

TOWLINE



Methow Class of 2023

Photo by Karl Hadley

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TOWLINE is the Newsletter of the Seattle Glider Council

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 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	Matthew Coleman
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	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	>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



SGCSF has a new golf cart, *article submitted by Chris Klix*



Special thanks to Jeff Banks for his generosity and quick actions. Leading up to our 2023 Region 8 contest we were in a bit of a dilemma. Our 40-year-old golf cart had died and the board was in the process of trying to locate a replacement that would fit our budget. Jeff had the foresight to find someone in Quincy that refurbishes used golf carts. There were two choices, the first of which he let us demo during the contest. But the second choice had more features that better fit our needs. Jeff put up the money and purchased it for us with the understanding that the SGC Soaring Foundation would pay him back for what they were going to spend on a replacement, assuming it is at least half of the total cost, and he would cover the rest.



The SGCSF is therefore soliciting more donations to cover the costs Jeff is not covering. Go to: <https://seattleglidercouncil.org/Donate> for a tax-deductible donation.

Shortly after taking possession, we had to take it out for a test drive. Jeff's wife Joanne did the honors and drove us down the taxiway with my wife Nan riding shotgun, and Jeff and I sitting in the back. Note, how she was going exactly down the centerline. You can tell she is someone who knows her way around airports.



It's a 2012 E-Z-GO, with led lights, mirrors, a battery level gauge, two USB charging ports, 48-volt charger, 6 batteries that were new in 2022, battery water level filling system with water level sensors, a tow switch that disconnects the motor and doubles as a hidden security switch, four seats, cargo bed, and a tow hitch.

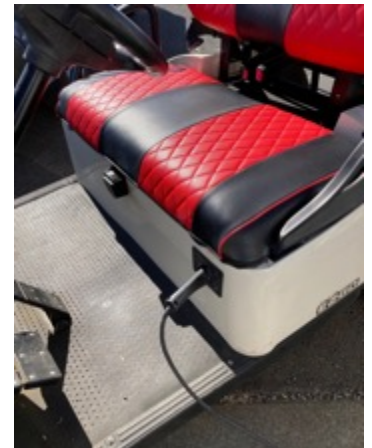
When we close the facility after a weekend of soaring, it can be stored inside our shipping container. We modified our wooden ramps, previously used for weighing gliders, so we can now use them for loading and unloading the golf cart in the shipping container. However, there is no electricity there for charging, so we need to be diligent about putting it away with a full charge whenever possible.



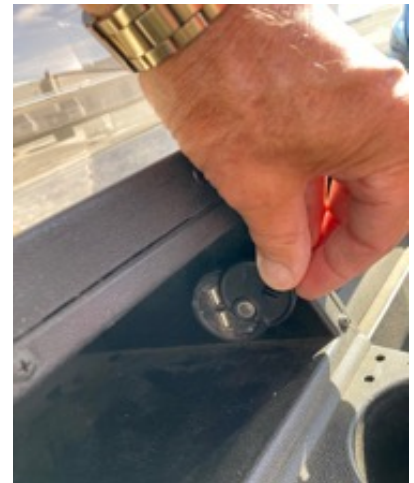
Note: When storing the cart in the shipping container the checkered flag must first be lowered. Use the screwdriver kept in the storage compartment near the ignition, to loosen the hose clamp, located just below the wooden block (see photo). The block can then be slid down with the flag attached. However, it still needs to be lowered further by rotating the wooden dowel so the notches for the tie-wraps are facing forward. You can then slide the dowel with flag

further down until it will go no further. Only then will the flag clear the top of the container roof. Of-course raising the flag is just the reverse of what I just described.

Charging is very simple. The 48-volt charger is located just inside the battery shed sliding door. Just plug it into a 110 outlet, and then plug the charging cord in just below the driver's seat on the cart. There will be a flashing green light on the charger. A slow flashing light indicates the state of charge is less than 80%. A fast flashing green light indicates a state of charge greater than 80%, and a steady green light indicates a full charge. Also, if the light is red, it indicates there is a fault.

