

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XII

April 2002

Issue #4

BESC member Jim Cooper has completed his kit-built Russia AC-4C and plans to fly it at Arlington and Ephrata soon.



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Notes from the President

It's official... the soaring season has kicked off and the thermals are popping! A few things to keep in mind... Arlington is soarable during the spring, then it tapers down to weak conditions during the summer. The flying is still enjoyable at Arlington, but the best soaring conditions are to be had in Ephrata. It is well worth the trek out to Eastern Washington. The adrenalin rush of being able to out-climb a Cessna 150 without the aid of an engine can almost be described as a religious experience. So, let's shake off the winter blues. Snowboarders and skiers, well, our season is at an end. Time to shift gears, get current, and sail in three dimensions.

Volunteerism and Acknowledgements:

There is a considerable amount of time and effort put forth by a small percentage of the club members that keeps the club operational. Jim Cooper was kind enough to bring his beautifully built Russia and help represent BESC during the glider exposition at the Museum of Flight. Thank you, Jim. Unfortunately, I missed including his name in the acknowledgements of the last newsletter. Sometimes we fail to recognize everyone involved. So, my apologies in advance to those of you

whose efforts are overlooked. And, if you see someone who is doing something for the club, please recognize them or let one of the board members know. Again, I would like to extend my gratitude to all of you who contribute so much to making our club fun and functional.

Finances and Dues Increase:

The year of 2001 has provided us with some good data to closely examine our operational costs and get a better handle on our finances. Thanks to the efforts of Phil Grate and members of the board, the new constitution, by-laws, and flight fees have significantly simplified and improved our billing process and financial dealings. There will be some additional upcoming changes to billing.

During the last general membership meeting, we approved a vote to increase monthly dues by \$2 and flight fees by \$1. These new fees will be effective beginning the second quarter 2002. The increase in dues is necessary to make up for several very expensive cost incursions over the past year. Approximately \$30,000 was spent on towplanes, exceeding the \$12,000 set aside for maintenance in the 2001 budget. Approximately \$7000 of insurance helped offset some of this cost (club paid \$23,000). We also have a wing repair bill coming due for approximately \$7000. The dues increase is not

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enough to offset incurred expenses from last year. These funds will have to be made up. Efforts will be focused on more revenue generation through a large number of trial membership rides, membership expansion, and limited changes in flying fees.

Additional changes will be made to start billing the single place ships on an hourly basis. Rates will be announced on the website and in the next newsletter. A recent analysis of the single place ships, which ignored major repairs, examined only operational costs, including insurance, and total number of flights showed the operational costs to be from \$17/hour to \$50/hour. The cost was calculated by taking the fixed cost of the airplane and dividing it by the number of hours flown. We can NOT realistically charge \$50/hour to fly the SGS1-26 because no one would fly it. We would find the operational costs divided by 0, thus, approaching an hourly rate in excess of a \$1,000,000,000,000/hour. The fixed operational costs of the aircraft range from \$1,7000 to \$2,000 a year. Approximately half of that cost is due to hull and liability insurance. For those of you who immediately jump to the conclusion that we should self insure, bear in mind that our last major repair on the L33 Solo for two dented wing skins cost approximately, \$16,500.

Improvements at Ephrata:

The Board has elected to donate \$1000 towards the construction of new facilities in Ephrata. Matching funds from individuals with SGC will make our contribution effectively worth \$2000. The construction project was undertaken by SGC in an effort to make significant improvements to the area and provide glider pilots, crews, family and friends with a comfortable abode outside of the heat. The single-wide mobile home currently serving as the club house is in rather poor shape. Everyone one of us who flies with the club at Ephrata has a stake in this thing.

If you are interested in making a personal donation or helping with construction, please contact Jim Simmons (425-742-4722 or LS4@aol.com). More funds are still needed to complete construction. Your contributions will be matched dollar for dollar, making a difference now and for the future.

Aircraft Status:

N265BA is nearing completion on the wing repair. We are very hopeful that we will have it back in the air in early May. If you are interested in helping with the annual and other repairs on this aircraft, please contact the maintenance manager, Alex Powell.

Astir: Alan Kirlin along with the help of some fellow club members got the Astir annualized and back in the air. Thank you, Alan. Also, a big thanks to Ron Bellamy who towed the Astir is to Wenatchee. If you are checked out for the Astir, then make every effort to take advantage of the conditions in Eastern Washington. NOTE: Club

members are responsible for providing their own wing tape... and don't even think about flying without it!

The SGS1-26 is awaiting a new canopy and an annual. We hope to have it back online by the time this arrives in your mailbox. If you are interested in helping clean up this sweet thing, please contact the new maintenance manager, Kevin Finke.

The SGS1-34 may be down for a little while. Kudos to Travis Brown for his meticulous nature while prepping it for the annual. He discovered some suspicious looking corrosion in one area on the wing root stub. Further investigation showed this area of exfoliation to be rather significant. We are in the process of locating a new part to replace this section.

The Pawnee towplane is now back online thanks to the efforts of Pierre Parent and several other members at large. Two cracked cylinders were replaced. This repair set us back \$5000+. See dues increase for cause and effect. A warning light has been installed to alert towpilots to shock cooling conditions.

Michael Moore has installed 25 lbs. of ballast in the aft end of the Super Cub. Do NOT remove it unless it puts you out of C.G.. If you do remove the ballast, please put it back in when you are finished. We had two prop strikes last year in which a large forward c.g. was a huge contributing factor. Let's avoid this expensive ground breaking mistake.

Operations:

We will be supporting split operations this year. Why... The subject of split operations has always been a contentious issue. On the one hand, we have a faction which believes the club should migrate the entire fleet of aircraft to Eastern Washington for the great soaring conditions. The other faction believes that we should keep part of the fleet in Arlington to support basic training and instruction. Unfortunately, there is not an easy answer to our dilemma. Both sides have strong arguments which should not be dismissed.

