

TOWLINE

June - July 2010



Pix by Heinz

DustUp -Day 2. ... waiting for better conditions!

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Seattle Glider Council

Chairman

Mike Newgard 425-313-9754

Vice-Chairman

Jim Simmons 425-472-4722

Secretary

Fred Hermanspann 206-525-5444

Treasurer

Chris Gunther 425-788-4001

Directors

Stephen Northcraft 425-235-0231

Heinz Gehlhaar 206-932-5428

Bruce Bulloch 206-935-5927

SGC/Ephrata Homepage

www.seattleglidercouncil.org

Webmaster: Jim McNeil

SGC Clubhouse

Ephrata Municipal Airport

30 Airport St NE,

Building 625

Ephrata WA 98823

509-754-3852

Soaring Society of America

P.O. Box E

Hobbs, New Mexico 88241

505-392-1177

www.ssa.org

SSA Region 8 Director

Steve Northcraft 425-235-0231

Idaho SSA Governor

Tom Dixon 208-376-6718

Montana SSA Governor

Charles M. Pannage Jr 406-656-8232

Oregon SSA Governor

Gary Boggs 503-708-8869

Washington SSA Governor

Bruce Bulloch 206-935-5927

State Record Keeper

Bruce Bulloch 206-935-5927

Region 8 Clubs & Associations

Cascade Soaring

Wenatchee, WA

Arnie Clarke 509-884-2494

www.nwinternet.com/~blanikam/css

Columbia Basin Soaring Assoc.

Tri-Cities WA

Tom Seim 509-627-6532

www.tcfm.org/cbsa

Evergreen Soaring

Arlington, WA

#165 6947 Coal Creek Pkwy Newcastle, WA

Hotline 425-238-6617

Gary Paulin 206-236-3098

www.evergreensoaring.com

High Desert Soaring

Bend, OR

Brad Stankey 541-382-7016

Puget Sound Soaring Assoc.

Enumclaw, WA

Operations 206-660-0019

Stefan Perin 253-927-9183

www.pugetsoundsouaring.org

Silverstar Soaring Association

Kelowna, BC

Malcolm Rhodes at 250-547-9507

<http://www.silverstarsoaring.org/>

Spokane Soaring Society

Spokane, WA

Rollin Hasness 509-233-8241

www.spokanesouaring.org

Vancouver Soaring Association

Vancouver, BC

James Swank 604-590-6954

Clubhouse Voicemail: 604-869-7211

www.vsa.ca

Willamette Valley Soaring Club

Portland, OR

Information 503-647-0913

www.wvsc.org

Commercial Operations

Blanik America, Inc.

Wenatchee, WA

Vitek Siroky 509-884-8305

Cascade Soaring McMinnville, OR

Joe Deem 503-472-8805

www.cascadesouaring.com

SGC one-year membership renewal (January-December) US \$35.
(SGC Membership is required for all tows behind an SGC towplane.)
SGC Family Membership (for 14 and older) US\$10 each.

Tows (at Ephrata): \$23 for first 1500' (minimum fee) + \$1 per 100' above 1500'

Tows (airport other than EPH): \$25 for first 1500' (Min Fee) + \$1.10 per 100' above 1500'

Aero Retrieve or Glider Ferry: \$100 / tach hour

Ephrata Pilot Use Fee: \$66 for the season or \$11 per week (7 consec. days)

(Note: maximum limit if pilot fee paid by the week is \$66)

Trailer Parking: \$175 per season, or \$27 per week (7 consec. days)

RV Parking: \$350 per season (incl. tax), or \$60/week (incl. tax) (7 consec. days)

Weather Information:

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Highway Report 206-368-4499

Ephrata Dust Up 2010

by Heinz Gehlhaar

The Ephrata Dust Up took place this Memorial Day weekend, ...As far as soaring is concerned, "took place" is an overstatement. The weather definitely was non-Ephrata-like. Cool, low clouds and some raining. Oh yes, not much lift either.

But just so you all, who were not there, understand: You missed *The Event of the Year*: The work done by our many experts really showed off that the SCG and ES combination can put together a first class event. Our Prime Movers were

- Ron Bellamy Contest Director
- Bruce Bulloch Contest Manager and Flight Line Director
- Brian Case Remote Scorer
- Noel Wade Weather
- Tow Pilots Phil Anderson
Linda Chism
Bill Birney
- And a lot of almost invisible, Behind-the-Scenes volunteers; folks who are always working : Jim Simmons, Steve Northcraft, Mike Newgard , Paul and Allison Sjoberg, Pierre Parent, Keith Purves, Rita & Rick Edris, Chris Gunther, Fred Hermanspann, Chris Klix, Kevin Finke, Stan Kasprzyk, Gary Paulin, John Gilbert, Len Edvinson, Mark Nyberg, Lynn Weller, Travis Brown, and many other volunteers.