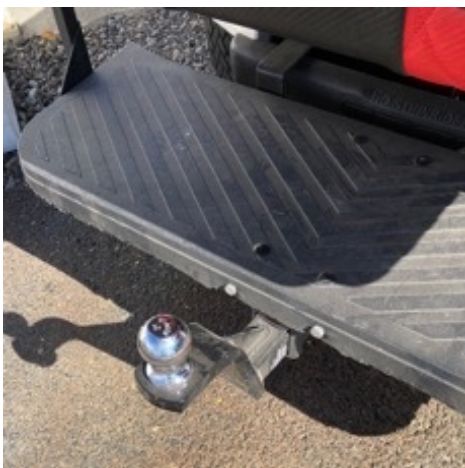


The white Styrofoam box, shown in the picture of the charger, is where we store the distilled battery water. Under the seat is a battery water filling system with a squeeze bulb for pumping water from the container to the batteries, which can all be filled evenly at the same time. A small white dot on the cap of each cell indicates the water level in that cell is at normal level. If the dot turns red, it indicates the water level is low and needs to be serviced.



The ignition key is normally kept just inside the battery shed sliding door. To the right of the ignition is a battery level indicator, which should be monitored to avoid getting stuck out on the tarmac with dead batteries. Under the right passenger seat is a tow switch, should the cart need to be towed. It disconnects the motor from the rear wheels. This switch also doubles as a hidden security switch. When parking the cart, particularly with the key in the ignition, lift the seat and flip the switch so it is pointed inward (as shown in the picture). It will then not be possible to drive it until you flip the switch back the other way.

Other convenient features are two USB charging ports, and a 2" ball for towing either a glider or our new little green wagon, donated by Brian Case. **Thank you Brian!** The wagon worked out great for retrieving wing and fuselage dollies during our Region 8 contest.



Letters and Articles

Random glider remarks available here

Submitted by Eric Greenwell

The time I allotted to writing a terrific article about PNW soaring was almost entirely consumed by fixing a problem with the engine in my glider, so I will start with glider items of a more narrow scope.

Speed to Fly (STF)

You can make this choice very complicated with talk of McCready (MC) settings and carefully following the vario's insistent tone to fly FASTER FASTER FASTER silence SLOWER SLOWER SLOWER silence....

Or, you can do it more simply, using the method first described to me by Walt Cannon. Look ahead on course, and if it looks ...

- Awesome! Fly 90 kts
- Great! fly 80 kts
- Fair: fly 70 kts
- Poor: fly 60 kts
- Uh-Oh! Fly like there will never be another thermal, You are in Survival Mode - no speed flying

Note that these specific speeds might be a good match for, say, an ASW20, and should be adjusted for other gliders, but the concept remains valid.

I flew contests for about 30 years, and I noticed many pilots, even very good ones, seemed to use this technique. They'd fly smoothly and fairly steadily between thermals, with slowing down here and speeding up there, but mostly trying to find areas of good air, and not so much on the speed through the air.

Another thing is, if I set my MC value above 2 kts, the vario would often be commanding some scary high speeds. So, just easier and safer to fly fairly steadily.

Googling Gliders

I needed another wing stand recently, so I Googled for "wing stand", and I got...

- Chicken Wing holders on Amazon
- A Kansas restaurant specializing in BBQ Chicken Wings
- Wig stands from Esty

Adding "glider" to the search terms helped a lot, but I also got "glider swing stands" and "EasyStand Gliders". Shucks, almost any search I do that includes the term "glider" yields what I call "porch swings", with a place or two calling them "porch swing gliders". It's more efficient to look for glider stuff on glider websites, but not always as much fun!

2023 Dust-up, *submitted by Mike Bamberg*

The 2023 Dust-up was a resounding success! There were over 9700 OLC points generated by the participants. That equates roughly to about 10,000 kilometers of flight distance over the event. We had 53 participants so, on average, each flew just under 200Km for the event. That's what Cross Country is all about.

There were only 58 flights posted on OLC for the weekend, but I know there were additional flights, both in training and just folks that don't log their flights on OLC.

