

# TOWLINE

August - September 2010



Pix by Heinz

**Chris and Pat are ready for an afternoon of fun**

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Towline is the Newsletter of  
**Seattle Glider Council**

**PO Box 7184 Bellevue, WA 98008-1184**

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**Region 8 Clubs & Associations**

**Cascade Soaring**

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**Puget Sound Soaring Assoc.**

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[www.pugetsoundsouaring.org](http://www.pugetsoundsouaring.org)

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

**Spokane Soaring Society**

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[www.spokanesouaring.org](http://www.spokanesouaring.org)

**Vancouver Soaring Association**

Vancouver, BC

James Swank 604-590-6954

Clubhouse Voicemail: 604-869-7211

[www.vsa.ca](http://www.vsa.ca)

**Willamette Valley Soaring Club**

Portland, OR

Information 503-647-0913

[www.wvsc.org](http://www.wvsc.org)

**Commercial Operations**

Blanik America, Inc.

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Vitek Siroky 509-884-8305

Cascade Soaring McMinnville, OR

Joe Deem 503-472-8805

[www.cascadesoaring.com](http://www.cascadesoaring.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

## Region 8 Contest Recap

*By Noel Wade*

The Ephrata contest this year was a great success, despite some less-than-cooperative weather. For those that couldn't make it out to enjoy the racing and the camaraderie, the following is a brief review of how the contest went. The crowd began to coalesce around EPH on the Practice Day. Introductions were made, meetings were held, and a loosely-defined task was called. The previous day's lift had blossomed late, and sure enough the first people to launch were struggling to climb out of the local area. Eventually most folks made it out and around the course – with some areas having booming lift while others overdeveloped and turned into isolated showers. Once folks made it home, we all settled in for a nice potluck dinner and a good safety briefing for the upcoming contest days. The 20+ pilots at this contest hailed from Washington, Oregon, Idaho, Montana, Canada, and possibly one or two other states that I'm forgetting. The first day's dinner provided a glimpse of the melting-pot that we would come to enjoy all week long!

Monday started off with a forecast for blue conditions, moderate to strong winds, and a 3 hour task. Welcome to racing – where you're pushed to make flights that you normally wouldn't attempt! The neat thing is that you usually wind up learning a lot from the experience. As we gridded we were treated to some unexpected cumulus, and the CD also shortened the task (to the relief of some). Again, pilots struggled to climb away from the tow-release area; but eventually most people got up and out on-course. Once out of the start area, speeds were again good throughout most of the task. However, the day started to shut down a little sooner than expected and many folks came home with intrepid tales of tenuous final glides! After the logs were analyzed, Tim Martin won the day in Sports Class and Mike Newgard took first place in the combined 15m/Std class. Although there was no defined group dinner, many pilots chose to leverage our excellent Ephrata clubhouse facilities. There was much grilling and grinning as the sun set on Day One. Just as it got dark, the International Space Station paid us a visit – and indeed it would perform late evening passes almost every night of the contest. No word yet on whether the astronauts were checking for updated scoresheets, or just oogling the gliders and our wonderful facilities!

Tuesday dawned with warm temperatures and stable air aloft, due to a Jet-stream shift. Many pilots and

families took the opportunity to go sight-seeing. Keith Purves and I drove up to Grand Coulee Dam and toured the massive facilities there, including a rare trip across the top of the dam while they were releasing millions of gallons of water – creating a thunderous and powerful spectacle! Other pilots took trips to Dry Falls and many of the parks and natural wonders near Ephrata. We all regrouped at the clubhouse for one of Becky Newgard's famous feasts (to benefit the SGC Soaring Foundation), and absolutely gorged ourselves on fabulous food and drink. As pilots are wont to do, we filled the evening with pleasant chatter and laughter over flying stories, tall-tales, jokes, and contest advice. We scrambled for our cameras as a beautiful sunset graced the Ephrata clubhouse, and then settled down to bed with visions of flying the next day.

