

# YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XII

March 2002

Issue #3



**Nicely shaped cumulus dot the sky for Stan Kasprzyk**  
See his story inside.

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## Notes from the President

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### **Glider Exposition**

The exposition of gliders at the Museum of Flight was a success. We had a good turn-out and lots of support from our members, as well as local soaring brethren and sisters. The viewing public was definitely lighter than last year, but we still got out some good PR. Greg Cole brought his 'Sparrow Hawk' ultra-light sailplane up from Bend, Oregon. This aircraft features some very impressive engineering and use of advanced composite materials. We hope to see good things come from his factory in the near future.

I would also like to express special thanks to all of those who gave of their time to represent us at the Exposition. Heinz Gehlhaar, Linda Chism, Stan Kasprzyk, Steve Northcraft, Mike Clarke, Alex Powell, Travis Nelson, Travis Brown, Alan Kirlin. John Gilbert was very gracious in undertaking the task of organizing the event this year and working lots of the logistics. Heinz was also quite the trooper. He dragged the L23 down from Arlington to the museum only have us discover there was no room for it. Unfortunately, the trailer light connections on my vehicle were not working, so he towed it all of the way back to Arlington and then went back home to Seattle. Kudos and many thanks Heinz!

### **CFIG refresher**

Many of our instructors took the CFIG refresher given by Bob Wander in February. Thank you to all of those who participated. Without your time and efforts, this club would cease to function. Please contact Marty Gibbins for your reimbursement if you have not done so already.

### **Welcomes and Farewells.**

Please welcome Kevin Finke not only as a new member, but also as the new SGS1-26 maintenance manager. Kevin comes to us with glider experience from Minnesota and Germany. He has agreed to take over for Jay Todd. Jay is busy traveling the world and helping Boeing maintain an international presence. Jay will be missed at this position, but we

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hope to see Raylene and him at Ephrata flying their new PIK20. Craig Funston has taken over the vacant position of the L33 Solo', and Travis Brown has taken on the SGS1-34. These individuals will need help getting these aircraft through this year's annuals. If you are interested in contributing some time and energy towards the ships you fly, please, contact the maintenance manager.

## **Parachutes**

Mike Clarke has taken on the task of keeping up the club parachutes. We currently have three parachutes and desire to acquire more of them. These expensive backpacks are some of the best insurance you can wear besides a good head on your shoulders. Please, treat them with care. We urge you to learn everything you can about using them. Anyone interested in getting a group together for a jump class?

## **Happy Landings,**

We look forward to seeing you at the field!

Jim Dobberfuhr

BESC President

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## **Upcoming Events**

### **General Meeting**

A General Membership Meeting, will be held Wednesday, March 13, 2002 at 6:30 p.m., Museum of Flight, Red Barn Classroom. Please make every effort to attend because we will be voting on increasing dues and flight fees, trading the Let L33 Solo' sailplane for an SGS1-36 Sprite and using the additional revenue from the trade for another sailplane acquisition. Possibilities include another SGS1-26, SGS2-33, Blanik L13, or ????. We will also be covering current issues and preparation of the upcoming soaring season.

### **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 will continue with our lone L-23. As soon as we can get the 1-26 annual completed, she will be available for qualified solo students. 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.

## **Parachutes and your Life**

*Dan Tarasievich of Para-Phernalia writes:* We are bringing Allen Silver up from Hayward CA to give a talk on emergency parachute and egress. Allen has given the emergency egress/parachute talks at the SSA Convention, Sun N Fun, Oshkosh, and the Arlington Fly-Ins for the past 5 years. (This is a very informative talk and I encourage all pilots to attend. YAWSTRING carried one of his articles some time ago)

We have invited the local IAC Chapter, Warbird Chapter, glider pilots, and anyone interested in emergency egress. I expect to have quite a crowd. Para-Phernalia, Inc is located on the east side of the Arlington Airport at the North end just around the corner from Arlington Glass & Insulation (North of the Flying J Cafe)

The talk is scheduled for **Saturday March 23rd at 10:00am**, and will last until all questions are answered, (Coffee & Donuts are compliments of Para-Phernalia, 19124 - 59th Drive NE, Arlington Airport, Tel 360-435-7220

## **Wenatchee Wave Camp**

Wave camp will start on March 16, 2002. Towing will be provided by the SGC Pawnee. Our one L-23 will stay at Arlington. If there is sufficient member interest, the 1-26, 1-34, and Astir could be available for the wave camp (to fly, but first you must help with the annuals).

## **Ephrata Encampment**

Pencil June 22<sup>nd</sup> to 29<sup>th</sup> in on your calendar! Your Board has thought about an opportune time (glider-speak for "lots of thermals") for the encampment. The weather

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fairies have been consulted, and June 22<sup>nd</sup> to 29<sup>th</sup> has been selected. Thermals are almost guaranteed. We know that the Contest runs from June 30<sup>th</sup> through July 6<sup>th</sup>, 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.

Now we must think about what great things will we do while we are there?

First, if you are an Instructor, please see if you can schedule your time to be on the field to get some of our students some real thermal experience. Also, someone 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 to set it up and inform to your favorite board member. Advertising in YAWSTRING is free!