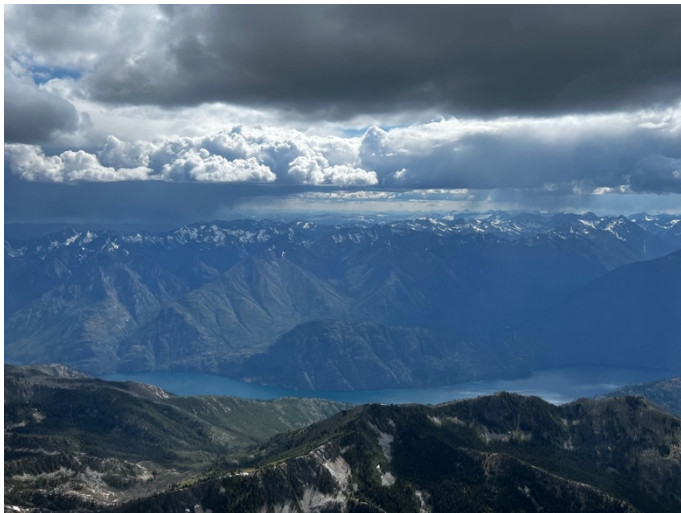


Note: there is a great, long, article in SSA Soaring this month about the competing website WeGlide,. Check it out.

Notable ships were the “new-to-him” DuoDiscus that Noel Wade brought out for its first mentoring flights, and the new-in-the-USA TwinShark flow by Sean Franke. I really want one of those! We also had training session each evening on, Weather forecasting, using SeeYou, and Why do I participate in Racing contests.

Thanks to all the participants for making this one of the best Dust-ups. And special thanks to all the volunteers that made the event possible. Plan to come next year and join us for the flying and friendships.

Methow—Glider Safari to “the American Alps” submitted by Karl Hadley



Lake Chelan from Oval Peak
Photo by Karl Hadely

There’s nothing quite like spending a week fully immersed in your favorite hobby—it’s totally indulgent. The chance to rub shoulders with like-minded folks and learn from each other is another bonus. This was my third summer attending this event...and I enjoy it more each year, probably

because I’m getting more familiar with the terrain, the town, and the folks who come.



Sawtooth Mountains
Photo by Vitek Siroky

Pilots from Washington, Oregon and Idaho brought twenty-two towable gliders and six motorgliders to this north central Washington location during the week of June 17-24 this year. Most stayed in an assortment of motels, but some camped or stayed in their RV’s. Winthrop and Twisp have good lodging options and some pretty good restaurants, too, but many close by 8 PM, so you don’t want to be late. Don’t expect the luxury of the Four Season Hotel, but most glider pilots spending hours reclined in their glider are not expecting many creature comforts. The week’s forecast didn’t look great, with rain predicted mid-week & marginal lift on a few days. One or two folks decided not to show because of this. When the time came, however, there was just one day we didn’t fly due to the weather...the rest of the week was surprisingly great. This area seldom disappoints for soaring enthusiasts, and it offers great opportunities for those inclined to other activities like hiking, fishing, and winter sports, too.

The Methow Valley and surrounding mountainous scenery is breathtaking, but it’s mountain flying, so there’s things to know to stay safe. Every morning started with organizer Brad Pattison leading a discussion where participants shared interesting



flights or experiences. I'm a relative beginner in cross country soaring, so it's humbling to hear what some folks accomplish.



Morning Briefing

This year before our daily weather briefing, we discussed best practices for safely soaring this area, which is described by some as a very “technical” area to fly, mostly because you often fly “in” the terrain, rather than thousands of feet above it. There are one or two valleys better known for sink than lift so have plenty of altitude there. And land-out options are reviewed, Lost River, Okanogan, Omak, the list goes on.



Rain shower east of Twisp, looking north
Photo by Karl Hadley

We enjoyed weather discussions from Jonathan Cross who talked about convergence lift, and Brad introduced the topic of wave lift...how to get in it, and potential hazards. While our week didn't have wave, we did have some convergence lift as well as the more typical ridge and thermal lift...some thermals topping out at almost 14K.



