

YAWSTRING

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

Volume XII

October/November 2002

Issue #9

Mike Koehn piloting the Pawnee Bill Allan in the 1-34



Contents

Letter from the President	1
60k World Record Attempt	3
Splicing Hollow Poly Rope	3
Upcoming Events	3
BESC Newsbytes	3
Safety Item	4
CFIG Scholarship Program	4
Our Airplane Fleet Status	5
For Sale / Want to buy	5
Useful Metric Conversions	6
BESC Board	6
Instructors & Tow Pilots	7
BESC Ops Schedule	8
Operations Team Sign-Up	9

Letter from the President

Dear Fellow Soaring Enthusiast,

Whether you are first time students or accomplished world-class competitors, you have been drawn to one of the most exciting sports of our lifetime. Sometimes we tend to overlook how fortunate we are to live in this time-period. We are among a very tiny, tiny minority of the human race who have been privileged enough to be at the right place and the right time to don a pair of wings and soar amongst the eagles. For those of you pilots who have advanced in the art of soaring, I would like to encourage you to help spread the gospel of flight by considering a role as a mentor pilot. For those members who are still learning to master the skills necessary to safely transition to and from the sky, I would like to encourage you to more actively involve yourselves by participating in club activities and helping out with the tasks necessary to make the existence of this club possible.

Next General Membership and Awards Meeting

December 5, 2002 6:30 pm – 8:30 pm in the Red Barn Classroom at the Museum of Flight. Snacks and drinks will be provided. Meet your future board members and expect to hear some good hangar flying stories from those members who have helped make this another good year in soaring.

Elections... It's time again to choose the future leaders of your club. If you are interested in being a part of guiding the club through the next couple of years, please, contact your favorite board member or me. We have the following positions coming up for election: president, vice president, secretary, maintenance manager (several openings), and safety officer. We currently have candidates who are running for president, v.p., and secretary, but they would prefer to have somebody to run against. After nearly two years as PIC (president in command), I can say it has been a very rewarding experience.

YAWSTRING

October/November 2002

Tow Cards... There have been complaints from our towpilots about the lack of information being filled out on the tow cards. One tow card recently submitted had only some initials on it. This practice is unacceptable. Not only does it create problems for our towpilots, but it also creates real headaches for the flight logger entering the information into the database. Fill out the tow card completely each and every time AND sign it. If you don't feel like writing down your name and address each and every time, then carry a roll of self-adhesive mailing labels with you (note: sometimes these labels often arrive in the piles of junk mail.)

A Proposed Change to Flight Instruction and Scheduling...

Why: Our last general membership meeting (10/17/2002 MOF) resulted in very excellent exchanges of ideas on several important issues. Amongst those topics was the scheduling and availability of flight instruction. There has been a shortage of flight instructors in our club. This issue is not only true of our club, but also true of other soaring clubs throughout our nation. It is a problem that we must solve as a community.

A scenario I have personally experienced all too often (not just here, but several different clubs including a commercial glider operation in Germany) is to be amongst a group of people waiting to fly with just one available instructor. If you have 8 or more people waiting around to get some flight instruction, plan on getting one 20-minute flight and being stuck at the field all day. By the end of the day, not only are most of the students tired and frustrated, but the instructor is also exhausted. One new club member recently pointed out to me that he would rather just get up and fly instead of wait around for the entire day to get in one instructional flight. I believe this perspective is not unique to this individual by any means. What it comes down to is that people come out to fly and have fun.

Since we don't live in an ideal world, where we have a dozen different instructors available each weekend to go with our fleet of ASK-21's, we have to find the optimal solution given the limited resources available to us. Unfortunately, our current practices are not working as well as we had hoped. So, based on the input of our members and past experience, the following solution is being proposed:

Flight time in the two place gliders will be scheduled in advance. There will be a limit on how much flight time may be scheduled per weekend. The intent is to ensure members get adequate flight time with an instructor, whether it be a basic instruction or a BFR.