Wednesday was forecast to be a moderate day (3-knot lift to 7500 feet), with some high cirrus and cool temperatures. Once again, Mother-Nature showed us mortals that we cannot comprehend her complexity and fickleness! Sports class launched first, into a sky that was quickly filling up with cirrus. However, a few breaks in the clouds allowed strong sunlight through. Temps were low but the airmass was cold aloft and the winds were light at the surface - allowing the dust-devils to kick off just as we launched. Flying conditions varied quite a bit, as the cirrus broke up and reformed throughout the task area – sometimes cutting off the lift entirely and leaving pilots - such as myself - scratching and waiting, and sometimes cursing or praying (or both)! Late in the day the skies cleared and the lift surged into the “booming” category. Cruise speeds of 80 to 90+ knots were suddenly in-vogue, and the smarter pilots - unlike me - stayed out on-course beyond the minimum time, in order to improve their average speed. Tim again took first place in the Sports Class, and Stu Larimore finished first in the combined 15m/Std class. Unfortunately Stu squeaked in just under the minimum altitude, so Mike Newgard retained first place overall... by a mere 4 points! Even though we'd only had two competition tasks, the scoring was extremely tight and the racing was exciting. The top 3 spots in the 15m/Std class were separated by only 13 points! It's worth noting that despite the close competition, people were still taking the time to help each other and offer tips to non-locals and newer contest pilots. This sense of community and support is one of the great aspects of sailplane racing!

Thursday was overcast and the lift was questionable, so the contest staff decided to scrub the day and allow the pilots and families another chance to

explore central Washington. The skies did clear for a few hours and some pilots opted to go for short (2 hour) cross-country flights, but the window was never big enough to have permitted a full launch and a competition task.

Friday arrived all too quickly, and the pilots were keenly aware that the contest was coming to a close. So despite a forecast of mostly-cloudy skies and showers, we launched into unstable conditions. Sure enough, overdevelopment in the task area was underway by noon, providing plenty of strategic challenges for the pilots! Parts of the task area also “grayed out” as the OD was blown downwind, leaving several pilots (including myself) struggling low in the middle leg of the task. Most pilots completed the task, but unfortunately two gliders landed out and Tim Martin had to use his motor to get home. In addition, Stu Larimore had to leave the contest for family reasons - so both leaderboards were shuffled by the end of the day. In the combined 15m/Std class Mike Thompson and Mike Newgard settled into first and second place, with Steve Northcraft trailing close behind in 3rd. In the Sports class Brian Case and I were virtually tied for the lead, while the top four spots were all separated by less than 145 points! A “Newgard BBQ Part Two” dinner was held at the clubhouse, and once again we gorged ourselves on good food and good company.

Saturday was the final contest day, and as the sun rose over Ephrata the tensions were running high! The weather troubles finally seemed to be over, with a forecast of 4 to 6 knot thermals and 8000 foot cloudbases. With good conditions, the pilots who did best were the ones who employed good strategy around the Start-gate, and who also noticed the different cloudbases and wind factors in various parts of the task area. Again, a wonderful aspect of sailplane racing is that the gray matter between your ears often matters more than the equipment you’re piloting! After the scores were tallied, Brian Case came out on top for the day and for the contest overall. His deft skill with the HP-16 proved that the Sports Class is viable and competitive for many pilots, regardless of airframe. Kerry Richards flew consistently throughout the contest, and was rewarded with 3rd place. Keith Purves recovered from a disappointing first day with several strong flights, taking 4th place overall. It’s worth noting that on 3 days out of 4, Tim Martin was the top-dog; only a “landout” (use of his motor) on one day prevented him from cleaning up in the Sports Class! Over in the 15m/Std class, Mike Newgard had a

strong flight and won the overall contest! Again it was a slim margin of victory, as he beat “the other Mike” (Thompson) by just 55 points. Steve Northcraft also had a good final flight and took third place. Fourth place was taken by Branko Stojkovic, who was a first-timer at Ephrata (in a rented sailplane no less); and he was actually the fastest pilot on the final day! A catered dinner and a few words from the organizers and winners finished off another great day in Ephrata.

