

YAWSTRING

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

Volume XIII

January/February 2003

Issue #1



Jose & Phil ready to go in our L-23
3 Nov 2002

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Letter from the President

Greetings fellow glider guiders,

Well, our first monthly board meeting has come and gone with a few things of note to mention. Firstly, the position of CF&SO, which has been open far too long, has finally been filled. Ron Bellamy stepped up (well, perhaps he was pushed just a bit) and volunteered. The board acted quickly enough that he was confirmed in the position before he had time to reconsider. We are glad to have him in the position and appreciate his willingness to help the club out. Thanks Ron!

Speaking of helping the club out, there are several things on the horizon that could use YOUR help. Yep, if you're reading this, I'm talking to you!

There are still three open board positions that need to be filled. All three are glider manager positions, the 1-26, the 1-34 and one of the L-23's (5BA) need someone to look after them. These are not overly taxing positions and don't require large amounts of time but they are extremely important to the smooth operation of our club.

Please do a bit of thinking and if you can help out let me know.

We also have a distinct shortage of volunteers for the position of Field Manager. The list of folks for this position has been depleted due to resignations and people going to inactive status. Currently, the club requires that field managers be rated pilots however this will be a point of discussion during the next board meeting. I would like to encourage any member that would like to assist the club in the position of Field Manager, rated or not, to contact me or any other board member and volunteer your time. Once again, this is an extremely important position that helps to ensure the smooth operation of our club at Arlington.

The annual glider expo at the Museum of Flight will be held the weekend of March 15 & 16 this year. BESC will be providing one of our L-23's for the display and we need some volunteers for transporting the glider down to the museum from Arlington, setting it up Friday evening, manning the booth both Saturday and Sunday and taking

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the glider apart and back up to Arlington Sunday evening. This has been a very successful event the last few years and is one of the best opportunities we have for promoting our sport to the general public. It is also an opportunity for us to promote the club, offer trial membership rides and perhaps begin to build our membership back up. Have a look at your calendar and let me know if you can help out.

The board will shortly begin planning our operations in Wenatchee and Ephrata for this year including the Ephrata encampment. For those of you who have not experienced the thrill of flying a mountain wave or ridge soaring at Wenatchee, contact your favorite instructor and make arrangements to get a Wenatchee check out! For those of you who might be interested in doing a bit of badge hunting, the altitude and duration legs for a Silver "C" badge are a breeze (literally) at Wenatchee. The Ephrata encampment is also a great time to get some advanced instruction in cross country techniques and procedures from our instructors, make your required off

field landing and fly the silver distance leg to complete your badge.

As all of you have already seen, I have begun sending the proposed and final agenda for our board meetings to the entire active membership. I am doing this for two purposes, to keep the membership informed as to issues before the board and to perhaps stimulate membership interest in attending and participating in our board meetings and the operation of our club. The minutes of the meetings, after approval by the board, will be published in the Yawstring newsletter so that you will know what actions the board has taken if you are unable to attend the meetings. If any of you do not want to receive the agenda information by e-mail, let me know and I will remove your name from the list.

That's it for now, safe soaring,

Jay

BESC Newsbytes

Blanik L23 Reservation

John Mayton, Dave Owen and maybe Marty Gibbins are planning to take the Private exam with Jim Yates at AWO the weekend of April 26 and 27. They have been authorized to reserve an L-23 for that weekend for the test. Please make note of that on your calendar.

Instant Delivery of new Gilders

John Daly of SGC writes: I received an e-mail from Tim Mara (Wings & Wheels) in which he says he is bringing in Glasflügel 304CZ #60 and Glasflügel 304C #62. Both of these gliders are new and Tim is offering them for sale. They will be displayed at the SSA convention in Dayton in January.

If anyone in the NW is interested in upgrading for the 2003 season, here is a chance to buy a great glider without the agonizing wait that goes with it! If you are interested is don't wait for the convention. 304s have been selling immediately and will probably be sold at or before Dayton. I would be glad to answer any questions if there is serious interest (jodaly@msn.com). Also, I'm sure either Pierre Parent or Alan Kirlin would do likewise.