In 2001, after considerable debate, we decided to not have split operations during the summer. Here are the statistics:

Flight Operations: *

L23 Super Blaniks

8 flights in Wenatchee (0 instructional flights)
65 flights in Ephrata (37 instructional flights;
includes BFRs)
497+ flights in Arlington (249+ instructional)
(Nov. and Dec. not included in count)

Astir

28 flights in Ephrata
3 flights in Arlington (Nov. and Dec. not
included in count)

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SGS1-34

15 flights in Ephrata
4 flights in Wenatchee
3 flights in Arlington (Nov. and Dec. not included in count)

SGS1-26

26 flights in Ephrata
5 flights in Wenatchee
8 flights in Arlington (Nov. and Dec. not included in count)

We also face the challenge of supporting two towplanes. SGC has a couple of towplanes which are fully capable of handling the average weekend crowd in Ephrata. Additional towplanes are only needed in the event of a contest. Last year there the contest was relatively small and occurred only during the weekend. In the past, contests have been over the period of a week, very large, and provided a significant source of revenue for the club through lots of tows. A BESC towplane will still be sent over to Ephrata this year to support our members and whomever else decides to use our services. There is little choice in the matter. We lose money when our aircraft sit on the ground. The other towplane will remain in Arlington.

Flight Instruction

More than 85% of all instruction occurred in Arlington last year. I would like to thank all of the instructors who have given us their time and talent. If you have flown with any of these folks, please take a moment to thank them.

Al Gregg	Steve Baker	Stan Kasprzyk
Ragnar Smith	Kapi Parks	Carl Niedermeyer
Ron Bellamy	Rich Blow	John Hope

The average going rate of a flight instructor is \$35/hour. Consider how much flight instruction time you have gotten for free over the past several years. Yes, BFRs count. Picking up the tab for one of them on a cup of coffee, maybe even breakfast or lunch is a cheap way to also say "Thanks!" Kudos and Mucho Biggo Thanks to our instructors in Ephrata!*

Stan Kasprzyk led the instructors at Ephrata. He instructed 4 separate days for a total of 14 flights. Kapi Parks and Chuck Flora took time out of their schedule to instruct 2 separate days.

Steve Baker, Al Gregg, Carl Niedermeyer, and Ragnar Smith also spent part of a day instructing.

The trek out to Ephrata is well worth the soaring conditions. Bear in mind that the average flight time was in excess of 48 minutes.

**Information based on flight logs. Apologies to those left off and inaccuracies. Please contact Jim Dobberfuhr to report corrections.*

Operations in Ephrata:

It is imperative that all towcards and log sheets be placed in the towcard box in the BESC shed. If you are the only one flying, you still need to fill out a flight log sheet. When you get back to the wet side of the mountains, please, drop Linda Chism an e-mail and let her know your flight time, date and other information. Tracking flights in Wenatchee and Ephrata has been a significant challenge for the club. The primary reason is because people are not completing the flight log forms and ensuring they get to our flight logger. Here is the threat... IF you are caught flying without having completed a log form or misfiling the log form, THEN you will be assigned to flight logger duty and made a slave to Linda Chism. She has been very gracious to us in taking on this task, so please make her life easier by tracking your flights and turning in your flight log sheets and towcards.

Helpful Hint

I have noticed many of our students save themselves a few minutes when getting ready to fly by carrying self addressed mailing labels (you know the ones you get as junk mail) and attaching them on their towcards. Not only is it convenient, but it takes the guess work out of reading sloppy handwriting or incomplete address information.

Equipment

A couple of weeks ago, Mike Clarke picked up three freshly repacked parachutes from Paraphernalia. This equipment tends to work better when attached to the back of a pilot rather than sitting in the locker. Please make use of them and report any problems to Mike. Thanks again Mike for your time and effort. It is probably the best life insurance available next to a good head on your shoulders.

Social Activities:

There has been talk of holding some barbecue dinners out at the field. Nothing terribly formal, but let's count on grilling up a few burgers and hotdogs. I look forward to seeing you there.

Happy Landings,

Jim Dobberfuhr
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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 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.

Ephrata Encampment

June 22nd to 29th has been selected for our annual outing. Thermals are almost guaranteed. We know that the Region 8 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. Now we must think about what great things will we do while we are there?

First, if you are an Instructors, please see if you can schedule your 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 to set it up and inform to your favorite board member. Advertising in YAWSTRING is free! *(It's a tough job to get something going in this club. Come on somebody, anybody, lets start some thing –Ed.)*

Safety

Heinz Gehlhaar

Season of Embarrassment

Spring is busting out all over. The soaring season is about to begin. And so may be the Season of Embarrassment (SOE). The SOE is the result of pilots who have not flown for several months attempting controlled flight early in the spring. You may have an opportunity to execute or witness all kinds of SOE errors that most of the time are not serious, just embarrassing. Of course, if you are really great at executing SOE's, it may also happen that a more serious error occurs and someone gets hurt. Moral of these thoughts? – Take your time, be careful with assembly checks, pre-flight checks, pre-takeoff checks and don't fly in marginal conditions until you get some practice flying again. Everyone plays a role in practicing safety, so watch out for your friends. Perhaps you can catch an SOE before it becomes a SOD (Sh_t oh dear!). And if you do, Send it to YAWSTRING.

Toast Rings on Schweizer Hooks

Your Editor got this email after venting his spleen about the subject:

Heinz,

Thanks for your observations regarding jamming of Schweizer release arms with Tost rings mounted along with Schweizer rings on tow ropes. The precise incident you describe has happened to me twice; once in a 1-26 and once in a 1-20. (I am a slow learner). During both events the glider release was made operable in exactly the way you described; viz, develop slack in the rope and rock the wings like crazy.

Thanks for bringing this to the attention of all. I probably should have done it years ago.

We should all carry our own weak links equipped only a Schweizer ring wherever we go.

Jim Hard

St. Paul Park MN

Here you go! Two more close calls. If you are on the field and are hooking up gliders, BE SAFE! . Do not hook a Tost Ring Set to a Schweizer hook. And most certainly not, when Club Equipment is involved.