For those of you who flew in the contest, you know how fun it is to share an entire week of flying with a group of like-minded individuals. For those of you who haven’t tried it, I highly encourage you to give it a go next year at either the Dust-Up or the Regionals. These sailplane contests aren’t like most other competitive sports – they’re not about cutthroat tactics or a focus on winning at all costs. Instead, they’re a thrilling and enjoyable mix of weather, interesting flights, good food, great people, and a wonderful sense of togetherness and shared experiences. If you enjoy sailplanes and the pilots that fly them, then you’ll love coming out to the next contest in Ephrata!

## Region 8 Championship Results

### Sports Class

Rank	Points	ID	Name	Glider
1	3819	V6	Case, Brian	HP-16T
2	3774	KR	Wade, Noel	DG-300
3	3615	P9	Richards, Kerry	SZD-55-1
4	3526	2F	Purves, Keith	ASW-17-20
5	3488	D2	Burgess, David	ASW-19
6	3481	PK1	O'Leary, George	304CZ-174
7	3476	4Z	Martin, Tim	DG-400-17
8	3420	XZ	Dennis, Martin	DG-202-17
9	3258	ZD	Wallach, Robert	DG-800A-18
10	3239	NO	Profota, Don	Ventus 2c-

### 15/Std Combined Class

Rank	Pts	ID	Name	Glider
1	3862	50	Newgard, Mike	Ventus cb-
2	3807	M1	Thompson, Mike	Ventus 2bx
3	3745	SN	Northcraft, Stephen	LS-8-15
4	3684	KLL	Stojkovic, Branko	Discus b
5	3322	DZ	Mason, Steve	LS-4A
6	3317	BP	Gadowski, Dan	Discus 2b
7	3146	44	Udd, Tom	Discus b
8	2682	1I	Dixon, Tom	ASW-27
9	2483	4Q	Vreeken, Dennis	SZD-55-1
10	1910	2Z	Larimore, Stu	ASW-27

## AWO Glider Operation Reset

*By Bruce Bulloch, 6/19/2010*

The Arlington Airport Commission will soon be approving new glider operation rules for the airport that will allow our operations to continue on our existing strip for the foreseeable future. There will be some changes required but they will be small (where we park the golf carts, etc.). It's hard to believe that last fall our likely future was to be pushed off the airport as a worse-case scenario and operating out of a dangerous new strip west of 34/16 as the best case.

If we had lost our home at Arlington we would have been following a grim trend of glider operations getting the boot once their airports found themselves in the crosshairs of FAA regulators. Until Arlington there had been few if any success stories for the soaring community.

The fact that we are still launching from our beloved grass strip is due to the hard work of a tenacious group of volunteers who took a near-hopeless situation and turned it around in our favor. I think it's worth acknowledging those people before this issue fades into history.

First and foremost, Neal Karman. Neal spent countless hours researching every regulation that applied to our situation and did an excellent job lobbying the FAA. If you're going to convince the FAA, you have to be able to speak fluently about their regulations and Neal was able to do that expertly.

ESI members who came out on those dreary days last fall and flew traces of the patterns for the proposed glider strips probably had no idea what an impact that had. The report submitted by ESI became a central reference document for evaluating the proposed FAA changes and elevated the KAWO soaring community from a fringe group angrily demanding their rights to essentially expert witnesses. It gave us a lot of credibility when talking with the airport and the FAA. Special thanks to Mark Nyberg who acted as the primary author of that report.

As an SSA director, Steve Northcraft has spent years fighting for glider operations all over the country. We were lucky to have him close at hand to share his expertise and advice. It gave us a real head

start over other glider operations in similar circumstances.

Finally, we had an airport administration that was determined to see that we got a fair shake. Rob Putnam made sure that we were a part of the negotiations and that our input was seen by the FAA. Rob did an exceptional job bringing together all of the members of the KAWO flying community to help resolve this issue in a way that did not jeopardize our enjoyment or our safety.

This is probably the most important action our glider community has been involved in over the last twenty years and it turned out well for us. Next time you bump into to any of these folks be sure to thank them.

Bruce Bulloch  
Soaring Society of America/  
Washington State Governor  
[brucebulloch@mac.com](mailto:brucebulloch@mac.com)



## Volkslogger with an ILEC SN10,

*Tom Knauff writes*

Several people have had badge applications denied because of a missing aircraft registration in a Volkslogger flight log. If you're using a Volkslogger with an ILEC SN10, please follow these instructions.

