

# TOWLINE

June - July 2013



Pix by David Dyck

*DustUp at Ephrata: Everybody helped a lot*

## Table of Contents

SGC News .....	3
The World Games 2013:.....	3
Solar Impulse.....	4
More Free From Burt Compton.....	5
50 Years ago.....	5
SCG Calendar.....	7
National Event/Contest Dates .....	8
2013 Annual Women Soaring Seminar.....	9
Dust Up.....	9
A Little Bit of History .....	9
Classifieds.....	11

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

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

*Towline is published about every other month. Material is intended for the enjoyment of soaring enthusiasts and is freely contributed. The accuracy of the information and the opinions expressed are the responsibility of the contributor. The editors reserve the right to modify material to meet space restrictions. Permission is granted to reproduce material printed herein provided proper credit is given to the author and the publication.*

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Ephrata Municipal Airport

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Building 625

Ephrata WA 98823

509-754-3852

**Soaring Society of America**

P.O. Box E

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**Region 8 Clubs & Associations**

**Cascade Soaring Society**

One Pangborn Drive #L, E. Wenatchee, WA

[cascadesoaring@cascadesoaringociety.com](mailto:cascadesoaring@cascadesoaringociety.com)

Clubhouse 509-886-0811

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

**Columbia Basin Soaring Assoc.**

Tri-Cities WA

Tom Seim 509-627-5532

<http://myplace.frontier.com/~engreenwell/CBSA/>

**Evergreen Soaring**

Arlington, WA

#165 6947 Coal Creek Pkwy Newcastle, WA

Hotline 425-238-6617

Martin Gibbins 425-644-4696

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

**High Desert Soaring**

Bend, OR

Brad Stankey 541-382-7016

**Puget Sound Soaring Assoc.**

Enumclaw, WA

Operations 206-660-0019

Stefan Perrin 253-927-9183

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

**Sawtooth Soaring Pilots Association**

Twisp Airport, Washington

**Silverstar Soaring Association**

Kelowna, BC

Malcolm Rhodes at 250-547-9507

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

**Spokane Soaring Society**

Spokane, WA

Rollin Hasness 509-220-4162

[www.spokanesoaring.org](http://www.spokanesoaring.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.

Wenatchee, WA

Vitek Siroky 509-884-8305

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): \$27 for first 1500' (minimum fee) + \$1.40 per 100' above 1500'

**Tows** (airport other than EPH): \$32 for first 1500' (Min Fee) + \$1.60 per 100' above 1500'

**Aero Retrieve or Glider Ferry:** \$140 / tach hour

**Ephrata Pilot Use Fee:** \$75 for the season or \$12 per week (7 consec. days)

**Trailer Parking, incl Ramp:** \$200 per season, or \$30 per week (7 consec. days)

**RV Parking:** \$450 per season (incl. tax), or \$75/week (incl. tax) (7 consec. days)

**Note: Fees will be updated in February**

**Weather Information:**

NWS Spokane 509-353-2367

NWS Seattle 206-526-6087

FAA Weather 800-992-7433

Highway Report 206-368-4499

## SGC News

*By Heinz Gehlhaar*

The facility was opened on the first week of April. We had a little bit of wind damage: one of the sheds got lifted up slightly and then deposited on some of the contents. Also, one of the refrigerators failed. A study quickly showed that ordering a new one would be the best approach, and a new refrigerator was installed. Internet service to the outside has been established, and the basement computer will be on the internet by DustUp. And a new SGC Entrance sign is in development. All the repairs to the bathhouse have been done and the bathhouse is open. This year we have only 9 RV's registered. No waiting-list this year!

The towplanes are in good shape and operational. We also had Ron Bellamy check out 3 more towpilots. Here is a subject we have to be a little careful of. Checkout of towpilots uses up valuable resources of our club: The instructor who drives over and spends a whole day; and the hrs of engine time; and the gas. Thus before c/o, we must try to get some assurance that the new towpilot will really sign up and tow for us.

And along similar, common-sense lines, we also need to make sure that if are lucky enough to snag a towpilot for a midweek operation, that all other members get notified on a timely basis so that they can make plans to come to EPH. An announcement on [sgc\\_news@googlegroups.com](mailto:sgc_news@googlegroups.com) at least 24rs in advance would nicely do this.

For other events and happenings, look at the SGC Schedule later in this issue, or for up-to-date info see the web at <http://www.seattleglidercouncil.org/> under Events Calendar.

