

YAWSTRING

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

Volume XII

August/September 2002

Issue #8

Don Banford on Tow in L-23 N264BA Enroute to Darrington



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Letter from the President

Dear Fellow Club Members,

It has been a very busy summer for all of us. Many of you have contributed a great deal of your time and effort in helping the Club. There are many a chore that have to get performed and we often overlook those individuals who tackle these tasks. Thank you to each and every one of you who has helped keep the club running smoothly. Here is a quick run down of the events over the past couple of months.

June 22-29, 2002 BESC encampment at Ephrata was a lot of fun. We had some good soaring days and some really great flights. I would like to especially thank Steve Baker and Al Gregg who provided glider instruction to our members, so we had coverage the entire week we were out there. Instructing in gliders is very demanding mentally and physically, but it helps uplift the soul. If you were lucky enough to be in Ephrata and fly with either of these gentlemen, please, find a chance to thank

them. The 25% pay raise we offered the instructors still does not taint their desire to help others learn to fly!

Also, we really appreciate our towpilots who kept busy with constant tows. Thank you Michael Moore, Nelson Funston, Jim McNeil, and Ron Ries (SGC).

June 30 – July 6, 2002 Region 8 Contest. Thanks to towpilots Don Banford, Jim McNeil, Mike Moore, and Pierre Parent, the club received a \$1500 check from the SGC for our share of the tows.

July 13th, 2002 Darrington Operations Expedition with Evergreen proved to be memorable experience with breath taking mountain views. Stan Kasprzyk graciously instructed students on mountain flying and ridge soaring. (See the pictures on the BESC WebSite)

July 28th, 2002 Everett Family Day was a show and tell day for the club. John Mayton, Keith Purvis, and I seated several hundred kids into the front seat of N264BA during Everett Family Day. People lined up and waited 20 minutes or longer so their children could sit in a real

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glider and move the controls. The club received some excellent exposure at the event.

On August 2nd, 2002, we hosted a program called the Young Women's Aviation Experience. This program recruited young women (13 years of age) in conjunction with the SPLASH! Program hosted by Seattle University and funded in part by Boeing. They are exposed to math, science, and engineering with hands-on experience. Several of the students had a couple days of flight simulator experience before manipulating the controls of a real aircraft. In all, we had 24 students who were divided in to three teams. Each team of women was given a glider for which they were responsible for preflighting, launching and retrieving under the watchful eye of an instructor or commercial pilot. Red Team (N264BA) was headed up by Kappi Parks. Phil Grate stepped in later in the day as a relief pilot. Lynn Weller was leader of the Blue Team (N265BA). Bob Chase lead Silver Team with the Evergreen Blanik. Michael Moore did a great job towing in N7474D. Jay Todd hopped in as relief pilot, while Chuck Flora towed with Evergreen's towplane. Kaori Sasaki worked behind the scenes as ground support and helped keep things moving. Todd Skinner volunteered as cameraman and took some excellent photos and video. Heather McGilvray helped keep the tow cards moving and the times recorded along with keeping people straight and in the right place. We also had 7 parents go for flights after all the team members had flown. If you think this sounds like a lot of work, then you would be right. However, thanks to the extraordinary efforts on behalf of our club members, Evergreen members, and a couple of outside volunteers, we had a marvelous time and introduced a soaring to a new generation of potential glider pilots.

Ponderings...

My tour of duty as president is almost at an end. I will not be seeking a second term. The past year and nine months has been a tremendous experience for myself. I have found there are several key people who have kept

your club alive and well. I personally believe that without their support, we would cease exist. On many occasions, the call for help has gone out to our membership and it is usually the same group of core members who has stepped forward time and again that ends up picking up the slack. I thank all of you for your time, effort and dedication.

It is interesting to note that the club has to be run like a business because we no longer receive any financial support from Boeing. Good or bad, it is simply a fact. One of the most challenging things one has to reckon with is the organization is voluntary. If someone does not show up and fulfill his/her duties, the rest of the organization suffers. This past year has been extremely expensive because we have had to contract out a lot of our maintenance. Much of it we used to do ourselves. The majority of our instructors having been teaching for 15+ years. It is time to pay it forward. As a club member, if you have not done anything beyond just flying and field managing, I am requesting that you step up and give to the club what it has given to you. Everyone has talents and we would like you to share your talent with our soaring community.

