

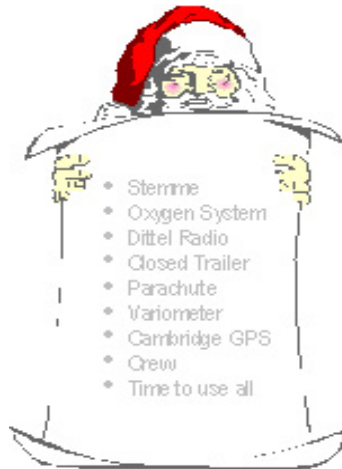
YAWSTRING

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

Volume XII

December 2002

Issue #10



**Happy Holidays to All
May the wind always**

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Letter from the President

Dear Fellow Soaring Enthusiasts,

We have a newly elected Board to lead the club over the next couple of years. My time spent serving you and our community has been most rewarding and very educational.

At our last general membership meeting of the year, December 5th, 2002 at the Museum of Flight, we passed out recognition awards. For those of you who were not present and are curious as to the honoraries, here is the list:

Recognition for Flight Instruction

Steve Baker	John Hope
Ron Bellamy	Stan Kasprzyk
Rich Blow	Kapi Parks
Chuck Flora	Dave Reusch
Al Gregg	Ragnar Smith

Recognition for Towing

Don Banford	Jim McNeil
Gene Bornholdt	Michael Moore
Chuck Flora	Carl Niedermeyer
Nelson Funston	Steve Northcraft
John Hope	Pierre Parent
Krzystoff Kasprowicz	Jay Todd
Mike Koehn	

Recognition for Maintenance Managers

Mike Clarke – parachutes	Pierre Parent – N6917Z
Craig Funston – N355BA	Alex Powell – N265BA
Alan Kirlin – N141SS	Lynn Weller – N264BA
Michael Moore – N7474D	

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Recognition for Infrastructure

Dave Owen – book keeping
Marty Gibbins – treasurer
Jim McNeil - secretary
Lynn Weller – vice president
Don Banford – operations manager
Linda Chism – flight logger
Heinz Gehlhaar – newsletter and positive attitude
Travis Nelson – scheduler and persistence
Tony Puglisi – librarian
Phil Grate – overhaul and restructure

Most often the credits are posted at the end of a movie when everyone walks out. However, in this case, the credits are the highlight of the show because without your

help, there is nothing. This list is not entirely complete, and I have probably overlooked (not intentionally) a few people who should also be in the above list. These people should be recognized for the time and effort they put into making the club a success for everyone. Many of these individuals pull double and triple duty in their roles. Because of them, we are able to pursue a very unusual and fascinating sport. And for those of you who are amongst the ‘them’, thank you. I look forward to the future of our club under the new leadership of Jay Todd as president, Michael Moore as vice president, and Gene Albee as secretary.

Happy Holidays and as always, Happy Landings,
Jim Dobberfuhl

BESC Newsbytes

Items of interest

Contact Rich Blow if you are interested in flying over the Christmas Break.

Contact Don Banford if you are interested in helping with a Boy Scout youth group soaring session.

Check the website for an update on the new aircraft reservations policy to be implemented shortly.

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.

Stan Kasprzyk has been a great Webmaster 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. Jose Fuentes is “in training” and is starting to take over some web update duties. So if you have new information for the web, send it to Jose at jose.l.fuentes@boeing.com with a cc to Stan.

D) Aircraft Managers (3 required)

The club has been hit hard in the Maintenance Personnel Department.

A 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.

Personnel attrition forces us to look for new Managers for the Schweizer 1-26, and the Schweizer 1-34. If you ever want to have your own aircraft, here is an opportunity to see what it takes to maintain one. As an added benefit, the club will provide training, and pay for the expenses. All you have to bring is you and some time. Contact your favorite Board Member and volunteer your services for the good of the Club.

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.