Some of the Movers and Shakers

In spite of the weather, a wonderful time was had by all. Even Noel, our great weather-guru admitted: "... There are worse ways to spend a Memorial Day weekend. ;-)"

Day One got off to a half-reasonable start because of the not-typical EPH weather. During the mandatory Pilot Meeting we were briefed on all the Safety issues, and all the procedures at the airport.

Tasks were set as follows:

- Task 1: TAT, 2.00 hrs with turn-areas at US-2, 10 mi , and Odessa 15 mi
- Back-up Task 2: TAT, 1.5 hrs with same turn-areas at US-2, 10 mi , and Odessa 20 mi.

Grid time was to be at 11:30 am. But at the Pilots Meeting it was not explained that grid time meant BE THERE! at the stated time. So seventeen gliders gridded at noon as we waited for trigger temperature and the launch of the sniffers.

As the launch started, the first bad-weather issue showed itself: The AWO towplane did not make it over the mountains; (short note to Club-Gurus: We do need to get IFR equipment installed. ... Ha Ha!). Soon thereafter the second issue raised its ugly head: the backup task needed to be called. Then, number-3 issue, we had the first relights. (I know, Mark and I in SGC, the DG-1000 was one of them)

After the starting gate opened, some folks left right away, and some took their sweet time to get away, hoping for better conditions.

Mark and I re-launched at about 14:10 and searched for about 1.5 hours for good thermals and a high start altitude. Finally, after the best climb rate so far, we leave at about 15:35 from 7000 ft. Not too long from there, we hit another good thermal (it showed 10 kt on the averager. Wow!) up to 8k, our highest altitude for the day. We continue on towards the center of the US-2 turn-area, looking for lift, because the area to the east and Odessa showed a big field of overdevelopment. But the longer we go west, the more the clouds deteriorate, and the sky is turning blue and lift-less.

So at the TAT-center we give up and turn towards Odessa, for better sunshine and flat-bottomed clouds. Finally, at 6k we find the first whole section-worth of fallow farm-land with some sun on it, and that gives us a little lift, 2.8 on the averager. But at this altitude, lift is lift, and we work it up to 7k, before we press on. (We had set 6k-8K as our band to fly in with some aggressiveness [bunch of optimists we are!])

Next comes a long stretch of overdevelopment: no sunshine on the ground, raggedy-bottomed, dark clouds, and we need to get to the other side of the coulee. So we roar at 80 kt in the general direction of Odessa, flying past the most likely looking clouds, only to find sink and lots of no-lift.

Finally, well in sight of Wilson Creek, down to almost 4k we get a nibble under the first cloud with sunshine. Two turns of plus and minus variometer readings gains us 150 ft. Press on! Oh, here is some more; + 3kt on the vario, but one turn yields only a disappointing -0.2 on the averager. More press-ons. More turns with only a 300 ft gain. On to the next cloud. Spend some more time searching. Heinz says: "With all that crappy sink, there must be a pony here somewhere". But unfortunately the pony is well hidden! While we were on course for 20 or so minutes toward Odessa we did not lose that much altitude, but by now we are down to below 4k and slowly flying out of gliding range of Wilson Creek Airport. Also, by now we have company. Two gliders are doing the same hunting we are, but they are "sooo much higher" than we. So we move over to the next cloud right under the other glider and squeeze out 200+ ft in about six turns before it appears to die. The glider above us had moved too, about 2 miles. It takes us 200 ft of altitude loss to get there and we find nearly no lift, and the other glider escapes to the north still "way" above us.

Finally we get a kick in the derriere. Plus 5.3 on the vario; it begins to scream. We turn, -- and down the vario goes, to minus 4 . We work this lift-snippet some more; half in lift, half in sink. And after 6 turns and a measly 300 ft gain, it dies all together. By now, we are below glide slope to the airport, and we head towards Wilson Creek, about 8 miles away. Fortunately, I had walked Wilson Creek some years before, and feel comfortable about landing there now. I was just a little worried about them having added landing-lights with last year's runway reconstruction. But we saw none. However, we do see that we have a 90 degree crosswind. The pattern on the water appears to give RWY 10 a slight advantage. So that is what we choose. Brave Mark elects to be PIC for the landing. We overfly the airport, and Mark flies an upwind, then a turn to downwind, base and final, all along judging the crab which does not look too bad. Mark sets her down

straight and gentle, right on the numbers with a little bit of speed compensating for the gusts.

