

YAWSTRING

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

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2 of a Kind!



Trouble at Mansfield.

See Alan Kirlin's Story on page 5.

Another New Pilot

By Heinz Gehlhaar

Northwest Aviators and Glider-Guiders beware: The skies around Arlington or Ephrata just got more dangerous. Heinz passed his FAA Flight Test and he may now exercise the privileges of his *Private Pilot, Glider Certificate*.

First I would like to thank all the instructors, towpilots and ground crews for the help, guidance, training, encouragement, and especially all the time you have given me in making the "grade". I just hope I will be able to somehow repay some of that to the northwest soaring community. You guys are great!

I would like to share some of the Exam Experience: I found the examiner, Jim Yates, as a friendly, businesslike person. Even in retrospect, none of his questions were out of line. All pertained to the subject of

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safe flying and how to deal with the airspace and your fellow pilots. Jim asks open-ended questions to invite you to “spill your guts” on the subject. During that time, the best comment from him is: “Ok! Next question is....”. This is not in rudeness, but you just managed to convince him that you do know the subject. The worst thing that happens is when you think you are done with the answer, ... and there is silence! ... Utter silence! ... Pretty soon comes the comment: “There is one more thing!” ... And more silence. Jim will let you retrace your steps and your thinking, and he will throw in a morsel or two, until you finally think of your most obvious omission and recite it. The most memorable of that in my mind was during the Glider Pilot/Tow Pilot Conference (Jim points out that this is a “legality” should be done by the glider pilot prior to **each** of his flights. Normally, the glider pilot unknowingly delegates this responsibility to the “field operation”, whatever that is. Legally the glider pilot will be held responsible for this by the courts): I had discussed all the signals, considered the rope break at any altitude, and discussed what I would do in case I could not release. Now I was ready to go do the tow. But, Jim was not. One of these long silences. Even longer!!! I searched my mind loudly and silently; I questioned the towpilot if I had forgotten anything. (Poor Don, a thousand pardons for putting the “squeeze” on you, but I was getting desperate! But Don protected Jim and his question. The answer had to come from me.)

Well, to make a loooong wait short, I summarized all the items again (to clear my mind) and finally, after about the third of fourth iteration, it hit me: “Hey Dummy, What is the agreement you need, when the towplane can’t release either????” --- I admire Jim’s patience!

Safety of flight is foremost on Jim’s mind, during the orals, during the flights, and especially during the mandatory debrief. And I think I learned a lot during that debrief. Learned about flying safely and, in retrospect, learned a lot about me, and my own personal “makeup”. I must admit (now that I sit here and type this!!!) I enjoyed the orals. It gave me confidence that I can go out, and participate in our airspace with safety and reason. In all honesty, I also must also say, that I was glad when the orals were done. But the enjoyable part was to find out where my strength in the safety of flight was and where I should do some more work.

A couple of items here:

1. Know your airspace types, their limitations and demands from you, and what you as glider may get into and what you may not.
2. Get some training in the realities (not necessarily the experience, which is not required) and the safety consideration of cross-country flight. I think our ground training should spend a little more time on that. Get that training endorsed in your logbook. It makes the Examiner’s life easier.

The apparent length of the Orals is a myth! It only appears long to the outsider, wondering, “When are they coming out to fly?” I feel that I am qualified to say that, because I was on the outside with the last 3 Exams, and I was the “victim” in the 4th Exam on the Westside. My Orals were only a quick two and three-quarter hours. I was surprised (and relieved) when Jim folded his book, and said: “Lets go fly.” In my mind, about 80% of the questions I expected were never asked.

The real culprit and user of the time is the FAA’s insistence that the forms are done exactly as the FAA wants them, without errors. We spent over 90 minutes at that task. And some of that could have been saved if the Applicant (me in this case) had done things correctly in the first place.