2003 SSA Convention

Join the Soaring Society of America in Dayton, Ohio for the 2003 SSA Convention and Air Sports Expo from January 23-25, 2003. This is the highlight of the SSA calendar each year. A private reception at the Air Force museum at Wright-Patterson Air Force Base is planned. In addition to great educational seminars, there will be a full range of exhibits and special events such as the Soaring Hall of Fame induction ceremonies. The General Membership Meeting on Friday, January 24th will feature a presentation by the new Transportation Security Administration. TSA's participation in the convention is a great opportunity to learn more about the changes taking place in our aviation world.

Missing Name in Recognition for Infrastructure

One individual was left out of this list. Probably by design. But BESC would not have been functioning without the guidance, the prodding and the hard work by one Individual. Next time you see our by now Ex-President

Jim Dobberfuhl,

pat him on his back and tell him Good Job and THANKS!

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Sailplane Tie-Down

Clips and straps have been installed for all glider tie-downs. **Please note:** You should NOT have to adjust the wings tie-down traps when you undock the glider. Just untie the secondary rope-ties, and unhook each wing. Then, when you put the glider back to bed, roll her into her stall such that the nose-hook is over its tie-place and clip the straps into the wings. (NO adjustments needed.) Then secure the secondary, backup rope-ties. These rope-ties are secondary, backup ties, and should be looser than the wing straps.

Also, on the Schweizer Gliders, these ropes should NOT be tied to the wing-tip roller assemblies.

Finally make sure that all controls are locked, or secured so that they will not flap in the breeze. Typically, the elevator can be locked by the seatbelt. Aileron and Rudder Locks are available to be placed at the surfaces.

Field Activities

The Friday-after-Thanksgiving Soaring Team of Carl Niedermeyer, TP and Ragnar Smith, Instructor waited with a bunch of avid folks for the fog to dissipate. With a temp of 4C and a dew point of 3C, this never really happened. So, all went home in a fog.

Michael Clarke reported that good sled-runs were able to be made on the following Saturday.

Flying the Stemme S10-VT

By Stan Kasprzyk

As we approach the Christmas season, I've often had dreams of a fantasy sailplane gift, and a Stemme S10 seems to be one of the ultimate fantasy machines, combining the best of soaring and powered flight. I've seen a Stemme in the Arlington pattern, but hadn't yet made contact with the owner. I was searching on the SSA website, and found that Sky Sailing, at Warner Springs



Stan Kasprzyk and Garret Willat ready to launch in a Stemme S10-VT at Warner Springs airport, NE of San Diego

airport, NE of San Diego, had a leased-back Stemme S10-VT available for rent! I was headed to San Diego for business in October, and arranged to see how this fantasy airplane really flew. Although the weather on October 26th was cool and mostly cloudy, it still looked flyable, although not exactly soarable when I drove through the mountain pass into Warner Springs airport.



The impressive Stemme cockpit

The first few things that I noticed about the Stemme were the dual main landing gear, allowing "normal" taxiing, plus the long wingspan of 23 meters/75.5 feet, giving a max glide ratio of 50:1. Garret Willat, from Sky Sailing, mentioned that there have been a number of recent AD's for the Stemme series, especially due to concerns over the engine compartment. However, when things are working, the airplane is a great touring and soaring vehicle. The cockpit is quite impressive, with decent head and shoulder room for a side-by-side two-seater. After a walk around and cockpit pre-flight, we warmed up the engine a few minutes on the ground, and then had a short launch. The S10-VT has a Rotax 914FS1 engine, generating 115 hp, giving us with a good climb rate right after takeoff.

