

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB
AKA GREATER SEATTLE SOARING CLUB

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May 2002

Issue #5

Our L23 Solo at EPH



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Notes from the President

Greetings fellow soaring enthusiasts and friends! What follows is a brief run down of what's up with the club. Included are changes in billing fees for the single place gliders, aircraft status, and much more.

Volunteerism and Acknowledgements:

I would like to thank Gene for his help in rigging the 1-26 on Saturday, April 20th. Thanks to Gene's help, Chris Klix was able to finish up the annual on the 1-26. Chris Klix and I performed a compass swing on SGS1-26 N7742S. This was necessary because a new compass was installed. Also, if you get a chance to fly the 1-26, please take extra care with the canopy. The new installation looks super! Thanks to Kevin Finke and Travis Brown, we now have the 1-26 back with a fresh annual and ready for another great soaring season!

Kudos also go to Narinder and Alex for unloading the L23 into the hangar. Alex has invested a tremendous amount of time in getting everything in working order on N265BA. With any luck, the annual should be complete

and the glider back in the air before this even goes to print.

Lynn gave a trial membership ride to a glider pilot from Japan. She has decided to join us in our skyward pursuit of lift and good times. Please extend a warm welcome to our newest club member, Kaori Sasaki.

New Billing Structure for Single Place Sailplanes:

Effective May 1, 2002, the Board has implemented a new billing structure for all club single place ships. This billing structure is designed to encourage our members to fly more and help offset the cost of our sailplanes. Last month, it was mentioned that we spend \$1700 to \$2000 a year per sailplane; not including any major repairs nor an escrow. The two place ships also have very similar fixed costs, but due to the volume of flights each of them does, it results in a break even cost. Under our old billing schedule, the single place ships were bringing in \$150 to \$200 each. This amount brings in less than 1/10th of what is needed to keep up with the fixed costs of these gliders. The new billing structure is designed to help offset these

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costs and allow those who fly a lot to save a considerable amount of money per flying hour.

Single place ships will be billed as follows:

SGS1-26	\$12/hr
SGS1-34	\$14/hr
G102CS	\$16/hr
L33 Solo ^{*)}	\$20/hr

^{*)} The L33 Solo might be sold/traded shortly

However, a Block may be purchased for \$150. This Block entitles the pilot to unlimited flying time within the guidelines of the club flying regulations (i.e. 1 hour max flight time when others are waiting, etc..) from May 1st, 2002 to April 1, 2003.

Hourly time purchased does NOT count towards Block credit. For example, you fly 10 hours on the SGS 1-34 without having purchased a Block, you get billed \$140. You may NOT claim the \$140 as credit towards the Block and only owe \$10 for a Block. You would still be responsible for paying the \$140, plus, the full cost of a \$150 Block.

The Block is not limited to just one single sailplane. It is applicable to all of the sailplanes. In other words, for \$150, you have access to all of the single place gliders. If you fly more than 10 hours a year in a single place glider, purchasing a block makes a great deal of sense financially.

Another thing to consider: If you have your private glider license and your flying less than 10 hours a year, are you safe to fly? I have heard from some of the older pilots that one should be flying at least 25 hours a year to be proficient. Granted, everyone is a little different, but it is a good rule thumb.

Improvements at Ephrata:

Last month, the Board 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. However, there were concerns voiced by a couple of members regarding this contribution. It was decided after much discussion that we will put the donation to a membership vote. The vote will occur during our next general membership meeting in May 8th at the Everett Recreation Center in the 40-201 building in the Activity Room. See the BESC Meeting Information for a more detailed description of the schedule.

Aircraft Status:

N265BA L23 Super Blanik – At the time of this writing, the plan is to have N265BA in Ephrata the weekend of May 11 & 12.

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 back from the shop with a fresh annual, a new canopy and a new compass. The trailer still needs some work. If you fly this bird, then please throw in a few hours of your time and help keep up the maintenance. Contact the 1-26 manager, Kevin Finke. We would like to do lots of retrieves with N7742S this year because lawn darts are still a lot of fun.

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 plates. Further investigation showed this area of exfoliation to be rather significant. We are in the process of locating a new parts to replace this section. Aviation Inspection and Repair has done a fine job of reworking the rudder and removing the slop which has developed over many years. They will be completing the work on the wing root plates some time soon.

The Pawnee is currently in Ephrata and ready for duty.

The Super Cub will remain in AWO for towing.

Operations:

With split operations being conducted this year, it is more critical than ever that all of us keep to our commitments. It is the responsibility of the person who is scheduled as field manager, towpilot, or instructor to find a replacement if he or she is unable to work that day. It is NOT the responsibility of the scheduler to find a replacement for that person! Travis Nelson works many hours trying to keep up with the club schedule and make things run smoothly. Please do your part for the club by honoring your commitments because it directly affects the rest of us.

Weekday Operations:

Tired of fighting the weekend crowd for some instruction and flying time? Try some weekday soaring. Heinz Gehlhaar has been making great strides in this area. If you are willing and able to break away from work early, or suddenly feel a bad case of air sickness, give Heinz a call and see what's up for the week. There are a small band of soaring enthusiasts who are having a great time in Arlington while the rest of us are just dreaming of the weekend. Try and figure out how to join them. It could be habit forming and you may end up with a bunch of hours in your logbook.