## BESC Newsbytes

### Kudos

Thanks and Kudos are due to both James Todd, who, due to job-related unavailability has handed over the Managership of the 1-26 to Kevin Finke. Kevin is a relative newcomer to BESC, having spent 6 soaring seasons in Minnesota.

### Cautionary Notes and Heads Up

By Jim Dobberfuhr

#### Locks

The combinations of the locks have been reset. Please contact your club officers for the new combination. Effective immediately, upon opening any club combination lock, please reset the combination numbers to "0000". This action was taken because the Pawnee towplane battery was run completely dead. The master switch was left on along with the strobes. It would appear someone was playing airplane with all the bells and whistles going. We need to be very careful as to who has access to our assets.

#### Canopies

The canopies on the SGS1-26 and SGS1-34 are in the process of being replaced. Canopies should not be left open at any time they are not literally within reach. A

canopy slamming closed can cause stress risers, which ultimately form into cracks or even cause cracks to propagate through the canopy. If you notice a crack in a canopy, make sure you notify one of the airplane managers immediately. Cracks need to be stop drilled, less they continue to propagate and make the canopy, thus, the aircraft unusable.

#### Pawnee

The Pawnee towplane has suffered another setback. During this year's annual inspection, two cracked cylinders were discovered. This development will cost several thousand dollars to fix, thus, resulting in higher operational costs. An EGT system with warning horns and bells will also be fitted to alert the pilot of shock cooling.

#### BFR and Annual Club Checkout

Don't forget to get your annual club checkout and a BFR if yours has expired. Members caught operating club aircraft without a currency check will be subject to a good thrashing, grounding, and possibly forced to buy good beer for the entire club. Not only that, but our insurance carrier might also cancel our policy.

#### Field Manager and Towpilot Responsibilities

Field managers are responsible for ensuring proper closure at the end of the day. If you are field manager for the day, you have the responsibility of double checking that all aircraft are properly tied down and appropriately secured. You also need to make sure that the flight operations list either gets mailed to the flight log keeper (Linda Chism) or to Jim Dobberfuhr.

Tow cards, which also need to be sent to the log keeper, are the responsibility of the towpilots. If there are no prepaid postage envelopes, either send them via plant mail to Jim Dobberfuhr (M/S OF-24) or mail it directly to Linda Chism. The club will reimburse all mailing costs (receipts helpful, but not mandatory).

#### N265BA Status

Air Metal Fabricators, in Pateros will perform the wing repair. Once the wing is done (ETA – April), we will paint it and complete N265BA's annual. In the mean time, we will focus our efforts on getting ready for the annual and 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.

#### Soaring Forecast

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.

#### CFIG Refresher

*Richard Blow reports:* The refresher course covered 16 hours of instruction over Saturday and Sunday. Bob Wander was the featured speaker with a number of guest

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speakers on specific topics. The course was well attended by all clubs in the PS area. Topics covered a wide range including FARs, weather, towing, Bi-Annual flight reviews, Fundamental of Instruction, instructing techniques, hazard identification, personality types, and motorgliders to name a few. The course was glider specific and was well worth attending for all glider pilots and students. An FAA representative was there so flight instructors were able to renew their CFIG certificates after passing a comprehensive test. For others the test was optional. A good time was had by all. In addition, the Museum of Flight provided free passes to the museum for all attendees.

## **Open Board Positions**

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

- - Webmaster
- - CFSO (Chief Flying & Safety Officer)

Contact any BESC Board member to volunteer.

## **Soaring Expo.**

*By Heinz Gehlhaar*

The Soaring Expo was held on Saturday and Sunday March 2 and 3, 2002 at the Museum of Flight (MOF). On Friday, Alan Kirlin and Heinz Gehlhaar brought the L-33 Solo and the L-23 Blanik to the Museum, where a large crew consisting of Jim Mc Neil, Travis Brown, Heinz Gehlhaar, Alex Powell, Linda Chism, Jim Dobberfuhr, Travis Nelson, Steve Northcraft, Jim Simmons and Alan Kirlin were ready to set up BESC's and their own gliders. The Solo was displayed outside, right next to Air Force-1, the President's 707. But our plan to display the fuselage and the good wing of 265BA with the idea of letting folks sit in the cockpit, and showing them how easy the aircraft

comes apart was dashed, because it was deemed that there was not sufficient room on the display floor to set up. So at 8:00 PM Heinz took the L-23 back to Arlington (FYI: Trailer has 1-7/8 ball and standard flat, 4-wire tail-light connections).

The crew also set up a display table with VCR, Monitor and several videos. In addition, we had many copies of *Soaring* and *YAWSTRING* and BESC advertising to give away.