The stick feel and maneuverability were better than I expected, so we used it to peel right into some thermaling hawks just after takeoff, and climbed quickly under power to the southwest into a hole in the overcast. We shut down the engine and retracted the propeller into the nose at around 5000' (2000' AGL) in some good lift, and began climbing in a combination of rotor and wave in a clear area between cloud streets to the SW. The Stemme was stable but decently responsive in turns. As expected, I needed a good dose of rudder at the start of steep turns to compensate for adverse yaw. Flap use took a bit of getting used to, but later became part of the normal reaction to speed-to-fly changes as we moved from areas of sink to lift. Although the day initially looked to have

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no soaring potential, the bits of wave-like lift and the Stemme performance allowed me to climb to 8600' along the edge of rising clouds. Visibility was excellent, and the view down those long wings to the vertical winglets about 37 feet away was impressive. I could definitely get used to this!

As in most areas of good wave lift, you often have to penetrate some strong areas of sink enroute or on return. Today was no different, and as we headed back to Warner Springs, I got a bit low in strong sink on the return, and we began scratching at about 1500' AGL. It was nice to have that engine as a backup, but I really wanted to make it back in pure sailplane mode if we could. We scratched out a few hundred more feet to allow a smooth 50:1 glide back to the pattern. Approaching the Sky Sailing pattern, the Stemme was easily configured with gear down and landing flaps, allowing for a very comfortable 62 knot approach. The spoilers provided precise control and allowed me to make a decent 2-point landing on my first try, engine stowed. I only used the engine for about 15 minutes, including the ground warm-up time, during the 1.4-hour flight. Very neat sailplane! If you can afford the reported high level of maintenance, the Stemme is definitely a well-performing bird with tremendous possibilities for touring and cross-country, without being tied to a towplane or landout and retrieval concerns. Now if anyone is thinking of chipping in for a Christmas present...! Check out Sky Sailing's web site at www.skysailing.com/.

Safety

By Heinz Gehlhaar

Safety Seminar

The Soaring Safety Foundation will hold a Safety Seminar during the 2003 SSA Convention and Air Sports Exposition in Dayton Ohio. An ever-popular safety seminar including nationally known presenters. A great way to kick off your convention

The convention is January 23-25, 2003, and the Free Safety Seminar is on Thursday - 22 January - 6 to 9 PM

Keep Stuff Tied Down!

From an accident report: Flying in ridge lift in turbulent air, the aircraft battery was jarred loose from battery mount. The battery then became wedged between the wing spar and dive brake controls. Aircraft landed without further incident as all flight controls continued to function normally. Aircraft battery was observed to be displaced from its proper location upon post-flight disassembly of aircraft.

This article reminded me of our SGS 1-26 battery. So I did a quickie design from memory and installed it Friday after Thanksgiving (field was fogged in!).

Well, the design looked a lot better on paper than in the actual execution. In fact, it is downright poor for club use, but it is better than nothing. Please be careful when you extract the battery. Avoid impacting the bungee attachment. It is fragile.

A new design has been formulated, and is awaiting building and installation. I just need to get a Round Tuit.

Flying a Motorglider

By Michael Clarke

On reading Derek Piggott's excellent book "Gliding - A Handbook on Soaring Flight" I found that he was a strong advocate of motor gliders as gliding students can get more flying instruction in a given time while at the same time releasing the gliders and tow plane for other students.

Keith Turner, instructor and tow pilot for Evergreen, offered the use of the Grob-109 on the 3rd of November while BESC was having a normal gliding day but Evergreen had finished in the early afternoon. I jumped at the opportunity and we drove over to Pro Aire Enterprises in the SW corner of Arlington Field.

The Grob-109 has a VW engine mounted in the nose and is a "tail dragger". The huge canopy is protected with a button-down cover. The canopy, which costs about \$6000, has to be unlocked like a car door. While it was open, I had to hold it in the open position to prevent it from slamming down. The cockpit has side-by-side seating and I got the left seat.

There is a full set of instruments for IFR flight and looks quite complicated compared with the various sailplanes I have flown. The ASI looked different from what I am used to. If I remember correctly, there are two triangular marks on the ASI, one at 55kt for best climb speed and one at 62kt for best cruise speed.

