

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XII

February 2002

Issue #2

Looking for Spring !



Take-off in Our L-23

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Notes from the President

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Name the Club Contest

To be able to attract more members, the Board has decided to give BESC a second name, which does not imply "Boeing-only". We would retain our legal name, but operate under a "Doing Business As"- Name. Club members in good standing are invited to a "Name the Club"-Contest, with responses to be sent to J. McNeil via e-mail or snail mail by March 1, 2002. Think of a catchy name with a catchy acronym. The prize will consist of great glory, entry in the Club's Permanent History book, and some trinket yet to be determined by the Board.

Encampment Plans

The BESC Encampment at Ephrata has been scheduled for June 22nd to 29th. Now we must think about what great things will we do while we are there?

First, if our Instructors would see if they can schedule their time to be on the field to get some of our students some real thermal experience.

Also, some one with cross-country experience, might want to organize a cross-country seminar.

How about some sort of informal contest, like "bomb a target" or a weeklong spot landing contest?
(Landing Rules -you may improve them: Flour-mark out a 200-ft long zone on the landing pad. Attempt to score on each landing. Collect 1000 pts for touchdown and stop in the zone. Minus 2 pts per pace if too early, and minus 1 pt per pace if overrun at the other end. Average best point-score gets Club Glory, and a Certificate.)

How about an evening barbeque? Or an evening on the town, as a group. The town of Ephrata might like that. The membership is invited to run with any of these, or come up with other fun ideas. All it takes is a call to your favorite board member.

Soaring Expo at Museum of Flight

The Soaring Expo is an exposition, that allows the local glider clubs and pilots acquaint the public with the neat things about Silent Flight. This year's theme is "Homebuilt and Kitbuilt Gliders".

This exposition is a good opportunity for the club to meet some folks and to try to get some new members. Toward this end, BESC will operate a table of information, have a

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static display of the Astir, and display the fuselage and the good wing of the L23, with the idea of letting folks sit in the cockpit, and show how easily the glider folds up. This effort takes a few good volunteers to run, so please call me if you can help on Friday's set-up, and for a shift on Saturday or on Sunday to watch the glider and our table at the event.

Happy Landings,
Jim Dobberfuhl
BESC President
w 425-342-2241
h 425-741-8001
james.p.dobberfuhl@boeing.com

Upcoming Events

First Saturday of Month

Every first Saturday of every month BESC will schedule Trial Member Day. On that day Trial Members will have first dibs on the L-23. On any other training day, walk-on Trial Member's demo flights will be scheduled as time allows.

Arlington Operations

All gliders are at Arlington. Flight training has slowed a bit to work around the annual for our lone L-23. For qualified solo students, the 1-26 has been available. Volunteer Operations Teams are scheduled for all weekends, and typically instructors are available also. Check with the Hotline. Also, if you decide to go to AWO, please be sure you notify the Ops Team that you are coming, because if no one calls, the Team will save their time and stay home.

SSA Convention

2002 SSA Convention and Air Expo will be held in Ontario, CA, February 7th through 9th. Take the family. Enjoy the exciting things that Southern California has to offer. A lot of fun places are within an hour's drive of Ontario, including Disneyland!

Pawnee Annual Preparation

There will be a work-party on February 19, 2002, starting at 3:00 pm at AWO to get the Pawnee ready for the annual; things like cleaning, removing access panels, etc. These items will reduce the cost to get the *Annual* done on a timely basis. Please call the Maintenance Manager Pierre Parent to tell him you too will help. Club members really ought to participate in these efforts.

CFIG Refresher

The annual CFIG Refresher under the direction of Bob Chase will be held at the *Museum of Flight*, starting at 8:30 AM on Saturday Feb 23, and continuing at 9:00 AM on Sunday.

Once again the SSA, the SGC and the FAA have arranged to bring us Bob Wander and his famous Instructor Revalidation Clinic. To save us a lot of driving this year, it is being held at the Museum of Flight instead of the Puyallup Fairgrounds. You don't have to be an instructor to attend. The clinic is open to anyone who wants to renew and expand their gliding knowledge -- even beginners.

Bob Wander is joined by Dean Carswell, a member of the Soaring Safety Foundation and a leader in flight training within the Texas Soaring Association.

The cost is \$100.00 in advance (\$120.00 at the door) for 16 hours of intense review. Whether you need to prepare for a BFR or get ready for spring thermals, this clinic is the best deal in soaring!

Make your cheque payable to Bob Chase and send it to:

Bob Chase
12422 - 68th Ave NE
Kirkland, WA 98034

Questions? Please call Bob at (425) 823-6500.

Note: BESC will pay the registration fee for BESC Instructors. Send your bill to David Owen for reimbursement.