Happy Landings,

Jim Dobberfuhr

BESC President

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Upcoming Events

Monthly Meeting Schedule

We will now have monthly meetings at the Everett Recreation Center. Please see the schedule below for details.

Conf Rm 40-201.1, Activity Room

All Dates are **6:30 pm - 8:30 pm**

May 15, 2002	June 5, 2002
July 10, 2002	August 7, 2002
September 11, 2002	October 2, 2002
November 6, 2002	December 4, 2002
January 8, 2003	February 5, 2003

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.

Summer Operations

For Summer operations, Flight training will continue with the L-23. It and the Super Cub will remain at Arlington. The remaining fleet is migrating to Ephrata.

The Club is trying hard to set up Volunteer Operations Teams for all weekends, at both Arlington and Ephrata. Check with the Hotline. Also, if you decide to go together AWO, or EPH, please be sure you notify the Ops Team that you are coming, because if no one calls, the Team may 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.)*

By the way, [Note: Heinz is on the Soap Box] the SGC is building a new Training Facility/Clubhouse at EPH. This facility is paid for almost entirely by donations from the soaring community. Some generous soul has provided a matching fund, which means every dollar you donate, is really two dollars for the Building Fund. So, pull out you checkbook and sent as much money as you can to:

Jim Simmons,
13716 50th Ave W
Edmonds WA 98026.

Also, at our May 15 meeting, vote for our Club's \$1000 contribution to the SGC Building Fund. The matching fund will make our contribution worth \$2000. This is well worth our while. It gives us a facility to stay at, when at EPH. It also puts SGC is a much stronger position to represent us at the Ephrata Airport and in the Ephrata Community. [Off the soapbox]

Safety

Heinz Gehlhaar

Mind the Little Things

Here I am at 1200 ft msl northeast of midfield AWO, coming from a cloudbase-minus-500 tow, and still searching for at least a smidgen of lift. There are some sunspots below me on the countryside. Gosh, ... there must be some UP here. Anything! Search, ... fly gingerly, ... have the seat-senses cranked up to high sensitivity. Nothing!

It's really time to prepare for the landing. Get the checklist out: Check wind direction: Everybody is still operating in a downwind configuration. You know the syndrome: "The power planes are still going to the north, we should not change."

The radio says the wind is still 160 at 5 kt. No change. We took off downwind in that. So I decide to follow suit and not to change my landing direction.

Next checklist item: Gear down. That's easy in a 1-26: its automatic. (Don't you love simple aircraft!) Altitude check: Just a bit above 1000 msl. --- And then I get a kick in the seat (well let's say a slight push). The vario, for the fist time, sings its UP-warble. Hello lift! Here we go! Nice, careful, coordinated turn and we gain 50ft about halfway thru the circle. Then nothing but down. I must have flown right out of it. Let's try it for one more circle over there. But, ... nothing. So now I am a "little lower" than normal.

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Back to the checklist. I announce downwind entry on the radio, and turn that way, significantly closer to the runway than normal because of the lower-than-normal altitude. The end of the runway, which normally is my cue to think "ready to turn to base", never seems to arrive on my right wing tip. And now I am really low. So I boldly make another pattern modification. Turn onto base right now, and continue to turn onto final, right over the southern hangars. ... Line up with the grass strip and set her down. Uneventful landing, except my first one without the use of spoilers!

I hop out of the bird and drag her off the strip to clear it for the next guy and wait for the others to show up to drag us back to the take-off point.

While I was waiting, I searched for how I had gotten "suckered-in" into this predicament:

1. Greediness to catch the last lift.
2. The others are still doing downwind operations.
3. The real wind at altitude. (I must have had 15 20 kt of **headwind** on my downwind leg. I did not consider that during my pattern planning!)

Moral of this story: When little things stack up, you get into trouble. One more "little thing" might have had me in the hangars. Mind the little things. Mind the little things.

Landing Considerations

Consider what you might do if the glider landing in front of you has a flat tire or a gear up / collapsed landing gear and comes to a sudden stop in the middle of the runway. Theoretically, there should be enough room to taxi around other gliders or you can land and stop short or over-fly the obstruction. But you must have all of these options in mind as you follow one, two or three gliders in the landing pattern.

Alternately, you might be the offending glider. As you touch down, keep in mind the glider will not roll far with a flat tire, so prompt action on the pilot's part may allow the glider to at least move a little bit to one side. (From T. Knauff, email: tknauff@earthlink.net, www.eglider.org)

BESC Newsbytes

Open Board Positions

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

- CFSO (Chief Flying & Safety Officer)
- Astir Mangager

Contact any BESC Board member to volunteer.

General Newsbits

Thanks to Gene and Chris Klix for helping to rig the 1-26. Chris Klix and Jim Dobberfuhr performed a compass swing on the 1-26 (N7742S). It took just under an hour total to do the swing. The compass was replaced because the original one had corroded and lost all of its fluid. The

Canopy-seal arrived and the new Canopy is just great! The 1-26 was flown on Saturday 4-27-02. She flies just like a new sailplane. Heinz put a new coat of paint on the Turtle Deck and on selected places on the aircraft. He also found the Erection Tool Bag and put it back.