BESC Library Tony Puglise

Over the past few years, we have become lax regarding return of library books and tapes to the club. I have identified one fugitive, but the super efficient record keeping made by your award winning librarian has fallen on hard times. In short we are missing a few important parts of our collection. Namely, the videos. They are

gone, I can't tell you where. Most likely it was linked to an exhibition attended by the club. Other titles are:
After Solo - Soaring Adventures in the 1-26.

Glider Basics - From First Flight to Solo

Glider Basics - From Solo to License

Cross Country Soaring

Mountain Flying

Soaring Flight Manual

Off Field Landings

Flying Conditions.

I need to do a full inventory, but if any of you have been waiting to return these as a New Year's Resolution, do it NOW!!

You have a number of options:

1) My Boeing mail stop is 04-EC.

2) Drop them at my house: 1327 NW Norcross Way, Seattle, 98177 (It maps on Yahoo!)

3) Leave it at the Arlington Hanger. Tell me at either 425-294-0096 or 206-367-6980 and I will take it from there.

4) Mail it to me.

Where are our Awards?

We're searching for our past awards, most notably the Barn Door Award.

It would be a great new year's gift to us all if this re-appeared in the Arlington hangar!

Contact Michael Moore if you have any information on these awards.

Webmaster.

Jim McNeil has volunteered to be the new BESC Webmaster. Welcome Jim to the information spreading

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tasks by keeping him well informed of what is going on.

Jim will accept inputs and suggestions at
james.w.mcneil2@boeing.com

Jose Fuentes will support the Web effort with the
Scheduling Page. You can reach Jose at

jose.l.fuentes@boeing.com

Give both Jim and Jose your full support and a "great Atta
Boy!"

Also a "Lots of Thanks" go out to Stan Kasprzyk, who
has done such a great Webmaster-job for such a long
time.

BESC Officer's 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 an Assistant
Bookkeeper, an Assistant Treasurer, and an Assistant
Scheduler. Contact the respective Office-holder if you are
willing to help.

CFIG Instructor Clinic

Bob Wander & team from the SSA Soaring Safety
Foundation will conduct a Glider Flight Instructor clinic
Feb 8 & 9th at the King County International Airport
(Boeing Field).

Note: FAA requires 16 hours of approved instruction every 2
years for CFI revalidation. **All** Glider Pilots are welcome.

Instruction will be held on Saturday, Feb 8 from 8:30 am -
5:30 pm, continuing on Sunday, Feb 9 from 8:00 am-5:00
pm.

Registration fee is \$100 in advance, or \$125 at the door.

Contact Bob Chase 12422 - 68th Ave.N.E., Kirkland,
Wa. 98034

Phone: 425-823-6500

E-Mail r.chase@attbi.com

BESC Board Minutes

Meeting Minutes – January 11, 2003

Location – The BEFA class room at the Renton Field
venue

1) Officers and members present:

Jay Todd, Michael Moore, Martin Gibbins, Gene Albee,
Don Banford, Pierre Parent, Keith Purves, Jim McNeil,
Michael Clark, Lynn Weller, Ron Bellamy.

The meeting was called to order by President Jay Todd at
0830

I. Officer Reports:

A. President - Being the first meeting of the newly
elected officers, the president had little to say at this time.
Jay did mention that he would continue some of the more
worthy projects put forward by Jim Dobberfuhr, the
immediate past president, and that these would be
discussed later

B. Vice President – There was no report from
Michael Moore.

C. Secretary – Gene Albee read the minutes
from the previous teleconference meeting on December
5th, and the December 12th follow-up. Since no decision
had been reached on the L-23 scheduling issue, President
Jay suggested we table discussion until we could study
the issue further. (See old business). Meanwhile, L23
scheduling would remain as is.

Marty Gibbins moved to approve the minutes.
Michael Moore seconded. The question was called and
the vote unanimous to approve.