NW Aviation Show

February 23rd & 24th, 2002, Western Washington Fairgrounds, Puyallup: The Washington Aviation Association in cooperation with the Washington State Department of Transportation/ Aviation Division; Galvin Flying; General Aviation News; and the Federal Aviation Administration welcome you to the 19th Annual Northwest Aviation Conference and Trade Show with two-day seminar programs and over 150 exhibitors including representatives from all facets of the aviation industry.

Soaring Expo

The Soaring Expo on Saturday and Sunday March 2 and 3, 2002 at the Museum of Flight (MOF) is a recurring exposition, that allows the local clubs and pilots let the rest of the public know what is going on. This year's theme is "Homebuilt and Kitbuilt Gliders". BESC is planning to the fuselage and the good wing of 265BA with the idea of letting folks sit in the cockpit. Call Jim Dobberfuhl (425-741-8001 or james.p.dobberfuhl@boeing.com) or Heinz Gehlhaar 206-932-5428 or heinz@foxinternet.net, if you can help on Friday's set-up, and on Saturday or Sunday to watch the

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glider and our table at the event. This event is a good one to try to get some new members. It is also a place where our members can help our Club.

Wenatchee Wave Camp

Tentatively scheduled to start on March 16, 2002. Towing will most likely be provided by the SGC Pawnee. If we have only one L-23, then it will stay at Arlington. If there is sufficient member interest, the 1-26, 1-34, and Astir will be available for the wave camp.

Ephrata Encampment

Pencil June 22nd to 29th in on your calendar! Your Board has thought about an opportune time (glider-speak for "lots of thermals") for the encampment. The weather fairies have been consulted, and June 22nd to 29th has been selected. Thermals are almost guaranteed. We know that the Contest runs from June 30th through July 6th, and the weather is *always* better before any contest! (Remember the saying: "You should have been here last week") Also, Evergreen will be there June 15 through 23.

BESC Newsbytes

The following BESC Board positions are OPEN and in need of a member to step forward:

- - Webmaster
- - CFSO (Chief Flying & Safety Officer)
- - L-33 maintenance manager

Contact any BESC Board member to volunteer.

Lame Wing Department: Ken, of Air Metal Fabricators, is away from the plant and will call us on his return to arrange picking up the damaged L23 wing from our hangar in Arlington. They will perform the wing repair. We will paint the wing ourselves. At this moment, completion of the repair is unknown. In the mean time, we will focus our efforts on fixing the flight squawks generated over the past year. Alex Powell is the maintenance manager for this airplane. Contact him if you can help.

Arlington Soaring Forecast is available at <http://www.dr-jack.net/TIP/index.html>. Be sure to look at the description of the data-output. It tell you all about Thermal Index. An Ephrata forecast may be added in the future.

Getting the Bug

Anonymous

If you have ever watched a hawk fly without flapping its wings and wished you could do that...

That is what soaring is all about. For some birds, it comes naturally. For us, with bodies designed to move on land, it does not come as naturally. However, both the eagles and the soaring pilots have to learn how to soar. And the only guarantee that I will give is that neither the eagle or the pilot will ever stop learning to soar, further, higher, faster, using previously unknown sources of energy, all with a panoramic and often spectacular view of the earth and its atmosphere.

Why learn?

For the absolute sheer pleasure of it all, of sharing a thermal or ridge lift with a 15 year old, a ninety year old, a student pilot, a national class competition pilot with a world record to his credit, a vulture and perhaps a hang glider. They will all be your friends in a beautiful sky over wonderful countryside.

Some might gather with you (the bird probably will have a previous engagement) around an evening BBQ to hash over every moment of a day in an attempt to make it last forever.

How Long to Solo?

From the SSA

How long it takes you to solo depends on a number of factors. These might include any previous pilot experience you have had, how open you are to your instructor's guidance, and how relaxed you are. Other factors include the type of sailplane you are flying, the weather during your training, and the degree of experience and proficiency your particular program of training requires before permitting you to solo. The requirement for an airport located on an uninterrupted plain in Kansas might well be different from the requirement for an airport cut out of a forest of Joshua trees.

Finland to Africa in a Glider

Text by Tapio Savolainen, translation Anna Savolainen.

Two Fins, Tapio Savolainen and Anssi Soila flew their Stemme S10VT from Finland to the southern tip of Africa. This is Part 2 of their story.

Last month we got them as far as Debrece, where they stayed in the town's best hotel, but the atmosphere in the hotel was still like being behind the Iron Curtain.



Stemme taxis towards runway 36 of Helsinki-Malmi airport. Photo Tero Tuominen.

Towards Bucharest

In the morning we got up and left for the airport early wise from experience. As Anssi was checking the plane, I left for the terminal to have a look at the forecast and draw up a flight plan. It was easy, because everything to do with flight planning were in the terminal right next to us. Because of Ambassador Hartila's efforts the Romanian authorities approved of our flight plan straight away and at noon we taxied towards the runway.