The 1-26 trailer is currently parked at the north end of the airport in trailer parking area. Minor repair have been done to it. However, most of the plywood supporting the cradle uprights has delaminated and will need to be replaced in the near future. (Some nice job for an early morning task before the flying gets good in Ephrata; especially if someone makes and paints a set of triangle brackets at home and brings them.[Editor]) In addition, a storage box with a lock should be added to the front of the trailer for stowage of the registration, tools, and tie downs. We should also include a copy of the flight-ops manual, in case one goes missing. The trailer wiring should also be carefully examined. The spare needs to be aired up.

Actually, many of the above items are applicable to most of our trailers. We also need to look at repacking the wheel bearings and the condition of the tires.

If you are able to help with any of the above items, please contact Jim Dobberfuhr, or the appropriate Aircraft Manager.

The repaired wing of N265BA has returned and has been repainted. Thanks to Narinder and Alex for unloading the L-23 into the hangar. Alex will be getting the last of the items on the L-23 ready for annual. By the time you read this, N265BA should be flying at EPH.

Lynn gave a trial membership ride to a Japanese glider pilot, Kaori Sasaki. She has subsequently joined us for soaring the beautiful Northwest. Welcome to the club, Kaori. (Ask her to show you her log book! ... An international adventure. [Editor])

Seattle Glider Council

Linda Chism Vice Chairman- SGC

What is the Seattle Glider Council?

The SGC is an organization that knits together the clubs, commercial operators, and private ship owners from across Washington State and southern British Columbia, to foster, encourage and promote the art and science of soaring. Ephrata, Washington is an internationally renowned soaring site where SGC bases its 2-towplane operation. The dry climate, hassle-free airspace, solar loading, and abundance of fallow landing fields in Eastern Washington make Ephrata a great soaring base. You will be towed behind a Pawnee and a Super Cub, flown by volunteer pilot members.

The Soaring Foundation, a spin-off of the SGC, has construction underway for a new Training Facility/Clubhouse, which will be completed in early summer 2002. The existing clubhouse (a mobile home) will be phased out eventually, but both buildings will

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provide a bunk-style sleeping facility, restroom/showers, kitchen and dining area, a telephone for calling in your retrieve, and a computer for use in weather, flight planning, and flight recorder downloading.

For the club or private ship owner, SGC manages the parking spaces for the glider trailers, rigging area, and tie downs. There are multiple electrical outlets in an indoor shed for batteries to stay on their chargers to be ready for use. A wash area allows sailplanes/trailers to be washed and water ballast to be filled. SGC also owns a set of sailplane weighing scales.

A camping area is available for motorhomes, campers, and tents and includes an additional restroom/shower facility. Future improvements are planned for the camping area and additional landscaping will be incorporated as part of the Training Facility construction. Should you decide to show your stuff as a competition pilot, SGC hosts the annual Region 8 soaring contest and has hosted National contests.

SGC sponsors an annual "wave camp" based in Wenatchee, Washington and provides facilities negotiation and a towplane. From time to time, members will arrange "safaris" and take their ships and a towplane away for a soaring holiday at a new site. All members are welcome to participate.

The monthly *Tow Line* magazine reports on soaring happenings, publishes the minutes of all Board meetings,

publishes the official fees schedule for services, and has free classified ads for members.

On the first Monday of each Month, November through May, the SGC hosts a member meeting with a guest speaker in the Seattle area, and an Awards Banquet in the Fall.

What are the benefits of joining the SGC for \$25/year? You will have access to tows, and for small user fees, use of the Training Facility/Clubhouse, camping area, and have a place to park or tie down your glider. You will be the benefactor of the SGC's negotiation power with the Port of Ephrata to allow the operation to continue to exist. You will fly with the benefits of SGC's negotiations with the FAA in safety, airspace, and operation issues. The SGC allows the varying components of the soaring community in Washington State to speak with a strong voice on issues that affect us all.

To join, simply take a tow behind an SGC tow plane.

You will automatically join as you are billed for the tow!

Or, see the following website-

www.seattleglidercouncil.org -for pictures, info, and the mailing address to send a check for the dues. We look forward to seeing you at Ephrata again, or, for the first time!

Midweek Flying

Heinz Gehlhaar

Who would like to support this idea at Arlington? I have tried it to set it up twice, once on Friday 4/19/02 and once on Wednesday, 5/1/02. A bunch of us would like to thank Chuck Flores for providing the towing, and Al Gregg for being our instructor. On Friday it got really flyable after 3:00 PM, when the clouds cleared away. On Wednesday, with a much better soaring forecast, we got nothing more except cloud cover with lift of zero to plus 1 at best. The participants were the Rinas Family, Jim Cooper, Michael Clarke, Travis Nelson, Dave Reusch, Al Gregg and his Grandson Drew, (SeePicture) and your editor.

If you can convince a towpilot and an instructor to come out, just let me know. I can make the announcement on the net.

Heinz.



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 5, the final part of their story. Last month we left our pilots for a day of rest in Victoria Falls. We continue on with their story ...

A race with the sun

After a rest day we headed back to the Victoria Falls airport. According to our many sources, the weather should be getting better this week. On the way to the airport we decide to make an extra curve and have a look at the Falls from the air before flying towards Pietersburg, this make the leg an extra 40km long.