Items:

1. Do not punch holes in the FAA Form 871-1 to keep it in your notebook like I did. Oklahoma City will send the form back to the Examiner. (Ask me some time what Jim had to go through to get my form repaired!)
2. Fill out the form exactly as asked in the instructions. Read the instructions carefully, and read them again. And then when you are done, read them one more time and check your answers again.
 - a. Use your full name.
 - b. Put ”Do not use” in the SSN Box. (Says so in the instructions!! I don’t know why the questions is there, but it is, and the instructions tell you what to do with it!)
 - c. Be sure you have counted your flight hours in the glider type used for the test.
 - d. Make sure there is a number in the “Cross-Country Instruction Received” box. It would help to have an endorsement in your logbook too. Eases the life of the Examiner and shortens the time of “The Orals”.
 - e. Fill out the whole row under “Gliders” in “ III RECORD OF PILOT TIME”.
3. Have your logbook in good readable form. It helps to have the key items highlighted with sticky tabs. You will need to know hours and numbers of flight by various attributes; at least by total, by solo, and by the glider type used for the test. Note that you must have the time added up by the attributes.
4. You should have an endorsement in your logbook that you have received additional instructions in the subject matter areas you missed in the written test. The missed items are codified and listed on the Test Report Form. Having this again eases the life of the Examiner and shortens the time of “The Orals”.

Again, to all instructors who helped me, thanks a lot. Also thanks to all the folks who helped on Thursday: Jim Yates, the Examiner; Don Banford, the towpilot; Lynn Weller, and John Mayton, Ground support; not least, the Evergreen Soaring Club for letting us use their facilities.

BESC Newsbytes

Eric Greenwell sets 3 New Records

By Steve Northcraft

I have certified 3 new WA state records for Eric Greenwell in the Motorglider category.

1. Free Out & return Distance - 190.9 miles/April 4, 2003
2. 300 km Speed Triangle - 67.8 mph/April 4, 2003
3. Free 3 turnpoint Distance - 240.4 miles/April 1, 2003

All were flown in his Schleicher ASH-26E out of Richland, WA
SN

WA State Governor (acting)

New BESC Honorary Member

Have you ever noticed that wherever BESC is flying, Pierre Parent is there or close by to help out, to tow or to repair something? In recognition for his long and valuable service, Pierre Parent has been selected as Honorary Member of the Club. Pierre joined the club in 1987 and since that time has been almost a non-stop board member. His first duties consisted of being the glider manager when that person was responsible for all six gliders. He has gone on to hold almost every position with the club with the exception of scheduler. In terms of volunteerism, there are few members that even come close to the time and effort that he has dedicated to the club. Send Pierre your congratulations. Now we hope to see him even more often at the field.

Midweek Soaring at Arlington

By Evergreen Member Mark Nyberg

Don Banford from the Boeing Employees Soaring Club was the hero of the day on April 16, 2003. He showed up early at Arlington Airport and towed until there were no more gliders to tow. Thanks Don.

April 16 turned into a great soaring day. If you don't believe me then ask Ron Clark, Heinz Gehlhaar, Ragnar Smith, Brad Hill, Paul Adriance, Winfried Feifvel, Fred Hermanspann, William Burhen or Myles Bradley. BTW, Heinz was flying with Ragnar in preparation for taking his checkride with Jim Yates.

Lift was abundant with cloud bases starting at about 4,500' in mid-afternoon and rising to over 6,000' by 6:00 PM. Wil Burhen got as high as 6,300' near Granite City. At one point there were 5 of us flying together and chatting on radios about 6 miles SE of Arlington Airport. Some pilots had to land and meet other obligations. The rest flew until 7:00 PM or later. Even though I didn't launch until 3:00 pm, my flight in our 1-36 was 4.4 hours long, so I can't complain. Paul Adriance and Winfried Feifvel launched much later and still flew for over 3 hours.

You might ask, "How can I tell if it's going to be good soaring day and I should call in sick?" Good question! One way is to check Dr. Jack's Tip Sheet for Arlington (<http://www.drjack.net/~TIP/arlington.txt>) It is made available fresh every morning and includes predictions for thermal heights and thermal strength for the day. Today's Tip Sheet for Arlington predicted thermal heights of 5,509' to 7,487'. We got 4,500 to about 6,300 - which isn't too far off. The difference could have been caused by rain in the morning. The Tip Sheet also predicted thermal strengths of 545 feet per minute. This turned out to be very accurate. I'm 2 for 2 with the Tip Sheets this year. I read 'em.

If you would like to know more about midweek soaring, please feel free to give me a call or send me some e-mail.