Mountains near Methow Valley
Photo by Vitek Siroky

Using a 3D printer, Henry Rebbeck created a model of the local mountainous region. Where to find the best lift is where you'd expect water to drip off the terrain if it was flipped upside down, so we could literally do that with his model.

Methow Valley airport is the home of the North Cascades Smoke Jumpers & Charlie McCarthy, base operations chief came to talk about their operations and to invite us on a base tour. (Fun fact-Methow is considered the birthplace of smoke jumping, dating back to 1939 when they jumped out of a Stinson. https://www.fs.usda.gov/detail/okawen/home/?cid=fsbdev3_053620)

Other competing aerial players include Naval Whidbey fighter pilots, that sometimes zoom through on a military training route where they can far exceed the 250 knot limit below 10K...often faster than 400 knots less than 2,000 ft AGL. Brad made sure they knew we were flying in the area, hoping to avoid



encounters with them, and none came through that we know of.

A charter service in a Cessna 206 had flights of workers going to Stehekin at the north end of Lake Chelan. The pilot was very patient with our operation, and she just had a couple flights/day on a few days that week.

A small number of hang-gliding enthusiasts also launch from nearby hills and they're much easier to see from a distance. One day when I didn't connect with the lift, I was heading back toward Methow looking for lift in all the wrong places (Hmmm, could be a good song lyric...), when I finally found a whiff of lift over a hill where some hang-gliders were staging for a take-off. Dozens of figure eights later, I was climbing away, and not having to land and re-launch, though it was close.



Highway 20 from cloudbase

Photo by Vitek Siroky

High tows are encouraged in the area...sometimes jumping off too low when you feel a bump can send you back to base.

Since we don't have paid staff for launches, everyone takes their turn on the ground crew---there can be some reluctance if conditions are good, but most everyone does pitch in.



Brad Pattison talking about rope breaks and getting a morning ground crew arranged.

Photo by Vitek Siroky

The motorgliders take off on their own, of course, in between tow launches. Most days were quite busy...we had 102 tows over the week, and added >500 "operations" to the Methow Airport activity log. Each tow accounts for 4 operations since two planes take-off and later land...mostly at the same field.



Morning launch queue

Photo by Vitek Siroky

An enjoyable part of morning meetings is to listen to the experience of others. Ron Clark was the first to promote this regional safari with gliders after discovering the area working maintenance on helicopters for the National Guard that flew into the area for operations. Also, Tony Wiederkehr enjoyed



cross country skiing in the area and both recognized Methow Valley for it's great soaring potential. Ron talked local pilot Mike Port into attaching a tow hook onto his Super Cub and the rest is history. He, Tony, and Brad Hill were some of the early soaring explorers in the area.

Ron always has a fun & colorful story or two to tell with his signature dry sense of humor. His local knowledge from years of flying here gives him the "E.F. Hutton" of the sky status...when he talks, people listen.

One day he landed out at Pangborn (Wenatchee) while trying to go to Mt Stuart...just a little farther west than Mother Nature would allow. No harm, no foul, he got a safe tow out of there and had another good story to tell. He's had over 100 land-outs in gliders and as many in hang-gliders as well. This year he had his personal best flight of 907 OLC points! From Methow he flew up the "divide" to the Canadian border, west to Glacier Peak, back over Lake Wenatchee, and east to Fairchild Air Force Base by Spokane, then back to Methow... an 8 hour flight averaging 93 km/hr.



Another amazing achievement was Tim Tanner's flight from Methow, all the way to Sandpoint, ID and back one day! My apologies to other pilots for not mentioning their incredible flights, as well—just too numerous to recount.

The group usually gets together one night for pizza and libations, a fun night & other nights smaller groups gather to talk soaring over a meal. Henry Rebbeck has a home in Mazama and often offers his place for a fun BBQ, but they lost their water, and couldn't host the event this year.

You can't have a glider safari without towplanes and tow pilots. Seattle glider council sent their Pawnee, as did Evergreen Soaring, and Puget Sound Soaring provided their Super Cub, 3TM with pilot Grant Smith. Bob Stoney flew the SGC Pawnee & Phil Anderson flew the one from Evergreen. Phil's been doing this for many years and announced this was his last year.