The Saturday work crew for answering questions and for proselytizing the club consisted of: Stan Kasprzyk, Phil Grate, Lynn Weller, Michael Clarke, Dave Reusch, Lynn Weller, and Heinz Gehlhaar. Since without the L-23 display, there was nothing much to do, the crew had lots of time to marvel at the other display. In particular, Evergreen's setup of the new Soaring Flight Simulator SFS PC-4, and Greg Cole's new ultra-light *Sparrow Hawk* Sailplane (36.1 ft wingspan at 155lbs total weight, 33:1 @ 47 kt, 123 kt redline.) were show stealers. See at <http://www.windward-performance.com>

The Sunday crew of Alex Powell and Jim Dobberfuhr had an equally delightful time. In the evening, Travis Brown, Alex Powell, Travis Nelson, Linda Chism, and Jim Dobberfuhr and the owners of their sailplanes all pitched in and put all sailplanes into their boxes, and took down all equipment. Jim Dobberfuhr returned the L-33 Solo to Arlington. All in all, this was a great opportunity to expose our club to the public. We talked to a lot of folks as potential members, and told them of what we are all about. Perhaps we will get some more members out of this. Thank to all of you who came and supported this club effort.

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## **Eight Knots Lift in February!**

*By Stan Kasprzyk*

On Friday, February 15th the cu's were looking great. On tow at around 2000 feet, the vario really started rising, so I decided to pop off tow and take my chances. After a few turns, I was centering stronger and stronger lift. I saw a large bird soaring about a mile away, and raced over to join it. Boom...centering my turns under the bird I started climbing in solid 8 knot lift – in February!

OK, am I dreaming? No, just a minor location change. The large soaring birds are not hawks or eagles, but turkey buzzards. I'm not soaring with BESC at Arlington, but at the Seminole Lake Gliderport in Clermont, Florida. I was in Orlando for business, and decided to check out Seminole Lake's claim to be the "Premier soaring site of the Southeast U.S."

I made reservations for a dual checkout and solo time on Saturday, but ended up having Friday afternoon open. After fair to poor weather during week, Friday's weather was gorgeous, in the mid-70's with nicely developing cu. The gliderport is only about 20 minutes west of Disneyworld, so I stopped by to try for an unscheduled early checkout. Things were hopping with the great conditions, but owners Ingrid and Knut Kjenslie were able to get me scheduled for a dual checkout in a Grob 103 with Ron Dainton, one of the gliderport's local instructors.

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Ron and I launched after a logbook and glider checkout into beautiful skies. Besides a number of sailplanes in the local area, there were also a bunch of turkey buzzards “showing the way” under the strongest cu’s. Ron gave me a tour of the local area, including Disneyworld and Epcot Center, plus local pattern and landing procedures. Cloudbases were at 4600 feet, allowing comfortable roaming away from the local area. There were a number of landable areas to the east of the field, but conditions to the west looked harsher with only scrub trees and few landable zones. After much of flight near cloudbase, I descended in maneuvers after 1.1 hours aloft to give the Grob to another pilot.

Seminole Lake Gliderport is the annual home to the Senior Nationals, held this year from March 10-16. A number of competitors were already in town, practicing while enjoying the non-winter conditions. I talked with Tom Knauff and Doris Grove, who were also flying that day in their beautiful Duo Discus, using Seminole Lake as a base for a number of dual place Florida state records.

As I awoke Saturday to head back for a flight in the gliderport’s DG-300, the weather had changed from glorious cus to solid overcast and light drizzle. I stopped by to square away my bill, but decided that the Seattle-like conditions didn’t warrant any attempt that day.

If travel takes you to the Orlando area, be sure to check out Seminole Lake Gliderport. Their friendly owners, great winter weather and nice fleet allow for some great opportunities while the rest of the country is only dreaming. Their best soaring conditions occur from March through May. Check out Seminole Lake’s web site at <http://www.soarfl.com>.



**Stan Kasprzyk and Ron Dianton climb to cloudbase in Seminole Lake gliderport’s Grob 103.**

## **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 3 of their story.

Last month we got them as far as Istanbul, where they needed to wait for a transponder replacement.

### ***East of Istanbul***

Departure from Sabiha Gokcel on Wednesday [September 5] was as slow as ever. Two airliners landing at the airport didn’t make things easier or faster. On the other hand we had heard from Turkish glider pilots that the weather develops slowly due to high temperatures, so things going slowly didn’t make us nervous.

As we got near the plane we both do get nervous, the cabin cover had been removed and a bunch of guys was polishing the glass. It’s made of light Plexiglas and one has to handle them extremely carefully. We made them stop immediately.

After take-off the transponder worked perfectly and after a 20-minute flight in low altitudes we were cleared to fly directly towards Inönü, the local air sports centre. Hills ahead of us peak to about 1 km, I hope good gliding weather awaits beyond them.

After about 15minutes my heart suddenly bounces, cylinder temperature gauges start moving strangely. The movement is fast and points toward a gauge problem rather than an engine problem. Still, we are worried. At least oil temperature stays normal. After we stop the

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engine both cylinder temperatures seem to return to normal position. I wonder if another plug is loose...

We glide towards Inönü and the hills in front but can't find good thermals, we have to start the engine again. At the same time I feel a nice lift. I lower engine power and we keep going up. I turn off the engine immediately and we keep going up and up and up.

The first lift is OK, but the next one is great. It takes us 3m/s up to 3000m from the sea. We reach Inönü way too soon. We could keep on going but the lack of airfields prevents us. After about an hours scenery flight we land at Inönü.

We got to glide for half of the journey, but it doesn't help our overall statistics, because we flew only 170km today. I feel a bit cranky when the local pilots tell us about yesterdays brilliant weather. They haven't flown at all today, and usually never fly towards where we came from because normally there are no lifts that way.