BESC Newsbytes

Pawnee

The Pawnee towplane's two cracked cylinders have been replaced, and the annual has been completed. An EGT system with warning horns and bells has also been fitted to alert the pilot of shock cooling. Hopefully this will prevent more cylinder cracking.

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BFR and Annual Club Checkout

Now that spring is here and we are starting the soaring (gliding??) season, please verify that your annual club checkout and BFR is current. Members caught operating club aircraft without a currency check will be subject to a good thrashing, grounding, and possibly forced to buy round of something for the entire club. Not only that, but our insurance carrier might also cancel our policy.

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.

Paul Kuntz writes from his station in England

I remain on assignment in England; so I will not be attending the general membership meeting. Please pass my compliments to the BESC leadership, who appear to be doing a fine job from what I can infer from the newsletter. And thanks a lot for the high quality of the newsletter itself -- it is a very important mechanism for communication and for keeping the members in touch with the club.

I may be here in England another year and a half or so, but certainly plan to resume active participation in BESC when I return. I was on the verge of arranging a CFG check ride when I came here, and will renew that pursuit when I return.

There's a lot of gliding activity here, but I have not pursued it due to time commitments. Powered flying here in England is extremely expensive, but gliding club costs are similar to, or perhaps cheaper than, costs in the States, particularly with the wide use of winch launching.

Winches last forever and are dirt cheap to operate. You still need some real training and experience to operate them, but it's nothing like achieving and maintaining a rating for the Super Cub (and not nearly so likely to end up on its nose facing an engine overhaul). However, as BESC members are well aware, active participation in a club means being prepared to devote significant chunks of time on a regular basis.

I'm glad to see the old stalwarts still active in club activities, but at the same time concerned that it's still many of the same names who comprise the mainstay after five or six years and longer. I encourage everyone to consider expanding their engagement in all the support activities, even if they believe that they are not able to dedicate the time required to take on one of the club management jobs. A few hours helping with annuals, glider relocations, and event organization go a long way

to offloading the inevitable few who always seem to show up and keep the operation alive.

Regards, Paul Kuntz

Soaring Forecast

Arlington Soaring Forecast is available at <http://www.drjack.net/TIP/index.html>. Be sure to look at the description of the data-output. An Ephrata forecast may be added in the future.

TIP (Thermal Index Predictions) gives detailed TI information for a given location, and includes the forecast for the current day and estimated forecasts for two days ahead. We use the one and two day forecasts as an alert to start watching the weather closely if it is looking good. The forecast for those days often change over time, but they are very useful for an early warning that something good is on the way.

The TIP for the current day shows lots of information about the current location, and uses the TI method (same approach as the Kevin Ford program). It is based on two different forecasting models and two surface temp sources, so it rarely actually goes down even if one of the sources is down or late.

The TIP is pretty accurate, although we have had problems in some weather conditions. On some occasions we have nice cold air at 4am that becomes stable later in the day - by the time the hi temp of the day shows up. Generally speaking, it's been very good. It also can be made to show up in email every day - completely automatic forecasts.

CFG 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 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 CFG 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 Around the World

Jay Todd

In a never ending quest to see more, do more and soar in the greatest number of places available I have recently been availing myself of the "Soaring Links by Paul Remde" which provides links to soaring sites in various countries around the world. Since my job has me out of the country more than I seem to be in the country I'm finding it to be the only way I can get my "soaring fix". During January I spent 3 weeks in Sao Paulo, Brazil. On arriving in Sao Paulo I was treated to the sight 4 days running of cloud streets that seemed to last the majority of the day and that ran for as far as the eye could see from the window of my room on the 14th floor of my hotel. Greatly encouraged by such a sight I immediately researched available soaring clubs in the area and contacted the Sao Paulo University Soaring Club which operates out of a field about 70 km north of Sao Paulo. Arrangements were made for the weekend which I awaited anxiously. Unfortunately it was not to be. The weather moved in the next day and for the remainder of my stay I was treated to pounding rain and thunderstorms. Not an auspicious start to the years round of international soaring.

Knowing that the next trip was scheduled for Australia, I again did my research. The first few weeks of the trip were (are) in Melbourne, Australia and a few clicks of the mouse button brought me to the Geelong Gliding Club's web page. The GGC operates out of an Aerodrome (that means airport in Aussie) in the Shire of Bacchus Marsh, a small town about 45 km west of Melbourne and about the same distance north of the town of Geelong where the club was established in 1929. A few more clicks of the mouse told me that the club had a respectable number of aircraft available, a clubhouse with overnight accommodations and, no small consideration, a bar for after flight relaxation and lie swapping. My kind of place that! (After a few weeks you even start writing like they talk) I immediately shipped off an e-mail to the club secretary to check on the possibility of flying with them. The return e-mail was encouraging (at least to me), they said they didn't have anything particular against Yanks and I could drop by and they would have a look at me! I arrived in Melbourne on a Saturday morning, low clouds, rain and moderate to high winds which really didn't mean a thing to me. After a 23.5 hour trip from Seattle to Melbourne all I wanted was a bed. I was up and ready to go the next day however and since I knew they fly on Sundays, I jumped in my car and headed for Bacchus Marsh. I was only moderately put off by the fact that for some reason the Aussies – like their British cousins, want to place the steering wheel on the wrong side of the car. I got back out of the car and went round to

the other side and got back in. Now down the road – they do seem to have a bit of a problem staying on their own side of the road. There were an inordinate number of oncoming drivers that were driving in my lane but they are all pretty friendly and they called to me and waved as I drove on. The weather in Melbourne had been about 2000', overcast and a bit gusty but I had been told that Melbourne weather was not a good indicator of the weather in Bacchus Marsh and I found that to be a true statement. The weather in Bacchus Marsh was about 400', overcast, raining hard and blowing a gale. There were however a few eternal optimists in the clubhouse so I went in and introduced myself. A chorus of "Oh yea, the Yank" greeted me and one fine gentleman got up, walked around me looking me up and down and then asked "How much money you got?" I knew I was in!