As we headed towards Dracula's lair, the Transylvanian mountains, a large cloud area was overshadowing Western Hungary. Because we didn't want to worry the air traffic controllers, we waited until we reached Romania and then switched the engine off. It was tricky

to find thermals in a blue thermal day, so we were able to fly without the engine for only some time. The mountains came close quickly, however, and the Rotax was back on. After the mountains we were able to do some gliding in the valley, but the lifts were still weak so the engine was back on.

According to Carsten's forecast there would be good gliding weather behind the next line of mountains, which we were able to see. The view was beautiful, but the ATC constantly asking for our position was disturbing. Apparently the mountains caused some problems for our radio signals, so occasionally an Austrian Airlines flight was providing the ATC our messages.

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After the first mountain line, the sky had been blue in the valley. And after the second mountain line, a cloud street was leading straight towards Bucharest. The engine was switched off without hesitation and for a few moments we were happily gliding towards the Capitol of Romania. The connection with the ATC was cut off again, but dutifully we kept on calling them over the radio every now and again.

As soon as we got the connection back with the ATC, they wanted to know our altitude and ETA at a point we couldn't find on our maps or the GPS. I told them we were gliding and that it was impossible to give a clear estimate and altitude. That didn't help and we were ordered to go down to 200m, so after a 100km the engine was switched on again.

As we were approaching Otopen Airport, the ATC flew us round the area in waiting patterns. As we got to final we had to slow down to the approach speed suitable for the Stemme, and the ATC commented by saying: 'have you got an engine at all since you're coming in so slowly?'

I felt like saying 'yes, and unfortunately we're using it', but I thought it would be better to keep my mouth shut.

After landing yet another follow-me car lead us to a new hangar and offered a place for the Stemme inside it. We didn't even have to go to the Customs; our passports were just taken there and then brought back. We were then asked where we'd like to go and soon we were on our way to the Ambassador's sauna.

Overnight in Bucharest, Friday, 31 August 2001

Varna?

At first we thought we'd stay in Bucharest and spend a nice day off because we were ahead of schedule, and the Ambassador's residence is very nice. The weather was turning out to be good for gliding, however, so we decided to push forward. At the end things didn't go as planned, and I'm writing this in Varna, Bulgaria, instead of Istanbul. And we have no idea when we could possibly get to Turkey.

The morning was fine. We had breakfast and then a quick sightseeing tour of Bucharest. We thought that flight planning shouldn't take too long, because everything was easily at hand at the airport and the plane was in the hangar.

All went well until I started to program our flight plan into the GPS. The thing didn't recognise our next stop at all! The reason was simple, though. The GPS recognised

Europe only up to the border of Bulgaria and Turkey. We had taken this into account, so we did have the rest of the journey available for the GPS as well, but it had to be installed. I had presumed we could fly all the way to Turkey before any of these changes had to be made.

In theory the installation is a piece-of-cake, but in practice it turned out to be something quite different. Even though we had prepared to do this, suddenly I realised we didn't have the necessary tools with us, and taking the GPS off from the display panel wasn't as easy as I thought. At the end I did get it done, but it took time.

Maybe we should have stayed in Paris of the Balkans... I filed the flight plan according to good gliding weather, and it was approved. Immediately after take-off, however, we were told to head towards east and the Black Sea. Everyone knows that there's no gliding weather above sea! Nice cumulus clouds were visible on our intended flight path but the Black Sea was cloudless.

Optimistically we figured that at least for the first part of the journey we'd have tail wind, but our optimism soon died, because the ATC kept on constantly asking us our position and claimed that they couldn't see us on their radar.

Normally a glider doesn't have the equipment to send location signals to the ATC radar, for this journey a transponder had been installed because, when functioning, it allows access to otherwise forbidden airspace and the plane can be identified easily. According to our transponder display the thing was working perfectly, but the ATC repeatedly said that we were not visible on their screens. In Romania and Bulgaria it only meant more talking in the radio with the ATC but as we approached Turkey the whole situation changed. We were told that until the transponder works, we have no business in Turkey airspace.

We tried everything from Helsingin Sanomat (biggest newspaper in Finland) to Urho Kekkonen, a former President, so that the Turks would've understood that two African stars were arriving in a fine glider. Nothing worked and we had to turn back. The Bulgarians were understanding and offered us two landing places, we chose Varna. It's kind of a nice place, although not included in our initial plans.

Now we just have to figure out how to go forwards from here...

Overnight in Varna 1 September 2001

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Plane in Asia, pilots in Europe.

Varna is a nice town. A rock concert in the park, and crowded street made the town feel lively. I doubt I'd have ever come here without our unexpected problem.

The briefing officer at Varna airport is supportive, he says he's been in contact with Turkey officials and promises we can get to Turkey even without the famous transponder. I remain doubtful, but it seems that for no reason, because our flight plan from Varna to Atatyrk airport in Turkey is approved.

