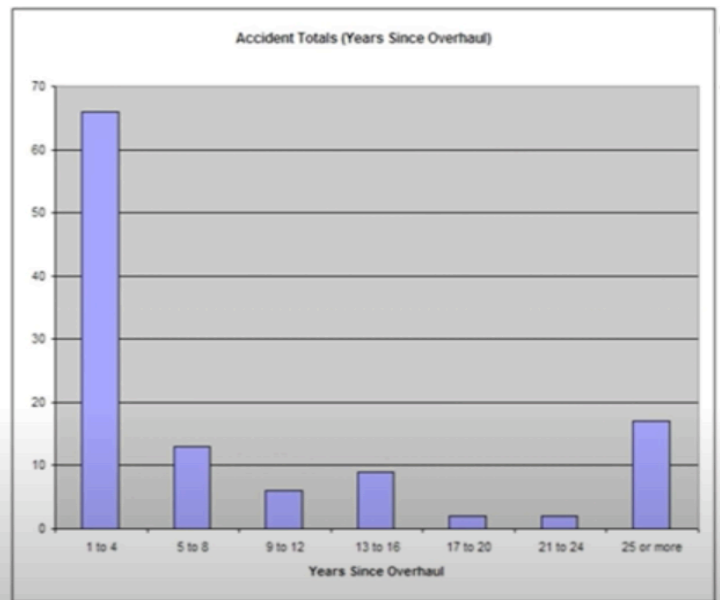
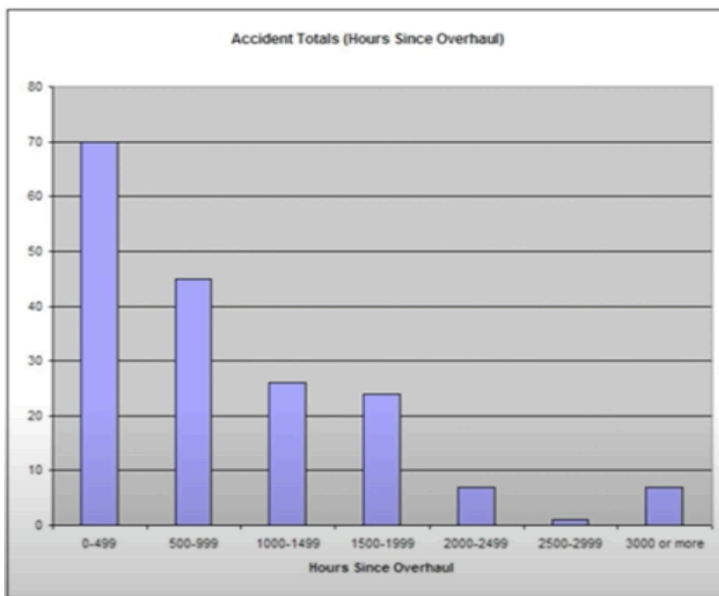
Our history with towplanes in Ephrata has proven that a light weight high-wing taildragger like the King-cub we used to own, was very susceptible to repeated damage from gusts or dust-devils passing through. This, along with the long-range retrieve capability (152 miles with reserve), the fact it has two seats for checking out towpilots, and it has a nose wheel, which increases the number qualified pilots who can fly it, were key reasons for our decision to purchase the Cessna 182.

As it turns out, we have an early version built in 1957, that is very desirable due to its lighter weight. We also invested considerable time and money in a tow hook installation and a larger oil cooler, adding to its value as a towplane, but something we would likely not recover if sold. I spoke with Jason Stephens, owner of AZ Soaring, at the Reno convention who operated a Cessna 182 towplane for years in the hot Arizona desert. He said it was a great towplane

for him, but the key to towing with it was to not get too slow while towing in order to keep the engine cool. He said it also climbs more efficiently at a slightly higher speed. I plan to test this out as we start our season. I will reserve judgment as to whether or not I recommend keeping or replacing the airplane going forward. But I do think it has great potential should we decide to keep it.