## The World Games 2013:

### List of Parachuting and Paragliding competitors now official!

Lausanne, Switzerland, 12 March 2013 - The list of the competitors selected for the Paragliding Accuracy and Parachuting Canopy Piloting events of the World Games 2013 has been released. In total, 36 athletes for each air sport gained entry to the World Games 2013 in Cali, Colombia.

In Parachuting, the 30 top male and 2 top female competitors at the Mondial 2012 (World Parachuting Championships) in Dubai earned a slot, with the addition of 2 athletes from the host country who participated in the Test Event in 2012 and the Mondial 2012 and 2 wild cards given to 2 world-class athletes who could not attend the Mondial 2012. 20 nations are represented, USA is sending the largest delegation with 6 competitors, followed by United Arab Emirates and Australia with 3 competitors each.

For Paragliding Accuracy, the Selection Criteria are based on the World Pilot Ranking System, to select the world's best pilots from as many nations as possible. The 36 pilots come from 18 countries, and 11 of them are women. The nations, with the highest number of qualified pilots are Serbia, Indonesia, Colombia and Czech Republic with 3 pilots each.

### About Airsports at The World Games

The World Games are organized and governed by the International World Games Association (IWGA), under the patronage of the International Olympic Committee (IOC).

The 2013 edition will take place in Cali, Colombia, over a period of 11 days from July 25 to August 4 2013.

The program features 32 official sports, including Parachuting Canopy Piloting and Paragliding Accuracy, while AeroMusicals (Aeromodelling) is present as a demonstration sport. The Parachuting and Paragliding competitions will run concurrently on the same site, for maximum spectator interest, from 1 to 4 August 2013.





## Solar Impulse

From the internet by Heinz Gehlhaar



Photo by AOPA

The solar-powered Solar Impulse aircraft continued its world tour by flying over San Francisco's iconic Golden Gate Bridge on April 23. The flight took off from San Jose's Moffett Airfield and also flew over the Bay Bridge.

The flight, piloted by Bertrand Piccard, was observed by Capt. Sully Sullenberger, the hero of the miracle on the Hudson River landing. The event was the first leg of a planned tour across the United States as part of the Solar Impulse team's plan to fly the aircraft around the world. Here is the plan for the US Flight:

- May 3rd 2013: First leg, San Francisco/Moffett Airfield – Phoenix/Sky Harbor -- Done
- Mid May 2013: Second leg, Phoenix/Sky Harbor – Dallas/Fort Worth -- Done
- End May – Early June 2013: Third leg, Dallas/Fort Worth – St. Louis/Lambert Airport
- Mid June 2013: Fourth leg, St. Louis/Lambert Airport – Washington DC/Dulles
- Early July 2013: Fifth and last leg, Washington DC/Dulles – New York/JFK

The aircraft, a project launched in 2003, completed the world's first solar 26-hour day and night flight in 2010. It flew to Brussels and Paris in 2011. In 2012, the aircraft flew its first intercontinental flight, from Europe to Africa.

## More Free From Burt Compton

From June 15 to July 15, 2013, I'm offering free checkrides and a free room in my guest house for FLIGHT INSTRUCTOR (Glider) Renewals and Reinstatements at Marfa in southwest Texas.

Using my new ASK-21, you can likely enjoy some rippin' Texas soaring with me (see "The Sun Ship Game" film.) For your checkride, my time as your DPE, glider rental and 3 tows are FREE. Pre-checkride ground and flight training are at my regular rates (unchanged since 2010.)

Please arrive prepared to PASS: "**Free**" does not mean any shortcuts.

Note: A "recommendation" is not required on the FAA Application 8710-1 for CFI renewals and reinstatements, but if you are rusty on giving dual, teaching ground school or writing the endorsements, get up to speed before coming to Marfa with the new FAA Regs. Bob Wander's "CFIG Checkride Made Easy", Tom Knauff's update of the FAA "Glider Flying Handbook", and the Soaring Safety Foundation recommended procedures at [www.soaringsafety.org](http://www.soaringsafety.org),

This offer is not for new CFIG's at this time -- just for the 24 month renewals of current CFIG's and reinstatements of expired CFIG's. Our SSA members need you back in the game to give them basic and recurrent training to a high level of proficiency!

Find Marfa (MRF) at 5,000' MSL near the Davis Mountains and Big Bend National Park. Nearest airline terminals are El Paso (ELP) and Midland (MAF), Texas, then a scenic 3 hour drive to Marfa.