When I get back to the plane Anssi tells me that kerosene is not sold at Varna airport, but it is sold at Burgas 80km from here. To make sure we ask the officials to call Burgas and check that they really do sell kerosene. After the call I head back to the briefing room and cancel the plan to Istanbul. The official is understanding and I don't need to file a new plan for Burgas and at 12:33 we take-off after a Russian Tupolev.

As soon as we are in the air we test the transponder and the ATC says they can see us on their screens. We ask to make a circle to make sure it really works, but before we have changed our direction by a degree, the ATC says they've lost us and the signals is off throughout the rest of the leg.

As we stop at Burgas to refuel, the airport chief comes personally to meet me and repeats yesterday's information that there's no way we can get into Turkey without a functioning transponder. I tell him about our adventure and give him a few stickers. Finally he comes up with a plan: if Turkey doesn't object to the flight plan within 15 minutes of filing it there should be no problem.

In Debrecen German airline pilots told us about a new airfield in Istanbul. According to them there's a brand new airfield on the Eastern side of the city, and it's mostly empty. So instead of Atatyrk I file the flight plan with Sabiha Gycksel as the destination airport.

There's no response from Turkey within 15min of filing the flight plan, so we take off again. The route takes us directly out to the Black Sea, again our plan to fly inland was objected. Just to make sure we go up to 2300m, even if we have a problem with the engine, the Stemme can glide to the shore easily from this altitude. The transponder claims to be working but no one the ATC's we talk to can see us.

After Varna ATC asks us to contact Istanbul Anssi flies carefully towards Rixen approach point and I call Istanbul ATC over the radio. We can hear the ATC and other

planes on the frequency clearly, but they can't hear us. Anssi tells me I'm shouting so loud that they should here us even without the radio. After about 30 tries a Turkish airliner gets tired of my shouting and tells Istanbul our position. Suddenly I feel like a stone has been lifted because nobody asks questions about the transponder. We switch to Istanbul approach and the same rumba starts, the ATC can't hear us. We are approaching a heavy traffic area quickly and no one seems to hear or see us.

I can already see Atatyrk before anyone tells the ATC our position, we are told to stay in visual near the Black Sea and away from the bustle of the runway in use. This is kind of difficult, because we seem to be exactly where we're not supposed to be. And the ATC believes we are supposed to be landing at Atatyrk. After half a dozen tries our correction finally goes through and the ATC tells us to continue directly towards Sabiha Gycksel. He also asks us to contact Sabiha Approach. I'm relieved when Sabiha ATC hears us straight away. We get clearing to approach runway 22.

Quite quickly we see a massive airport right in front of us, shiny new terminals glistening in the sun. And no planes on the ground. After landing there's a follow-me vehicle that leads us towards the terminals. As the engine stops me and Anssi look at each other and we both say it aloud: hey we're in Asia!

After anchoring the plane, we check the electrical equipment again but still can't find anything that could be wrong. Phone calls to our technical guys Hannu Mäkeläinen and Kalevi Landen in Finland or the Stemme factory in Germany are no longer enough. Stemme factory tells us they'll send a guy with a new transponder to Istanbul. We spend time on the border of Europe and Asia. The plane is in Asia and we are in Europe, on the other side of the Bospor. The number of my room is 757.

Luckily we are ahead of schedule. We should be able to continue on Wednesday.

Overnight in Constantinople 3 September 2001

Istanbul Constantinople

As we travelled through Europe we had problems but were still able to continue. Now being stuck in-between Europe and Asia feels frustrating. We have to avoid looking at the sky because the weather's been so nice.

Sabiha Gökçen airport in Istanbul is owned by the military but is meant for civil air travel. It was built to

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ease out the military's never ending need for more money. Nato, among others, helped out financially to build the airport. The overall cost was \$670 million. The runway is 3km long and equipped with good approach systems. The terminal is big and very modern. Loads of airliners could be fitted here but now there are just a few small planes and a motor glider from Finland. Seems absurd.

On Monday there was a story about the airport in a local newspaper, the headline was 'Fiasco'. The place was opened in January; in May all 100 planned domestic flights were cancelled due to lack of passengers. There are the few occasional international flights. Sunday's highlight, beside us of course, was the arrival of a Russian Tupolev. The airport's expenses are huge and we were told that there are over 100 members of staff but no income. Everything is done slowly, probably because no one has anything to do. It took us over 2 hours to get out of the airport.

Andre Baum, the Stemme expert came here on Tuesday. Everything works fine now, including the transponder.

The most difficult thing was to get to the plane. The officials just would not understand how three men could get into a two-seater even though we tried to explain that we weren't going anywhere and that our aim was just to fix the thing. Finally they let us go to the plane, but took our passports for that time.