Tips on our L-33 Solo

By Phil Grate

After an involuntary seven-month hiatus from glider flying, I was very happy to be able to spend the last two weekends of June in Ephrata where I reacquainted myself with the delights of the Blanik L-33 Solo. This little jewel has a decent L/D, is easy to fly and easy to land, is comfortable, has good ventilation and best of all, its tied down and ready to go, unlike the Astir, which is great to fly but a chore to rig and de-rig. I learned a few things about 355BA I thought I might pass on.

When talking on the radio, you apparently need to have your mouth very close to the boom microphone in order to be heard. Or there may be a problem with the push to talk switch. I'm not really sure. But I know for sure I wasn't heard on the radio a couple of times. [We think it's the Mike-Switch. A squawk has been passed on -Ed.]

Another tip has to do with tire inflation. I had a devil of a time inflating the main wheel tire. The clearance between the wheel fairing and inflation valve was too small to accommodate the nozzle on my tire pump or two other borrowed pumps that I tried. I even shopped for a tire pump that might fit at Wal-Mart and the Ace hardware store, but to no avail. Hoping I might be able to move the wheel fairing aside enough to gain clearance for the nozzle, I started extracting the wheel fairing screws when Tom Udd--God bless him--took pity on me. He let me use his air compressor and a nozzle that works in tight confines. He plugged it in, pressurized the tank and we wheeled it out to the glider. Success!

When I told my story of tire pump woe to an L-33 driver attending the Region 8 contest, he suggested lifting up the glider's nose. He said the L-33 Solo will "stand proud" on its gear, thereby increasing the distance from the wheel fairing to the ground and giving an extra inch or two of room to get your nozzle on the valve. He said the glider

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settles back into normal position when you sit in it. I didn't get a chance to try this trick, but will next time. We also discussed the trim. I mentioned that 355BA didn't seem to have enough trim range to trim for slow flight and that I found I sometimes had to maintain back pressure even when the trim was set for the slowest possible speed (especially in thermals). He had the same problem (and he weighs 50 pounds less than me). It may be that LET engineers, in their infinite wisdom, wanted to make sure no pilot could trim the glider too close to the stall.

By the way, I want to offer my heartfelt thanks to all the members who've been carrying more than their fair share of the load while I've been carrying less than mine lately. I appreciate everything that you have been doing that made it possible for me go to the airport and fly these past two weekends. I look forward to being able to take up the slack in my part of the rope soon.

Ephrata Encampment

Our annual Ephrata Encampment June 7 through June 15 has been a great success. The weather was good and a lot of flying got done.

Saturday started with the slow development of a plan for 6 of us, Keith Purves, Lynn Weller, Rich Blow, Gene Albee, Dave Owen and Heinz Gehlhaar to do our outlanding at Eric's Farm. Actually, some of the guys had never been at Eric's. So we started with a car trip to inspect Eric's Farm and in my case, get a good GPS fix. Then, Keith and Heinz felt they needed to do get re-acquainted with the 1-26 with at least one local flight prior to taking that big step of an outlanding. So we got that out of the way. (It was nice to get back into the 1-26 after all that readiness training in the Blanik. --Ed.) Then at about 2:30 we got rolling. Sent Keith off. He made it a real cross-country flight, in that he had to fight and scratch to get away from the field, then find Eric's, and get enough altitude to really get there. We did not get back to Ephrata until about 4:20 when we sent Gene off. This time we clued the tow pilot in: Drag him over close, so he can release in view of Eric's and with enough attitude to make it. Gene made it. At 6:20 we have the 1-26 re-assembled and ready for Lynn. He makes a nice evening landing, and is back at Ephrata at about 7:30. (The crew is getting really practiced in the knockdown and re-assembly of the 1-26.) At 7:53 Jay Todd is ready to tow Rick Blow for the final flight of the evening. An advance picture-taking crew under the guidance of Stan Kasprzyk has left early and is waiting for their arrival. And the tow arrives, right on schedule, overhead, circles overhead and circles again overhead. Pretty soon the glider appears to be released and Rich finds Eric's Farm and makes a nice and scenic sunset landing. "I could not find the field, and the tow pilot released me! Then I found the field and I released the rope over that corner of the field over there." Well it was dark, and the rope was never found (even

during an extended search the next day). When we got home it was time to hear from the tow pilot.