Since there wasn't going to be any flying done that day, I was shown around the clubhouse and the club's facilities. There are three glider clubs that operate out of Bacchus Marsh. All of the clubs operate the clubhouse much the same as the SGC clubhouse in Ephrata. Each of the clubs also has their own hangar for aircraft storage – both club and privately owned aircraft. Few of the aircraft are stored in their trailer but are instead kept assembled in the hangar. The club has a total of eight gliders, three dual place and five single seat. Two place gliders include a primary trainer, an AS K-13, an advanced and cross-country trainer, an SZD-50-3 Puchacz and a high performance Janus C. Single seaters consist of an SZD-51-1 Junior, a Cirrus, a Jantar 2, an LS4 and a DG-300. An additional fifteen ships are privately owned by members of the club and are available to fly by invitation only. The Geelong Gliding Club also has two operating tow planes, a Pawnee and a Super Cub as well as a second Pawnee that is currently being recovered in their maintenance hangar. All in all a fairly impressive operation. After visiting for several hours I departed with the promise to return the next weekend weather permitting.

Saturday March 9th turned out to be a magnificent day, clear blue skies, a light breeze and a temperature already in the 70's at dawn. Several of my students from Qantas had expressed an interest in going out to the field with me so after a nice breakfast they piled into my rental car with me and headed to the airport. I noticed that the conversation tapered off shortly after we started on our way and my front seat passenger had paled noticeably and was clenching his hands almost uncontrollably. I attributed this to the fact that none of them had ever previously engaged in motorless flight so I hastened to reassure them that soaring is no more dangerous than the drive to the airport.

I checked in with the club instructor of the day, Ken Secomb. Ken asked if I wanted to fly one of the single place ships or one of the two place ships. I said that if I

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could get checked out in one of the two place ships I would like to take my friends for a ride. Both the Janus and the Puchacz were scheduled out for some aerobatic training so we pulled out the AS K-13. After a bit of time familiarizing myself with the cockpit layout, controls and V speeds we climbed in. Ken had asked if I wanted to fly from the front seat or the back seat and I had explained that given the choice I liked to fly from the rear seat as having someone's head blocking my view makes me less nervous about what is out in front of me. Ken looked at me somewhat strangely and mumbled something about "yanks" but waved me into the rear seat. Ken asked me to do my normal pre-flight checks out loud for him which seemed reasonable so I began "Our Father, who ..." I noticed at this point that Ken was sliding somewhat lower in his seat so I asked him to snug up his belt a bit tighter. Ken then joined me in completing the pre-flight. I have always heard of being in Australia as being "down under" but never realized that the glider pilots in Australia take the statement to heart. All aero tows in Australia are done from the low tow position. Seems that a few years ago the Gliding Federation of Australia, the organization that regulates all gliding activity in the country, decided that it was much more difficult to lift the tail of the tow plane thereby killing the tow pilot from the low tow position than it is from the high tow position. During initial training students are taught high tow procedures and "boxing the wash" but the normal position on tow is low. Since the change they have had a rather dramatic decrease in towing related accidents. Take off was normal (for me) and eventually we found a position behind the tow plane that occasionally passed through where low tow should be. I found the controls of the K-13 to be quite heavy – almost as though someone was trying to position them other than where I was placing them but I was able to prevail. I had also been

told that the aircraft was not equipped with water ballast however I did on occasion hear strange gurgling sounds from somewhere in the front cockpit area so I was not sure. Our landing was uneventful though I was glad to be in the rear seat as the sight of the ground rushing up at me has always been a terrifying sight. I also suspect that the aircraft had a slight air leak in the forward canopy area as I could hear a high pitched shrieking sound coming from the front cockpit area as we approached red-line on short final. As usual, I was able to attain currency in the aircraft on a single approach.

After coming to a stop Ken immediately exited the aircraft he turned and pointing at me seemed to stutter "That'll do, that'll do, I'm not flyin' wit you agin" which I took to mean that he felt that I was competent to fly the aircraft from the back seat and that I could now take my friends for a ride. After repositioning the aircraft on the flightline I went to find my friends and pass along the good news. I found them huddled in a group apparently playing a game of "Rock, Scissors, Paper" and moments later a voice cried out "no, not me ... come on blokes, how about 2 out of 3?" Moments later one of them was ejected from the huddle towards me amid great laughter. The remainder of the afternoon was spent with the group playing frenzied games of Rock, Scissors, Paper and the unequalled pleasure of gliding in Australia.

Next weekend I will be departing the Melbourne area and heading to the capital city of Australia, Canberra. I will be working out of the head office of CASA, the Civil Aviation Safety Authority, Australia's version of the FAA. I have already contacted the secretary of the Canberra Gliding Club and hope to pass along some of the enjoyment of motorless flight to some of the folks at CASA.

See Photos on last page.

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 4 of their story.

Last month we took a break as Anssi called from the airport, with the notice that the Stemme's tyre is empty and he had spent the day at the airport without succeeding in removing the tyre. Their plan was to get to the airport bright and early in the morning of the next day

To Khartoum or not to Khartoum

Wednesday morning the taxi driver is waiting for us as promised in the hotel's lobby. Even though I didn't sleep

well we have to go on, the whole week we have been monitoring the political situation in Sudan and whether it's safe to fly there or do we end up flying with American fighters... Anssi spoke with Ambassador Pöhlh in Cairo on Tuesday who made sure it is okay; the Finnish consul, Hisham Abouela, has welcomed us to Sudan as well. The taxi takes us through Aswan's lively streets to the nearest garage, no canister there. After a vivid discussion we head for a near bazaar area and find a place with all kinds of pots and pans. Finally we find one that looks clean and pay 50 FIM for it.

We head back to the garage and fill it up and arrive at the airport at 0800 sharp, right on schedule. Abd the security guard has promised to meet us at the gate, but there's no sign of him. No one looks familiar as we stand there with all our gear and a pot full of gasoline, not knowing where to go. After a while a guy shows up who looks vaguely familiar, he helps us through security; everyone's staring

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at the gasoline pot, some pokes his head almost too close with a cigarette in his mouth.