Borescoping the Cylinders

To help justify my decision to recommend operating 79D for another season was partly made after borescoping each cylinder for any issues (thanks to Noel for loaning me his VA-400 Borescope), with particular attention given to the exhaust valves. And also, from reviewing several of the very popular Mike Bush YouTube videos from Savvy Aviation, which discusses the pros and cons of operating beyond TBO, a very common practice. One of his video's covered the risks of engine failure based on accidents since overhaul. The two graphs below show "Accident Totals (Hours Since Overhaul)" and "Accident Totals (Years Since Overhaul)". As you can see the greatest risk of engine failure is not at or beyond TBO, typically 1500 to 2000 hours, but actually right after overhaul.



The engine in 79D is currently 373 hours beyond recommended TBO, however it has been 42 years since overhaul. Safety is my biggest concern, and for this reason my decision to operate another season was not an easy one. But given the fact that the aircraft has always been hangared and kept in a dry environment the entire time we have owned it, and the fact that the cracked cylinder we replaced this winter was not because of how we operate the aircraft, but because it had had previously been repaired (before we owned it) by drilling holes at the end of cracks and then welding the aluminum casting in the exhaust port, something the cylinder overhaul shop said is not very common, but they do see from time to time. That said, I am still pursuing the possibility of having the engine overhauled at the end of this season.

Possible Future Upgrade?

If we get to this point and can somehow secure funding, I have been looking into perhaps upgrading 79D with the P-Ponk engine conversion that would add about 35 - 40 hp., and improve the climb performance considerably, which would in turn enhance the safety of our sport. It would also increase the resale value, since such a light weight C-182 with the P-Ponk engine is a very desirable configuration, especially in Alaska. But it will still require further evaluation before I can make such a recommendation.

Last but Not Least

The Pawnee is, I believe, generally in good condition with only 487 hours since major overhaul on the engine, and should be good for several more years to come. The annuals on both airplanes have been completed and signed off by Scott at "Ephrata Air Service", however Scott has indicated he is retiring and will no longer be able to do our aircraft maintenance. I have therefore sourced two other aircraft maintenance shops during my last trip to Ephrata on March 17 - 20.

1. Rod Richeson, A&P/IA, owner/operator of "Blue Sky Aviation", located at Moses Lake Municipal Airport (W20), is an FAA Repair Station for Avionics, but also does normal Aircraft Maintenance and Repairs. Rod has been in business for about 5 years, plus he owns and flies his own 1958 Cessna 182 with the same engine and even the same paint scheme as ours. So, I think when it comes to having any major C-182 work done, he could be a good choice.
2. Josiah Barrett, A&P/IA and Owner/Operator of "Barrett Aircraft", is located in Hangar #9, the next large WWII hangar south of our towplanes in Ephrata. He sub-leases space in his hangar and offers aircraft maintenance. He has been in business for about a year and has been an IA for about 3 years. I think he could be a good choice for our immediate aircraft maintenance needs.

The insurance for both towplanes is now back to inflight coverage as of March 13th. During the March 18 – 19 weekend I was checked out by Ron Bellamy, our Chief Towpilot, in both aircraft and was able to further evaluate their readiness for our opening day on April 15th. 79D flies beautifully, however, not yet familiar with the rear-view camera, I did not attempt to turn it on during my flights. I did, however, find the strut mounted rear view mirror is a bit small so I understand the need for the rearview video camera. Noel and I did get the camera working on Sunday afternoon, but we found the power connections are susceptible to vibration. I will work on fixing this before opening day. Regarding 78P: though it was not enough of an issue to keep me from flying it, I discovered it had a soft left brake pedal. I have since contacted Scott, and he said he would take care of it for us.

Hope to see you in Ephrata soon. I have the feeling this will be a great season for us all!



Blast from the Past

Submitted by Tom Dixon

July 1993

ON UPROAR – A REPORT

by Ragnar Smith



The Ephrata glider pilots had a bit of an uproar on the field over the Memorial Day weekend.

The man from FAA, who has been on the field somewhat regularly over the last period of time to help set up the 135 program at Anderson Airways, wanted to look at the glider operation. This is, of course, well within his rights and his duties but it was unexpected on the field.

He began the review with the tow planes. Since he intended to look at both tow planes and gliders, the tow pilots at hand felt that it would be best to get the tow planes done first and why not, the inspector and the tow pilots were standing right there in the hangar. But -- this is one time when it hurt to be out early. The two red tow planes were ready to go, were inspected, did not have all of the proper paperwork in the ships and were parked for that busy busy weekend. The tugs were not grounded but it would have been a violation by the pilots had they been flown. As a result, the red ones stayed indoors.