Because we landed so late on Saturday we were unable to fill the tanks then, this has to be done now as well.

Finally, after a 20-minute struggle, the wings (this is where the fuel tanks are in the Stemme) are full. 800km ahead of us, and the forecast is telling about a cloudless day, a blue thermal day, which means the thermals aren't visible but must be found without the clouds usually marking their position.

At 11.30 we take off, half an hour later than planned. We still decide to fly past the Falls, though. The ATC asks us to switch to the Falls frequency for the time we're there. The Victoria Falls are at the border of Zambia and Zimbabwe and there are often planes and helicopters from both countries flying above, now there are only us, a Zambian helicopter and a big balloon tied to the ground. The Falls don't look quite modest from the air, but from the ground the view was incredible. The highest fall is over a 100m. October is a dry time around here, during the wet months the Falls are even greater and splashes fly high.

After a few moments we start heading towards South. The visibility has improved a lot from Saturday. We're flying fast towards Botswana; you can feel the air to be alive. The sun sets in Pietersburg at 1800 local time, so depending on our average speed we can still use 2-4 hours for gliding.

130km from the Victoria Falls airport we turn the Rotax off. The first lifts are tricky and not very strong, the sinks are wide and strong. As we cross the border to Botswana the variometers go banging up and we start circling in a nice, strong thermal. In a moment we've reached 3700m. Just to be sure we take out the oxygen masks. We are closing in on Pietersburg in high speeds without the engine. This certainly feels good.

Around Francistown the thermals weaken, or we just can't find the best ones. The weak Western wind turns towards Southwest and gets stronger, which means headwind for

us. Our goal is to glide into South Africa, this we do but soon after the engine has to be turned on. There are still thermals, but speed without the engine on is not enough to get us there before sunset. The day simply ends too soon. As the engine warms up we get full power and fly towards Pietersburg as fast as we can, the headwind is not helping, though. At 200km/h the GPS estimates our arrival time to be 1805 local time, 5min after sunset... As the sun is going gradually down the visibility gets worse, the air is still not completely clear. Half an hour before arrival we change to Pietersburg's frequency, all other planes have landed, so there is nothing slowing us down. It would be quite embarrassing to ask big airliners to wait whilst we land. The Stemme's meters are not meant for night flying...

In the dusk it is quite difficult to see the airfield at first. Only a few kilometers away we see the runway and we touchdown at 1802. We were too greedy which caused this leg to be a bit too exiting. As we reach the parking spot it's already almost dark and when we've finished everything it's completely dark. Considering today's circumstances, the 300km of gliding we were able to do was pretty good.

Customs and passport officers have already left. We reach one by phone and wait for him with a security guard. There's no hurry, after all this is the last Customs bit of the journey because rest of the journey is flown inside South Africa.

Overnight in Pietersburg 1 October 2001

Engine problems

Morning in Pietersburg looks promising. Today's leg is short, only 300km to a gliding field called Orient. If Johannesburg airspace doesn't limit us too much, we should have a good chance to do a fair bit of gliding; my friend Dick Bradley told us that yesterday's weather was good and today should be good as well.

Because of the short journey we can delay departure until noon so that we can enjoy gliding as much as possible.

After a landing airliner we get the go for take-off. At about 100m from ground the engine's sound suddenly changes significantly. After a month in this small cockpit we've learned to recognise the engine's tone changes and it doesn't sound normal right now. We land back to Pietersburg.

On the ground the problem is difficult to hear because the engine's power is less than in the air, so I start to wonder weather I imagined the whole thing. After landing we taxi back to the parking spot, with a fire truck behind us all the way.

After a few deep sighs we start making phone calls, Hanski tells us what to look for. As Anssi goes looking for the local mechanic I try the engine on full on the ground, as Hanski suggested. Before that I check the magnetos, which reveals the problem. Left ignition system doesn't work properly.

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As I was checking the things out Anssi's found a local mechanic in the nearby hangar. He removes the parts and points out that they are full of dirt and whatnot. No wonder the engine doesn't work properly. It seems that at some point we've gotten bad fuel, which then has caused the problem. On our small reserve-part stash are 4 new parts. We choose the four best ones from the old and the mechanic cleans and tests them on his desk.

After we've changed the parts we try the engine again and it again works like a dream. During this brief moment of fixing things we've been in contact with Orient for weather information and to keep YLE (Finnish Broadcast Company) reporter Kirsi Crawley on top of the situation. She's waiting there for us with a cameraman. Rotax expert is also going to meet us there to fully check the engine. Because we have lost some time with the problem and the fixing we can, once again, forget hopes of gliding. If we start struggling in the dying weather, it'll be nightfall by the time we get to Orient.

The flying part turns out to be more difficult than expected. Johannesburg ATC keeps a good eye on us as we fly. The transponder must be turned on and we have to stay in the assigned flight level. On certain intervals we also have to check on another frequency to let other VFR traffic know our position. With one radio this seems a bit tricky. At some point we stay on the VFR frequency for too long and the Johannesburg ATC comes asking for our position. They want to make sure that we are really flying 7500ft (600m from sea level). Airfields, big and small, are around us constantly. In a way it's a relief that even if there would have been the weather and time for gliding we couldn't have done so anyway due to airspace restrictions.