We are welcomed in a swanky way. There are cameramen from a Turkish TV company who've got our landing on video and they also interview me about our journey's purpose etc. They weren't there because of us, however, they were there to video parachuting. It was a coincidence that we happened to be there at the same time.

Overnight in Inönü

## **On to Adana**

Thursday, 6 September 2001

Finally some real gliding. When we were planning this trip we dreamed of high cloudbases and long cloud streets. In Europe it didn't come true, and Thursday morning in Turkey didn't look any better. The day turned out to be brilliant, however, and we were able to escape a cold front coming if from the West in great gliding weather.

In the morning the situation seems almost hopeless. The wind is raging like mad and the western sky is filled with a fast-closing thunder front. Breakfast at the airport café had finished at 7.30am so all we got was a warm cheese sandwich.

As Anssi was checking the cylinders with a local mechanic, I was trying to figure out the wind direction & strength. The runway in Inönü is directly into head wind, which would be good for take off and landing, but it just happens to end into a mountain. I decided to keep thinking once I had spoken with our weather gurus.

They tell me, that the front coming in from the west goes long way towards east, and Carsten adds that the front might spoil the weather in Turkey for days. Me and Anssi decide to take off as soon as possible. I go to the local village to get gasoline, because the kerosene at the airport is too high octane. The front is closing in fast from the west, but towards east I can see cumulus clouds developing; and it's only 11am!

We file the flight plan according to our initial thoughts, towards Kapadokya and pack the plane quickly. The wind has turned towards west and we haven't got any time to lose. The wind seems to be blowing from every direction as we take off, but the Stemme handles well. The weather in front of us looks quite good. The first 50km are a heavy ride, the wind is blowing from south/south-west almost 60km/h at times. All equipment seems to be working perfectly.

The cumulus clouds in front of us seem to be quite high. We are flying on a more western path than planned. After a 20minute flight the engine is switched off and we start looking for lifts. The first one is quite difficult to fly, but it does take us up to 3000m. After a while I find the rhythm, the best lifts pull us up 5m/s, in between are some heavily downward areas. At the hills north of Afyon we get to 3600m and the ATC is not disturbing us too much.

Because of our early start we might have a chance to fly to Adana, the second largest city in Turkey, which is right by the Syrian border. We decide to fly directly to Adana and pass by Kapadokya. Ankara ATC doesn't ask too many questions, and once I've told him our ETA, 5.20pm local time, our chance of flight plan is approved to Adana.

After Konya airforce base a massive, beautiful cloud street appears in front of us. We run forwards between 3300 and 3600m, and it feels great! This is exactly what we have been looking for.

200km from Adana the clouds vanish. The Taurus mountains are ahead of us with the highest tops peaking 3000m. We plan to cross the mountains between to high tops, even though there are no clouds our height allows us to glide through.

Adana's airport is almost at sea level behind the mountains. We are not able to contact the ATC until we are right beside the mountains. Some of the mountains are covered by clouds, but lowest parts, where we are crossing, are cloudless. We are on glide path to Adana, but unknown mountains are not safe to cross without the engine on, so we start the engine and keep it on until we are sure there are no longer any peaks in front of us.

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We land at Adana at 5.20pm. Today's leg was about 640km and almost 500km of it was gliding. We are half a day ahead of schedule. On Friday we are planning to fly 200km into Aleppo in Syria.

Overnight in Adana to 7 September 2001, Friday.

## ***Rest day in Adana***

On Friday morning the phone wakes me up. Anssi is on the other end of the line with a sour message: 'today's not gonna be busy'. My first question is have you got the stomach flu as well? I have, and all through the night I've been tossing and turning and running into the toilet. Anssi's reason is different than mine, though: it's pissing down with rain outside. The western front has caught up with us. I'm not disappointed, however, because last night's running around has made me tired. Anssi has caught the flu.

We spend the day resting. We do call the met men and they tell us there's a big low pressure front above Europe that reaches from Denmark all the way to the Middle East. Strong winds are blowing in both Syria and Jordan and there are sandstorms around Damascus. I'm glad we changed our plan in the air on Thursday. There's no way we could have flown from Kapadokya so Syria during the rest of the week.

Saturday 8 September is clear in Adana. The front is still lurking somewhere on the western sky, so we head for the airport early. We both still feel a bit funny, so luckily the next leg is only 200km.

Bureaucracy is becoming a trademark of this trip. In Adana it takes us 4 hours before we are able to take off. The last 20min we sit in the plane, ready to take off with the engine humming waiting for a clearance. The first clouds are already beginning to rain quite near and big clouds are forming towards Syria.

About 50km from Adana our route crosses the Nur Daglar mountains, with peaks up to 2000m. The cloud front is right there. After take off we keep on staring to see any holes and trying to figure out how low the cloud base is. Soon we are close enough to see the sad truth, the cloud base is lower than the peaks. The ATC approves and we climb to 3500m. The highest clouds are below us. Luckily the cloud cover has holes so we can cross the mountains above it. From the wholes we see clouds in the valleys as well.

After the mountains the situation changes radically. Thunder clouds have melted into cumulus clouds, so I

start to beg for a lower flight level immediately. Turkish ATC is merciless, you asked for the FL so there's no way of coming down before we're out of Turkey.