The trim lever is in the middle of the side-by-side cockpit and the handle for the air brakes is in the usual position for the person in the left seat. The view from the cockpit is excellent.

There were no preflight checks such as positive control checks. Only engine checks were made. Eight gallons of fuel were put in. The motor glider uses far less fuel than a tow plane.

Keith did the take-off until we were airborne and then I took over. He managed the power and the radio etc. I just had to fly. We took off to the north from runway 34 and seemed to gain altitude at least as fast as behind a tow plane. I easily kept the best speeds by keeping the Grob at the appropriate climb angle. I didn't need to use the trim much.

The engine is very noisy and we had to use headsets. Keith was insistent that I fly well to the north of the houses on the NW side of the airfield. Flying and landing from the west side of the field gave a quite unfamiliar view. We only climbed to for pattern shots and I never

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banked at more than about 30 degrees. There didn't seem to be much adverse yaw (I don't know how much effect the torque from the prop had). I didn't do any maneuvers such as steep turns etc.

The downwind was entered at 1,140 ft and we did LH turns to base and final. The final seemed quite close in and the descent angle was much steeper than what I am used to, and the approach speed higher than the Blanik's. *(Keith Turner's Note: Pattern altitude is 1140 ft MSL (1000 ft AGL) for power traffic and the big concern is being run over by faster power traffic. I tend to fly a tighter pattern so that the faster traffic can go round the outside of us. If there is a need to stop the engine, then we will transition across to the East side of the field and fly the glider pattern and land on the grass. This avoids deadstick landings on the runway and embarrassment if the engine is hard to start after landing and coming to a stop.)* The spoilers were extremely effective. We did "touch & goes". Immediately after my touching down Keith would open up the throttle and shortly thereafter I would take over & fly the pattern again. At some point in the pattern he would cut the engine back to idle & I would land the Grob as a glider.

I could see that ground loops might happen rather easily. As Piggott says in his book, many glider pilots consider a motor glider with an engine in its nose to be more of a light aircraft than a sailplane. Although I had no opportunity to try thermalling, it did seem to be more of a light plane than a sailplane.

To sum up I had a fun & instructive time flying the Grob-109 with Keith Turner and our main goal was to practice the pattern & landing. In a single hour I was able to do 7 landings. This time also included untying, fueling and servicing the plane. This is opposed to getting only 2 or 3 landings in a day in the Blanik.

When Keith wanted to give me some advice he pulled off the taxiway and stopped the engine. There is no cost when the engine is off. Based on the Tach-Time, the cost was \$54 plus tax. I don't know if the Pro Aire Enterprises rates charged are unusually low.

My thanks to Keith Turner for an enjoyable hour!

You too can fly a Motorglider

Keith is willing to fly with us in the Grob 109 Motorglider. Contact him at: Keith Turner Tel 425-821-6634 or Email: kturner@nwlink.com. Keith says: "I have negotiated a special rate of \$60.00 per hour which is charged as 1.25 times the tach hours recorded (it works out somewhat better than Hobbs or engine start to engine stop) I don't charge for my time and would be willing to give instruction to BESC members in the Grob." What an opportunity!

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.

Trial Members first Flight

Trail Member on his first flight asks: "Do I have to do anything?" just as the glider and towplane begin the take-off roll.

Our smart-alek Pilot in Command: "I don't know. I've never done this before."

Trail Member, shortly after release, asks: "What happens if I start to pull the stick back?" The PIC patiently tries to explain how the glider will nose up, slow down and eventually stall. In the middle of that explanation he hears a chuckle from the front seat: "You are kidding me! You can't stall this airplane, it doesn't have an engine!"

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Our Airplane Fleet Status

All BESC aircraft are at Arlington. Check BESC Fleet Status on the BESC Web at <http://www.boeingsoaring.com/fleet.html> for details.

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. Also needed are Maintenance Managers for both the Schweizer 1-26 and 1-34

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

The Pawnee towplane is operational.