D. Treasurer – Marty Gibbins 2002 year end financial
report. There was discussion of a missing entry for
hangar dues. Questions that need clarification include fees
charged for tie-downs, hangar fees, trailer parking. These

need to be broken out into separate charges from
Arlington and Ephrata. Marty will look into it and report
at the next meeting.

Listing of assets – There was discussion on revaluing club
assets. The board members felt that some of them were
not representative of the true value of the assets.

2003 budget - There were discussions about insurance and
the location of the files containing that information. A
question arose on coverage – particularly on the sailplane
trailers as individual units. Jay said he would look into
that for clarification. There was discussion on adding the
cell phone to the new budget, and some talk of getting a
new parachute for the club. Michael Clarke will talk to
Para Phernalia about some specials they have on military
'chutes.

Vote to accept the treasurer's report was tabled until
Marty can clarify and resubmit in February.

E. Operations Officer – Don Banford discussed tow ropes
and hardware replacement. There was about disposing of
the old ropes to preclude use, and salvaging the rings for
use on new rigs. President Jay expressed concern that old
equipment might find its way into use if it were not
disposed of properly. Don mentioned the need to inspect
and service all the tow rigs before the Wenatchee wave
camp this spring. He will call for volunteers to do the
work.

F. CF&SO report – None. Jay Todd nominated Ron
Bellamy for the position of Chief flying and safety
officer. Before Ron could object, Pierre seconded the
nomination and the vote was unanimous.

G. Tow Plane managers' reports

Pawnee – N6917Z is operational. Annual is due EOM
Feb 2003. Will be complete in time for EAT wave camp.

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Super Cub N7474D has a minor squawk or two – is operational and its annual is due EOM Jan 2003.

H. Glider managers reports:

Astir – Keith Purves is working on the brakes and installing a new boom microphone. ECD EOM Feb 2003.

L-33 – Craig Funston – not present.

L-34 – Open

I-26 - Open

L-23 – 4BA – Lynn Weller – Operational an on line at AWO.

L-23 – 5BA – Lynn to order shock absorber and condensation cups, as an airplane manager has not been appointed. John Mayton had expressed interest, and will be pursued vigorously.

II. Old Business

A. Cell phone is in place and ready for use. The number is (206) 618-0108. This has a voice mail feature. Club officers can read the voice mail using the security code – which is the same as the hangar combination.

B. Scheduling of two place gliders – on hold until program is in place.

C. Golf cart – Dave Owens has offered his for \$800.

Michael will look at it and decide if it is for us. Gene reported that there is a used golf cart place in Kent that has 1994 vintage units for around 1750. These are refurbished to some degree, but whether a warranty is available is questionable. (Doubt it). Film at 11.

III New business

A. It was moved to reimburse CFGIs for refresher clinics @ \$100.00 each. Motion by Marty Gibbins, second by Keith Purves. Question was unanimously approved.

B. Annual inspections: All Glider inspections are to be moved to the winter (before wave camp) so that they are available during soaring season.

Jay offered to do annual inspections on the gliders under these conditions:

1. Gliders are prepared, serviced and opened for inspection

2. The club will reimburse Jay \$400 for his annual AD subscription

The question was moved by Don Banford and seconded by Pierre Parent, and the vote was unanimous. Jay will inspect gliders; airplane managers and volunteers will do the work. This should save us some money. It was agreed that the tow plane annuals should remain in the hands of the professionals who have done them previously.

c. 2003 encampment – Item tabled until February.

III. Meeting Adjourned at 1030. Several members gone to AWO to fly. Took two tows before the rain started.

Next meeting is February 8, 2003 at 0830 – same place.

Respectfully submitted,

H. Gene Albee,

Secretary

Scholarship Program

BESC is continuing the offer of a CFGI 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 CFGI knowledge test; and
- 5) the CFGI practical test.

You will then be reimbursed, up to a combined total limit of \$500, for your CFGI Knowledge and Practical Test fees, and BESC glider and tow fees incurred during the pursuit of the CFGI 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 Michael Moore. The BESC Executive Board will award the scholarship.

Fly a Motorglider

Keith Turner is willing to fly with us in a 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!