We have made some tremendous strides in the past couple of years. Our Club will continue changing as necessary in order to meet the ever-changing future. There are numerous different paths we can follow and we need to find someone who is willing to lead our organization over the next couple of years.

We currently have the positions available for safety officer, aircraft maintenance managers, website developer, scheduler assistant, instructors, towpilots, billing assistant, and treasurer assistant. If you are willing to help out with any of these jobs, please contact your favorite board member or me.

Happy Landings,
Jim Dobberfuhl

Upcoming Events

Monthly Meeting Schedule

We are now having monthly meetings at the Everett Recreation Center. The Meetings will be held in Conference Room 40-201.1, the Activity Room

Note: September 11, 2002 Meeting – Please check the webpage for the latest update. The meeting location and date will probably be changed to a later date and further south.

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

September 11, 2002	December 4, 2002
October 2, 2002	January 8, 2003
November 6, 2002	February 5, 2003

Please Mark your calendars

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BESC Newsbytes

Trial Memberships

Dave Owens started and others have finished building a fancy Trial Member Packet. That data is available on our website at www.boeingsoaring.com/trial.html. Thanks a bunch to all of those who worked on that. What a good set.

The Club offers Trial Memberships for the purpose of recruitment. Trial Memberships aim to give persons who might be interested in Full Membership some exposure to the Club and its activities. Accordingly, Trial Memberships are individual memberships with a duration of one year from the date of grant. During the term of a Trial Membership, a Trial Member may attend Club Annual and General Meetings and social events and may receive the Club's newsletter at no charge. Trial Members have no voting rights and no rights or privileges to use Club equipment and facilities except that during their membership they make take one flight at no charge in a Club glider piloted by a Club Member holding a valid FAA Airman's Certificate with a Commercial Pilot - Glider rating. Each Trial Member shall be charged a fixed Trial Membership Fee of \$65. Tender of the Trial Membership Fee shall initiate the one-year term of the Trial Membership. Trial Members shall pay no Initiation Fee, no Member Deposit, no Continuation Fee and no Dues. To initiate trial membership, send a \$65 check payable to "BESC", in a stamped, self-addressed envelope, to the Club Vice-President, Lynn Weller, at:

Lynn Weller
922 N 28th Pl
Renton, WA 98056

Trail membership flights are planned for the first Saturday of each month. Advanced payment is not mandatory, but there is no guarantee that you will be able to fly if you simply show up at the field. Without advanced reservations, the club will expect payment either immediately before or after the flight

Open Board Positions

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

A) CFSO (Chief Flying & Safety Officer)

A CFSO is still needed. This position requires some one who has a great deal of common sense, flight experience, good communication skills, strong character, and follow through. The position does not require the person to be CFGI nor commercially rated.

B) Webmaster.

If you are capable of handling MS-FrontPage or can handle your own with HTML coding, then we need you. Stan Kasprzyk has been doing a great job for us for quite some time. He has requested that some one else take over this duty. Stan donates a tremendous amount of his time

and talent to the club as a flight instructor. He pulls double duty with the upkeep of our web site. If you are unsure with regards to your HTML/website abilities, please contact Stan and take a stab at assisting with the updates and editing.

C) Astir Manager

Alan Kirlin has been the maintenance manager for the Astir for quite a time. He would like to find a replacement. Contact Alan and see how easy and rewarding this job is.

D) L23 Super Blanik Manager

Super Blanik L23 maintenance manager for N265BA is needed. Alex Powell has done an excellent job as maintenance manager and seeing this airplane through the wing repair, repainting and annual. He will be sorely missed. Contact Alex and see the rewards of this job.

E) Assistants

BESC would like to start training other members for some of the jobs which keep the organization running. Toward this end, openings are available for Assistant Bookkeeper, Assistant Treasurer, and Assistant Scheduler.