At first a lot of people came round to see what was going on but as time went by they all disappeared somewhere and we were left alone. When we had finished working there was no one to be seen to take us back. A car picked us up finally long after dark.

Now we wait anxiously for Wednesday to see if the weather will be as good as it has been.

Overnight in Istanbul Tuesday, 4 September 2001.

Yawstring will leave the two intrepid pilots at his time, and continue their quest in the next issue.

Our Airplane Fleet Status

Our Webmaster is keeping an up-to-date Table of our Fleet status on the BESC Web at <http://www.boeingsoaring.com/fleet.html>. Please look there for the latest information.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Arlington	Pierre Parent	Next annual - Feb 19, 2002
The Pawnee is down for maintenance: R& R of master switch and all circuit breakers. Work-party 3:00 pm, 2/19/02 to get her ready for the Annual. Please participate			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2002
Engine break-in flights have begun with Mike Moore, Don Banford and other, carefully briefed pilots. Performance looks good so far. Call Mike Moore if you can help.			
Schweizer 1-26 N7742S	Arlington	Jay Todd	Next annual - Feb 2002
A new canopy for the 1-26 is on hand. We will install it during the next annual. The airplane is on the flight line at AWO ready to fly			
Schweizer 1-34 N7644	Arlington	Travis Brown	Next annual - Feb 2002
A new canopy for the 1-34 is on hand. We will install it during the next annual. The airplane is on its trailer at Arlington ready to fly			
Blanik L23 N264BA	Arlington	Lynn Weller	Next annual - Jan 2002
In Annual Inspection. New horizontal stab pins have been installed The new boom microphones have arrived and will be installed as time allows. Weight & balance data has been updated. Thanks to Call Lynn Weller for a job well done.			
Blanik L23 N265BA	Arlington	Alex Powell	Next annual - Dec 2001
265BA is out of service due to a landing incident on May 5th.			
L33 Solo N355BA	Arlington	OPEN	Next annual - June 2002
The L-33 is parked with the other glider trailers just north of the old Prop Stop, ready to fly..			
Astir N141SS (X3)	Arlington	Alan Kirlin	Next annual - Feb 2002
The Astir is in its trailer at Arlington, ready to fly.			

Last updated January 24, 2002.

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Safety

From The Soaring Safety Foundation:

Proficiency -- Although Federal Aviation Regulations are quite specific in describing the minimum amount of recent experience required to act as pilot in command of an aircraft, it is important to make the distinction between being current and being proficient. The adjective current is used to describe a state of being up to date or occurring within a recent period of time. Proficiency, on the other hand, relates to the ability to perform a skill with expert correctness. Being legally current to act as pilot in command does not necessarily imply the level of proficiency needed to do so. Pilots are encouraged to develop a personal proficiency program that allows continuous development of critical flight skills. This is especially important during inactive periods between soaring seasons.

Always Plan for Emergencies -- Pilots should always have a plan of action in mind to address potential emergency situations. This is especially true during takeoff, when the pilot has a limited amount of time and altitude available to use in reacting to an emergency. The Soaring Safety Foundation strongly recommends adding an E, for Emergency Plan, to every pre-takeoff checklist. Emergency plans are just as important for other phases of flight as well. Having an emergency plan in mind will allow the pilot to concentrate on the most important of all tasks - flying the glider!

Earliest Parachute Repack -- If you have your parachute repacked AFTER March 8th, it will be good throughout the Contest.

CFIG Scholarship Program

BESC is continuing the offer of a CFIG Scholarship Program. To qualify for application to the Scholarship Program, you must

- 1) have been a member of BESC for 1 year or more, and
- 2) have a Glider commercial rating.

Once approved for the program, you will qualify for reimbursement after you have passed:

- 3) the Fundamentals of Instruction knowledge test;
- 4) the CFIG knowledge test; and
- 5) the CFIG practical test.

You will then be reimbursed, up to a combined total limit of \$500, for your CFIG Knowledge and Practical Test fees, and BESC glider and tow fees incurred during the pursuit of the CFIG rating. In return, you are obligating yourself to be the flight instructor on the field for a minimum of 12 days over the next two years. Eligible members may apply to our Vice President Lynn Weller, E-mail Address: william.l.weller@boeing.com, Phone 425-235-1610(h), 206-662-3216(w). The BESC Executive Board will award the scholarship.

For Sale / Want to buy

Members can post ads here. Send them to Heinz

For Sale:

Headset - New (used once) Pilot MEI - 20 Headset with mouth piece and ear covers. \$150 new will sell for \$100. Don Banford, 425-828-6553

Garmin 195 GPS Nav - Latest software version, May 2001 Database, new User Manual, Internal and External Antennas, Two mount systems, PC interface with cable, Cigar-lighter car-power interface, Alkaline battery pack. Price \$895.00. Contact Gene Albee at phlyre@earthlink.net (H) or harlan.albee@fsbti.com (W).

