



This is a summary of the 2010 ESI Annual Meeting on November 3<sup>rd</sup> at the Museum of Flight. About 40 members were present. The meeting began about 7:30, after the Napoli pizza was delivered by Marty Gibbins and Dan Teifke.

**FLEET**

- ✘ L-13 grounded by AD
- ✘ Tow planes – 30Y still kicking
- ✘ Added Grob 103 – 55 flights
- ✘ Gliders

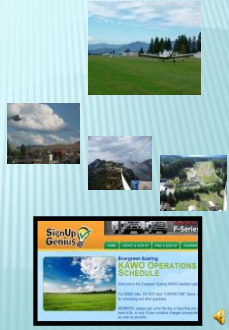


Ship	Flights Y-T-D
Twins (4)	605
Metal singles (3)	90
Glass singles (2)	21
Total	716

Our fleet of gliders got a lot of use this year. We had some good news and some bad. Our venerable L-13 was grounded by an AD in August. Following a fatal crash in Austria this summer it was discovered that a main spar failure is possible and not detectable by visual inspection. We're hopeful an inspection method may be found but the grounding may be permanent. On the positive side 30Y is still healthy and we avoided an expensive engine replacement. We continue to monitor compression, change oil frequently, and have the oil tested for engine wear. We leased a Grob Twin Astir to the fleet for summer usage and despite a slow start had 55 flights. We expect to have it back in the fleet next year. Lastly, an analysis of the fleet usage showed that our twins had the bulk of the tows by a wide margin. We will be conducting a fleet review this winter and may make some changes next year.

## OPERATIONS

- × KAWO
  - + 1145 launches
- × Trips
  - + Ephrata - 51 launches
  - + Darrington - 49 launches
  - + Twisp - 21 launches
- + Total YTD - 1266
- × Signupgenius



As far as overall operations we did over 1200 tows with the bulk being done at Arlington. We also had several trips away from home. The annual Ephrata encampment introduced many pilots to east-side soaring and the Darrington and Twisp trips were great mountain flying experiences. The biggest innovation was use of Signupgenius. This tool helps us better schedule resources at the field. If you're not using it PLEASE do so. We can't provide instructors or tows if we don't know who's coming. Howard Glover is retiring and will be travelling so Keith McLean (aka McTow) will be our new chief tow pilot.

Proposed rule changes at KAWO early in the year were potentially a real game changer for us. FAA review of KAWO's improved instrument approach plans would have required greater separation of glider and power traffic. In the end we can maintain our operation as-is with minor changes. We now are required to carry and use radios in gliders and cannot overfly persons or equipment spotted in the center section. Also, we need to re-emphasize ramp safety, especially controlling foot traffic on the ramp. We have very good relations with Arlington management and look forward to continued usage of the field.

## DUCKED THE FAA BULLET

- × Possible AWO operation changes
- × Reasonable rules
  - + Radio
  - + 500' Separation in the air
  - + Ramp Safety
- × Good relations with airport management

## CROSS COUNTRY

- × KAWO OLC flights
  - + 4<sup>th</sup> in Region
  - + 12 Pilots
- × Mother's Day weekend
  - + Paul Adriaance
  - + Fred Hermanspann
  - + Dan Housler



KAWO X/C had some significant achievements this year. Those 12 pilots who logged Online Contest flights put Evergreen into 4<sup>th</sup> place in the Northwest Region. Mother's Day weekend was a perfect alignment of conditions which allowed Paul Adriaance to do an out-and-back to Morton, south of Mt. Rainier, in an L-33 on Saturday. The next day Fred Hermanspann crossed the Cascades in the Chinook landing in Ephrata and Dan Housler made it all the way to Idaho. Dan trailered back and Fred had several adventures including towing off a county road on his return trip!

## COMPETITIONS



- × Dustup
  - + Kevin Finke (3), Noel Wade (4), Mark Nyberg (9)
- × Regionals
  - + Sport Class Noel Wade (2) and Keith Purves (4)

In competitions Kevin Finke, Noel Wade, Mark Nyberg, Heinz Gehlaar, and Keith Purves all participated in Ephrata contests when the weather cooperated.

Instructors are a vital part of the club and we added two to the roster this year. Paul Adriance got his CFI this summer and Marty Walker joined the club after transferring here from DC where he was employed by the FAA. Four of our members got their private tickets this year and we continue to develop new glider pilots. Stan Kasprzyk is passing the torch of Chief Instructor to Dave Reusch. Thanks Stan.

## TRAINING

- × New instructors
  - + Marty Walker and Paul Adriance
- × Licensed Pilots
  - + Roger Axelson
  - + Hans Sendelbach
  - + Chris Murray
  - + Nels Petersen
- × 12 New Students

Financially we're in good shape. Marty Gibbins passed out financial statements and ran down our expenses and income during the year. In reviewing the numbers he emphasized that we have a seasonal cash flow with big expenses early in the year to cover insurance, annual inspections and repairs. We currently anticipate a significant expense when we need ultimately need to replace the engine in 30Y. We've also re-negotiated the land lease on our hangers. The good news is we aren't facing eviction anytime soon but we'll be doing property improvements as part of the new lease.

We held the election for the four elected positions for 2011. As usual there were few volunteers and none of the positions were contested. Dan Teifke is the new President-elect and Noel Wade takes over as Treasurer from Marty Gibbins who's had the job for several years. Doug Service remains our Secretary and the position of Operations Manager remains open. We're looking to break up the job into smaller pieces so we don't overload anyone. Signupgenius should help managing our weekend operations.

## THANKS TO THE BOARD AND VOLUNTEERS

- ✦ Brian Hood
- ✦ Marty Gibbins
- ✦ Tony Puglisi and his plane captains
- ✦ Doug Service
- ✦ Stan Kasprzyk
- ✦ Hans Sendelbach
- ✦ Howard Glover
- ✦ John Gilbert
- ✦ All the FOOs (especially Chris and Merel)
- ✦ Tow pilots
- ✦ Instructors

Lastly, I want to thank all the volunteers who contribute their valuable time and talent to make our club run. A glider operation really requires a critical mass of folks to remain healthy. I challenge all members to contribute time next year. The gliders can always use a wash and wax, we never have enough Field Managers, and if you're a high time pilot think about getting your Commercial or Instructor ticket.

As I leave the office of President I look back on all the various jobs I've enjoyed in ESI , WSSA , and the Boeing Club. It's been a great way to really understand the whole world of soaring. I'll be snow birding this winter but look forward to soaring next season and helping out on the field.

Gary Paulin