Darrington Expedition

The expedition to Darrington was a great success. On Saturday, July 13th there were 11 excellent flights in L-23 N264BA. Krzys Kasproicz towed Stan Kasprzyk and Don Banford to and from the Darrington airport, and David Owen, John Mayton, Keith Purves, Alan Kirlin, Tony Wiederkehr, Don Banford and Al Gregg all received Darrington area checkouts and ridge flights. The ridge was working on and off throughout the day. Look at our website for some fantastic pictures.

Thermal Index Forecast

The AWO and the EPH Thermal Index Prediction (TIP) are available at the respective TOPICA lists "AWO_WX@topica.com" and "EPH_WX@topica.com", To subscribe to EPH_WX, send an email to:EPH_WX-subscribe@topica.com

To unsubscribe to EPH_WX, send an email to:EPH_WX-unsubscribe@topica.com

Use a similar format for AWO TIP.

When you subscribe you get the TIPs every day at about 9:00 AM in your Email Inbox.

Region 11 Winners

Soaring Magazine reports that our Mike Newgard won 1st place in 15-m Class, and Nelson Funston placed 3rd in Open Class. Way to go guys!

THE PERLAN PROJECT

Soaring to the top of the World

You've surely heard of Steve Fossett, the first person to circumnavigate the Earth in a hot air balloon? His latest project is an altitude record in a DG-505M. For this purpose, the engine compartment has been modified to accommodate the necessary oxygen supply. He plans to reach 62,000 ft in the first stage of the project and

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100,000 ft in a second flight. The current height record for gliders is 49,007 ft (14,942 m), achieved in 1986 by Bob Harris above Mount Whitney in the Sierra Nevada. This new project aims to reach a height of more than twice as much!

Look at these sites for good information:

<http://www.firnspiegel.com/perlan/index2.html>, or
<http://www.dg-flugzeugbau.de/perlan-e.html>

BESC Standard Checklist

Takeoff Checklist

Altimeter - Set Field Elevation
Belts - Secured
Ballast - Checked
Controls & Trim - Checked
Canopy - Locked
Cable - Connected
Direction & Speed of Wind - Checked
Dive Brakes - Closed & Locked
Emergencies - Planned

Landing Checklist

Gear - Down & Locked
Airspeed - Computed
Spoilers - Checked

Cross Country Courses

Stolen from the Newsletter of the Lake Keepit Soaring Club
P.O. Box S-152, South Tamworth 2340
Look at their site at www.users.bigpond.com/keepitsoaring/
It is very interesting to see what other clubs are able to do --
Editor

Garry Speight

I plan to conduct training courses for cross-country soaring on the following dates:

October 15 to October 19

October 29 to November 2

The idea is to improve a pilot's skill in cross-country soaring. Each course is open to any pilot who has achieved a 50km flight. It should help those pilots who

are not quite up to diamond distance, or to State FAI Championships. Those with higher achievements are welcome to participate and give course members the benefit of their experience.

I will fly in the Twin Astir with each pilot in the course on at least one day. I will keep in touch by radio with the other pilots when they fly single-seaters. Generally we will all fly the same course.

The planned daily schedule is:

09:00 Briefing on weather, operations and task planning.

09:30 Talk on a topic in cross-country soaring.

10:00 Prepare gliders and move them out.

11:30 First launch for cross-countries.

17:30 Tasks complete

19:30 Dinner, t.

Topics for talks will include:

Preparing yourself and your equipment

How one learns to go faster, and further, and get home.

When to thermal; when to leave – “MacCready Theory” extended.

Finding the best lift; search and centering technique.

Mind games: how to win.

Normal Club fees apply. These will vary on your type of membership, or status as a visitor to the Club. Those without access to privately owned gliders may hire those Club gliders that are available. The two-seat training will be at normal mid-week rates, and a pilot will not be required to pay for a single-seater while flying the two-seater.

The fee for the course is \$200.00. Up to 5 members can be accepted. If there are less than 3 applicants, we may have to review the arrangements.

During the first course this year, I hope to achieve my 166,000th kilometre of cross-country soaring. I do not intend to add to my total of outlandings.

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.