Email me for my availability, details and rates at [marfagliders AT aol DOT com](mailto:marfagliders@att.net)

"Someday" is now!

Burt Compton,  
FAA Designated Pilot Examiner  
Marfa Gliders Soaring Center

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## 50 YEARS AGO IN...

*Towline*  
*Submitted by Linda Chism*

Pete Bowers was a fixture in the Seattle and national general aviation scene from post WW-2 until his death in 2003. Pete was a designer of the well-known Bowers Fly-Baby homebuilt aircraft, and wrote for a variety of aviation publications throughout his life. He was a proponent of home-built, experimental, and classic aircraft.

Pete was also a member of the SGC. In the 1963 Tow Lines, Pete wrote a long article with his detailed viewpoint on the decline of soaring activity in the USA. Said Pete, it could be turned around if the SSA could be run like the Experimental Aircraft Association, and that new glider and launcher designs could re-invigorate the sport of soaring.

Pete's words are as true today as they were in 1963. Due to the length of this article, it is being presented over multiple issues of the 2013 Towline Newsletters. Here is the second section, in Pete Bowers' own words.

This is one of the things that handicaps family acceptance of soaring. Unless the wife and kids are near-zealots themselves, it is difficult for them to accept father's long hours at the distant gliderport for a relatively short bit of flying, especially when they can't ride along as in the small boat, which at least preserves a significant degree of "Togetherness." Likewise, it is hard for the soaring pilot to "sell" soaring to a friend, or take the girlfriend or wife for a short hop in a two-seater. Except at the commercial sites, there is no such thing as going out to the gliderport, taking a short hop, putting the ship back in the hangar, and going on about other business. If it's a privately-owned ship, there's the manpower-launch problem; if it's a club operation with aero tow, there is quite an interval between

takeoffs and several of the guys who have been helping since the first flight will be waiting their turn. Too, the usual manpower shortage will generally suck the guy who just wants to come and go into the support operation while the friend either gets drafted to help or sits on the sidelines and waits for his promised ride or a chance to go home. Things were a little better in days when auto towing was more popular. Flights were shorter and there were many more flights per pilot in the course of a day, so the next man up was more willing to step aside and let a stranger be given a demonstration ride.

A major handicap to the growth of soaring today is the fact that it is one of the hardest sports in the world to get into. One has to be completely sold on it and plunge in all at once to even get started. Except for the few commercial sites, which, thankfully, are increasing, the operation is simply not keyed to people who are content with small-scale activity. The old concept of soaring as an ideal youth movement has long been lost. The average age of the American soaring pilot turns out to be the late thirties! As it operates now, soaring is nothing that an enthusiastic kid can work his way into. Practically all the "Youth" flying at present is of the second-generation type, with teenagers brought into the activity by parents who have been at it for years and who can provide equipment and instruction that is otherwise unavailable. Other kids who would like to get in are barred by the status quo and soon direct their keen technical interests to other fields.

The "Experimental" classification of amateur-built airplanes imposes certain restrictions on their operation that EAA members are content to live with. The principal one is prohibition from flight over congested areas and in controlled airspace, which generally means that the homebuilts congregate at small outlying airports where there are no traffic problems and no control towers with mandatory radio requirements. These are similar to the glider pilot's problems in this respect, but the homebuilt airplane owner has another great advantage over the sailplane owner besides the previously-mentioned ground mobility of his machine. Not only can he taxi it to the end of the runway and back to the hangar, he can take his place in the normal flow of traffic without interference with the other aircraft or loss of time to himself. In most cases the soaring pilot is exiled to the boondocks beyond even the satellite small airports because his ground-mobility-manpower problem and hooking up to launch by aero tow ties up the taxiways and runway for a period of time intolerable to even the small general-aviation airports where there may be two or more student powerplane pilots in the pattern at once. Winch-launch and auto tow are taboo when powerplane operations predominate. This means that the gliders must have fields of their own, so far removed from the population center that the inconvenience of their location keeps the less-dedicated powerplane people from using them as bases.