Orient airfield has two grass runways. As the sun is setting, the airfield is very difficult to see until it's right in front of us. This is the home of the biggest gliding club in South Africa. Because it is early spring here there's no flying during the week, however. Because we can't contact the airfield by radio despite several tries, Anssi phones Kirsi on the satellite phone to make sure the camera is on place and ready. We do a few beat-ups for the cameraman before landing.

Before the interviews are done it's already dark. Peter Howe, the local Stemme importer, and Dick Bradley, the director of the Gliding World Championships taking place this Christmas in South Africa are there as well. After the plane is ready to 'sleep' we go behind the hangar and have a nice barbecue. There are a lot of private hangars with sleeping quarters in Orient. Over 130 gliders are permanent 'residents' at Orient.

Because of the darkness, the Rotax specialist will look at the plane tomorrow.

Overnight in Orient 2 October 2001

From Johannesburg to the Edge of Cape

After the Rotax specialist has gone through the plane the engine sounds normal and healthy again. He assures us the despite the long journey and dust, the plane is in a good shape. After refueling we say goodbye to the lady who took good care of us, she has recently widowed but still lives by the hangar. As we are going she gives us a lunch pack to go.

Today's tactic is to fly out of the Johannesburg airspace as quickly as possible and reach Gariep Dam. The place used to be called Hendrik Vervoerdam. In December and January a bunch of glider pilots gather there to chase after long distances and world records. We have heard that good weather sometimes shows itself already in October as well. We certainly hope it will today.

To avoid the Bloemfontain airport approach we go way east of the straight line. We are at 9500ft (1200m) and the engine rolls on. The air seems to be too smooth, nothing to reveal thermals. We both stare out to see any signs of lifts. We might be a bit too early...

Not until we've gone past Kroonstad we see cumulus clouds in the horizon. They are east of us, but since we seem to have time today we head towards the clouds. As we get closer we realize that the clouds are completely in Lesotho airspace, so we turn towards our goal disappointed.

Somewhere between Ficksburg and Maseru the air seems to start living. The engine is turned off immediately. It's not easy, but we manage to find lifts that keep us in the air, and the best one even takes us up to 3700m.

The Gariep Dam is visible a 100km away, even though the visibility is still not that good. On the northern side of it is a line of hills, which takes us to the airfield without trouble. At the airfield we can see only two people and a VW Kleinbus. Peter Howe, who is one of the airfield's new owners, had promised us a welcoming committee. The retired couple welcomes us warmly. Everything's ready for us and we don't have to worry about anything. We stay at a holiday village. The air is nice and cool in the evening, since we left Helsinki we have mostly been in hot places and the coolness feels nice. After dinner we call the weather station in Cape Town, the duty meteorologist doesn't sound too enthusiastic about the weather. We might be able to make it to Cape Town on Thursday, Friday seems even worse. We promised the Finnish Ambassador to land at Cape Town on Friday around 3pm.

Overnight in Gariep Dam 3 October 2001

Towards Cape Town

Today we are trying to get to Cape Town before the bad weather kicks in. The Gariep Dam tourist chief is waiting for us in the breakfast room. He takes us to the airport and we don't have to worry about a thing. I feel that especially here, South of the equator, we have been treated extremely well, and not a single person has treated us

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badly during this journey. Refueling at Gariep Dam is not a problem. The local garage owner is waiting for us at the airport and refueling is underway in no time. The plan is to leave early to avoid the thunder and rain forecasted for the afternoon. Africa's south peak has been a challenge to sailors throughout the time and apparently pilots don't get off any easier. Last minute enquiries about the weather from Cape Town aren't very positive, the cold front is closing in from southwest, but its arrival time is unsure. The duty meteorologist is certain, however, that we can make it at least to Worcester, a town about a 100km from Cape Town. Here in Gariep Dam the sky is still clear. Stemme's small cabin is quiet; all energy is directed towards weather observation. After a 15-minute flight some cloud is visible ahead of us and the wind starts to get stronger. The wind is blowing from southwest and is accelerates to 60km/h very quickly. We are struggling in head wind towards our goal. Kilometers go by slowly, after an hour's flight we're only 130km from our departure point Gariep Dam. Dark clouds are closing in from south quickly and the wind gets stronger and stronger. Stemme's wind strength gauge stops at 99km/h, and that's what it's showing now... Our true airspeed at 3000m is about 200km/h; groundspeed gets as low as 130km/h. We have over 600km to go. This way the cold front will win this race easily... I ask for a lower flight level, the wind might be less strong below. The ATC says that there is no other traffic in the area so we can choose our flight level as we please. We go below 500m, but the wind is just as strong but gustier. I'm hanging on to the controls to keep the plane from going haywire. We climb back to 3000m; it is easier to fly up there than down here. The cold front from the south is already above us, we keep asking for the weather in Cape Town. The sky is almost black to the left of us. The meteorologist tells us that it's still nice in Cape Town, the cold front hasn't reached that far yet; but he can't say what's going on north of Cape Town. Cape Town is a nasty place to approach because of the lack of airfields around it that we could use in an emergency. The decision about going forward has to be done early. Anssi is trying to get hold of Carsten Lindemann over the satellite phone, but the line is quite bad because the engine is on. After Beaufort West the dark clouds are now visible in front of us as well. We keep going forward, albeit very slowly. The ground beneath is deserted and rocky. Just to be safe we mark every possible landing spot on the map; there aren't too many of them. At 300km from Cape Town the cloud fronts join together and the cloud base starts to sink. We are still 200 km from Worcester. There are no other places to land in-between... The lower we go, the stronger and gustier the wind gets. The visibility is still good and the wind weak in Cape Town, but a cloud cover is no above it.