Pawnee waiting for rudder wag

When he's thanked for his service he jokes, saying "Yeah, I'm just trying to build time..." Phil doesn't have a cell phone, and tells people not to call his listed number because his wife will answer, and she won't be happy about it. It's a point of pride, avoiding these new-fangled contraptions, I guess. If you land out and Phil's on duty, you need to signal in the air, on frequency, or call the field manager of the day who can relay the retrieval information to Phil. At the end of the week, Greg Gohsman spared no expense, and ceremoniously presented Phil with a brand-new phone to show appreciation for his years of service to the towing community. Yes, it was two



tin cans connected by string...baby steps to the 21st century.



Phil Anderson gets a portable phone!

Photo by Vitek Siroky

We wish to thank Craig & Perri Howard for lending us their spacious hangar to headquarter our operations. Also, a big thanks to Brad Pattison for once again organizing this fun & rewarding week, and to the Seattle Glider Council who supported and sanctioned this event. The SGC board of directors helped Brad with all the arrangements by supporting him and the other NW area clubs in this offering." Also, thanks to all the others who shared their experiences, knowledge, and ground support to create this amazing week.



Glacier Peak

Photo by Vitek Siroky

2023 Region 8 Contest Report

Submitted by Mike Bamberg

We had 35 pilots sign up to compete and for various reasons it was pared down to 33. We originally had hoped to have 5 classes of competition, but only had one(!) Standard Class entry. We combined the Standard with 15M formed the FAI handicapped class.

There was a very large group of pilots that entered the Sports Class: FIFTEEN! That presented a few problems with getting the whole class launched in an hour (as required by the SSA rules) but we did get it done every day. Next year we'll have a Club Class as well as the Sports class and try to reduce the size of that group.

We had a number of contestants that were new to racing, or new to the Ephrata area. The visitors had great things to say about our great Columbia Basin soaring, and there were only 3 land-outs for the whole contest.

Wings & Wheels contributed much of the "swag" along with some we purchased. All the winners got something, Thanks Sean and W&W.



Editor's Note: Big thanks go to Noel Wade, our Contest Director on the left, and Mike Bamberg, our Contest Manager on the right, for putting on a first-rate contest.

Photo by Ursela Howland



The following Region 8 Contest photos are curtesy of Ursela Howland



2023 Region 8 Championship - Contest Summary

Sports Class

Cumulative Score					June26, 2023 Official		June27, 2023 Official		June28, 2023 Official		June29, 2023 Official		June30, 2023 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4725	T	Kennedy, Nicholas	LS-3A	2	973	1	869	3	903	1	1000	1	980
2	4591	P9	Richards, Kerry	SZD-55-1	1	1000	2	712	1	1000	5	901	2	978
3	4274	SL	Friesen, Bruce	MiniLak FES	5	886	3	707	6	868	4	909	5	904
4	4205	MJ	Grant, Martin	ASW-17-20.1	3	957	8	474	4	896	3	934	4	944
5	4135	D2	Zubovic, DRAGAN	ASW-19	9	812	5	623	2	914	7	827	3	959
6	3987	MV	Stanfield, Mark	PIK-20D	13	762	4	670	11	816	2	947	11	792
7	3979	OD	Reusch, David	H-201 Standard Libelle	4	907	6	580	12	813	10	808	6	871
8	3891	4Z	Martin, Tim	DG-800B-18	14	760	7	559	5	870	6	847	8	855
9	3567	G5	Hurtig, Anders	LS-3A	7	874	10	414	9	829	14	785	13	665
10	3521	GW	Swank, James	Ka-6E	10	800	9	427	13	701	12	797	10	796
11	3311	ES	Longley, Charles	DG-300	12	764	12	35	8	864	12	797	9	851
12	3158	BDE	Galliano, Mario	Ventus 2bx	11	793	11	71	14	627	11	803	7	864
13	2997	JH	Hart, Jonathan	H-201 Standard Libelle	8	868	13	29	10	827	9	818	14	455
14	2566	NF	Smith, Steve	LS-6	6	881	14	0	7	866	8	819	15	0
15	1928	MF	Fox, Matthew	JS3-18Jet	15	573	14	0	15	611	15	0	12	744