Now comes the hard part, -- roll-out. Things appear under good control; Mark is getting us slowed down in almost a straight line. And then, BOOM! we get hit by a heavy gust which sends the tail downwind and us off to the right, toward the grass and the hidden rocks. The only choice we have is more brake, which causes the tail to rise, and the nose to come down, so that we see only runway in the canopy, and we lightly scrape the bottom of the fuse. GRRR! Relax the brake, and the ship comes to a halt; main gear just off the runway.

As we sit and contemplate our fortunes, the radio come on: "Hey guys! Please clear the runway. I am coming in." So we quickly hop out and push the ship into the grass as far as she will go, because we think that he may have the same gust-problem we had, and end up off the runway, right into us.

Then we search for him and can't find him. Did he find a last thermal and got saved? Where is he?

Finally we see *BP* on the other side, lined up with RWY 28, sort of all over the sky. It appears really turbulent at the SW of the field with lots of local lift and gusts. Anyway, *BP* lands safely at the other end of the field.

Soon thereafter ship number 3 arrives on RNW 28. This time it is *P9*, and he has a similar turbulence problem, but lands safely down RWY 28. And some time later. ship No. 4, *MI* arrives. (Note by Heinz: At that time I was still quite excited about the landing and the outcome of things and I do not very well remember the exact sequence of the arrivals at Wilson Creek. My apologies to those 3 pilots: Dan G., Kerry R. and Mike T. if I got them mixed up.)



Pix by Heinz

Finish Line at Wilson Creek,-- at least for 4 Ships

All of us call on the Contest Frequency and Tom Udd was able to relay to Contest-Central that there are 4 ships at Wilson Creek, all wanting a retrieve. So Linda Chism and Bill Birney bring the Pawnee and the Cub, respectively and with 2 tows each, got us safely back home.

Meanwhile we heard that Kenji Ominato landed out safely in a fallow field. In typical gliderpilot-fashion a retrieval crew automatically condensed at the clubhouse and Kenji was retrieved in time for the evening party.

It turns out that 5 of the 17 entrants made it around the course. So we do have an official Contest-Day. That evening I try to convince the Contest Chiefs Ron and Bruce that we had heard on the radio, that due to weather the Task was shortened to Wilson Creek and that is why the 4 of us landed there. But they would have none of that idea.

Day TWO Saturday early morning the weather looked somewhat better, especially if one looked northeast. We all eagerly attended the Pilot's Meeting and heard from Noel that the cloud-cover we saw coming in from the southwest was soon going to get worse. The message was: Get going, get on course, and get home. Tasks were set as follows:

- Optimistic Task 1: TAT, 2.00 hrs at 213 mi max/80.5 mi min: Nilles @15 mi, Wilbur @ 15 mi, and US2 @ 10.
- Still Optimistic Task 2: TAT, 1.5 hrs at 119.7 mi max/57.7 mi min: Nilles @ 15mi.

Grid time was advanced to 11:30 and a promise was made to get us all off in 1 hrs because brave pilot Phil Anderson had made it across the Cascades early this morning with the Pawnee 17Z. So now we had 3 towplanes.



Waiting for trigger temp



Still Waiting!



Even Towpilot Linda is waiting!

Well, all that nice planning, all that hard work by the Contest Committee, the Towpilots, and the contest pilots went to waste, because the solid cloud-cover advanced and by 1:30 we called it a day with no flying.

But to make up for it, Peter Timm took some of us for a demonstration flight in his new Taurus, some folks got to go flying anyway, and the Contest Organizers put on a super banquet at the SGC Clubhouse. Boy did we have a good time! Good food thanks to Judy Woodmansee's group, good wine (in my part, thanks to the big bottle Peter and Christine Timm brought) and great fellowship in swapping yarns with all our new and old friends.

This glider-bunch is a great group. All over the world! I have seen it all through my life, --- in my younger years with my Dad in Germany on the Dörnberg, in Texas with TSA and Wally Wiberg, and now here in Washington. It's not the weather, it's the people!

Day Three Monday morning we woke up and it seemed we were some place in Seattle in the winter-time, not in Ephrata. The soaring-weather just looked rotten. We held a subdued Pilot's Meeting and call the day right there.

The Pilot’s Meeting concluded with the review of the winners and the handing out of Certificates and Winners Trophies to George O’Leary, First

Place, Dennis Vreeken, Second and Kevin Finke, Third Place.