The horizon is getting darker and darker. The gap between the clouds and the ground keeps getting smaller and smaller, and at 250 km from Cape Town we turn back towards Beaufort West, 200 km behind us.

After we turned around the wind is behind us and at best were rushing 270km/h towards Beaufort West. In no time we can see the airfield. The clouds are high up and it is not raining. The wind is banging us side to side mercilessly, however. We have to land into crosswind, because 2 of the 3 runways at Beaufort West are closed. We switch off the engine so that in case something happens while were landing the engine won't get damaged; this means that we can't pull up. Landing goes all right and we have finally time to breath.

We taxi to the refueling spot and before we have even turned off the engine, the owner is refilling the tanks. We meet a Johannesburg airplane seller Armand Greyvenstein; he comes to help us tie down the Stemme. He is also on his way to Cape Town with his wife who is in the plane feeling sick because of the gusty winds. He promises to find out about the weather conditions first thing in the morning; if necessary we are ready to depart at sunrise.

The restaurant owner's daughter's boyfriend gives us a lift to a gasthaus in the village and promises to pick us up in the morning; we just have to call him. Great service! As the evening goes we get a hold of a few pilots from the Cape Town area. They all tell us it was good that we didn't fly there, the cloud cover has blocked all ways to Worcester and Cape Town itself was under heavy winds and a surprise front from the sea.

The goal is so close but yet so far...

Overnight in Beaufort West 4 October 2001

Reaching the Goal

As we were on our way to the airport, the hills north of Beaufort were inside a thick cloud. The wind had calmed down, and to our luck it hadn't rained during the night. Cape Town glider pilots have organised a forecast service for us, the club's best met-man Sven Olivier has gone to Worcester to see how the weather develops. Prior to that he had carefully gone through the forecasts for the area. According to the forecasts the clouds will start to melt in a west-to-east direction. His suggestion is to leave at lunchtime, but just to be sure we go to the airport straight after breakfast.

The Stemme is covered by a thick layer of dust and sand because of the strong winds that blew through the night. As we wash the plane the clouds start to melt even faster than forecasted. We call Sven and he confirms our speculations, the weather is improving quickly and Worcester is already clear.

I call Cape air traffic control and tell them our flight plan. The wind is directly in line with the runway, so take off doesn't cause any trouble. Some of the melting clouds are still at 7000ft and the northern mountains are still within

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the clouds but ahead of us the clouds are clear higher and the gap between them and the ground is clear and visible. The wind is against us again at about 40kph. The clouds are slowly forming into cumulus clouds and thermals push us up every now and again but our height isn't enough to switch off the engine, especially with no landing places beneath.

200km from Cape Town the clouds start to sink suddenly. According to our American map the peak in front of us is 4538ft high, we are at 8000ft and the peak is inside the cloud. How can a peak that low be inside a cloud that is that high?? We both stare at the map and the GPS and wonder if we're lost or just seeing things... The GPS works perfectly and we confirm that we are at the same place on the map as well. The peak seems to have doubled its height since the map was published. I wonder what's in front of us; the route goes between two peaks of 7000ft before the ground starts to sink towards Cape Town. I ask Cape ATC for a clearance to fly on a higher flight level but the answer is a simple 'no'; it's not allowed for planes flying in visual to fly above the clouds. We can choose our height as long as we stay away from the clouds and the ground.

After a few deep breaths we go beneath the clouds. The valley is wide enough so in case we need to go back, we can do so without hitting the rocks. There are peaks inside clouds all over us, but luckily the visibility is good and so far it's not raining. Our emergency airfield Worcester is south of our route beneath the highest peaks. The only way there is through the valleys. At 30km from Wolseley the ATC informs us that it has started to rain in Cape Town and suggests that we land at Worcester; he also asks us to contact Cape Approach. The pass to Wolseley is clear; it's like flying in a tunnel. As we come to the crossing of the passes Cape Approach clears us straight towards Cape Town instead of Worcester. It looks like we could make it and we cross the last hills at 5500ft.

We can finally breathe again, from here on it's nothing but fields and 20km from here is Fisantekraal airfield, if it still rains badly in Cape Town we can land there. The clouds sink to 3000ft but visibility is still good. As we are next to Fisantekraal Cape Approach asks us to wait there, there's a rain shower at the Cape Town airport. 20km to go; in the clear air we can see the shower above Cape Town and it seems to be moving quickly towards east. The next one is far of over the sea, so there's plenty of time to land between the two showers. After a 5-minute wait we are cleared to go straight into final on runway 01. 15km from goal, I can't believe it's actually Cape Town in front of us; I pinch myself to make sure I'm not just dreaming.