Valley Fliers club membership - My membership is for sale at \$1500.00. Get low flying rates on the club's Cessna airplanes. Ideal and less expensive way to fly. For information, contact Gene Albee at (206)662-8059 (work), (253)854-5835 (home). Contact Gene Albee at phlyre@earthlink.net (H) or harlan.albee@fsbti.com (W).

If you write nothing,
I will print nothing.

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YAWSTRING Masthead

<p style="text-align: center;">YAWSTRING The newsletter of the Boeing Employees Soaring Club Available at http://www.boeingsoaring.com/yaw.html Newsletter editing and layout: Heinz Gehlhaar, heinz@foxinternet.net 206-932-5428 Conversion to PDF Format: Brent Stillings</p>
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The newsletter is published whenever the editor gets "a round tuit". Serious attempts are being made to publish it once a month. Usually it gets out sometimes in the middle of the month. Please send round tuits!
Also, **Please Please** send me any errors you see in the Newsletter. Call me at 206-932-5428.

BESC Board

Here are the persons who spend lots of their time to make the Organization run. If you see a problem, which you can't solve, or if you want to participate in running BESC, please bring it to the attention of any of them. You will get a resolution, which benefits all of BESC.

Officers:

Office	Name	Phone	Mail	E-mail
President	Jim Dobberfuhl	W (425) 342-2241 H (425)-741-8001	0F-24	james.p.dobberfuhl@boeing.com
Vice President	Lynn Weller	W (206) 544-0242 H (425) 235-1610	4T-15	william.l.weller@boeing.com
Secretary	Jim McNeil	W (206) 662-4214 H (425) 827-1834	19-HJ	james.w.mcneil2@boeing.com
Treasurer	Martin Gibbins	W (206) 655-2727 H (425) 644-4696	4E-11	martin.n.gibbins@boeing.com
C.F.&S.O.	OPEN	[This has been OPEN too long! Look into your heart & tackle the job. Ed.]		
Operations	Don Banford	(H) (425) 828-6553 (Cell) (206) 619-7201	--	donbanford@msn.com
Pawnee Tow Plane Manager	Pierre Parent	W (425) 294- 1904 H (360) 653-2613	04-JU	pierre-julien.parent@boeing.com
Super Cub Tow Plane Manager	Mike Moore	H (206) 790-7949	--	mmore@attglobal.net

Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) - James Todd N7644 (1-34) - Travis Brown N355BA (L-33) – OPEN. Here is your Opportunity N264BA (L-23) - Lynn Weller N265BA (L-23) - Alex Powell N141SS (Astir) - Alan Kirlin

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Non-Officers:

Office	Name	Phone	Mail	E-mail
Bookkeeper	David Owen	W (425) 342-4737 H (360) 653-8928	03-16	david.owen@boeing.com
Newsletter	Heinz Gehlhaar	H (206) 932-5428	--	heinz@foxinternet.net
Webmaster	Stan Kasprzyk New person rqd	W (206) 655-2040 H (253) 631-2088	4C-95	stan.kasprzyk@boeing.com
Scheduler	Travis M. Nelson	H (425)-392-6044	8K-32	travis.m.nelson@boeing.com
Librarian	Tony Puglisi	W (425) 294-0096 H (206) 367-6980	04-EC	anthony.j.puglisi@boeing.com
Hot Line	Travis M. Nelson	W (253) 657-2510 H (425)-392-6044	8K-32	travis.m.nelson@boeing.com

Hot Line & Other Addresses

Hot Line Changes or Set-Up: Travis M. Nelson

Hot Line 206-516-4149. This gets you the latest information.

Any other questions can be directed to Vice President Lynn Weller

Comments to the Editor

Your YAWSTRING Editor will gladly receive comments from anyone. Write or Email to heinz@foxinternet.net or 4504 SW Roxbury Place, Seattle WA 98136. Most of them will get printed.

Seen Elsewhere

Found in Birdseed, the Colorado Soaring Association Newsletter

Ground Operations Director (G.O.D.):

All regular and student members are required to schedule for three days of G.O.D-duty during the year. Members failing to serve three days are assessed \$25.00 per day missed. Account credit of \$20.00 per day is given for days served beyond the three-day minimum.

Instructors & Tow Pilots

BESC Instructors

Have you hugged your Instructors lately? Here is a list of them. They come out to the field, hungry to fly. And all they ever get is a rough ride in the back seat.

When you fly with them, worry about their well-being; like getting a break, getting something to drink and getting lunch. If it were not for the CFGIs almost none of us would be flying.

Steve Baker Ron Bellamy Rich Blow Chuck Flora
--

Al Gregg John Hope Stan Kasprzyk [®] Carl Niedermeyer

Kapi Parks Dave Reusch Ragnar Smith

[®] Denotes SSA Instructor

Thanks a lot CFGIs for signing up weekend after weekend. We students really do appreciate your time and effort.