Open Class

Cumulative Score					June26, 2023 Official		June27, 2023 Official		June28, 2023 Official		June29, 2023 Official		June30, 2023 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4772	31	Thompson, Mike	ASH-31MI-21	4	933	4	948	3	937	4	968	3	986
2	4737	HA	Franke, Sean	Twin Shark	1	1000	6	810	2	942	1	995	2	990
3	4736	N9	Banks, Jeff	ASH-31MI-21	3	956	3	966	6	876	5	938	1	1000
4	4606	3N	Mecklenburg, Greg	JS1-C-21jet	5	922	5	849	5	894	2	989	4	952
5	4568	JN	Funston, Craig	Nimbus 4M	6	916	1	1000	4	902	6	882	5	868
6	4437	R	Retting, Henry	ASH-31MI-21	2	967	2	994	1	1000	3	984	6	492

18 Meter Class

Cumulative Score					June26, 2023 Official		June27, 2023 Official		June28, 2023 Official		June29, 2023 Official		June30, 2023 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4904	HW	Woodruff, Hal	Ventus 3FES-18	2	993	1	913	1	1000	2	998	1	1000
2	4598	KT	Dennis, Martin	ASH-26E	1	1000	2	789	2	986	3	971	4	852
3	4463	SZ	Irvine, Henry	ASH-31MI-18	3	886	2	789	3	877	1	1000	2	911
4	3851	NO	Profota, Don	ASG-29-18	4	855	4	330	4	823	4	955	3	888
G	1730	R2	Pilz, Frank	DG-800B-18	6	167	5	0	5	798	5	765	5	0
5	779	WW	Barnes, Terry	ASH-31MI-18	5	576	5	0	6	203	6	0	5	0



FAI Handicapped Class

Cumulative Score					June26, 2023 Official		June27, 2023 Official		June28, 2023 Official		June29, 2023 Official		June30, 2023 Official	
Rank	Points	ID	Name	Glider	Rank	Points	Rank	Points	Rank	Points	Rank	Points	Rank	Points
1	4878	2Z	Larimore, Stu	ASW-27	3	878	1	1000	1	1000	1	1000	1	1000
2	4716	99	Gough, Christopher	Ventus cb-15	1	1000	4	870	2	982	3	942	3	922
3	4641	GG	Case, Brian	LS-6	2	902	2	925	4	943	4	895	2	976
4	4472	LS7	Klix, Chris	LS-7	4	830	3	876	3	963	2	964	4	839
5	3516	HH1	McLaughlin, Patrick	Ventus 2bx	5	505	5	575	5	782	5	850	5	804
6	0	1I	Dixon, Tom	ASG-29-15	6	0	6	0	6	0	6	0	6	0

Solos, Certificates, and New Sailplane Ownerships



Doug Hornal is proud new owner of this 2003 Discus CS seen here at KAWO.



Unicorn is not extinct! Mahlon Hull of Evergreen Soaring, proud new owner of Jack Olson’s G-102 Astir with partner Steve Baker.

Congratulations to Tristan Benson from Evergreen Soaring, for passing his Private Glider Practical Test with DPE Neal Karman on May 17th.





Terry Crippen of PSSA, is the proud new owner of this Discus B. He added an LXNAV S100 Vario Flight Computer with Flarm Fusion and an Oudie N.



Brad Pattison of PSSA, is smiling because he's the new owner of Mike Newgard's ASH-31 Mi.



Congratulations to 14-year-old Arianna McGraw who started flying with Willamette Valley Soaring Club in May. She soloed June 11, 2023. Arianna came down from Alaska to stay with her grandpa and learn to fly gliders. Her instructor was Bob Brock, pictured here with her.





Phil Anderson isn't smiling. Everyone went out for dinner while he flew a retrieve and all he got for dinner was a can of beer.