We land after an old DC-3, the pilot warns us that the runway is wet; which isn't a problem because the runway is both wide and long and the wind is directly towards us. At 14.50 local time we touchdown at Cape Town. About

six months ago I wrote down that our estimated arrivals date is 6 October, today is the 5th but we did leave a day early from Helsinki. Earlier this week we told the Finnish Ambassador that we would land on Friday at 1500 local time. Not far from that estimate either.

14.55 the Stemme's engine is switched off and the first one to congratulate is the local Minister of Transportation. Soon all kinds of cameras are around us and we give interviews into every direction. I can't believe that we did it!

Overnight in Cape Town 5 October 2001.

Summa Summarum

Our welcoming committee at Cape Town is impressive, the people at the Finnish Embassy have really done a good job and got reporters from all kinds of newspapers and magazines, as well as the biggest TV channels, present. Stemme has a place in the hangar, and a lot of people would like to help but the photographers quickly ask them to go away so that they can get their pictures. Ambassador Lintonen and the Minister of Transportation are waiting for us in the VIP lounge with ice-cold champagne.

The official ceremonies are short but memorable.

Apparently President Ahtisaari has just left Cape Town the previous day, and was sorry that he couldn't be there to welcome us. This is where this project started four and a half years ago. Anssi was sitting in the cockpit of the MD80 I was flying as we took off towards Johannesburg on President Ahtisaari's official visit to South Africa. Anssi was one of the businessmen that accompanied the President on this trip and I was the captain of the plane. We flew round the Cape of Good Hope and Nelson Mandela's prison, Robben Island, and one of us was thinking out loud how great it would be to fly here without the engine.

The idea was forgotten for a long while until Anssi happened to be a passenger in one of my flights. He came to see me in the cockpit (back then it was still possible) and as we remembered Cape Town he asked me if I knew a motor glider called Stemme. That's how the project got started. In the Ambassador's residence's sauna it's nice to remember things, and throughout the evening we find ourselves on TV on several occasions. All the stories are good and Finland and the South African organization preparing for the World Gliding Championships get good PR.

I'm writing this on Saturday night, Anssi has just left towards Finland. It's a strange feeling to stand here without him, because for the past six weeks we've spent almost every waking hour together, without fighting even once!

During the journey the Stemme has swallowed 947 litres of fuel, 150l of which was used to land on reserve airfields and other things non-dependent of us. The original 12600 km journey has been flown with 800 l,

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which is more than we wanted to use, but considering all things not so bad.

We have flown for about 100 hours, 40 h of which was gliding. Distance in gliding was 3 800 km. We flew in the airspace of 21 countries, and in 16 countries we were able to do gliding as well. The timing of a trip from one side of the globe to the other is always a compromise, the best weather for gliding in Europe is past and it is only spring here. So we can say that the timing was right, or possible least wrong...

Stemme turned out to be quite a capable little plane. We had a few technical problems, but the solutions were always logical. Heat, dust, sand and rain could have caused more problems. The factory's support during our journey was extremely good.

The Director of the World Gliding Championships that {took place December 2001(Editor)}, Dick Bradley, will come here tonight from Johannesburg and tomorrow we'll fly the Stemme in Mafikeng, if the weather is any good. There it will stay until the championships and sometime in late January will be shipped to Europe.

Without out back-up crew this adventure would have been impossible to do. Carsten Lindemann and Tapio Tourula provided us with accurate forecasts; Hannu Mäkeläinen, Kalevi Landen and everybody at Stemme kept us going

when we couldn't figure out the problem. Doctor Pertti Karjalainen provided us with such a medication that killed all germs before they were able to fully attack. Aapo Pöhlö organised the Finnish Embassies throughout Europe and Africa and they all took really good care of us. David Gannon from Overflight organised all our visas and permissions and was always within a phone call if we had any questions. Hasse Renfeldt designed the logo and my daughter Anna translated my stories into English (sorry this last one is so late! AS). Apparently people have read them all over the world. Tero Tuominen put everything on the web despite the time of the day (or night). A lot of people helped us during this journey and for that we are very grateful; especially to Aarno Alanne whom we met in Kenya and helped us get all things sorted and got the bureaucracy done in no time. We thank you all who have helped us during our adventure from Helsinki to Cape Town. An especially big thank you goes to our wives Haije and Marjatta for letting us do this and supported us throughout.

Africa signs off.

Overnight in Cape Town 6 October 2001.



Tapio Savolainen (left) and Anssi Soila with their Stemme S10VT (OH-919). Photo Tero Tuominen.

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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, 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@attbi.com (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@attbi.com (H) or harlan.albee@fsbti.com (W).

YAWSTRING Masthead

YAWSTRING

The newsletter of the

Boeing Employees Soaring Club

Available at <http://www.boeingsoaring.com/yaw.html>

Newsletter editing and layout:

Heinz Gehlhaar, heinz@foxinternet.net

206-932-5428

Conversion to PDF Format: Brent Stillings

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.