Damascus ATC doesn't hear us at first but after a few-minutes shouting they do and we get a clearance to come down. We start to glide towards Aleppo. 50km before Aleppo we go down below the clouds. There's perfect gliding weather. We don't ask whether or not it is permitted, we just keep on enjoying.

In a few moments we are above Aleppo in good altitudes. I doubt that anyone's been gliding here before us. Again there's good weather in front of us and a lot of airfields, but they're all military bases and we are not allowed. Because there is no other traffic we come all the way down without the engine.

Leaving the airport is fast and smooth although we did have to leave our passports there. Tomorrow our plan is to fly to Amman in Jordan.

Overnight in Aleppo, 8 September 2001.

## ***From Aleppo to Amman***

I wasn't surprised when I looked out of the window in the morning. The front we have been escaping since we started has caught us again. After a quick breakfast me and Anssi rush straight to the airport. My stomach feels OK now, but the flu has us both. We can't stay and rest at this point, however, and Aleppo might not be the nicest place to hang around at.

Despite the circumstances things go smoothly at the airport. The big chief seems to be the air traffic controller who invites us to his tower. Can't say no so up and up we go with our bags. The big chief tells us to sit down and a servant brings tea.

As the big chief makes a few calls and re-piles his papers into another corner of his desk we sit and wait. This journey has taught us to be patient. Some guy who came to tower after us is looking at the Stemme and after a while he asks as if we need a car tow. I try not to laugh and tell him that thanks for asking but we do have an engine of our own.

The big chief opens a drawer and gives us a form for the flight plan. He checks that we are really going to Amman and then explains in detail how to fill in the form. I fill in the form exactly according to his explanation. Flying outside the planned route is strictly forbidden in Syria. The old telex spits the forecast out for us. Yesterday's sandstorm in Damascus is gone but there is still

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probability for a new one according to the forecast. Good weather is forecasted for Amman, albeit with strong wind.

In Aleppo landing and parking fees are paid to the air traffic controller as well. As we say goodbye to the people in the tower Anssi asks about our passports. No problem! Is the answer and as we go to the hangar the passports are given to us. We're free to go.

Getting into the plane is tricky enough and feeling not so good doesn't make it any easier. In the Stemme we sit side-by-side and the cockpit is very small. There's enough room for legs, but shoulders keep getting on one another's way.

Outside temperature is already +30°C. The worst part is just before take-off. The canopy is down but the engine's not on yet and it's steaming hot inside. No fresh air and no shade. As we take off life gets a lot easier, the air gets cooler and the engine provides us with a breeze.

Take off goes smoothly and quickly, there's no action at Aleppo airport besides us. After take off there's suddenly a lot of planes approaching Aleppo. We can't glide because the ATC constantly asks for our position and we have to follow the route strictly. I filed the flight plan with a speed a lot slower than our actual speed so that we don't have to explain if we go slower as we are gliding.

The wind blows 50m/s from the west. Half an hour after take off we consider being far enough from other traffic and despite feeling not so good we decide to try and do some gliding. The cloud base is at 1000m from ground, even less when crossing small hills. We find some thermals but most of them are bumpy. At Qaryatay the cumulus clouds start disappearing and the ground comes too close. As I, searching for the engine start key the bumpiness suddenly disappears and the vario starts beeping, telling us we're in a thermal. The closest cumulus is left to us beneath wind. I figure that this has to be a wave. As we go forward I'm searching for the best place to be in the wave. We glide for about 20km, the entire time going up and up, and then suddenly the fun ends and all that is left is an empty sky.

The Rotax is switched on again. At the Jordanian border we have trouble with the radio again. Through experience and hints from the Stemme factory we've learned the tricks. The rotor sometimes disturbs the radio, which then causes trouble when trying to contact stations in front of us. A radical change of direction helps. This helps and we get a connection with Amman ATC. They don't see us on their radar screens.

Our destination is Queen Alyan airport on the South side of the city of Amman. As we approach Jordan we can hear on the radio that most planes are landing on the Marka airport in the middle of the city. I ask the ATC if we could land there, he asks us if we're a VIP or a normal flight. I tell them honestly that we're just a normal flight. After a while's silence we get clearing to Marka, to our complete surprise. No one's going to believe this: We fly with a small plane not that far from Israel, and without a problem we can change our destination airport without the ATC seeing us on their radar screens!

Approach goes smoothly despite some radio problems. We can hear Marka ATC clearly but they can't hear us. The plane that landed before us can hear us clearly, so through them we get clearance etc. Not until we are taxiing, does the radio work normally.

Marka airport and the whole of Jordan is a nice surprise. Things go smoothly and quickly. The Arab Wings officer helping us tells us that the Air Force cadets use the three gliders in the corner of the airport on Fridays. In a moment we are in a taxi on the way to the hotel.

We flew 600km today, 160km of which was gliding which was pretty good considering the part of the globe we are at. Nobody threatened to shoot us down.

Overnight in Amman 9 September 2001, Saturday.

## ***Through the Middle East***

Departure from Marka in Amman on Monday was painless. The whole of Sunday we flew without radar connection and it was rather strange that nobody complained. We noticed the problem when going through the check up lists in Amman: We had forgotten to plug the transponder into the antenna back in Aleppo.