For the next hour and a half we hear the words 'wait a minute' too many times. We go to passport control, file a form. This delay is annoying us more than normally because we have to be in the air early today due to expected thunder and sandstorms. Finally it looks like we're able to get to the plane. Another uniform shows up, however, and explains that there's no way we are allowed to walk to the plane, we need wheels to get to the plane. We are happy to take a lift to the plane... The next question is: 'have you paid for the bus'. No, but tell us how much it is and we'll pay. 'Wait a minute, wait a minute. 160 USD, please...' A 300m bus trip can't possibly cost that much! Next a guy shows up, he's not wearing a uniform but everybody seems to be calling him captain. He turns out to be the air traffic controller. With good English he explains to us that the bill we were just given includes paperwork etc, not just the bus trip. As we're still unbelieving, we are taken upstairs to the office of an even bigger boss. We finally realise that we are going to have to pay, so we do. After that we are at the plane in no time.

With the aid of the air traffic controller I'm trying to get a weather forecast from the route at the same time as we are filling the tanks. A friendly guy promises to get us the weather information and after we have filled the tanks presents us with a two-hour old forecast for Khartoum. Great, but it doesn't tell us anything about the developments for the afternoon. Both of our own met men are unreachable at the moment and we don't get any forecast for Aswan. To go or not to go is the question of the day.

We jump on the plane and take off. After take off we call Carsten and he tells us the forecast for Khartoum. It's possible that Khartoum might not have thunderstorms this afternoon. We should arrive there at 1530 local time, with any luck. Again we are told to keep strictly to the route. The Nile flows below us all the way to the Sudanese border.

As we reach the border the Abu Simbel ATC asks us to contact Khartoum ATC, he tells us the VHF frequency but asks us to stay on his frequency until we can contact Khartoum. After the border the Nile curves towards West, we fly towards South and a vast and empty desert. Wouldn't be nice to land there... Suddenly the oil temperature gauge starts its freaky manoeuvres again. Abu Simbel is still within glide distance, and we need to figure out quickly if this is an instrument fault or a real problem. I knock on the gauge and the it goes normal, it seems to be one of those annoying little gauge problems we've been having throughout the journey. As if this wasn't exciting enough already...

At 3500m no horizon is visible, we stare out to see the first signs of any possible thunderstorms, beneath us an occasionally sandstorm seems to be raging. 300km from Khartoum the Nile is visible again, but disappears towards East as quickly as towards West before.

Connection with Abu Simbel is long gone, Khartoum can't hear us yet. Time seems to go past so slow even though our ground speed is 200 km/h. A few cumulus clouds are visible above us, but the thunders looming in my brain prevent us from trying to do any gliding. And the cloud street is going the wrong way.

An Ethiopian airliner tells Khartoum ATC our position and provides us with weather information, which is still good. 200km from Khartoum we are finally able to get a clear connection with the ATC. A lot of planes seem to be estimating to arrive at Khartoum at the same time as we are.

The Nile flows beneath us again and big, green fields around look great. We are within glide distance from Khartoum and no sign of thunderstorms so far. By the time we can see the airport, the ATC suddenly decides to put us in front of the queue and we land soon after.

Consul Hisham is waiting for us at the airport and all bureaucracy is handled smoothly under his protection. We are told that there's no kerosene at the airport and unleaded fuel does not exist in Sudan yet, so we decide to postpone our departure until Friday.

Overnight in Khartoum 20 September 2001

Surrounded by Thunder

Consul Hisham's right hand leaves in the morning to find gasoline for us. His trip was supposed to take a few hours but at the end it takes the whole day, so we are not able to refuel until after dark. We want to be ready early in the morning to avoid any possible thunders in Addis Abeba in the afternoon.

Before going to bed we have a look at the maps to try and find possible "plan B's" in case a thunderstorm surprises us. There's a big military base in Sudan just before the Ethiopian border, but it is unlikely they will let us land.

We dig up every bit of information about the biggest airfields in case of an emergency.

At 6am we get up. Ibrahim is waiting for us. He takes care of passport control and everything goes smoothly. Until I go get the forecasts I ordered the previous day. Different people working, so nobody seems to know anything about any forecasts. After a few 'wait a minutes' I leave. It's better to take off early and see than wait forever and miss the day. Ibrahim takes us straight to the plane. The Stemme is covered in sand after last night's sandstorm, but Ibrahim quickly realises the situation and in no time there's a fire truck next to the Stemme and soon it's clean and shiny again. We take off ASAP, an hour later than we were supposed to.

The Ethiopian border is half way between Khartoum and Addis Abeba, at that point we are going to have to make

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the decision of weather to forward or turn back. The Damazin military base near the border is the extreme emergency field for us. Just before take off Carsten called us the weather information and said that there is a possibility for thunderstorms later on in the afternoon. We should be able to make it Addis Abeba before the storm hit.

We reach the border at 1130, it's early but we can already see big, oversized cumulus clouds developing into thunder and lightning. Radio contact is cut off with every ATC. We are flying towards Bahir Dar, the emergency airfield we picked in Ethiopia.

As the land rises beneath us the size of the clouds just keeps doubling. I call Bahir Dar on the radio and am surprised when they reply immediately. They tell us that the weather in Addis Abeba is flyable, but between Addis Abeba and us is a massive cloud front. I tell them that we can only fly visual and that there's no way we can go into a cloud. It looks hopeless. I ask Bahir Dar for approach instructions, the ATC is taken by surprise and he tells us to continue towards Addis Abeba. An Ethiopian Airlines airliner appears on the frequency, he tells us that on the way from Addis Abeba there wasn't much thunder. The ATC insists that we continue towards Addis Abeba so we keep going.

At first the situation looks better, we climb to 4300m to have a look at the weather in front of us. Mountain peaks in front of us climb to over 4000m and there's a massive, black cloud front right in front of us. We can't go above it and we can't go below because it is impossible to see where the clouds end and the mountains begin.