## SCG Calendar

- May 25 - 27, "DUSTUP" Memorial Day Weekend Encampment at Ephrata ([official website](#))
- May 28 - June 2, Evergreen Soaring Encampment at Ephrata
- June 8 - 15, WVSA Soaring Encampment at Ephrata
- June 11, 7:00PM, SGC Board of Directors Meeting, Mercer Island Library, Large Meeting Room
- June 24 - 28, Vancouver (Canada) Pilots Group Soaring Encampment at Ephrata
- July 1 - 6, Region 8 Soaring Contest at Ephrata (Practice Day June 30) - see [SSA website](#)
- July TBD (sometime during second and third week), Ely, Nevada Safari (Contact [Tom Dixon](#))
- July 29 - August 12, Mackay, Idaho Safari (Contact [Tom Dixon](#))
- August 17 - 25, King Mt., Idaho Soaring Camp (Contact John Kangas 208-407-7174)
- September 6 - 9, Logan, Utah Safari (Contact [Tom Dixon](#))
- September 9, 7:00PM, SGC General Membership Meeting - Museum of Flight
- October 7, 7:00PM, SGC General Membership Meeting - Museum of Flight
- November 2, Annual Awards Banquet, Ivar's Salmon House (more details later)
- December 2, 7:00PM, SGC General Membership Meeting - Museum of Flight

### Ephrata Airport Events

- \* "Dust Up" Soaring Competition: May 24-27
- \* Apple Cup Aerobatic Competition: 19-22 Jun
- \* Region 8 Soaring Competition: 30 Jun - 6 Jul
- \* Civil Air Patrol Encampment: 23 Jul - 4 Aug
- \* Great Northwest Air Race: 7 Sep

#### **Think about this.**

Give a person a fish and you feed him for a day; teach that person to use the Internet and he won't bother you for weeks.

Some people are like Slinkies...not really good for anything, but you still can't help but smile when you see one tumble down the stairs.

'Any ship can be a minesweeper. *Once.*'

## National Event/Contest Dates

Date(s)	Event	Location
6/3/2013 - 6/8/2013	Region 9 Moriarty	Moriarty, NM
6/3/2013 - 6/8/2013	Region V South	Cordele, GA
6/10/2013 - 6/15/2013	Region 6 South	Waynesville, OH
6/10/2013 - 6/15/2013	Region 11 North-Montague	Montague, CA
6/10/2013 - 6/14/2013	Air Sailings Thermal Camp	Air Sailing, NV
6/16/2013 - 6/21/2013	Air Sailings Cross Country Camp	Air Sailing, NV
6/22/2013 - 6/23/2013	GTA Race	LaGrange, GA
6/22/2013	TAGARs	Truckee, CA
6/23/2013 - 6/29/2013	Region 6 North (R6N)	Ionia, MI
6/23/2013 - 6/29/2013	Region 2 North	Wurtsboro, NY
6/25/2013 - 7/4/2013	15 Meter/Open Class Nationals	Hobbs, NM
6/25/2013 - 6/29/2013	Region 09 Super Regional	Hobbs, NM
6/29/2013 - 6/30/2013	The Jump to the White Mountains	Minden, NV
7/1/2013 - 7/6/2013	Region 8 Championships	Ephrata, WA
7/4/2013 - 7/7/2013	Region 10 Low Performance Contest	Hutchinson, KS
7/4/2013 - 7/7/2013	Tidewater Vintage/Classic Regatta and Fly-in	Windsor, VA
7/6/2013 - 7/7/2013	GTA Race	Tullahoma, TN
7/8/2013 - 7/12/2013	Women Soaring Seminar	Moriarty, NM
7/15/2013 - 7/20/2013	Air Sailing Sports Class Contest	Reno, NV
7/19/2013 - 7/21/2013	Triple Tree Glider Weekend	Woodruff, SC
7/20/2013 - 7/21/2013	GTA Race	Chilhowee, TN
7/24/2013 - 7/26/2013	Harris Hill Cross Country/Racing Camp	Elmira, NY
7/24/2013 - 7/26/2013	Harris Hill X/C and Racing Camp	Harris Hill, Ny
7/27/2013	TAGARs	Truckee, CA
7/28/2013 - 8/3/2013	Region 3	Elmira, NY
8/3/2013 - 8/4/2013	GTA Race	Moontown, AL
8/5/2013 - 8/9/2013	Region 10 South	Waller, TX
8/7/2013 - 8/11/2013	Nephi Utah OLC/Cross Country Camp	Nephi, UT
8/12/2013 - 8/17/2013	Region 11 Soar Truckee	Truckee, CA
8/16/2013 - 8/18/2013	SoaringNV Cross Country Camp	Minden, NV
8/22/2013 - 8/30/2013	13.5 Meter Super Regional	Moriarty, NM
8/22/2013 - 8/29/2013	1-26 Championships	Moriarty, NM



## 2013 Annual Women Soaring Seminar

Moriarty boasts some of the finest year round soaring conditions in the United States, including 15 knot thermals to 22,000 ft, mountain wave to 34,000 ft, and orographic lift off the Manzano, Sandia, Ortiz, and Sangre de Cristo mountain ranges. Many flights in excess of 250 miles are recorded each year.