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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 \$65.
Don Banford, 425-828-6553

American Spirit Kit - 50% complete kit with enclosed trailer. See http://photos.yahoo.com/bc/jim_98335/ for Photos. Performance is 41 to 43:1. Kit includes altimeter,

vario, and airspeed indicator. Owner died from illness.

Contact anyone of the following:

For technical inquiries either:

Tony Puglisi, 206-367-6980 or tonypam@attbi.com or

Jim Cooper, 253-853-6815 or jimcooper@centurytel.net.

To arrange to see the airplane or discuss terms call Wendy Pinto at 253-851-6136 or wppinto@gte.net Gig Harbor, WA \$17000 OBO..

Our Airplane Fleet Status

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

The story of the lost parachute which made up number 4 for the club turned out to be something of a dud. The pack is only about 10 years old, but the canopy is over 21 years old. The canopy has several stains and would require an acid test. Making a long story short, it is unserviceable for a reasonable price, so we are back down to 3 parachutes.

N7644 SGS1-34... there has been interest expressed by several people in repainting the SGS1-34 and giving it a complete make over. If you are interested in being a party to this face lift, please contact Lynn Weller.

Astir Maintenance Manager for N141SS is needed. Alan Kirlin has done an excellent job and is asking for relief.

Contact him for details of the job.

Super Blanik L23 Maintenance Manager for N265BA is needed. Alex Powell has done an excellent job as maintenance manager and seeing this airplane through the wing repair, repainting and annual. He will be sorely missed.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Ephrata	Pierre Parent	Next annual - Feb 2003

The Pawnee was reported to be in the shop for brake problems.

Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2003
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The SuperCub towplane is operational.

Schweizer 1-26 N7742S	Arlington	Kevin Finke	Next annual - Feb 2003
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The 1-26 is rigged on the ramp, with some dings in the wing leading edge but OK to fly.

Schweizer 1-34 N7644	Arlington	Travis Brown	Next annual - June 2003
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The 1-34 has been trailered back to Arlington and 26 is rigged on the ramp.

Blanik L23 N264BA	Arlington	Lynn Weller	Next annual - Jan 2003
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N264BA is on the ramp ready to fly.

Blanik L23 N265BA	Arlington	Powell/OPEN	Next annual - May 2003
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N265BA is on the ramp ready to fly.

L33 Solo N355BA	Arlington	Craig Funston	Next annual - June 2003
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The L-33 is has been trailered back to Arlington.

Astir N141SS (X3)	Ephrata	Kirlin/ OPEN	Next annual - Mar 2003
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In trailer 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.

Parachute Status	Arlington	Michael Clarke	Look at tag on 'chute
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Three parachutes are all back at Arlington. Watch the Re-pack date

Last updated August 25, 2002.

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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 Assistant needed	W (206) 655-2727 H (425) 644-4696	4E-11	martin.n.gibbins@boeing.com
C.F.&S.O.	OPEN	[This has been OPEN too long! Look into your heart & tackle the job. Ed.]		
Operations	Don Banford	(H) (425) 828-6553 (Cell) (206) 619-7201	--	donbanford@msn.com
Pawnee Tow Plane Manager	Pierre Parent	W (425) 294- 1904 H (360) 653-2613	04-JU	pierre-julien.parent@boeing.com
Super Cub Tow Plane Manager	Mike Moore	H (206) 790-7949	--	mmore@attglobal.net

Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) Kevin Finke 651-388-6631[w] 651-388-1733[h] N7644 (1-34) - Travis Brown 425-266-3199[w] 206-795-9092[h] N355BA (L-33) Craig Funston 206-795-9092[w] 360-671-8913[h] N264BA (L-23) Lynn Weller 206-662-3216[w] 425-235-1610[h] N265BA (L-23) Alex Powell 425-235-1610[w] N141SS (Astir) Alan Kirlin 425-237-1360[w] 206-954-6498[h] Replacement needed

Non-Officers:

Office	Name	Phone	Mail	E-mail
Bookkeeper	David Owen Assistant needed	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. Replacement needed	W (206) 655-2040 H (253) 631-2088	4C-95	stan.kasprzyk@boeing.com
Scheduler	Travis M. Nelson Assistant needed	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