100km from Bahir Dar we give up and the ATC finally understands us. Bahir Dar turns out to be a nice place. The fresh airport chief helps us and at the end our problem (mainly with customs) is being solved in the foreign, domestic and defence ministries. The head of the Finnish Embassy in Addis Abeba, Kari Toiviainen, is making a lot of phone calls and we're in no trouble. (The problem was caused by the fact that when leaving or coming into a country you should land in an airport with customs, which Bahir Dar doesn't have.) It seems every Finnish Embassy in Africa will be busy because of us... We refuel a little with gasoline, which we can find at the airport. The airport chief gives us a ride to the (probably) only hotel of the village; the ride goes slowly because of bumpy roads, which gives us time to enjoy the view. There's no water in the hotel, but they promise to have the problem sorted by morning. I dream about a problem free flight.

Overnight in Bahir Dar 21 September 2001

Early bird catches.... Addis?

Bahir Dar airport is a piece of cake. Because there's no customs office in the village we can walk straight to the plane. The airport chief brought the forecast to us, nice service all the way through. I figure that by noon there'll

be thunder on route so we need to get to Addis early. By 8.15am we're up in the air. The first ballooning cumulus cloud is visible already. The familiar Ethiopian Air captain from the day before is on the radio and tells us that the weather looks good towards Addis. His information relaxes us a bit, and as the plane seems to be working normally we have a bit of time to have a look at the beautiful scenery.

After about an hour we've passed the highest mountain peaks. It's a slight hill towards Addis until you reach the town, where there's a 3500m tall mountain wall around it. The clouds are forming right there round those hills. We slide under the hills, about 100m above the tallest treetops; Addis Abeba is visible before us.

After we land I am instructed to write a report about the 'danger situation' we had caused yesterday by landing at Bahir Dar. After the airport chief's seen the Stemme, he understands well why we had to land there and the report is done quickly. Anssi found us gasoline and Kari Toiviainen from the Finnish Embassy is waiting for us in the terminal.

After dinner and sauna we decide to go to a local nightclub for a bit just to see what Addis looks like by night. The dance shows are remarkable, and too soon it's time to leave and go to bed. Early start again tomorrow as we're heading towards Kenya.

Overnight in Addis Abeba 22 September 2001

Through the rain into Kenyan gliding weather

According to some estimates the possibility for thunder and lightning reduces after Addis, and on Saturday the Southern sky looked a lot drier. The Rift Valley goes through Africa from the Eastern shore of the Mediterranean and provides good gliding weather with Eastern/Southeastern wind. Most birds fly from Europe to Africa through Ethiopia to use the Rift Valley for gliding during their journeys.

The valley goes from Addis towards South and Kenya. As we talk to Carsten Lindemann on the phone he presumes that the thunders should be West of our route so we delay our departure until 10am. The idea is to fly with the engine for about an hour and then use the mountains for gliding.

We fly at 2800m below the clouds that are forming above the valley. We are looking around worriedly as dark clouds entailing rain and thunder are filling the valley. At the Southern peak of the last lake is the last reserve airfield. It starts raining and we are already considering turning back to Addis as the weather suddenly starts looking better. The clouds are ripping open and an escape route is forming for us. The rain stops as we carefully fly forward, sunshine is visible at the Kenyan plain. A bit too close but we got passed it.

As we reach Kenyan airspace we turn our course directly towards Lokichogio. Real cumulus clouds are visible

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through that way. The only worry we have is the closeness of the Sudanese border; the rebels probably wouldn't appreciate us circling above them in a thermal... 240km from Lokichogio we turn off the engine, the first time since Egypt, and above Lake Rudolf we can fly in quite a good weather. 25km from the airfield we have to turn on the engine again.

After landing a guy comes up to us and says, in plain Finnish: 'hi, my name's Aarno Alanne, welcome to Lokichogio. We've been waiting for you'. My amazement is probably visible on my face; we didn't know anyone was waiting for us. Aarno tells us, that during the mobile blackout we suffered after Egypt he's been trying to contact us. With his help we're out of the airfield in no time. Aarno works for MAF, a Christian organisation that flies into the Sudanese territory to deliver food and other aid to people in need.

This is real Africa, and it looks great. I try to absorb as much as I can, because unfortunately we don't have much time in most places. Tomorrow we'll fly to Nairobi. Overnight in Lokichogio 23 September 2001

To Nairobi

When I wake up in the morning Aarno is already up in the air, as he promised to be. We get to the airport in good time and Anssi buys some kerosene. In Lokichogio kerosene is sold in barrels and so we end up buying a whole one. We fill the Stemme up and leave the rest for MAF's use. 9.15am we're up in the air.

The weather looks good, for once, and visibility is great. After a half an hour's flight we come across the first cloud and the engine is turned off. As we glide towards the mountains West of Lake Rudolf it feels like there's a little bit of wave. Just before the mountains the plane starts to rise smoothly. The vario is steadily above zero; we're definitely in a wave! The wave is northward, so eventually we have to leave the nice lift and fly 'traditionally' using the cumulus clouds to find thermals. At best we're only at 1200m from ground, the cloud base is quite low today.

After a 5-hour flight where closing in on Nakuru when a surprise awaits for us. A dark cloud is right in front of us, and it starts to rain. The rain is in the valley leading to Nairobi. Aarno told us to fly West if rain was troubling us and so we do. As the ground is rising we turn on the engine, but at least we got to do gliding for 4 hours and about 350km.

On the Eastern side of the valley is Mount Kenya, which is completely covered in clouds. We can already see Nairobi in front of us, glistening in the sun with no sign of rain. Aarno is already at the airport, waiting for us with the Finnish Ambassador Mr Lauri Kangas. After we have gotten through the customs and bureaucracy we taxi to a space in front of East African Aeroclub. We are warmly welcomed and the head of the club tells us that they would like to have a reception for our honour tomorrow.