**IF YOU DO NOT FOLLOW THIS PROCEDURE, THE "AIRCRAFT REGISTRATION" WILL BE BLANK IN YOUR LOG FILE, AND YOUR BADGE OR RECORD CLAIM MAY BE REJECTED.**

To declare a flight for an IGC badge or record, you will need to fill in the "Aircraft Registration". While the ILEC SN10 can declare the task, pilot, and contest ID to a Volkslogger, you must fill in the aircraft registration (N number) using the Volkslogger directly. *(This, most likely is true with any other flight computer --Editor)*

(1) Using the 3 buttons on the Volkslogger, enter your aircraft registration number. This is under the menu: FAI > EDIT > INFO > AIRCRAFT-REG

(2) IMMEDIATELY erase the flight recorder memory: ACT > MEMCLR

Paradoxically, erasing the Volkslogger's memory is what permanently saves the current FAI info. If

you do not erase the memory after entering the registration, the next time you declare a task from the SN10, the aircraft registration field will be BLANK !

Note: "Declare Task" does NOT save the aircraft registration permanently ! You must do the sequence ACT > MEMCLR !

Once you've performed this procedure, you will never need to re-enter the aircraft registration in the Volkslogger - it will be permanently saved.

## SCG Towplane Update

Some months ago the SGC 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. One of which has made the grade: The SGC bought Cessna 182 N3779D and Bill Birney returned her to Ephrata last month. Bill says "it flies nice and runs great". Now we have got the registration transferred, gotten a temporary Schweizer hook installed, and have made several tows. One thing that will have to be done later is to install a bigger oil cooler. That decision is based on our current towing results. Also, we would really like to install a Tost-hook; but we need to find an existing Form 377 for that.



Our New Towplane



## National Event/Contest Dates

Date(s)	Event	Location
8/3/2010 - 8/12/2010	15 Meter Nationals	Uvalde, TX
8/7/2010 - 8/8/2010	Gerlach Dash	Air Sailing
8/7/2010	Glider Pilots Ground School	Chicago, IL
9/3/2010 - 9/6/2010	ESA 2010 Western Workshop	Tehachapi A/P, CA
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

What a summer so far.

Evergreen Soaring Club and the Willamette Valley Soaring Club came out to Ephrata to try out the east side of the Cascades.

The SGC Soaring Foundation sponsored the Region 8 Championships at Ephrata. We had 5 good days (4 contest days and the practice day) and two days called off for weather. The event was attended by 20 gliders with 10 in the Sports and the combined 15m/Std Classes. We had social events planned for four of the seven days that highlighted the advantages of the facility at Ephrata.

A solar shade was added to increase the shaded area on the deck and that has been taken advantage of by all.

Just before the contest, our new towplane, a 1957 Cessna 182, was flown up by Bill Birney to Ephrata.

It already has a tow hook installed and it already made one tow. We're in the process of installing a larger oil cooler and checking out some new towpilots to find out how well it will fit our needs.

There will be a general membership meeting on September 13th at the Red Barn classroom at the Museum of Flight at 7:00. Fred Hermanspann will be talking about his trip to the World Championships in Slovakia.

The annual banquet will be at Ivar's Salmon House in Seattle on November 6th. The menu is the salmon and beef buffet. We will be recognizing some of our own for their contributions and their flights this year. We will also include a review some other flights flown by our members in various parts of the country.

Have a safe Summer..



50 YEARS AGO IN...

*Towline*

Submitted by Linda Chism

The 1960 Contest Scene -- There were two major contests in Washington State in 1960. The Columbia Basin Soaring Association threw its annual Memorial Day Soaring Meet at Vista Field in Kennewick. To no one's surprise, The Desert Fox, Bob Moore, and his 1-21 took the two contest days with a clean sweep of 2000 points. The tasks of 50 mile triangles were scored using a leveling formula that involved the reciprocal of the square root of the aspect ratio of each ship.