DustUp Results

Cumulative		Pilot			Day		Speed		Distance		
Rank	Points	ID	Name	Glider	Rank	Points	Hndcp	Actual	Hndcp	Actual	TOC
1	827	PK1	O’Leary, George	304CZ-17.4	1	827	50.27	55.00	78.05	85.41	01:33:10
2	727	4Q	Vreeken, Dennis	SZD-55-1	2	727	44.20	46.69	66.23	69.96	01:29:06
3	713	2B	Finke, Kevin	ASW-24	3	713	43.29	47.15	76.99	83.85	01:46:42
4	695	KR	Wade, Noel	DG-300	4	695	42.25	44.80	68.56	72.68	01:37:21
5	662	DZ	Mason, Steve	LS-4	5	662	33.96	35.94	54.97	58.18	01:37:07
6	612	M1	Thompson, Mike	Ventus 2b	6	612			87.67	97.67	
7	504	BP	Gadowski, Dan	Discus 2b	7	504			71.53	78.44	
8	395	P9	Richards, Kerry	SZD-55-1	8	395			55.22	58.17	
9	368	SGC	Nyberg/Gehlhaar, Team	DG-1000-20	9	368			51.24	57.78	
10	214	ZA2	Ominato, Kenji	LS-6	10	214			31.96	36.02	
11	149	PT	Timm, Peter	Pipistrel	11	149			18.60	18.60	
12	0	NO	Profota, Don	Ventus 2c-15	12	0					
13	0	X3	Brown, Travis	G-102 Astir CS	12	0					
14	0	AZ	Weller, Lynn	DG-1000-20	12	0					
15	0	B6	Roy, Clark	DG-300	12	0					
16	0	5K	Edris, Rita	PIK-20B	12	0					
17	0	K4	Cornwell, Tom	Nimbus 2	12	0					

Postlogue

Well, Another DustUp is in the books. Now everyone is saying “Bruce Bulloch had the vision”. And despite all the flack Bruce took when he came up with the original idea, his vision has exploded to a Tradition: DustUp at the SCG Clubhouse!



Thank you to all the volunteers who made this Event possible

Soaring in the Pipistrel Taurus

By Stan Kasprzyk - May 2010

As I arrived at Ephrata, WA for the start of the 2010 Dustup soaring competition, I was introduced to some of the competitors who had been regulars at Ephrata many years ago. One of the first arrivals on Friday afternoon was Peter Timm and his wife Christine, who had traveled from Pemberton, British Columbia. Peter Timm has long flown from the Pemberton Soaring Centre in British Columbia, and has owned a Phoebus and an HpH 304CZ sailplane, and also built a Europa monowheel touring aircraft. At Ephrata, Peter was proud to be flying his new Pipistrel Taurus, a lightweight side-by-side self-launching sailplane. Peter's is the 43rd Taurus built.

The Taurus is an intriguing new design by the Pipistrel team from Slovenia, using a similar wing design from their Apis sailplane and Sinus motorglider. The Taurus, due to the extensive use of carbon fiber construction, is a very lightweight design that fits within the Light Sport category. Even with a self-launching engine and a ballistic parachute system, its empty weight is only an amazing 615 pounds! Unique design elements include: a Rotax 503 retractable engine and propeller, 41:1 glide ratio, retractable dual main landing gear, a rocket-powered ballistic recovery system and side-by-side seating.

The weather for our 2010 Ephrata Dustup competition was very disappointing, allowing only one competition day, with only five finishers. Peter Timm, however, enlivened the week for a few of us by offering demonstration flights in his Taurus. Heinz Gehlhaar and Chris Klix enjoyed flights while



I was up in the DG-1000, and Peter kindly offered me a flight later in the afternoon.

After Chris landed, Peter had me jump in and began going over the cockpit layout and engine start procedures. We buckled in and donned our headsets, and I was impressed by the ample width and headroom, even for my 6' 1" height. The Rotax 503 engine was already warm from the previous flight, so



we cranked easily after raising the propeller and began taxiing right after the easy startup. The dual main gear and steerable tailwheel design allows 'normal aircraft' taxi, and is a wonderful feature for operations without wing runners.

Peter completed a run-up check and we ran the Rotax up and began a relatively short takeoff run. We started our climb, adjusted our flap setting and settled into a stable climb at between 700 and 800 feet per minute, which was impressive given our combined weights. Peter had me hold about 53 knots in the climb, which corresponded to a light blue mark on the airspeed indicator. Visibility was outstanding. The vibration from the Rotax 503 was a bit more than I expected from my experience with the engine in the ASH-25 Mi, and combined with blanking of the Total Energy probe, it had a quite noticeable in the effect on the variometers, which bounced from +100 to +800 FPM and made them almost unusable in the climbout.