Meanwhile, the pilot for the yellow tow plane stayed long at breakfast, drank some coffee and arrived late at the hangar. Consequently -- but also by intent according to reports -- the yellow tow plane was not inspected and flew tows all day -- 38 in all. As the rule has it, the soaring day was good and it is likely that had all three tow planes been flying, collectively they would have made many more tows and had many more gliders in the air.

This took place on Saturday. On Sunday, the man from FAA came back, checked an AA aircraft for the 135 program, and left immediately afterwards. Sunday was not a particularly good soaring day and Monday was worse with the thermal angels refusing assistance so the tow plane situation became tolerable, still with only one tow plane.

Some of the gliders out on the launch line were visited by the inspector who asked some interesting questions but caused no glider to remain tied to land. It is however, the inspector's intent to return to the field to look at the operation, the gliders and the remaining tow plane.

So where are we with respect to FAA -- did the Agency harass the Ephrata glider community? Perhaps a better time to look at the operation would have been a lesser weekend - or any other time and the suggestions on the field were plenty. But we were not shut down. The fact remains as well that we were not quite in compliance with the FAA requirements, to which we have sworn allegiance of sorts. We will, likely, be in compliance from now on -- the necessary paper work has been or will be secured for each of the tow planes -- may nobody remove, borrow or lose that paper work.

Your editor would like to put to rest the unfounded rumor that the man from FAA was a member of Evergreen Soaring. It simply isn't so!

Submitted by Chris Klix

1929 REGULATIONS FOR OPERATING AN AIRCRAFT

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Never get out of the machine with the motor running until the pilot relieving you can reach the engine controls.
4. Pilot should carry hankies in a handy position to wipe off goggles.
5. Riding on the steps, wings or tail of the machine is prohibited.
6. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
7. No machine must taxi faster than a man can walk.
8. Do not trust the altitude instruments.
9. If you see another machine near you, get out of its way.
10. Before you begin a landing glide, see that no machines are under you.
11. Pilots will not wear spurs while flying.
12. If an emergency occurs while flying, land as soon as you can.

U.S. AIR SERVICE



Upcoming Meetings and Events for 2023

- Next SGC General Meeting April 3rd @ 7:00 PM
- Ephrata Training Center Opening Weekend April 15th – 16th
- SGC General Meeting May 1st @ 7:00 PM
Program: Sailplane Aerobatics by Shad Coulson - National Sailplane 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!

Solos and Certificates



Jonathan Hart, on the left, getting his private glider certificate on his 16th birthday, Hood River, OR.



James Cooper received his CFI-G following a successful check-ride with Neal Karman, DPE (Designated Pilot Examiner) in March, 2023



Robert Moehle, on the right, successfully passed his CFIG Practical Test with Neal Karman on the left on March 29, 2023. Robert is also a CFI, CFII and ATP working for Boeing. Photo at KAWO.





Tristan Benson soloed in an Evergreen Soaring L-23 at KAWO. Tristan, a senior at WWU in Manufacturing Engineering, joined last August. Mike Delaney (CFIG) doing the honors.



Anirudh Khandadi soloed November, 17, 2022, at KAWO. Ani's grandfather flew sailplanes competitively in India and Ani's father flew sailplanes for a short time in his youth. Dave Reusch (CFIG) doing the honors.



Rome Carse, on the left, soloed November, 2023 at Hood River, OR. Goeff Curtis (CFIG) doing the honors.



Kylan Mullis, on the left, soloed November 14, 2022, at Hood River, OR. Goeff Curtis (CFIG) doing the honors.



"Fox Gossett" from Hood River, on the right, getting his Private Glider certificate, January 8, 2022. Location?

NOTICE TO ALL SGC MEMBERS

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. The SGC Board is proposing several minor revisions to the bylaws, to correct these issues and gaps.

Per the bylaws, 30 days' notice must be provided for any meeting where revisions to the bylaws are voted on by members. Furthermore, the bylaws specify that such notice must be posted in Towline. This article is to ensure compliance with our bylaws and to ensure that SGC Members are made aware of this upcoming opportunity to vote.



On Monday, May 1st, 2023 the SGC Board will propose several minor 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

--Noel Wade, 2023 SGC Chairperson

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