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Take-off Emergencies

By Steve Baker

Every time I get in a glider with someone I ask them to run through their checklist. When they get to "E" they recite the Emergency procedures about rope breaks. "If the rope breaks below two hundred feet I will land straight ahead. If the rope breaks above two hundred feet I will turn around and land back at the field". Most of the time this comes out like some kind of mantra. I image most people have glazed over eyes when they recite it. How many of you really think about what you are saying? The next time you recite the rope break mantra please put some thought into it.

During the take-off process a pilot needs to be thinking constantly what he or she will do if the rope breaks. That process starts before the take-off roll begins. At that point you need to get aware of your environment. Listen to the radio for landing or taking off power traffic. Look at what the ultralights are up to. Get aware of how much power traffic there is. How low is the Sun? Will it blind you on your turn back to the field? How strong is the wind? If it's a strong cross wind then that will dictate which direction to turn after the rope break. If it's a really strong head wind then turning around for a downwind landing is not even an option. How crowded is the glider area? Will it be safe to terminate a landing there? Even if the brakes don't work? Even on a downwind landing?

Just like cross wind take-offs there are three phases to rope break analysis. In the first phase both tow plane and glider are on the ground accelerating. In the second phase the tow plane is on the ground and the glider is in the air. In the third phase both the tow plane and the glider are in the air. That last phase gets broken down into two additional phases where the glider pilot needs to determine if they will land straight ahead or turn back to the field. Every few seconds you need to ask yourself what you would do if the rope broke "*right now*". Which way would you land, which way would you turn and what would you do with the controls and spoilers.

In the first two phases you should be considering what you would do if the tow plane lost power and started to decelerate. In both cases the tow pilot is supposed to pull to the left and the glider goes right. Just like after tow release. Tow plane left, glider right. Always. In phase one things are pretty simple, you're both on the ground and at relatively low speeds. So in phase one the glider pilot should drift right, apply spoilers and wheel brake.

In phase two things get tricky. If the tow plane loses power when it's on the ground and the glider is in the air things will happen very fast. The glider will rapidly close the distance between the two planes. It will take a fraction of a second for the glider pilot to realize what's

going on, which cuts into the reaction time. Hopefully the tow pilot really did start pulling to the left, which will open room on the right for the glider. Since the glider is flying, we need to resort to the first three rules of emergencies which are: fly the airplane, fly the airplane and of course, fly the airplane. The glider pilot then needs to act quickly, pull the rope release, pull the spoilers and apply wheel brakes when on the field. Think about that. That's an awful lot of things to do in just a couple of seconds. If you've thought about all these things ahead of time, then the actions you need to take will be in your immediate mental grasp and ready for execution. If you've simply recited a mantra before take-off then you will be on a course of discovery during these few precious seconds and the result will probably be a glider plowing into the back of a tow plane.

Got all that? Good! I've got one more monkey wrench to throw at you then. Emergencies are really never this cut and dry. Count on other things mucking up your well thought out scenario. What if the tow plane doesn't pull to the left or worse yet what if it pulls to the right? What if someone is sitting on the right side of the field taking pictures of pretty gliders launching? Take a few seconds and think on these things. The next time you're at the field watch someone take-off and mentally picture what the glider would need to do at each stage of its tow.

Phase three increases the danger by introducing higher speeds, altitude and quicker decision making requirements. Before you take-off you need to decide up front what your basic strategy is going to be, based mostly on the winds. As stated before, if there is a strong head wind we will always be landing straight ahead. If there is a strong cross wind we will want to turn into it. Odds are that the winds will be either no factor or a borderline factor. If they are borderline, then get comfortable with your decision before you take-off. All things being equal, my personal rule of thumb is to turn away from the power traffic. As you start flying out, your turning decision will probably get modified depending on what the tow plane does. For instance, if you've decided to turn right but the tow plane makes a sharp right turn after take-off, you will probably need to transition your turn strategy into a left turn. If the tow plane doesn't climb very fast you may be a long way from the field before you reach two hundred feet and it's possible returning to the field is no longer an option. All along the tow route you need to be asking yourself what would you do if the rope broke "*right now*". Remember that little kid in the back of the car on long trips... "Arewethereyet? Arewethereyet? Arewethereyet?" That's what you need to be doing... "WhatwouldIdo? WhatwouldIdo? WhatwouldIdo?" If you recite your takeoff mantra without deciding which way to turn before take-off then you will waste some precious seconds making that decision when your rope

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breaks. If you make a pre-determined decision at take-off but do not modify it as the tow progresses you may turn the wrong way and get yourself in a dangerous position. Always be monitoring your options and decide moment by moment what you would do and which way you would turn.