Peter was trying to avoid siphoning too much fuel from the gas tank for his drive back to Pemberton, so I gladly climbed under power to 6000 feet, outclimbing an adjacent sailplane under tow. We reduced the throttle for a short time to cool the engine, then shut it down and quickly stowed it, removing and stowing our headsets in the process. I

could watch the retraction process easily through a mirror mounted under the front canopy bow.

We were now in pure sailplane mode, having retracted the dual main landing gear earlier in the climb. I was able to find some decent thermals and enjoy the tight thermalling capability provided by the 15-meter wings, thermalling in the 45-50 knot range. I had been flying so much recently in the long winged 20-meter DG-1000 that I felt like I was back in a 1-26 again, able to turn tightly and maintain a climb in the small thermals. Peter described the trim system as one of his least favorite features of the Taurus, but with minor trim adjustments I was able to provide for very light stick forces through the thermalling and cruise speed ranges, after also adjusting flaps for thermalling or cruise.

I didn't have any issues with sitting off the centerline, especially after noting the index mark that was added above the yaw string on the canopy, showing the 'centered' position. Peter noted that he liked to fly as pilot-in-command from the right seat, since the gear, flap, trim and spoiler handles were all located in the center console. As we descended down to pattern altitude, it was very easy to keep nearby sailplanes in view, even looking 'cross-cockpit'. I tried flying with my left hand on the stick while descending on final, and used my right hand for spoiler control. The spoilers are effective, and I agree with Peter that the optimum pilot-in-command location would be from the right seat, allowing a more normal stick grip and spoiler feel. After touchdown, the steerable tailwheel allowed us to roll right into our preferred location.



The Pipistrel Taurus offers a great design that provides for great handling on the ground with no support staff, allows for self-launch and a good climb rate, then cleans up to become a good soaring platform, both for training and for personal touring. Thanks, Peter, for the opportunity to fly your excellent self-launching sailplane. I'll have to come up to beautiful British Columbia and fly her again on her home turf!

SCG Towplane Update

Some months ago the board again had a perennial discussion about the difficulty of getting taildragger-rated towpilots. Someone threw in the not so good climb performance of the Cub with heavy-weight gliders. The board concluded that SGC should start looking at acquiring a suitable C182 and eventually disposing of the Cub. Steve Northcraft, Bill Birney and others have been doing further research on several specific 182's. It got so far that last month SGC put down earnest money on one ship. Bill went to Oregon to inspect it and found several discrepancies that made him recommend rejection. The search expanded, and just last week another earnest money deposit was made and Bill Birney may be on his way as I type this. Stay tuned!

Just got this email: We bought Cessna 182 N3779D and Bill Birney returned to Ephrata with it yesterday. Bill says "it flies nice and runs great". Hopefully we can get it setup as a towplane soon.

Another way to get things done

During a commercial airline flight an Air Force Pilot was seated next to a young mother with a babe in arms. When the baby began crying during the descent for landing, the mother began nursing the infant as discreetly as possible.

The pilot pretended not to notice and, upon disembarking, he gallantly offered his assistance to help with the various baby-related impedimenta.

When the young mother expressed her gratitude, the pilot responded, "Gosh, that's a good looking baby...and he sure was hungry!" Somewhat embarrassed, the mother explained that her pediatrician said nursing would help alleviate the pressure in the baby's ears.

The Air Force Pilot sadly shook his head, and in true pilot fashion exclaimed, "And all these years, I've been chewing gum."

Ridge Flying

From T Knauff via Email

Sunday May 9 was the best ridge day we have experienced in a long while. The forecast from several days before made it clear it would be

wonderful, so many pilots arrived Friday night and Saturday.

My internal alarm went off just before the clock would have wakened me at 4AM. Official sunrise would occur at 5:10 AM. I had placed water ballast in the tail of our Duo Discus the evening before and include some methanol just in case the expected wave lift took us to high altitude.

Doris and I arrived at the hangar before 5 AM. Only one other pilot was active. Several had loaded their gliders Saturday evening and were ready to go on declared tasks up to 2,000 km.

With all the activity, it is unusual for me to be able to make an early takeoff, but this time only one other glider was being pushed to the end of the hard surface runway, and I parked just in front of him and loaded up the passenger, David, Bargannier who was here to learn about ridge soaring.

The ridge was working very well, but there was a low overcast and it looked like rain ahead. Sure enough, the ridge at Altoona, some 30 miles on course was obscured by cloud and rain.