Members will be responsible for scheduling an instructor. This should coincide with the time reserved on the plane.

A list of experienced pilots (private & commercial) will be available to members who are unable to find an

instructor, but still wish to fly. There are a couple things to bear in mind when flying with non-instructor types. You can't officially log the time, but you can still sharpen your skills and benefit from the flight time. The list of experienced pilots (mentor pilots) will be made up of people whom the flight instructors have deemed favorable for this task. If you are interested in becoming a mentor pilot, please contact me (Jim Dobberfuhr 425-342-2241 or james.p.dobberfuhr@boeing.com.)

There are trade offs and compromises with the above proposal, as is true with optimization of any design. The most obvious being the limited number of members having access to the equipment on the weekends. It also requires considerably more time on the part of the scheduler and the webmaster. However, therein lie the advantages as well. With fewer members utilizing the equipment at one time, members will have more flight instruction at one time. Two or three flights back-to-back becomes possible, so the learning experience speeds up considerably. Instructors can schedule to fly for just part of day. The schedule is known allowing tow pilots, field managers, instructors, and students to better plan their time. It also makes getting a BFR considerably easier for our licensed members.

The final details are still being worked out, but the framework is presented to give our members a general idea of what is being proposed.

Communications...

Within the next few weeks, we will have voice mail and a cell phone at the field. The voice mail will be used in lieu of our former answering service. The cell phone provides an additional safety factor in reaching help more swiftly should it be necessary for us, or anyone else for that matter. There will be a limited amount of time the phone may be used without incurring additional expenses. Please bear this in mind when using the phone. Call overruns may be billed to the offending party in lieu of a flogging, should it become necessary.

Winter Time...

As we start into the winter months, it is time to start preparing for next year's soaring season. We have aircraft to refurbish and delayed maintenance items to address. We also have to keep ourselves physically fit and mentally in shape. Don't let the gray skies dull your spirit and keep you at home. Most of the weekends at Arlington are flyable. Flying safely means being proficient. Proficiency requires frequent practice. It takes me at least a week of solid skiing to get back the previous years level. Where are you after 6 months of no flying activity and one instructor check flight?

I look forward to seeing you at the field.

Happy Landings,
Jim Dobberfuhr

YAWSTRING

October/November 2002

60k World Record Attempt

As reported in a previous issue, Steve Fossett, the round-the-world balloonist, plans to reach 62,000 ft in the first stage of the Perlan project. A later goal of the project is to reach 100,000 ft.

The current altitude record for gliders is 49,007 ft (14,942 m), achieved in 1986 by Bob Harris above Mount Whitney in the Sierra Nevada.

Steve reports that this year's New Zealand campaign in a DG505M finished with a fine wave flight. After being towed to 4,000 feet, they were able to fly to 30,000 feet near Mount Cook before the lift gave out.

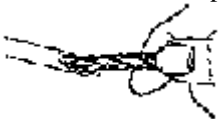
Even though no records were broken, this was a successful flight, showing that the systems worked at altitude and that the team has the capability to carry off the ultimate altitude flight. The Perlan Group is now planning a new campaign in June 2003 in New Zealand. Follow them at

<http://www.firnspiegel.com/perlan/index2.html>. There are great pictures.

Splicing Hollow Poly Rope

To splice, all you need is a piece of hollow braid rope and a splicing fid. A fid is simply a hollow vehicle, or carrier, with a tapered point, into which you thrust an end of your rope so that it can be carried through the remaining length of rope to form a loop. (Old ballpoint pen case works well)

1. Insert one end of rope into splicing fid.



2. Select a point on the rope where the splice is to begin. Insert tapered end of fid between the strands at this point.



3. As fid penetrates stitches carrying rope end through, guide the fid down the hollow center of the rope with one hand, using the other hand to work rope over the fid.



4. Fifteen to eighteen inches below starting point bring fid out between two strands.



5. Remove fid from rope and tighten splice by pulling as shown. (Caution: Completed splice section should measure at least 15" in length.)