Mark Stanfield is smiling. He and his former protégé, Jonathan Hart, have just landed in the Hart family's new motor glider

Willamette Valley Soaring Club is pleased to congratulate Sam Ozenbaugh and Tyler Dressel for completing their tow pilot checkout, earning their endorsements, and completing their first tows for WVSC June 24, 2023. Both are exceptional pilots, and we welcome them to our tow pilot team. Thanks to Bob Brock for the many hours spent making this happen.



Brian Hart is smiling and so is Robin Reid (DPE). Brian is now a certificated glider pilot. Only 11 months behind his son Jonathan. Hood River, Ore.





Congratulations to Evergreen Soaring member Ishitha Arekapudi on earning her Private Pilot Certificate. DPE Neal Karman doing the honors. July 9th Arlington, Wa.



Congratulations to Evergreen Soaring member Ben Klinkman who added a Commercial Glider Certificate to his ATP. DPE Neal Karman doing the honors.



North Plains, Oregon – Congratulations to Nolan Joslin on his first solo July 14, 2023. Nolan is 15 years old, and started flying last year with the youth program we have at Willamette Valley Soaring Club. His instructor is David Widrig. When I asked Nolan what he would like said about himself this was his response “My goal is to be an astronaut when I am grown. I understand that an astronaut usually gets his start in aviation. I got into gliding because I was too young to solo in a powered plane. This solo is the first tangible indication that I am on the right track to my goal.





North Plains, Oregon – Congratulations to Andrew Risinger on his first solo flight July 9, 2023. Drew started flying with Willamette Valley Soaring Club in May 2023 with Warren Dalby as his instructor. According to Warren, Drew made such good progress because he was motivated and has flown regularly. Drew has wanted to fly for about 20 years, and it finally came together after finishing grad school. Eventually Drew would like to get his commercial pilot license and then CFG. Pictured on the left with Drew is instructor Warren Dalby.



ENUMCLAW, WA — Neal Karmen, DPE, congratulates Kristen Chong (R) following successful completion of her July 2, 2023 Private Pilot checkride.

Kristen flew the Puget Sound Soaring Association (PSSA) Blanik L23 and John Miller was her recommending instructor. She serves, and is much appreciated, as secretary of PSSA Board of Directors.

Obituary *submitted by Dave Reusch*

Veteran Seattle Glider Council Pilot Wayne Woodmansee suffered a stroke on July 28th and sadly has passed away.

Wayne started soaring in the early '70s with the Boeing Employees Soaring Club where he obtained his license. Wayne was a partner in several gliders; He first flew an SHK in 1975, later he purchased a DG-100 and finally a DG-300. The majority of his flight time was spent in the back of the Blanik instructing students.

Wayne had a Phd in Chemistry, and was one of the Boeing's first class of Technical Fellows. He pioneered ultrasonic inspection and CAT scan technology for inspection of composite components.



He will be most remembered for his photography. Hanging in our Training Center is his photo of the BESC Blanik and the Ephrata Terminal building with a spectacular backdrop of black cumulus that turned out to be Mt. Saint Helens ash.

Wayne frequently stopped in at the Country Deli, a popular glider pilot's breakfast restaurant. Getting to know, then date and eventually marry Judy, the owner. They moved to Seaside, Oregon, and eventually back to Ephrata.

Judy is organizing a Remembrance at their house in Ephrata at 1 pm August 19th. Please email me if you are planning to attend so we can get a headcount (davereusch@gmail.com)

Upcoming Meetings and Events for 2023

- | | |
|---|--|
| • SGC General Meeting | October 2 nd @ 7:00 PM |
| • Evergreen Encampment, Ephrata | August 19 th – 20 th |
| • 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

REMINDER NOTICE TO ALL SGC MEMBERS

Anyone curious about our recent Bylaw changes is encouraged to [read the SGC Bylaws online](#) (available through our website under the "Information" page).

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



Sign up For Tows in Ephrata!

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

That also goes for towpilots as well. If you would like to tow for us in Ephrata, please sign up, even if there are no glider pilots signed up yet. Sometimes that is all it takes to get the glider pilots to commit.

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.
4. If you would like to edit what you have committed to you will need to create an account and log in.

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