We flew under the clouds as far as possible and saw no chance of improvement, so retreated several miles to clear air. The clouds lifted above the ridge, and we flew to the end of the ridge before the Altoona Gap, where the cloud layer was too low for crossing the 4-mile gap.

We retreated once again several miles and made an attempt to contact wave lift. The clock was ticking and we needed to average a high rate of speed for the day, and after an hour, we still had only flown 30 miles, so gave up and returned to the gliderport.

Pilots who took off an hour or more later encountered more favorable VFR conditions and were able to continue. Most notable was Mike Robison, with Larry Timpson in his Nimbus 3DM who flew to Gate City where the ridge lift was very weak as predicted, for 1,296 km

Helmut Bauer, from Germany, flying a Ventus 2CM had declared 2,000 km and had the best experience with no difficulties to a turnpoint SW of Tazwell. He completed an amazing 1,855 km before landing at Bedford, Pa to avoid flying after official sunset. I think this is the second longest glider flight in the USA.

A very happy John Lubon completed his 1,000 km flight.

John House flew with Karl Ziwicka in his Duo Discus for 1,042 km and many other pilots flew their life-time longest flights this day.

Karl Striedieck flew his Duo with a passenger to New Castle Virginia, landed for lunch, then took a tow and flew home!

As you know, one pilot landed in the trees near the Altoona Gap. I spoke with him the next day in the hospital where he was being observed for any problems. He has a cracked bone (minor) above his ankle and a bruise on the side of his face, but other than his ego, nothing else is damaged. He recognizes how lucky he was.

His recollection is of trying to get high enough to cross the Altoona gap. His ASW-20 had ten gallons of water in each wing. As he tells the story, it sounds to me that he allowed himself to fly to a higher portion of the ridge before the Altoona gap. The ridge is higher, but with a shallower slope, so he did not have enough ridge lift to sustain, and thus found himself descending closer to the trees.

He delayed dumping the water - too late, and perhaps stalled the glider before it impacted the trees. He activated his ELT, had a SPOT device on board, and was able to make a cell phone call.

This is the first tree landing we have had for many years with gliders flying from Ridge Soaring Gliderport. It turns out they are usually pretty safe with the tree branches breaking the fall. Of course, once you contact the trees it is largely a matter of luck as to how much damage you will experience. As I sit here, I remember 5 tree landings from our gliderport in the past 35 years with no fatalities other than one heart attack and one seizure victim.

Speaking to the pilots after the day ended, I am bit discouraged that several have not watched the Ridge Tour video by Tony Firmin on our web site. (www.eglider.org) There is very important life-saving information you should know when flying here to avoid a possible accident or injury. The same is true of the book, "Ridge Soaring The Bald Eagle Ridge."

Please see the OLC for many flight descriptions.

Email Tom: <tomknauff at yahoo.com>

National Event/Contest Dates

Date(s)	Event	Location
6/1/2010 - 6/10/2010	World Class Nationals	Jefferson, SC
6/2/2010 - 6/9/2010	1-26 Championships	Jefferson, SC
6/7/2010 - 6/12/2010	Region V South	Cordele, GA
6/15/2010 - 6/24/2010	18-Meter Nationals	Waynesville, OH
6/15/2010 - 6/24/2010	Sports Class Nationals	Parowan, UT
6/28/2010 - 7/3/2010	Region 9, 2010 Hobbs Sports Class	Hobbs, NM
6/28/2010 - 7/3/2010	Region 8 Championships	Ephrata, WA
6/29/2010 - 7/8/2010	Open/Standard Class Nationals	Hobbs, NM
7/12/2010 - 7/17/2010	Air Sailing Sports Class Contest	Reno, NV
7/18/2010 - 7/23/2010	Region 2 Wurtsboro	Wurtsboro, NY 12790
7/19/2010 - 7/24/2010	Region 9 North	Logan, Utah
7/26/2010 - 7/31/2010	Region 10 Central Texas	Llano, TX
8/3/2010 - 8/12/2010	15 Meter Nationals	Uvalde, TX
9/4/2010 - 9/12/2010	Region V West	Benton, TN
9/20/2010 - 9/25/2010	Region 4 South	New Castle, VA
10/10/2010 - 10/16/2010	Region 4 North	Fairfield, PA

Message from the Chairman

Here in the Northwest, our clubs are what support our soaring. These clubs provide the gliders, towplanes and facilities that we all use. Behind the equipment and facilities, there are volunteers supporting us. These volunteers get the gliders and towplanes ready to fly, instruct, check out pilots, organize encampments or events, and tow.