For the first night we sleep at the Ambassador's residence and for the second night we promise to sleep at the Aeroclub's place. It's easy to leave in the morning when the plane is right next to you.

The reception at the club the next day is nice and the people are sincerely interested on our adventure. The two biggest daily papers are there as well and we almost feel like celebrities among the flashing lights.

Overnight in Nairobi 25 September 2001

Dodoma!

From the beginning I have dreamed of good, clean gliding weather. In my dreams I glide fast through the air without the engine's help. I especially waited for the gliding weather to appear in Kenya at the latest...

Choosing a departure time is a tricky business. The glider pilot in me wants to wait for a late start so that the weather can develop into good gliding weather. The coward in me wants to leave as soon as possible to avoid the thunders. At the end it's a compromise. We take off almost on time. After the first 50km we're at Rift Valley. According to the wildest 'urban' legends this is the place to fly at great speeds in great altitudes. Now there's no wind and the whole place is dead.

As we reach Tanzanian airspace at Lake Natron, the first clouds appear. For some reason all the clouds are developing to the sides of our route and not until we reach the volcanoes at the south end of Lake Natron the air starts to show any signs of thermals. The Kitumeini volcano is right beneath us. After the peak, the ground starts to go down and we turn off the engine.

Gliding is very difficult. The plane is shaking like mad and flying in the thermals is like on an upward roller coaster. In Finland these kinds of conditions are usually around when the wind is blowing hard, now it's blowing hardly at all. Flying without the engine feels like hard physical work. Between the thermals there is sinking air and not much room to move around between the clouds and the earth. Luckily we have time.

Kilimanjaro is to the left of us, but the biggest cloud covers it and it remains invisible to us. The visibility is not good around here, the forests are being burnt everywhere. The flight towards Dodoma is like a fight. In Nairobi every pilot said that this would be a definite 'hit bit' for gliding, unfortunately none of them had actually flown here in a glider. In a small plane the rattle and shake probably makes it feel like there's thermals everywhere. I was hoping for high cloud bases and strong thermals from this bit but none of that is happening. Dodoma is coming closer, however. 140km from the goal the weather suddenly changes. The best lift of this journey takes us to 3600m in a flash and a cloud street appears directly on our route. We fly towards the capitol of Tanzania with high speed and at 15.50 we land. We flew for about 5 hours, 4 of which was gliding. I know now that we should have started later.

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Tomorrow's leg takes us to Karonga in Malawi, approximately 500km from here.

Overnight in Dodoma 26 September 2001

From Dodoma to Karonga

Quite soon after take off the air starts to move promisingly. We start gliding as soon as possible. Now is our time to fix the statistics of the trip. Like yesterday the lifts are shaky and the visibility is not much better either. In these conditions the Stemme is not at its best, its weight makes gliding quite difficult. Luckily as the ground rises, the conditions get better as well. For some time we get to fly nicely, but the fun ends as the hills disappear and give way to endless plains without a single cloud. I wonder if this is normal or are we here at the wrong time...?

Karonge is by Lake Nyasa. The 3000m Livingston Mountains surround the eastern shore. Because of the mountains we turn on the engine, and at 70km from Karonga we're at 3000m. The landing is (nearly) perfect and we have enough speed to taxi to the parking space. The air traffic controller takes us first to the hotel and then shopping for water. Just as we've paid for the water we hear a shot being fired outside. The ATC tells us it was the police shooting up in the air. We go back to the Beach Chamber.

Overnight in Karonga 27 September 2001

What's the Capital of Malawi?

Because I write most of these stories whilst hungry, thirsty and tired I sometimes make mistakes. By the time I've sent them off it's too late to fix them. I might have made mistakes with geography as well. But really, the Capitol of Tanzania is Dodoma, not Dar-es-Salaam. Malawi is surrounded by Tanzania, Mozambique and Zambia. The Capitol of Malawi is Lilongwe, which we are going to find today amid the smoke.

We are waiting for the ATC outside the Beach Chamber at 9.30am. After 15 minutes we ask the manager of the hotel if he can get us a lift to the airport. He asks why, the ATC will fetch you at 9.30? And so I ask him what time it is. 08.45am he says. We suddenly realise that we hadn't realised we'd switched time zones...

The leg from Karonga to Lilongwe is about 430km. The mountains on the Western side of Lake Nyasa seem promising for gliding. The Eastern wind should make the hills work... Visibility is bad. The first hills work fine; we gain good heights in a thermal and then just glide using the hills and the wind. After a nice beginning we find ourselves in the same situation as on two previous days. Difficult flying.

As we approach Lilongwe the ATC orders us into a low flight level. The bumpy final glide ends 50km before goal when we have to turn on the engine. In these visibilities it's best to be where told.

Of the 430km leg we were able to fly engineless for 200km. It may well be that in Malawi airspace this is the

most anyone's ever done. Since we crossed the Kenyan border we've gained some gliding time. About a half of the 2400km journey through Kenya, Tanzania and Malawi has been gliding. Overall we've flown 10 500km so far, 300km of which without the engine.

The Lilongwe airport is big, nice and well kept. The roads leading to the town are wide and in a good shape.

Tomorrow we're heading towards Kariba in Zimbabwe.

Overnight in Lilongwe 28 September 2001

Missing Kariba

We don't see Lilongwe as such. The hotel is on an open, clean administration area called Capital City. As we're going to the airport the taxi swings by the local shopping mall so that we can buy water. The visibility still seems bad even though the sun is melting the cloud cover quickly; by the time we've reached the airport the clouds have turned into cumulus clouds.

The only problem of the big airfield is long distances. First we take our stuff into flight planning and from there passport control and Customs and finally through the terminal to the lonely Stemme. The only other plane is a British Airways Boeing 767.

The ATC clears us to fly directly towards Kariba, but we have to stay low. Low in this case means REALLY low, at 6000ft when the ground is at 4000ft and we're supposed to go over hills that are at 5500ft. And so we're flying at 150-500m above ground. The visibility is really bad.