The Women Soaring Pilots Association (WSPA) will hold their Soaring Seminar there in July 8-12 2013, in partnership with Sundance Aviation and Albuquerque Soaring Club. More details about the 2013 Seminar, including a registration form, can be found at <http://www.womensoaring.org>.

## Dust Up

This year's Dust Up retained the "cross-country mentorship" format of 2012. Here we offer the physical and mental support for the many pilots in the region who are primed for flying cross-country, but just need a "launching pad" and the right environment. And for accomplished XC pilots we offer a little motivation to step up their game to achieve some really fantastic flights or to help the newer XC pilots.

Organizers Noel and Kevin had more than 40 folks signed up. Of those, 33 pilots attended the Dust Up, and a few Evergreen Soaring student-pilots also came to take training flights in the L-23 and be volunteers. Not counting ES "training" ops we had between 55 and 70 tows Fri through Sun (Monday being a rain-out day). We gave about a dozen mentor-flights in 2-seaters. We had several "lead and follow" flights which all went well. We had 2 evening educational sessions that lasted almost 2 hours apiece (with about a dozen pilots attending). And at least three pilots who set new "personal bests" for distance and/or duration.

There were 2 off-field landings - neither of which resulted in damage. There were two aero-retrieves (Electric City and Anderson). And we had two minor landing incidents at EPH (DJ gear-up on Friday evening. ES Twin-Astir gear-collapse on Sunday morning). Tony Wiederkehr generously allowed us to use his DG-1000 for some of the mentorship flights, and that was heartily appreciated - especially after the Twin-Astir got grounded (*literally*). In all other respects, the Dust UP operations went smoothly thanks to a dedicated group of 5 or 6 volunteers working the launch line both days.

And during the following Evergreen Encampment, Brad Hill placed 2<sup>nd</sup> and Movses Babayan 4<sup>th</sup> for all of North America in the OLC on 5/30/2013. The ink hasn't yet dried on Movses's Private Pilot Glider certificate and he's already exploring the far corners of the Columbia basin. Way to go!

## A Little Bit of History

*From the internet*

Aug. 21, 1939:

A man who builds 8000-horsepower, multi-engine airplanes stood on the sidelines at *Grand Central Air Terminal* in Glendale, CA while a motorless machine generating "two horsepower" slid into the skies.

The man was Glenn L. Martin, maker of mighty seaplanes and fighting ships, who admits, after almost 30 years, to a yen to fly alone again.

Along the runway stretching in front of Joe Plosser's *Grand Central Flying School*, several horsemen of *Los Charros*, Association of hard-riding film, radio and ranch folk, took their positions on their steeds. Two of them held the long rope attached to the peapod cockpit of Hawley Bowlus's sleek San Fernando-made sailplane.

At the signal, they spurred like mad. And while Martin, and North American Aviation Co. officials, and air minded Hollywood cinema men watched, the noiseless craft soared to the length of its halter.

When the glider returned, Martin asked to be permitted to sit at its simple controls.



*Photo by Associated Press*

***Horses are used to launch motorless sailplane at Grand Central Flying School in Glendale.***

“Not much like your bombers, is it Mr. Martin?” asked pilot Hawley Bowlus.

The manufacturer smiled. “Our ships—yours and mine—all have their place. Sailplaning is a grand sport that really teaches the theory of flight. With the clipped winged, heavily powered, heavily loaded military craft used today, knowledge of thermals and wind currents and the art of flying without engines comes in mighty handy in emergencies.”...

Today (1939) soaring enthusiasts maintain 800 clubs throughout the United States; they have climbed to 20,000 feet, winged silently almost 300 miles across country. Yesterday’s test proved that horses, galloping at 30 m.p.h. over ground where motorcar launching of sailplanes is unfeasible, can be put into useful operation.

The *Grand Central Air Terminal*, also known as Grand Central Airport, was closed in 1959.