When you say "We should do this" or "Somebody should take care of...", try to take care of it yourself. We will all benefit when something gets taken care of. Thank you in advance for your help.

When you see somebody take care of something, or hear of it, take a moment to say thanks.

Our biggest volunteers are the towpilots that take time from their day to help the rest of us get airborne. Their days are long and sometimes at the loss of a soaring day or personal time. They may be helping to tow for only a couple of hours. We have to be considerate of the towpilots or we will lose their services. We should not expect them to be available all day if they have other commitments.

Take a moment to help out the towpilots. Help out with getting the towplane out of the hangar, or putting it back. If a towpilot does a special favor, think of a special way to say thank you.

Take a moment to think of a way to help out your club. Volunteer to help at something; maybe only one or two things this year. Let a board member or senior members of your club know that you are available to help out.

Finally, I want to say thank you to all of the volunteers who help us all out; towpilots, board members, event organizers, facility and equipment managers, and those who take on one or two of those special tasks. I know I wouldn't be flying here without you.



Things to consider

A check ride ought to be like a skirt. Short enough to be interesting, but long enough to cover everything.

**Speed is life.
Altitude is life insurance.**

**It only takes two things to fly:
Airspeed, and money.**



WSPA Women Soaring Seminar

This year's WSPA Seminar will be at Air Sailing, Reno, Nevada, from July 18 to the 23rd. 2010. Though the Seminar will start officially on Monday the 19th, we are planning on very special social events for the 17th and 18th so that you can acclimatize to our high density altitude and get to know your fellow WSPA members while having fun. So plan on being at Air Sailing **by** Saturday morning for a Saturday afternoon special event! For more info see the [Seminar Notice](#).

SGC Banquet

Michael has been very busy and clever, and he already made reservation for this Season's SGC Banquet. This year the banquet will be at the usual place, *Ivar's Salmon House*. So, put the evening of November 6, 2010 on your calendar and plan to come to our great year-end banquet.

Watch this spot for further information.

Safety Ideas

by Heinz Gehlhaar

I am always looking for items relating to soaring safety. If you have any inputs please send them! Here are several items.

Pre-Takeoff Checklist

In talking with Hans Olav Norheim, one of our members in the DG-1000 consortium, I find that the Norwegians are a lot

more disciplined in their flight operations. Hans sent us this **official** Norwegian pre-takeoff checklist.

Hans says: It does not follow any ABC-pattern, but if you visualize it in the cockpit, it walks nicely around the cockpit. It is rather lengthy, but it is quick to complete if you go by memory.

- Parachutes on front/rear
- No loose equipment
- Trim weights and ballast
- Seatbelts front/rear
- Airbrakes, fully extended, in and locked
- Flaps, full deflections, set for takeoff
- Elevator trim, full deflections, takeoff position
- Instruments, especially altimeter front/rear
- Radio
- Rudder, full deflections
- Stick, full deflections
- Tail dolly off
- Emergency procedures, including wind
- Canopy closed and locked, front/rear
- Tow rope connected
- Thumbs up

I am sure glad Hans translated it for us. I got to see it in Norwegian, ... not very useful! --Heinz

Wing Runner Procedures

Evergreen has formalized their Wing Runner methods and procedures which are posted on the ESI club web site: [Wing Runner Procedure](#). Following are the high-lights of the new procedures.

- Tow cable will be connected as early as possible in the launch preparation.
- The area in front of the glider will be cleared of all people when the cable is connected to the glider.
- The wing runner will take up slack at his discretion after he takes his position at the wing tip.
- The glider wing tip will not be lifted until the pilot gives the thumbs up signal.
- The launch or take off will not be initiated until the glider waggles his rudder as a signal to the wing runner the glider is ready.
- Note: The glider waggling his rudder is a signal to the wing runner only. The tow plane should wait for the wing runner signal.
- The Tow plane will initiate take off only on the appropriate takeoff signal from the wing runner.

C-17s in our Airspace

by Mark Nyberg. *From our May SGC Genl Meeting*, Captain Scott Beusch is the guest speaker at Monday's SGC General Meeting. Scott is a C-17 pilot out of McChord Air Force Base. He is an instructor and chief of flight safety. His presentation was on the Mid-Air Collision Avoidance (MACA) program.

The message I got was that the C-17's will continue to fly around Grant County and we should avoid them!

Towline, June - July, 2010

There are 51 C-17A Globemaster III based at McChord and they fly a lot.