6. To make splice permanent, trim end of rope to about 2-3 inches, fray and taper it along that length. Insert the fid back through the strands slightly below original exit point, and insert the tapered rope end into the fid. Bring fid out between two strands about 6-7 inches beyond the second entry-point, leaving the tapered end of the rope in the center.

Upcoming Events

Next BESC Meeting Schedule

December 5, 2002 6:30 pm – 8:30 pm in the Red Barn Classroom at the Museum of Flight. Snacks and drinks will be provided. Meet your future board members and expect to hear some good hangar flying stories from those members who have helped make this another good year in soaring

Please note that regular club members are expected to attend **all** the general meetings of the Club. This is where we review the club status, and decide where we spend our income, where we place our resources, and how we keep this club operating in the most efficient manner.

Everybody's participation is required.

Please Mark your calendars and attend. The Club really needs you.

BESC Newsbytes

New Instructor in the Making

Lynn Weller received his CFI single engine land on September 26 2002. Next stop: CFIG! Hopefully by end of October. Way to go Lynn! We are pulling for you.

New Solo Student

Marty Gibbins, had his initial solo on Sunday, October 20th at Arlington! Although the weather was threatening early, the ceiling rose and the weather allowed Marty to fly two solo flights. Congratulations!!!

New Astir Manager

Alan Kirlin has been a maintenance manager for the Astir for quite a time and has done a great job for the Club. Now that Alan has his own glider, Keith Purves has

YAWSTRING

October/November 2002

volunteered to take the Astir Manager position. Thanks Keith! Please give Keith your full support as he becomes familiar with the details of this glider and gets ready to plan the March annual.

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 CFIG 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.

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 that keep the organization running. Toward this end, openings are available for Assistant Bookkeeper, Assistant Treasurer, and Assistant Scheduler.

Safety Item

Here is the gist of a story from Tom Knauff at www.eglider.org. Write him at tknauff@earthlink.net.

It would be funny if it were not so predictable.

It seems an ASW-20 pilot had a tow release failure and could not release from tow. He gave the standard signals and called on the radio to no avail. The tow pilot had no idea what the signals are so the tow continued.

Someone on the ground suggested gaining a little slack and jerking the rope with the release handle pulled. It worked. Tow height = 8,800 feet!

Oh, and in case you were wondering, the release failed due to homemade tow rings.

Schweizer Tow Hooks --Just a quick reminder: Do not hook our tow planes to a sailplane equipped with a Schweizer hook without a Schweizer adapter. Using the big ring of a Toast Ring Assembly puts the towplane and the glider at risk if the big ring jams the release.

Glider Maintenance:

Squawk: Main tire almost needs replacement.

Maintenance Manager response: Almost replaced main tire.

Squawk: Dead bugs on windshield.

Maintenance Manager response: Live bugs on backorder.

Squawk: Glider handles funny.

Maintenance Manager response: Glider warned to straighten up, fly right, and be serious.

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.

YAWSTRING

October/November 2002

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.

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	Arlington	Pierre Parent	Next annual - Feb 2003

The Pawnee is back with operational brakes.

Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2003
-------------------------	------------------	-------------------	------------------------

The SuperCub towplane is operational.

Schweizer 1-26 N7742S	Arlington	Kevin Finke	Next annual - Feb 2003
------------------------------	------------------	--------------------	------------------------

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
-----------------------------	------------------	---------------------	-------------------------

The 1-34 is rigged on the ramp.

Blanik L23 N264BA	Arlington	Lynn Weller	Next annual - Jan 2003
--------------------------	------------------	--------------------	------------------------

N264BA is on the ramp ready to fly.

Blanik L23 N265BA	Arlington	Powell/OPEN	Next annual - May 2003
--------------------------	------------------	--------------------	------------------------

N265BA is on the ramp ready to fly.

L33 Solo N355BA	Arlington	Craig Funston	Next annual - June 2003
------------------------	------------------	----------------------	-------------------------

The L-33 is in her trailer and available for use.