The day is nice and sunny, it seems we have successfully escaped the front that's been chasing us. We are going to fly to Hurghada today, and we don't expect to be able to do any gliding because Israel, Palestine and the Golan Heights are within glide distance of our route.

Amman ATC can see us in their radar screens. We are given clearance to fly at 3600m, temperature is 10°C in these altitudes, which is just perfect with the sun shining but the air being cool. The flu still has a hold of us, and in thin air you get tired very easily so just to make sure we keep an eye on each other. If necessary we'll glide to a lower flight level.

As the engine hums steadily all troubles seem to disappear. We are flying in an area full of history. Right

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after take off we can see the Dead Sea to our right, somewhere in the middle there is the border between Jordan and Israel. After we pass by the Queen Alyan airport we get a clearance to fly directly towards Aqaba as planned. Our route gets nearer to the border minute by minute. In this area we have to stay on the map as well.

USAF maps have proven useful during our little adventure. Most of our maps are 1:1 million, and we have quite a pile of them behind our backs. From this area our map is double that, and it's needed because on the Gulf of Aqaba, we have to fly through a gap in the airspace that takes us directly from Jordan to Egypt, and the gap is only a few kilometres wide. A little mistake towards west and we're in Israeli airspace, similar mistake towards east takes us to Saudi Arabia. I doubt neither of the two would be very happy about our visit.

70km from the gap our nightmare comes through, the GPS informs: no fix available. Magnet compass in hand we start navigating. Beneath us is a dry river, the road on the east side goes to Aqaba and the road on the west side goes to Eilat in Israel. We stick close to the eastern road so that we'll end up at the northern end of the Gulf of Aqaba. From there on a line goes from the Sinai side of the Gulf towards Sharm el-Sheikh. After that we just have to cross the Red Sea.

The GPS finds a fix after a ten minute 'break'. We're exactly where we are supposed to be, which makes us sigh in relief. We fly past Aqaba and Eilat. The Sinai Peninsula is to the right of us, a lot rockier than I had expected. The highest peaks climb up to 2400 m, the desert is beyond them.

Cairo ATC doesn't hear us on first go. An Egypt Air airliner kindly forwards our message. We are told to contact Sharm el-Sheikh directly, and in fifteen minutes we have established a clear contact with Sharm ATC. The Gulf of Aqaba is beneath us with its clear waters. A tanker is going north.

As we get closer to Sharm el-Sheikh we plan our arrival to Africa. Even though we haven't been able to do any gliding, the idea of gliding across the Red Sea is very appealing. From this height the Stemme will easily glide over 100km. We are a little unsure about Hurghada's strong winds, however, at the moment it's blowing at 50km/h. I toy with the final glide calculator and when it tells me our height is enough we switch off the engine. Sharm transfers us to Hurghada ATC. It seems other planes are in the airspace as well, so we are taken into radar approach. New direction is 30° to the left from the direct line. I didn't take this into account so cursing I

switch on the engine again. Flying low over the red Sea would be too exiting.

Other traffic disappears from the channel. Someone goes towards Cairo and someone else lands at Hurghada. We are free to fly towards the airport. 40km before Hurghada we switch off the engine. We pass the beach hotels with good speed, the runway at Hurghada is almost 4km long, and the taxiway starts from the middle of it. I touch down as close as possible to avoid long taxiing. The strong wind seems to stop the Stemme as soon as we touch the ground. We stop in front of an old terminal and shake hands; we're in Africa, man.

Overnight in Hurghada 10 September 2001.

## ***A week in Hurghada***

We arrived at Hurghada exactly on schedule and we plan to rest here for a week. Originally this week was meant to be a buffer zone for possible delays. Now it's good for curing the flu as well. Flying in Africa is hard enough when you're healthy.

Up to now we have flown 5100km, 400km more than initially planned. The extra comes from flying around the Black Sea back to Varna. Gliding makes up 1400km of the total, if it wasn't for the regulations we have been under it would have been more than that. On the other hand a days delay could have made gliding even more impossible. We have used over 300l of gasoline so far. The journey's been exiting and interesting so far, and during almost every leg we have been able to do at least some gliding.

As I'm writing this I get a text message from my daughter: two planes have hit the WTC twin towers in NYC. I open the TV and start watching CNN, the horrible truth reveals itself piece by piece. It seems madness is at loose. We have just flown past a possibly dangerous area without a problem, after the events in the USA it probably wouldn't have been possible. The next stops take us to Sudan. During the next few days we'll see if it's safe to continue the adventure safely.

Overnight in Hurghada 12 September 2001

## ***A broken propeller in a boat***

Time in Hurghada has passed quickly. Through coincidences we have stayed in separate hotels 30km from each other, which has been nice because for the past two and a half weeks we have spent practically every waking hour together. Now I feel the need to continue, however.

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It's not enough that we have had adventures in the air, they have also occurred on ground, and at sea. The other day me and Marjatta (my wife) decided to go snorkeling at the Red Sea. The hotel booked us on a one-day boat trip to the islands outside Hurghada. The wind was quite strong in the morning, so Marjatta wasn't sure if she wanted to go but at the end I kind of dragged her along. There were about 30 other tourists in the boat.