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Hot Line & Other Addresses

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

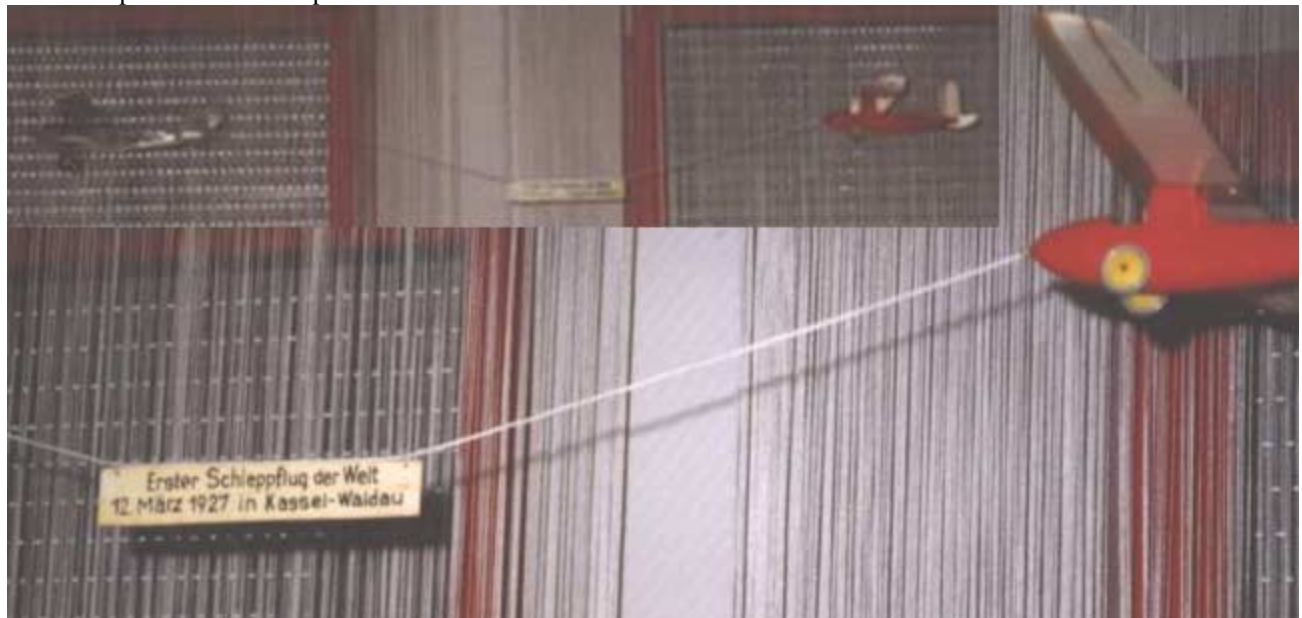
Hot Line 206-516-4149. This gets you the latest information.

Any other questions can be directed to Vice President Lynn Weller

First Aero Tow

Heinz Gehlhaar

While touring Europe and revisiting places of my roots, Eileen and I came upon the facilities of the Gerhard Fieseler Flugzeugbau Company, where my dad was active as an airplane designer and test pilot. You probably know the Fi-156, the Fieseler Storch, a flying copy of which is in the Arlington Museum. Gerhard Fieseler was one of three WW-I Fighter Aces, became a famous Acrobatics Pilot with several German and European Championships, and in 1934 won the World Acrobatics Championships. In any event, in 1924 he and someone else did the first glider tow with a powerplane. That event is captured in this composite Picture.



The little sign translates as: "First Aero Tow of the World, 12 March 1927 in Kassel-Waldau." Waldau is the same place where, in 1942, I was baby-sat by an ME-109 while Dad was doing some test flights.

The facilities received major bomb damage on October 22, 1943. After the war, Gerhard Fieseler rebuilt a small part of his facilities and engaged in production of mechanical devices, primarily for truck use. That was my Dad's last place of work prior to coming to America. The house we lived in still stands; it is now converted into an office building. Since then Fieseler donated his property and some monies as a Foundation to support the workers of Germany.