So the rope breaks, -- what do you do? First, drop the nose and maintain flying speed. If you don't drop the nose you'll rapidly get into a stalling position. Don't imitate a WWII dive-bomber, just get the nose down and fly your normal pattern speed. Next execute your pre-determined plan to land straight ahead or turn back to the field. If you are going to turn do it quickly. I've been surprised by how many pilots dawdle around in a very shallow turn. It makes me wonder which field they're going to land in. If the rope breaks you won't have a lot of time to stay airborne so execute your plan and get back to where you want to go ASAP. On the other hand don't go cranking the glider into a max g vertical turn. As your angle of bank goes up so does your stall speed and low down to the ground that's a bad thing.

Let me get back to the land straight ahead option. If you're taking off to the south from Arlington there are lots of wide open fields ahead of you that give you many options. Watch out for the wire fences but other than that it's a pretty safe area. When you are taking off to the north things are different and your options probably depend on the wind and how the tow plane got you to where the rope broke. Here's a homework assignment: the next time you get towed out of Arlington towards the north, mentally break the rope at 180 feet and land straight ahead. You'll see that you have two options again depending on the wind and where the rope broke. One option is to extend your glide down into the valley. Although there will be times this choice will be forced on you I'm not real crazy about this option for several reasons. First you have to clear some tall trees and power lines. This can be a real box canyon of problems if you're glide path isn't as good as you expected. You'll get trapped with no options other than slamming into trees. Secondly the area you will be landing in is questionable. During the fall and winter it's really marshy, there are standing pools of water that can be seen from the air and I'm not sure I'd really enjoy flipping upside down in that stuff. In the summer it is overgrown with vegetation. It would probably be a good idea to go down and walk around on the area some time to just check it out. The other straight ahead option to the north is to land on what's left of the field. If that's your goal then you will notice that you will need to take immediate action to get down safely on the ground. Immediately when the rope breaks you will need to drop the nose, deploy full spoilers and probably slip it. Any hesitation will get you into a rapidly diminishing landing area. If you've planned for this option ahead of time you can easily accomplish it. If

you wait until the rope breaks to make plans you will be in serious trouble.

One other option is available when towing out to the north: make a sharp turn to the west and land on the ultralight cross runway. This is a bad option in my book. If you like this option let me re-word it for you. You are suggesting to make a turn below two hundred feet, cross an active power runway and land on a closed runway used heavily by ultralights. If you still like this option, my first question would be how much attention did you pay to your environment before you took off? Here is what you need to consider: are you certain you have heard all radio calls? Are you confident all other pilots at Arlington correctly used the radio to identify what they were doing? Do you have the utmost confidence in the person that launched you? Do you know what the ultralights are doing? Do you know the level of the power traffic? If you are not confident in any of your answers then you are risking a mid air collision with the power traffic. One good mid air collision will tend to ruin your entire day.

Let's say you've had a rope break above two hundred feet, you've executed your carefully pre-planned turn and are now lined up to land back at the field. We plan and train to land back at the field right where we took off from but as stated earlier sometimes things just don't work out the way we plan. Once you're turned around and line up on the field make a judgment about the field conditions. If everything is OK then make that nice landing. But what if it isn't OK? If you make a commitment to your take-off field, can you stop in time? On one side are bystanders and parked gliders, on the other side are parked tow planes and at the end of the field are other gliders. If you're not too high or too fast you're probably OK for landing there. What if you are too high or too fast, what if another tow plane is taking off, what if someone is pushing a glider across the field or some other obstruction exists? Look at your other options. Land on the far field, the one we normally land on in a normal pattern. Before you get focused on it look in the glider pattern, is another glider about to land there? If yes then abort to the power grass strip. Again, look in that landing pattern, if there is a power plane heading in there you'll need another option. Land in the area to the west of the glider take-off strip or even the taxi way. That last one is probably a bad option but it is an option. Your goal at this point is to get the glider back on the ground in the safest manner possible with the least damage to the glider and passengers.