Going on shore at the first island was smooth. After a while's swimming we continued to the next place, which was promised to be a real sightseeing place into the underwater life. Soon after we left the shore, the engine, or some other part of the boat, made funny noises and the boat was shaking occasionally. The staff's discussions and waiving of hands made us a bit nervous. We anchored to the next place without a problem and soon everyone was off the boat snorkeling around.

As I got back to the boat the door to the engine room was wide open and people from the neighboring boats were buzzing about as well. I asked the captain if there was a problem and he said: 'engine is OK but I don't know what the problem is'. Nothing wrong but we did have a problem. He also said that another boat was coming to pick us up, so no need to worry. One by one the rest of the passengers came on board and we had lunch. Throughout there was a lot of busy people around the engine room. At the end of lunch we continued, which surprised me because I thought the other boat would've picked us up here. Apparently the problem had been fixed.

15 minutes later another clang was heard from the engine room and the boat's speed disappeared completely. The whole crew was in the engine room after this. I asked the captain again if there was a problem with the engine and again he told me that the 'engine is OK but the propeller is kaput'. Then he told me to have a look at the engine room. The problem was easy to spot, the propeller was really broken. The boat was drifting among the waves. Marjatta asked about safety equipment and after a while we were shown a box which had 5 rotten life jackets inside, enough for a five person crew...

We could still see the previous stop, the crew was honking the horn desperately, but nobody seemed to hear. Finally someone saw us and after a long discussion the tow rope was tied in and we were towed to our next snorkeling stop. After questioning the crew, again, they told us that another boat would pick us up in a few hours.

When the boat finally showed up me and Marjatta jumped in. The other passengers didn't and we were told to go back to our boat, which was then towed towards Hurghada with the passengers on board. We finally arrived at Hurghada two hours later than expected.

Our otherwise nice 'get well' holiday has been shadowed by the horrible events in America. We've been following the news on international channels constantly and Anssi has been in contact with the Finnish Ambassador to Egypt and Sudan. From here we will continue through Assuan to Sudan.

We have decided to continue, but for the next few legs we will do less gliding. The most important goal now is to get to Cape Town, which is enough challenge these days. After Ethiopia we can try and do more gliding again.

Tomorrow, Tuesday 18 September, the African part of this adventure will begin. The first leg is shorter than initially planned; we'll fly 400km into Assuan instead of Abu Simbel. On Wednesday we'll fly 900km into Khartoum in Sudan.

As I'm finishing this Anssi calls from the airport, someone had called and told him that the Stemme's tyre is empty and Anssi has spent the day at the airport without succeeding in removing the tyre. We have to get to the airport bright and early tomorrow morning.



**Photo: Refilling tire in Hurghada.**

Overnight in Hurghada 17 September 2001.

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

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## 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](mailto: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](mailto:phlyre@earthlink.net) (H) or [harlan.albee@fsbti.com](mailto: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](mailto:phlyre@earthlink.net) (H) or [harlan.albee@fsbti.com](mailto:harlan.albee@fsbti.com) (W).

## 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	Annual - is in work
R&R of master switch and all circuit breakers has been completed, but the Pawnee is down for its annual, with cracked cylinders.			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2003
The Cub has completed engine break-in and is up for towing..			
Schweizer 1-26 N7742S	Arlington	Kevin Finke	Annual - Overdue
The airplane is grounded until annual is completed. A new canopy for the 1-26 is on hand. We hope to install it during the annual.			
Schweizer 1-34 N7644	Arlington	Travis Brown	Annual - in work
To Chris Klix for Annual. A new canopy is on hand. We hope to install it during the annual.			
Blanik L23 N264BA	Arlington	Lynn Weller	Next annual - Jan 2003
<b>Thanks to Lynn Weller for an Annual job well done. Lynn will try to fix the canopy cracks and crazing with a commercial repair kit.</b>			
Blanik L23 N265BA	Arlington	Alex Powell	Next annual - Dec 2001
265BA is out of service due to a landing incident last May.			
L33 Solo N355BA	Arlington	Craig Funston	Next annual - June 2002
The L-33 is parked with the other glider trailers just north of the old Prop Stop, ready to fly.			
Grob-102, Astir N141SS (X3)	Arlington	Alan Kirlin	Next annual - Feb 2002
The Astir is in the Annual Process. ECD about a Week. Contact Alan Kirlin at (W) (425) 237-1360 or (H) (206) 954-6498			

Last updated February 28, 2002.