The big event of the summer was the West Coast Championship Soaring Contest, an SSA-sanctioned event held at Wenatchee, Washington. 10 contestants competed in the Open, Two-Place, and Team classes. A sample task was the triangle Wenatchee- Coulee City- Ephrata. The soaring conditions were not as strong as at the previous years' contest -- no Gold legs were accomplished- but competition was brisk. A look at the contest finance

sheet showed a \$25 entry fee per contestant, and expenses such as "long distance phone calls", "turning point film development", and "weather flights." The Wenatchee Chamber of Commerce came through with a donation of six trophies.

A concurrent soaring camp was held for FAI badges, familiarization with the Wenatchee area, and was to "provide the semi-competitive atmosphere that is apparently required to encourage greater flights." Some of the days had as many as 50 flights launched.

## 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.*

The July 2010 issue of *Soaring* has 2 article on Soaring Safety: The 2010 Safety Program by Richard Carson on page 12, and on page 14 Tom Knauff has some observation about the accidents over the last ten years.

Please read them.

## Safety Analysis

By **Dan Cook**, Canada National Safety Officer  
Taken from a longer article in the 2010 Spring issue of *freeflight*,  
the journal of the Soaring Association of Canada --Editor

In a search for national trends, the most alarming fact is that the majority of accidents involve experienced pilots. This shows our vulnerability. Thinking that accidents happen only to other pilots is putting one's head in the sand. We are gaining knowledge in the areas of human factors and starting to learn more about stress reactions, "heuristics" (explained in next paragraph), the limitations of scan techniques, mental fixation, control errors, and redefining airmanship. If any of these factors are not completely familiar to you, you are not adequately prepared for your next flight.

The majority of our fatalities are stall/spin related and the OSTIV Training Safety Panel has identified fifteen scenarios that have got pilots into these accidents. Are you familiar with them all, or do you prefer to wait for the element of surprise? Those fatal accidents not spin related are often heuristic-based. A heuristic is a rule of thumb we apply that simplifies our flying, but unfortunately allows us to inadvertently accept higher risks. So as we gain more experience and apply more rules of thumb, we increase the chances of a mishap – we have let our guard down.

In similar accidents to this year's fatal accident, (DG-800 motorglider extends engine near 200ft, fails to start, wing strikes guy wires in an attempt to land on a road on final glide approach to the airport in a mountainous area. -Editor ) pilots have fallen into the heuristic traps of consistency, familiarity, and scarcity. Once the decision has been made to commit to a final glide it is difficult to abandon this decision despite new information being available (consistency). Although sink is present, the pilot is optimistic that lift will also be present, as it often is. The more often the pilot has made a marginal final glide the more difficult it is to abandon the habit (familiarity). Safety margins also progressively decrease the closer the pilot is to the airport.

In some cases the pilot creates self-imposed pressure, which increases risk taking. The tendency is to value the opportunity in proportion to the chance that the person may lose that value (scarcity). For motorgliders that value is independence and the ability to avoid a landout. As the possibility of a landout increases and that inconvenience increases,

the pilot makes decisions and accepts risks that will help him avoid that lost value. Available landing fields with potential for an engine start or landout are overflowed in the wish to make it back. Accepting a landout after spending up to a quarter million dollars to avoid landouts can help to create that self-imposed pressure. Eventually a pilot may run out of height, options, and luck.

Most of our accidents are during the take-off or landing phase. This year's accidents involved six off-field landings and six (three hard) landing situations. As in 2008, downdrafts and strong winds are being underappreciated. Scenarios such as taking off in worsening weather conditions or applying incorrect techniques (air brake use included) and inadequate safety margins must be avoided. Flying a closer base leg and staying upwind in many of the windy situations would have avoided the problem. In addition, we had two prop strikes due to inattention or airmanship.

We are seeing situations where the launch is interrupted but the pilot does not have a safe plan for what to do next. Have you heard the mnemonic, "are you ready to WROLL"? Do you know what "Options" means in the pre-take-off checklist?