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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 Is in Ephrata	Ephrata	Pierre Parent	Next annual - Feb 2003
Super Cub N7474D The SuperCub towplane is operational but pilots above 200 lb need to carry CG ballast in the cargo area...	Arlington	Mike Moore	Next annual - Jan 2003
Schweizer 1-26 N7742S Thanks to Kevin Finke, the airplane is ready to fly with a new canopy! The move to EPH is planned for May.	Arlington	Kevin Finke	Next annual - Feb 2003
Schweizer 1-34 N7644 In work for annual inspection. Still looking for a replacement wing spar root stub shear web and a canopy that fits.	Arlington	Travis Brown	Annual – in work
Blanik L23 N264BA On line, ready to use. Lynn will try to fix the canopy cracks and crazing. Boom Mikes to be installed May 4 or 5.	Arlington	Lynn Weller	Next annual - Jan 2003
Blanik L23 N265BA 265BA should be back in service 2 nd week of May, thanks to Alex Powell and all the folks who helped. To EPH prior to May 18	Arlington	Alex Powell	Next annual - May 2003
L33 Solo N355BA The L-33 is parked with the other glider trailers just north of the Gateway Café, ready to fly.	Arlington	Craig Funston	Next annual - June 2002
Grob-102, Astir N141SS (X3) At Ephrata and available for use. The radio is inop so carry a handheld radio. The vario system is inoperative because the total energy probe is missing.	Ephrata	Alan Kirlin	Next annual – Mar 2003

Parachute Status

Our three parachutes have been re-packed by Para-Phernalia.

Last updated May 3, 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

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C.F.&S.O.	OPEN	[This has been OPEN too long! Look into your heart & tackle the job. Ed.]		
Operations	Don Banford	(H) (425) 828-6553 (Cell) (206) 619-7201	--	donbanford@msn.com
Pawnee Tow Plane Manager	Pierre Parent	W (425) 294- 1904 H (360) 653-2613	04-JU	pierre-julien.parent@boeing.com
Super Cub Tow Plane Manager	Mike Moore	H (206) 790-7949	--	mmore@attglobal.net

Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) – 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 would like to be replaced.

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	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

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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
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⁺
Bornholdt, Gene⁺**
Chamberlain, Terry⁺
Flora, Chuck**

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

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

⁺ Denotes Commercial Power Rating, ^{**} Denotes BECS Check Pilot

BESC Ops Schedule

May 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	11	Lynn Weller (H) (425) 235-1610	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	John Hope (W) (206) 662-7606 (H) (206) 772-6588	Nelson Funston (H) (206) 232-9416 (Instructor) Stan Kasprzyk
SUN	12	Don Bisbee (H) (425) 641-1750	--	Krzystoff Kasprowicz (H) (425) 641-3267	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SAT	18	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	--	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307	--

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May 2002

SUN	19	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Mike Moore (H) (206) 790-7949	Krzystoff Kasprowicz (H) (425) 641-3267
SAT	25	Phil Grate (W) (206) 345-6224 (H) (425) 222-4732	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506	Mike Moore (H) (206) 790-7949
SUN	26	Tom Ishikawa (W) (206) 766-2087 (H) (425) 603-0062	--	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613

June 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	1	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	--	Gene Bornholdt (H) (360) 378-1050	Nelson Funston (H) (206) 232-9416
SUN	2	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588	Krzystoff Kasprowicz (H) (425) 641-3267
SAT	8	Tony Puglisi (W) (206) 294-0096 (H) (206) 367-6980	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307	Mike Moore (H) (206) 790-7949
SUN	9	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506
SAT	15	Brent Stillings (W) (425) 234-4836 (H) (253) 833-7683	--	Gene Bornholdt (H) (360) 378-1050	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SUN	16	Lynn Weller (H) (425) 235-1610	--	Chuck Flora (H) (425) 562-1484	Don Banford (H) (425) 828-6553 (Cell) (206) 619-7201
SAT	22	Don Bisbee (H) (425) 641-1750	--	Nelson Funston (H) (206) 232-9416	Start EPH Encampment Krzystoff Kasprowicz (H) (425) 641-3267
SUN	23	Tony Wiederkehr (W) (425) 252-3236 (H) (360) 652-2342	--	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307	Mike Moore (H) (206) 790-7949
MON	24	--	--	--	--
TUE	25	--	--	--	--
WED	26	--	--	--	--
THU	27	--	--	--	--
FRI	28	--	--	--	--
SAT	29	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834	End EPH Encampment Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-150

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SUN	30	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Don Banford (H) (425) 828-6553 (Cell) (206) 619-7201	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
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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)

July 2002 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow/Instructor Ephrata
SAT	6	--	--	--	--
SUN	7	--	--	--	--
SAT	13	--	--	--	--
SUN	14	--	--	--	--
SAT	20	--	--	--	--
SUN	21	--	--	--	--
SAT	27	--	--	--	--
SUN	28	--	--	--	--

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. In **extreme emergency**, the scheduler Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk) may be able to help. Please, DO NOT MIS-USE THIS OPTION!

Instructions for Field Managers:

Field managers are responsible for

- 1) 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.
- 2) Assuring that the flight operations list and the Tow Cards (from the Towpilots) get mailed to Linda Chism, the flight log keeper or to Jim Dobberfuhr (M/S OF-24). If this does not get done, we loose Club Revenue. Linda Chism (even though inactive) is still 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

The club will reimburse all mailing costs (receipts helpful, but not mandatory).

- 3) Obtaining your own substitute if unable to support the schedule
- 4) Notifying the BESC scheduler Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk) to revise the Newline when there are any changes to the Operation Schedule

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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 newswire (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 M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk)

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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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