At Moses Lake they practice VFR patterns, high speed arrivals, unrestricted descent (coming down at around 1000' per mile), transition work and assault landings. They are also pursuing a high-speed waiver for areas around Moses Lake. They fly mostly at night, mostly during the week, 5 or so flights per day and 3 or 4 times a week. However, this is all subject to change.

The C-17's fly where we like to fly – around the basin. They use TCAS but have no radar.

Scott said that they may try to monitor 123.3 with one of their radios when flying in an area where gliders are operating. Here are some links to important websites:

- web page for McChord is: [McChord](#)
- link to the Mid-Air Collision Avoidance Program is [MACA Program](#)
- link to the MACA Pamphlet is [MACA Pamphlet](#)
- link to the MACA Briefing is [MACA Briefing](#)

All of those give you more information. Please look at it.

Other Airspace issues

- Boeing is here with an increased use of the Grant County AP for their 747-800-F and 878 test programs. Our major exposure to these aircraft will be in their takeoff / ascent and landing approaches. Consider radio contact with the Tower when near or in a exposed location. Also review the NOTAMs for low level test flights.
- If you have a transponder: The FAA has established a nationwide glider code, code 1201. Click [here](#) for the FAA Order as a .pdf-document. However the FAA is not entirely clear how the code is to be used. It looks like it is your decision to use 1201 or 1200. However, if ATC says anything else, follow their direction.
- Remember that there may be skydivers using the Ritzville area.

Fly safe out there, Heinz

Ephrata News

Club House

Steve Northcraft has designed and installed the large Sun-Cover for our Deck. It looks real neat. Now all we need is the sun!

Thanks to Steve Northcraft, Mike Newgard and other volunteers, the bathhouse is operational for business after some plumbing repairs.

Tom Kreyche is planning to install some better web cameras for us to see what is going on.

All 12 permanent RV sites are now taken; but there are some additional short-term sites that may be available.

Jan Funston and Anna Karin Sorenson have worked some on the landscaping to the west of our

property. The remaining trees and bushes are beginning to look good. As soon as we get some heat, we will get that brown tree at the end replaced.

Schedule

- Jun 17-20 Apple Cup Aerobatic Competition
- Jun 21-25 Willamette Valley Soaring Club Encampment at Ephrata
- Jun 27 to July 3, Region 8 Soaring Contest at Ephrata (practice day June 26)
- Jul 7-11 Arlington Fly-In, KAWO
- Jul 13 6:30PM, SGC Board of Directors Meeting, Bellevue Library, Conference Room 4
- Jul 20 to Aug 1 Civil Air Patrol Encampment
- Jul 23-24 Acrofest
- Sep 9-11 Apple Turnover Aerobatic Competition
- Sept 13 7:00PM, SGC General Membership Meeting at The Museum of Flight
- Oct 4 7:00PM, SGC General Membership Meeting at The Museum of Flight
- Nov 6 Annual SGC Awards Banquet, Ivar's Salmon House
- Dec 6, 7:00PM, SGC General Membership Meeting at The Museum of Flight

Towplanes

Both Towplanes are ready to tow and Towpilots have been scheduled. The Port of Ephrata is now providing fuel from a new tank installation south of the terminal. This is working well for us.

Region 8 Contest

The Region 8 Contest is scheduled from June 27(practice day) to July 3. This is a dry contest.

As of the last boardmeeting there will be 3 towplanes with towpilots, and 15-18 contestants. If you do not register soon, strange things may happen. So please contact the Contest Manager, Steve Northcraft and tell him. ([Click here](#) to do that now.) Or better yet Click [here](#) and log in to the SSA to register for this contest. Steve is busy getting all the ducks in order for running this contest. Call him if you can help.

Classifieds

GROB 109 Motorglider for Rent

GROB 109 Motorglider available for rent again with new lease and insurance policy in place.

Available for rent: \$70 per hour, dry.

Instructors available.

Please see www.pacificaerosport.com for additional information, requirements, and policy changes.

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Contact John Gilbert (soaring@blarg.net, 206-283-4638) for details.

Wanted to Publish:

Wanted: great stories or cheap drivel to fill this newsletter. Call Heinz. (But don't call him nasty names.)

Wanted: Perfume



I want my Husband to pay more attention to me. I'm looking for perfume that smells like a glider. Call Eileen

Discovery Space Shuttle for Sale:

It is the perfect gift for the man, or woman, who has everything, and it has been heavily discounted. The soon-to-be redundant shuttle Discovery was the ultimate boy's toy, flying faster and higher than any other machine in history. Its originally cost was \$42 Mio, but the price has been reduced to \$28 Mio, FOB Cape Kennedy.