The Glenn L. Martin Co. produced the twin-engine B-26 Marauder bomber during World War II

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*"I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day. "*

*~Frank Sinatra*

**WARNING:**

*The consumption of alcohol may create the illusion  
that you are tougher, smarter, faster and better looking than most people.*

## Classifieds

### GROB 109 Motorglider for Sale

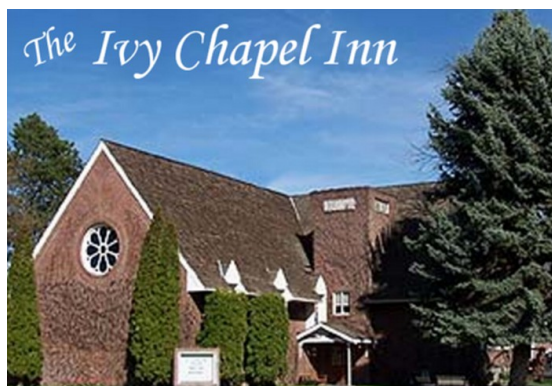


- Dual NAV-COM's: KX155 & KX165
- KT76 Transponder
- PS Engineering Audio Panel
- Artificial Horizon
- Low time Limbach L2000EB1-AA Engine
- Propeller: Recent overhaul
- Re-finished wings

This ship has been stored in a hangar and is in excellent condition.

**Please make an offer!**

Contact: [Chris@PacificAeroSport.com](mailto:Chris@PacificAeroSport.com),  
360-474-9394



The Ivy Chapel Inn is located at 164 D St SW  
( the former Presbyterian Church).

We are a family owned and operated business offering six unique themed rooms, each with a private bathroom, air conditioning, deck, Wi-Fi, Dish, and a common area fridge. Our rate is \$85.00 plus tax and included a hot full breakfast.

See us at  
[www.theivychapelinn.net](http://www.theivychapelinn.net) . Tel: 866-991-4815.

## Motorglider Flights



Glider-Rides.com is making our Renton based Grob G109 available for you and your family or visitors to rent, complete with a safety pilot.

Expand your cross country experience, go for a sunset glide, or spend an afternoon in Ephrata, and dinner at home.

Come join us for a weekend of fun, visit new beautiful places, and go gliding on the way.  
Member Special: \$120/hr includes fuel and safety pilot/instructor. ***Glider-Rides.com*** at 800-707-9593.

## Writer/Editor wanted

- Prestigious newsletter.
- Great pay (if you can't count).
- Pay will double after two months of good work.
- Seattle Glider Council is a good employer.
- You will know all activities before anyone else.
- You can wield the power of the written word.
- Great accolades from your club members.

If interested, contact [soarboy@comcast.net](mailto:soarboy@comcast.net)

**More classifieds** →

## **Classifieds Continued**

### **STD CIRRUS for Sale**



**Very nice standard class sailplane S/N:125, 1409 hours total time, great cross country ship in excellent condition:**

- ✓ Fuselage refinished with pin stripes in gelcoat
- ✓ Custom fabric interior with lap belt retaining straps
- ✓ Contoured wood stick grip, and adjustable backrest
- ✓ Microair 760 radio with gooseneck microphone
- ✓ Cambridge L-Nav with electric vario indicator and remote controller
- ✓ Cambridge CV560H electric vario
- ✓ Winter airspeed
- ✓ United altimeter
- ✓ Falcon accelerometer
- ✓ Airpath C2400 compass
- ✓ Eberly trailer, with new single man Wingrigger and wing wheel

**\$19,500 OBO**

Contact: [Chris@PacificAeroSport.com](mailto:Chris@PacificAeroSport.com),  
360-474-9394

### **DG-800B for Sale**



Holds 28 state and national records, loaded with options and extras, no damage history, 15m and 18m extensions with winglets, 702 hrs. TT,

Solo 2 625 01 self launching engine with 64.5 hrs TT, tinted canopy, 100 liter water ballast system. Recently upgraded with new NK ClearNav, solid starter ring gear, machined spindle drive fork, fuel lines throughout, propeller brake system, plug wires, and plugs.

Equipped with Becker AR4201 radio, transponder, MH EDS oxygen system, portable wing tip taxi wheel, fueling equipment, parachute, Cobra trailer with external solar panel for charging, single man rigging aid, and wing wheel.

Also comes with lots of extra parts, tools, and equipment including Globalstar Satellite Phone, personal ELT, Emergency kit, air compressor, battery tester, canopy cover, and much more.

Fresh annual inspection with all ADs and TNs complied with.

**\$125,000**

Contact: [Chris@pacificaaerosport.com](mailto:Chris@pacificaaerosport.com),  
360-474-9394