The only reason I bring up this last point is because too many people create a plan and execute it exactly as planned regardless of changing circumstances. If they get in their head that they will land right where they took off when the rope breaks then they will land there even if it means running head on into the turning prop of the next tow plane. It's a weird human trait and we see it most

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often in things like landing patterns. A pilot always flew a forty-five, downwind, base and final. When they were low due to sink they still tried to fly that pattern regardless of the circumstances and smack into the ground short of the runway. If you can stay loose enough to look at all options and choose the best with constantly changing circumstances then you will deal with

emergencies well. Planning ahead for whatever conceivable emergencies might arise simply puts you ahead of the game and allows you the freedom to see and act on other options.

Safe Flying,
Steve

NOTICES

1. **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.**
2. **Blanik says do not to push the L-23 backward because the tail wheel is not designed for it.**

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.

Maintenance Managers are needed for the Super Blanik L23 N265BA
and 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
The SuperCub towplane is operational.			
Schweizer 1-26 N7742S	Arlington	OPEN	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	OPEN	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	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 problem has been fixed.			
Parachute Status	Arlington	Michael Clarke	Almost due for Repack

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

Last updated Jan 8, 2003.

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BESC Board

Here are the persons who spend a lot 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.

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.	Ron Bellamy	W (425)-338-5175 H (425)-827-8672		ronbellamy@msn.com
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 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]

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	Jim McNeil	W (206)-662-4214 H (425)-827-1834	19-HJ	james.w.mcneil2@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. - The Cell phone is in place and ready for use. The number is (206) 618-0108. This has a voice mail feature.

Club officers can read the voice mail using the security code.

Any other questions can be directed to Vice President Mike Moore

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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 @	Kapi Parks Dave Reusch Ragnar Smith
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@ 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 Hope, John** Johnson, Eric+ Kasprovicz, Krzys Koehn, Mike McNeil, Jim	Moore, Michael+ Niedermeyer, Cad+ ** Northcraft, Steve** Parent, Pierre** Smith, Ragnar** Todd, Jay
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+ 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.

BESC Ops Schedule

January 2003 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	18	--	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588
SUN	19	Craig Funston (W) (360) 734-7194 (H) (360) 671-8913	--	Mike Koehn (W) (425) 342-5123 (H) (425) 462-8307
SAT	25	Jim Morgan (W) (425) 717-6042 (H) (425) 353-2231	John Hope (W) (206) 662-7606 (H) (206) 772-6588	Mike Moore (H) (206) 790-7949
SUN	26	Narinder Luthra (W) (425) 342-7004 (H) (360) 668-7356	Stan Kasprzyk (W) (206) 655-2040 (H) (253) 631-2088	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834

YAWSTRING

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February 2003 (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			

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)

March 2003 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	29			
SUN	30			

Auto-Scheduling Process

- 1) Three months prior to the start of the Active Schedule Period, a blank Operations Schedule is published with notification of a one-month open signup period. Members can sign-up via phone or e-mail or snail-mail to the Scheduler.
- 2) At the end of that month, the remaining openings are auto-scheduled.
- 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.

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- ?? 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 Dobberfuhl (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.

Wanted

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

Pilots (P) and Sailplane Managers (S) do not lack a sense of humor when reporting problems/solutions.

P: Main tire almost needs replacement.
S: Almost replaced main tire.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on backorder.

P: Evidence of leak in main landing gear shock.
S: Evidence removed.

P: Friction lock causes flap lever to stick.
S: That's what it's there for!

P: Suspected crack in canopy.
S: Suspect you're right.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.