YAWSTRING

February 2002

BESC Tow Pilots

Here is the list of BESC's active Tow Pilots. These individuals are glider pilots AND tail-dragger power pilots who take time off from glider-flying, to get our flights started. Kudos and lots of thanks to them. Remember, like all volunteers, they always welcome a hearty Thank You.

TOW Pilots

Allan, Bill Banford, Don** Bellamy, Ron ⁺ Bornholdt, Gene ⁺ ** Chamberlain, Terry ⁺ Chism, Linda ⁺ Flora, Chuck**

Funston, Nelson Higley, Richard Hope, John** Johnson, Eric ⁺ Kasprowicz, Krzys Koehn, Mike McNeil, Jim

Moore, Michael ⁺ MacIndoe, Scott Niedermeyer, Carl ⁺ ** Northcraft, Steve** Parent, Pierre** Smith, Ragnar** Todd, Jay
--

⁺ Denotes Commercial Power Rating, ** individual also is a BECS Check Pilot

Operations Team Sign-Up

Auto-Scheduling Process

- 1) Three months prior to the start of the Active Schedule Period, a blank Operations Schedule is published with notification of a one-month open signup period. Members can sign-up via phone or e-mail or snail-mail to the Scheduler.
- 2) At the end of that month, the remaining openings are auto-scheduled.
- 3) All volunteers are confirmed of their impending commitments via email or phone by the scheduler by the end of the second month.

Date swapping after each Open Signup period is the responsibility of each individual. Use the current YAWSTRING or Web schedule to help you find a person to swap with. If all else fails, the Scheduler will assist:

Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk)

Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk)

May Sign up List

Please sign up with Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk)

Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk)

May 2002 (Arlington-AWO, Wenatchee Wave Camp)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington/Wenatchee
SAT	4			
SUN	5			
SAT	11			
SUN	12			
SAT	18			
SUN	19			
SAT	25			
SUN	26			

Instructor Notes

By Stan Kasprzyk

The Soaring Society of America hosts the Soaring Safety Foundation (SSF), which also provides support for SSA Instructors. The following are a number of recent instructor questions and answers related to glider instructor training issues, coordinated between the SSF and the FAA:

Question:

I normally demonstrate spin recoveries to my students during their training for the Private Pilot Practical Test. Are the occupants of the glider required to wear parachutes during this spin training?

Answer:

Addressing the question of whether a private or commercial pilot certificate applicant requesting spin training for safety sake (not for CFI training) is legally required to wear a parachute, Mr. Louis Gusimano, Manager of the FAA General Aviation and Commercial Division states, "The answer is no, provided the training is given by a certificated flight instructor. It should be noted, however, that should a flight instructor, in response to a request by a friend on board as a passenger, elect to demonstrate a spin, both the flight instructor and the passenger must wear parachutes."

Question:

The wording of FAR 61.87 seems to indicate that a flight instructor may not authorize a student pilot to solo a single-place glider. What is the FAA interpretation of this regulation?

Answer:

From John Lynch, Federal Aviation Administration: "In reviewing the final rule document (62 FR 16259; April 4, 1997), the words ' . . . or similar make and model of aircraft . . . ' in 61.87(n)(1)(i) were written that way to address the situation where the flight instructor gives the

student dual training in the multi-place Schweizer 2-33 sailplane, but gives the applicant a solo endorsement to solo the single place Schweizer 1-26. The endorsement will specifically state solo authorization for the Schweizer 1-26, so the student is legal under 61.87(1)(i).

Question:

FAR 61.56 requires one hour of flight training and one ground of ground training to meet the requirements for a flight review. Glider pilots may substitute a minimum of three instructional flights, each of which includes a flight to traffic pattern altitude, for the one hour requirement.

Does a simulated low altitude release meet the requirement for a flight to traffic pattern altitude?

Answer:

From John Lynch, Federal Aviation Administration: Yes, the intent of the regulation is satisfied if one of the three flights involves a simulated low altitude emergency to a landing.

Question:

I read in an e-mail newsgroup posting that parachutes are not required when an instructor gives aerobatic instruction to a student pilot because both a considered crew members. Is that interpretation correct? If so, wouldn't anytime two pilots are in a dual control a/c non-parachute aerobatics would be O.K. because both considered crew members. I would appreciate some help here as everyone in our glider club seems to think that teaching aerobatics to a student pilot is illegal unless parachutes are worn. A response would be greatly appreciated.

Answer:

The information you received from the e-mail group is incorrect. Anytime pilots are involved in aerobatic maneuvers (Exceeding 30 degrees pitch / 60 degrees bank) parachutes are required. The only exception is when flight instructors give spin training instruction to a pilot and the instruction is required by regulation. [Note: The only place spin training is required by regulation is during flight instructor training as set forth in FAR 61.183(i)(2)].