According to the forecast this badness of the weather will continue all the way to Zimbabwe. The forecast for Harare is 6km visibility with clear skies, we don't know about Kariba.

Quite soon after take off we reach Mozambique airspace. The radio just won't connect with the ATC. Lilongwe has given us a clearing to fly higher before we reached Mozambique. The country around is rocks and forests. As we're going along I'm starting to feel really p***** off. Is the visibility always like this or do we just have really bad luck? Nobody warned me off this! Now we can't even enjoy the beautiful views because we can't see anything forwards and only as few km towards the sides.

We reach Kariba almost too soon. Harare ATC accepts our change of flight plan as we decide to continue straight to Victoria Falls.

We're flying at 1000km above ground, and not one single cloud can be seen. The air is smooth, but no thermals. After Lake Kariba we are flying along River Zambezi towards the Victoria Falls. With good visibility the scenery is amazing, or so we have been told. The steam from the Falls blocks the view already 100km away. We can't see a single bit of the Falls even though according to our maps we pass them only 10km away.

After a five-hour flight we land at Victoria Falls airport. Today we flew 980km; tailwind gave us the good average speed. Not one single bit of gliding during the leg that we expected to be the most trusty for gliding! Tomorrow will

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be a day off; at least we'll be able to have a good look at the Falls. Hopefully the weather will improve as well.

Overnight at the Victoria Falls 29 September 2001

We will stop here in beautiful Victoria Falls, and let our intrepid Soaring Pilots and their Stemme rest for a day. We will pick up their travels and travails in the May issue. Who knows? They might make it all the way to Cape Town.

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 \$75. 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).

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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

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.

Air Traffic Control

The controller working a busy pattern told the 727 on downwind to make a three-sixty--do a complete circle, a move normally used to provide spacing between aircraft.

The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

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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, all circuit breakers, two Cylinders and the annual have been completed. We are in the 25hr flyoff period			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2003
Super Cub is up for towing..			
Schweizer 1-26 N7742S	Arlington	Kevin Finke	Annual - Overdue
The airplane is grounded until the correct canopy is installed to satisfy the annual. annual.			
Schweizer 1-34 N7644	Arlington	Travis Brown	Annual - in work
To Chris Klix for Annual. The new canopy is of the wrong kind. Getting a proper replacement is in work.			
Blanik L23 N264BA	Arlington	Lynn Weller	Next annual - Jan 2003
On line, ready to use Lynn will try to fix the canopy cracks and crazing with a commercial repair kit.			
Blanik L23 N265BA	Arlington	Alex Powell	Next annual - Dec 2001
265BA is out of service due to wing damage. Wing is at is at Pateros for repair. We hope to have it all fixed by mid-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 Annual is complete. Astir is in Wenatchee in the trailer, ready to go. The Radio-Wiring needs work. Need new Maint. Manager!			

Last updated March 28, 2002.

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	Pierre Parent	W (425) 294- 1904	04-JU	pierre-julien.parent@boeing.com

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Tow Plane Manager		H (360) 653-2613		
Super Cub Tow Plane Manager	Mike Moore	H (206) 790-7949	--	mmore@attglobal.net

Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) – Kevin Finke N7644 (1-34) - Travis Brown N355BA (L-33) – Craig Funston N264BA (L-23) - Lynn Weller N265BA (L-23) - Alex Powell N141SS (Astir) - Alan Kirlin. Alan is seeking a Replacement for this honor. Call your boardmember

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

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.

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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+ Kasprovicz, Krzys Koehn, Mike McNeil, Jim	Moore, Michael+ MacIndoe, Scott Niedermeyer, Carl+ ** Northcraft, Steve** Parent, Pierre** Smith, Ragnar** Todd, Jay
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+ Denotes Commercial Power Rating, ** individual also is a BECS Check Pilot

BESC Ops Schedule

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 Kasprovicz (H) (425) 641-3267
SUN	7	--	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	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834

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	--	Don Banford (H) (425) 828-6553 (Cell) (206) 619-7201	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	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SAT	27	Tony Puglisi (W) (206) 294-0096 (H) (206) 367-6980	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506	Gene Bornholdt (H) (360) 378-1050

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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
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May 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	4	--	--	--	--
SUN	5	--	--	--	--
SAT	11	--	--	--	(Instructor) Stan Kasprzyk
SUN	12	--	--	--	--
SAT	18	--	--	--	--
SUN	19	--	--	--	--
SAT	25	--	--	--	--
SUN	26	--	--	--	--

Operations Team Sign-Up

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)

June 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	1	--	--	--	--
SUN	2	--	--	--	--
SAT	8	--	--	--	--
SUN	9	--	--	--	--
SAT	15	--	--	--	--
SUN	16	--	--	--	--
SAT	22	--	--	--	--
SUN	23	--	--	--	--
SAT	29	--	--	--	--
SUN	30	--	--	--	--

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.

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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)

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 Dobberfuhl.

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 Dobberfuhl (M/S OF-24) or mail it directly to Linda Chism. The club will reimburse all mailing costs (receipts helpful, but not mandatory).

Instructions for Field Managers:

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 and the Tow Cards (from the Towpilots) get mailed to Linda Chism, the flight log keeper or to Jim Dobberfuhl. If this does not get done, we loose Club Revenue.

1. Linda Chism is the BESC logkeeper. If stamped addressed 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 there are no prepaid postage envelopes, either send tow cards and logs via plant mail to Jim Dobberfuhl (M/S OF-24) or mail it directly to Linda Chism. The club will reimburse all mailing costs (receipts helpful, but not mandatory).

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 to everyone:

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.

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

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.

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Pictures to **Soaring Around the World** on **pg xx**

GGC-1 Morning line-up on the ramp at Bacchus Marsh



GGC-4 And the smile was still there after landing!



GGC-2 The GGC SZD-51-1 Junior on the ramp



GGC-5 Craig taking a turn at the stick.



GGC-3 Craig Humann strapping in



GGC-6 Southern Australia outback from the air.