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## YAWSTRING Masthead

<p style="text-align: center;"><b>YAWSTRING</b> The newsletter of the <b>Boeing Employees Soaring Club</b> Available at <a href="http://www.boeingsoaring.com/yaw.html">http://www.boeingsoaring.com/yaw.html</a> Newsletter editing and layout: Heinz Gehlhaar, <a href="mailto:heinz@foxinternet.net">heinz@foxinternet.net</a> 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	<a href="mailto:james.p.dobberfuhl@boeing.com">james.p.dobberfuhl@boeing.com</a>
Vice President	Lynn Weller	W (206) 544-0242 H (425) 235-1610	4T-15	<a href="mailto:william.l.weller@boeing.com">william.l.weller@boeing.com</a>
Secretary	Jim McNeil	W (206) 662-4214 H (425) 827-1834	19-HJ	<a href="mailto:james.w.mcneil2@boeing.com">james.w.mcneil2@boeing.com</a>
Treasurer	Martin Gibbins	W (206) 655-2727 H (425) 644-4696	4E-11	<a href="mailto:martin.n.gibbins@boeing.com">martin.n.gibbins@boeing.com</a>
C.F.&S.O.	<b>OPEN</b>	[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	--	<a href="mailto:donbanford@msn.com">donbanford@msn.com</a>
Pawnee Tow Plane Manager	Pierre Parent	W (425) 294- 1904 H (360) 653-2613	04-JU	<a href="mailto:pierre-julien.parent@boeing.com">pierre-julien.parent@boeing.com</a>
Super Cub Tow Plane Manager	Mike Moore	H (206) 790-7949	--	<a href="mailto:mmore@attglobal.net">mmore@attglobal.net</a>

### Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) – <b>Kevin Finke</b> N7644 (1-34) - Travis Brown N355BA (L-33) – <b>Craig Funston</b> 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	<a href="mailto:david.owen@boeing.com">david.owen@boeing.com</a>
Newsletter	Heinz Gehlhaar	H (206) 932-5428	--	<a href="mailto:heinz@foxinternet.net">heinz@foxinternet.net</a>
Webmaster	Stan Kasprzyk <b>New person rqd</b>	W (206) 655-2040 H (253) 631-2088	4C-95	<a href="mailto:stan.kasprzyk@boeing.com">stan.kasprzyk@boeing.com</a>
Scheduler	Travis M. Nelson	H (425)-392-6044	8K-32	<a href="mailto:travis.m.nelson@boeing.com">travis.m.nelson@boeing.com</a>
Librarian	Tony Puglisi	W (425) 294-0096 H (206) 367-6980	04-EC	<a href="mailto:anthony.j.puglisi@boeing.com">anthony.j.puglisi@boeing.com</a>
Hot Line	Travis M. Nelson	W (253) 657-2510 H (425)-392-6044	8K-32	<a href="mailto:travis.m.nelson@boeing.com">travis.m.nelson@boeing.com</a>

## 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

## 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 CFGs 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 CFGs for signing up weekend after weekend. We students really do appreciate your time and effort.

### 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<sup>+</sup>  
Bornholdt, Gene<sup>+</sup> \*\*  
Chamberlain, Terry<sup>+</sup>  
Chism, Linda<sup>+</sup>  
Flora, Chuck\*\*

Funston, Nelson  
Higley, Richard  
Hope, John\*\*  
Johnson, Eric<sup>+</sup>  
Kasprowicz, Krzys  
Koehn, Mike  
McNeil, Jim

Moore, Michael<sup>+</sup>  
MacIndoe, Scott  
Niedermeyer, Carl<sup>+</sup> \*\*  
Northcraft, Steve\*\*  
Parent, Pierre\*\*  
Smith, Ragnar\*\*  
Todd, Jay

<sup>+</sup> Denotes Commercial Power Rating, \*\* individual also is a BECS Check Pilot

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## 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](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto: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](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto: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			

## BESC Operations Schedule

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

### March 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	9	<b>Demo Ride Weekend</b> Tony Puglisi (W) (206) 294-0096 (H) (206) 367-6980	<b>Demo Ride Weekend</b> --	<b>Demo Ride Weekend</b> Krzystoff Kasprowicz (H) (425) 641-3267
SUN	10	<b>Demo Ride Weekend</b> Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	<b>Demo Ride Weekend</b> Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	<b>Demo Ride Weekend</b> 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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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	--	Ron Bellamy (W) (425) 338-5175 (H) (425) 827-8672

## April 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	6	Demo Ride BackupWeekend --	Demo Ride BackupWeekend --	Demo Ride BackupWeekend Krzystoff Kasprowicz (H) (425) 641-3267
SUN	7	Ben Harrison (W) (425) 717-3243 (H) (425) 788-5074	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SAT	13	Tomoo Ishikawa (W) (206) 766-2087 (H) (425) 603-0062	--	Mike Moore (H) (206) 790-7949
SUN	14	Allan Kirlin (H) (206) 954-6498	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834

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## April 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	20	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613	Bill Allan (W) (425) 237-1480 (H) (425) 771-2978
SUN	21	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	--	Steve Northcraft (W) (206) 662-0037 (H) (425) 235-0231	Don Banford (H) (425) 828-6553 (Cell) (206) 619-7201
SAT	27	Tony Puglisi (W) (206) 294-0096 (H) (206) 367-6980	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506	Gene Bornholdt (H) (360) 378-1050 <b>(Instructor)</b> Stan Kasprzyk
SUN	28	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Jay Todd (W) (206) 662-7624 (H) (253) 539-5078	Linda Chism (W) (425) 483-5173 (H) (206) 937-7177

### 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

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 Newline.

### 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 newline (206) 516-4149 for revisions and updates to the schedule.

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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](mailto:travis.m.nelson@boeing.com)

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BESC questions can be directed to:

Lynn Weller, BESC Vice-President

(W) (206) 544-0242, (H) (425) 235-1610

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## Comments to the Editor

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