Spring is Just Around the Corner

By David Shelton

The airport was silent. Patches of snow were scattered about. The cold nibbled at my hands and face as I repaired my sailplane trailer. Suddenly, something drew my attention skyward. Above the runway, a hawk stretched its wings and carved delicate circles in the sky. Each turn was a struggle to hold onto precious altitude. He worked hard and waited..and waited..and waited a little more. I knew that feeling. Would his exhaustive work be rewarded with an easy ride to the cloud base? Would the sky gods take his thermal away? He waited for the unknown outcome.

I was standing in the open with my head tilted back and observing. The experience reminded me of flying model sailplanes. Then, I felt a subtle change in the wind. It was a familiar change that modelers know best, and I knew what would happen next. One turn at a time, the hawk inched higher and higher. The rate of climb steadily increased. As if signaled by a divine cue, a pair of seagulls joined the dance. Several minutes later, I squinted to watch the gaggle, which now appeared as a trio of dots.

Spring is approaching, and soon, we too will carve circles. Soon, we will climb to the clouds. We will discover the beautiful moments, which draw us into the sky. Have a great season everybody!

YAWSTRING

February 2002

BESC Operations Schedule

Please volunteer with Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk)
travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com(wk)

February 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	2	Don Bisbee (H) (425) 641-1750	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Mike Moore (H) (206) 790-7949
SUN	3	Tony Wiederkehr (W) (425) 252-3236 (H) (360) 652-2342	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Bill Allan (W) (425) 237-1480 (H) (425) 771-2978
SAT	9	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SUN	10	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506
SAT	16	Phil Grate (W) (206) 345-6224 (H) (425) 222-4732	Ragnar Smith (H) (206) 283-5024	Terry Chamberlain (W) (206) 662-8075 (H) (425) 481-0541
SUN	17	Ben Harrison (W) (425) 717-3243 (H) (425) 788-5074	--	Linda Chism (W) (425) 483-5173 (H) (206) 937-7177
SAT	23	Tomoo Ishikawa (W) (206) 766-2087 (H) (425) 603-0062	--	Gene Bornholdt (H) (360) 378-1050
SUN	24	Russell Lee (W) (206) 662-7650 (H) (425) 271-2199	--	Nelson Funston (H) (206) 232-9416

March 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	2	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	--	Linda Chism (W) (425) 483-5173 (H) (206) 937-7177
SUN	3	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	John Hope (W) (206) 662-7606 (H) (206) 772-6588
SAT	9	Tony Puglisi (W) (206) 294-0096 (H) (206) 367-6980	--	Krzystoff Kasprowic (H) (425) 641-3267
SUN	10	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SAT	16	Brent Stillings (W) (425) 234-4836 (H) (253) 833-7683	--	Mike Moore (H) (206) 790-7949

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February 2002

SUN	17	Tony Wiederkehr (W) (425) 252-3236 (H) (360) 652-2342	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SAT	23	Lynn Weller (H) (425) 235-1610	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506
SUN	24	Don Bisbee (H) (425) 641-1750	--	Steve Northcraft (W) (206) 662-0037 (H) (425) 235-0231
SAT	30	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SUN	31	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Jay Todd (W) (206) 662-7624 (H) (253) 539-5078

Instructions for Field Managers:

1. Linda Chism is the new BESC logkeeper. If stamped envelopes are available in the BESC hangar, send tow cards, logs and all data relative to flying activities to Linda at:

Linda Chism
5422 46th ave SW
Seattle WA 98136
e-mail: linda.chism@gte.net
(206) 937-7177

If no stamped envelopes are available, please send the tow cards through in-plant mail to Jim Dobberfuhr at M/S 0F-24.

2. Please obtain your own substitute if unable to support the schedule and notify the BESC scheduler: Travis Nelson.
3. Contact Travis Nelson at (W) (253) 657-2510 or (H) (425) 392-6044 to revise the Newslines.

Operations Reminder:

- 1) Everyone, students and rated pilots alike, are requested to call or e-mail the Field Manager or Instructor or Tow Pilot at least 48 hours before you intend to fly.
- 2) Arrive by 9:30 AM for operations at Arlington and 10:30 AM at Ephrata.
- 3) "--" indicates a volunteer required. Call Travis Nelson at (W) (253) 657-2510 or (H) (425) 392-6044 to volunteer.
- 4) Monitor the newslines (206) 516-4149 for revisions and updates to the schedule.

Specific scheduling questions can be directed to the BESC scheduler:

Travis Nelson, (W) (253) 657-2510 or (H) (425) 392-6044, travis.m.nelson@boeing.com

BESC questions can be directed to:

Lynn Weller, BESC Vice-President
(W) (206) 544-0242, (H) (425) 235-1610