Incidents are also being under-reported. Based on averages seen around the world we should have reported about 200 incidents (10:1). Most clubs see reporting as airing their dirty laundry. We see it as learning opportunities. Again this year, our incidents show lack of preflight planning and preparation and an alarming increase in potential for mid-air collisions. Communication reduces the collision risk, but glider pilots do not seem to want to talk to each other, use ATC, or communicate their position on 126.7 MHz with FSS when on a cross-country. [Remember, this is Canada. By osmosis I know we use 123.3. --Editor] Knowing someone is out there in your intended airspace is half the battle. Airmanship is also a responsibility requiring self-discipline and judgement.

How can we best tackle the safety challenge? First you have to decide it is important to you; second, you have to do something about it – you are part of the solution or part of the problem. Focus on recurrent training of skills, knowledge, attitude, and confidence. Be familiar with the human factors training material available. Practise good airmanship. Do your own hazard identification/risk

assessment/mitigation of your flying skills and develop a personal recurrent training plan. Participate in club and national safety programs. Finally, fly a lot or don't fly at all.

Dan Cook  
*National Safety Officer*

\*\*\*\*\* That's all for now \*\*\*\*\*

*Fly safe out there, Heinz*

## 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.

## Ephrata News

### Club House

Steve Northcraft's large Sun-Cover for our Deck is working out real well. Not only does it look real neat, but it also does not make the usual noise in the Bunk room downstairs. Next time you see Steve pat him on the back and say THANKS!

The bathhouse still may have some issues with the water-heaters. Sometimes the fuses blow. If you find cold water only, let Steve Northcraft, Mike Newgard, Heinz or any other boardmember know and we may be able to fix it on the spot. A permanent fix is in work.

Please remember that the SGC EPH facility is not a depository for your old vehicles.

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, Gerhild Gunther and Anna Karin Sorenson have worked on the landscaping to the west of our property. The remaining trees and bushes are beginning to look good. That brown tree at the

end has been removed and soon we should see a new one in its place.

Someone even got to feeling bad about the tall grass under the cherry tree. That mowing job is done. Anyone interesting in harvesting the hay, ... feel free.

The end of July weekend was really weird! Not the typical Ephrata soaring weather because of the 300 or more fires in BC. That really kept the crowds away. If it had not been for the CAP encampment, Chris, Jim and Heinz would have been all alone, and Bill Birney would have gotten TWS (Tow Withdrawal Syndrome).

### Schedule

- August 10, 6:30PM, SGC Board of Directors Meeting, Bellevue Library, Conference Room 4
- Sep 9-11 Apple Turnover Aerobatic Competition  
Sept 13 7:00PM, SGC General Membership Meeting at The Museum of Flight. World Championships in Slovakia by Fred Hermanspann.
- 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 Cub & Pawnee Towplanes are ready to tow and Towpilots have been scheduled. The C182 Towplane is awaiting oil-cooler change, but may tow some of the lighter ships on cool days.

The Port of Ephrata is now providing fuel from a new tank installation south of the terminal. This is working well for us.

### About the FAA

**Motto:** 'We're not happy, till you're not happy.'

### Observation:

**If Air Traffic Control screws up, it's called a "System Malfunction".**

**If a pilot screws up it's called a "violation".**

## Classifieds

### GROB 109 Motorglider for Rent

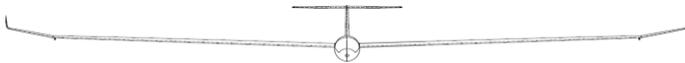
GROB 109 Motorglider available for rent again with new lease and insurance policy in place.

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

Instructors available.

Please see [www.pacificaaerosport.com](http://www.pacificaaerosport.com) for additional information, requirements, and policy changes.

Pacific AeroSport, 360-474-9394, Arlington WA.



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Gene Ogden

Mount Vernon WA

(360) 848-9134

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\$54,900 OBO

Contact Chris Klix,

Pacific AeroSport LLC,

360-474-9394

[www.pacificaaerosport.com](http://www.pacificaaerosport.com)



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Co-ownership available in PY. Std. Cirrus

- Standard class ship with water capabilities
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Contact John Gilbert ([xcsoaring@blarg.net](mailto:xcsoaring@blarg.net)),  
Tel 206-283-4638 for details.



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