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

Schweizer 1-26 N7742S	Arlington	OPEN	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	OPEN	Next annual - June 2003
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The 1-34 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	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 in her trailer and available for use.

Astir N141SS (X3)	Arlington	Keith Purves	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 problem has been fixed.

Parachute Status	Arlington	Michael Clarke	Repack due Dec 2002
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3 chutes are ready to go. Please watch the pack-dates.

Last updated Dec 7, 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..

NOTICE

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

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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	Jay Todd	W 206-662-7624 H 253-847-0377	20-73	james.h.todd2@boeing.com
Vice President	Mike Moore	H (206) 790-7949	--	mmore@attglobal.net
Secretary	Gene Albee	W 206-662-8059 H 253-854-5835	19-HJ	phlyre@attbi.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) New Volunteer needed
	N7644 (1-34) - New Volunteer needed
	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]

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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 CFGIs almost none of us would be flying.

Steve Baker
Ron Bellamy
Rich Blow
Chuck Flora

Al Gregg
John Hope
Stan Kasprzyk @

Kapi Parks
Dave Reusch
Ragnar Smith

@ Denotes SSA Instructor

Thanks a lot to all those CFGIs 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
Hope, John**
Johnson, Eric+
Kasprowicz, 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

Rich Blow has entered the Tow Pilot Candidate School. He is working hard to become our newest Tow Pilot.

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BESC Ops Schedule

December 2002 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SUN	1	Don Bisbee (H) (425) 641-1750	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Nelson Funston (H) (206) 232-9416
SAT	7	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	Ragnar Smith (H) (206) 283-5024	Krzys Kasprovicz (H) (425) 641-3267
SUN	8	Allan Kirlin (W) (425) 237-1360 (H) (206) 954-6498	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588
SAT	14	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SUN	15	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	--	Mike Moore (H) (206) 790-7949
SAT	21	Tony Puglisi (W) (425) 294-0096 (H) (206) 367-6980	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SUN	22	Tim Rohr (W) (425) 717-0520 (H) (206) 935-4705	--	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506
SAT	28	--	--	Steve Northcraft (W) (206) 662-1491 (H) (425) 235-0231
SUN	29	Lynn Weller (H) (425) 235-1610	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Pierre Parent (W) (425) 294-1904 (H) (360) 653-2613

January 2003 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	4	--	--	--
SUN	5	--	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	--

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SAT	11	--	Ragnar Smith (H) (206) 283-5024	--
SUN	12	--	--	--
SAT	18	--	--	--
SUN	19	--	--	--
SAT	25	--	--	--
SUN	26	--	--	--

Operations Team Sign-Up

Please sign up with Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk)

Email travis.m.nelson@attbi.com (hm), or travis.m.nelson@boeing.com (wk)

January 2002 Sign-up (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	1			
SUN	2			
SAT	8			
SUN	9			
SAT	15			
SUN	16			
SAT	22			
SUN	23			
SAT	1Mar			
SUN	2Mar			

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 have the following duties and responsibilities.

- Show up on time at the start of operations (9:30 am at the latest). Please obtaining 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

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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)

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.

<p style="text-align: center;">Wanted</p>

<p style="text-align: center;">The editor is looking for "round tuits". No "round tuits" means no YAWSTRING. Please see the masthead on page 6 for further information</p>

Air Traffic Control

While taxiing at LaGuardia the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

The irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C's and D's, but get it right!"

Continuing her tirade to the embarrassed crew, she was now shouting hysterically: "God, you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions as soon as I figure them out, and I want you to go exactly where I tell you, when I tell you, and how I tell you!

You got that, US Air 2771?"

"Yes, ma'am," the humbled crew responded. Naturally the ground control frequency went terribly silent after the verbal bashing of US Air 2771. Nobody wanted to engage the irate ground controller in her current state.

Tension in every cockpit at LGA was running high. Then an unknown pilot broke the silence and asked, "Wasn't I married to you once?"