Astir N141SS (X3)	Arlington	Keith Purves	Next annual - Mar 2003
--------------------------	------------------	---------------------	------------------------

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
-------------------------	------------------	-----------------------	-----------------------

3 chutes are ready to go. Please watch the pack-dates.

Last updated October 20, 2002.

For Sale / Want to buy

Members can post ads here. Send them to Heinz

For Sale:

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..

**Reset all combination locks to 0-0-0-0 as soon as they are opened.
You can store them that way, even when they are open.
This prevents anyone from reading the combination**

YAWSTRING

October/November 2002

Useful Metric Conversions

We Americans (defined as residents of the USA) frequently have problems with metric conversions. In an attempt to clarify the conversion process here are some "Useful Metric Conversions."

1 million microphones = 1 megaphone
 2000 mockingbirds = two kilomockingbirds
 10 cards = 1 decacards
 1 millionth of a fish = 1 microfiche
 453.6 graham crackers = 1 pound cake
 1 trillion pins = 1 terrapin
 10 rations = 1 decoration

100 rations = 1 C-ration
 10 millipedes = 1 centipede
 3 1/3 tridents = 1 decadent
 2 monograms = 1 diagram
 8 nickels = 2 paradigms
 2 wharves = 1 paradox

I hope that helps.

YAWSTRING Masthead

YAWSTRING
 Newsletter of the **Greater Seattle Soaring Club** aka BESC
 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.

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

YAWSTRING

October/November 2002

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] Replacement needed
	N141SS (Astir) Keith Purves 206-205-8554 [w] 425-255-7452 [h]

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

Hot Line & Other Addresses

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

Hot Line Temporarily Disabled. To be replaced with Cellphones.

Any other questions can be directed to Vice President Lynn Weller

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 CFIGs 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 to all those CFIGs 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.

YAWSTRING

October/November 2002

TOW Pilots

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

Funston, Nelson
 Hope, John**
 Johnson, Eric⁺
 Kasproicz, Krzys
 Koehn, Mike
 McNeil, Jim

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

⁺ Denotes Commercial Power Rating, ** Denotes BECS Check Pilot

BESC Ops Schedule

November 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	2	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Mike Moore (H) (206) 790-7949
SUN	3	Phil Grate (W) (206) 345-6224 (H) (425) 222-4732	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SAT	9	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Krzys Kasproicz (H) (425) 641-3267
SUN	10	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SAT	16	Tony Puglisi (W) (425) 294-0096 (H) (206) 367-6980	--	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506
SUN	17	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Steve Northcraft (W) (206) 662-1491 (H) (425) 235-0231
SAT	23	Brent Stillings (W) (425) 234-4836 (H) (253) 833-7683	--	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613
SUN	24	Lynn Weller (H) (425) 235-1610	--	Don Banford (H) (425) 828-6553 (Cell) (206) 619-7201
FRI	29	Don Bisbee (H) (425) 641-1750	--	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506
SAT	30	Paul Cook (W) (425) 481-2783 (H) (425) 806-4867	--	Chuck Flora (H) (425) 562-1484

YAWSTRING
October/November 2002

December 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SUN	1	--	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	--
SAT	7	--	--	Krzys Kasprovicz (H) (425) 641-3267
SUN	8	--	--	--
SAT	14	--	--	--
SUN	15	--	--	--
SAT	21	--	--	--
SUN	22	--	--	--
SAT	28	--	--	--
SUN	29	--	--	--

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)

January 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	4	--	--	--
SUN	5	--	--	--
SAT	11	--	--	--
SUN	12	--	--	--
SAT	18	--	--	--
SUN	19	--	--	--
SAT	25	--	--	--
SUN	26	--	--	--
Sat	1Feb			

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

October/November 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 tow pilot 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 tow plane 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 tow pilot 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. tow plane 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 newswire (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.

Wanted

The editor is looking for "round tuits". No "round tuits" means no YAWSTRING.
Please see the masthead on page 6 for further information