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Newsletter of the **Boeing Employees Soaring Club**

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

Newsletter editing and layout: Heinz Gehlhaar, heinz@foxinternet.net

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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Instructors & Tow Pilots

BESC Instructors

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

Steve Baker Ron Bellamy Rich Blow Chuck Flora	Al Gregg John Hope Stan Kasprzyk @ Carl Niedermeyer	Kapi Parks Dave Reusch (NEW! Congrats!) Ragnar Smith
--	--	--

@ Denotes SSA Instructor

Thanks a lot to all those CFGs who sign-up weekend after weekend. The students 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+ Kasproicz, 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, ** Denotes BECS Check Pilot

BESC Ops Schedule

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 (Arlington-AWO + Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	7	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506
SUN	8	Lynn Weller (W) (206) 544-0242 (H) (425) 235-1610	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SAT	14	Brent Stillings (W) (425) 234-4836 (H) (253) 833-7683	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Gene Bornholdt (H) (360) 378-1050
SUN	15	Tony Wiederkehr (W) (425) 252-3236 (H) (360) 652-2342	--	Chuck Flora (H) (425) 562-1484
SAT	21	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506

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SUN	22	Don Bisbee (H) (425) 641-1750	--	Krzys Kasprowicz (H) (425) 641-3267
SAT	28	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SUN	29	Phil Grate (W) (206) 345-6224 (H) (425) 222-4732	--	Mike Moore (H) (206) 790-7949

October 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	5	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SUN	6	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	--	Carl Niedermeyer (W) (425) 237-9423 (H) (425) 337-1506
SAT	12	Tony Puglisi (W) (425) 294-0096 (H) (206) 367-6980	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Steve Northcraft (W) (206) 662-1491 (H) (425) 235-0231
SUN	13	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SAT	19	Brent Stillings (W) (425) 234-4836 (H) (253) 833-7683	--	Gene Bornholdt (H) (360) 378-1050
SUN	20	Lynn Weller (W) (206) 544-0242 (H) (425) 235-1610	--	Chuck Flora (H) (425) 562-1484
SAT	26	Don Bisbee (H) (425) 641-1750	--	Nelson Funston (H) (206) 232-9416
SUN	27	Tony Wiederkehr (W) (425) 252-3236 (H) (360) 652-2342	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588

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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)

November 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	2	--	--	--
SUN	3	--	--	--
SAT	9	--	--	--
SUN	10	--	--	--
SAT	16	--	--	--
SUN	17	--	--	--
SAT	23	--	--	--
SUN	24	--	--	--
Sat	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.
- 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!**

YAWSTRING

August/September 2002

Instructions for Field Managers:

Field managers have the following duties and responsibilities.

- Show up on time at the start of operations (9:30 am at the latest). Please obtain your own substitute if unable to support the schedule.
- Coordinate with the towpilot and instructor to determine details of operations for the day
- Start and maintain the Flight Operations List, track aircraft, times, etc.
- Ensure all paper work is in order, especially waivers for trial membership flights.
- Ensure trial members pay in advance prior to launching.
- Crack the whip if necessary, to have the glider ready to launch when the towplane arrives.
- Keep vigilance on the changing conditions and ensure safe operations are being practiced.
- Ensure the gliders are properly tied down and secured at the end of the flying day (this simply means double check the gliders after they have been secured for flight control locks, proper tie down practice, etc.)
- Ensure the hangar lights are turned off and the hangar is secured.

- Ensure all combination locks are hangar are reset to 0-0-0-0.
- Ensure 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). Linda Chism (even though inactive) is still the BESC log-keeper. 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
e-mail: linda.chism@gte.net

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

- Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
- Notify the scheduler, next-scheduled towpilot instructor & Field Manager, the Maintenance Manager and other relevant person(s) of issues which affect the operations of the following day or weekend; i.e. towplane suffers a mechanical breakdown.

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 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)
- 4) Monitor the newslines (206) 516-4149 for revisions and updates to the schedule.

Specific scheduling questions can be directed to the BESC scheduler, Travis 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)

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.