We: "Why did you release the glider?"

Answer: "Well, we got close and high, and I assumed Rich would release at any moment now. We got much closer, so I decided I would circle slightly off the center of the field so he could see it. Then I waggled my wings. Nothing. I could just imagine the glider pilot having this going through his mind:

'Let's see now: The signal for cannot-release is ...?.. The signal for release immediately is ...?'. So I just released him. I had no other options."

Well, all is well that ends well. Rich will not forget this one. And if he does, we will all be there to remind him! Sunday morning we wanted to continue. But the 1-26 tire was flat. We decided that we would have to look at it because it had been slowly leaking anyway. So we removed the wheel, and found that in addition, the bearing really needed cleaning and repacking. The tire was inflated and dunked into a bucket of water: Nothing. As tight as a drum. But the tire has several age-cuts and is ready to be replaced. After all that was done, Dave Owen and Heinz Gehlhaar did their outlanding at the farm on Sunday.

Parachutes –

by Michael Clarke

Our three parachutes have been repacked. They will expire at the end of September. Two 'chutes are in Ephrata, and one remains in Arlington. Please take care of them. A 'chute should either be on your back or in its bag! Never out in the sun. Remember, the harnesses will last a lot longer than the 20-year life of a canopy. We recently traded one of our older military harnesses for free parachute repack. That's only possible if we take good care of them. You can harness the power of the sun, but a harness has no power against the sun.

Soaring in England

by Michael Clarke

Just got back from the UK. I did a 5-day gliding course at Lasham in the south of England. It's a big operation with 2 winches, 5 tow planes and 21 gliders. The flying operations are run by a mustachioed ex-RAF squadron leader. There are also several hundred private gliders & other clubs associated with the Lasham Gliding Society (LGS). They have 150 instructors and 7-day a week operations! All aircraft are kept in hangars overnight. The whole airfield, which is surrounded by a "Greenbelt", is owned by the LGS. They rent a corner out to an aircraft maintenance company, which maintains large jet aircraft. An ex-Ansett 737 took off one day & did some test flights.

I had a professional full time instructor and the course was very intense. Most of the flights were by winch. Wire breaks are rather exciting since one is going up at ~50

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deg. It was good for me to have one instructor, although, of course, I had to learn some British ways of doing things. We flew the K-13 training gliders. I had to do some circuits with the ASI or the altimeter covered up. Also had to do spins. Everybody has to wear a parachute for all flights. There was good thermalling on most days. One day a lot of private ships had 5- to 7-hour flights. The previous week somebody did a 750 Km cross-country flight. At that time I had the opportunity to fly a Grob-103 with a 77 year-old Yugoslav instructor. The Grob-103 is a luxury machine. We thermalled for well over an hour.

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.

News from Epharata

By Linda Chism

A couple news items for your Newsletter:

1. On Sat June 28 Keith Purves did a 5+ hour duration flight in the Astir and finished up his last Silver requirement. Well Done Keith!
Already the x-c bug has bit Keith and its just a matter of time before he'll be reporting 300K.

2. In the 2003 Region 8 Contest at EPH that took place June 29 thru July 5, three BESC members were entered. Two were Champions in their class:

Nelson Funston in the Open Class (Nimbus 4M)

Steve Northcraft in the 15 Meter Class (LS-8).

Tom Udd was a contender in the Sports Class with outstanding flights in his Russia.

Multiple other BESC members were Contest Director/- Assistants, Line Operations, and Towpilots.

A great Contest was run with all good flying days, and pilots from WA, OR, ID, Northern CA, and BC enjoyed our Ephrata soaring conditions as they competed.

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 Michael Moore. The BESC Executive Board will award the scholarship.

Trouble at Mansfield

Alan Kirlin

What do you do, upon arriving at your turn point airport, and looking down, only to find little ants, racing Harley Davidson's down the middle of the runway, at 120 mph? (Earth to Jim) Good thing I don't need to land there.

The ceiling here was several thousand feet lower than what I encountered on my trip over. Conditions still looked soarable; so at 3000 agl, I thought, I'll just climb back up and get the heck out of Dodge. Pierre was in the area and we headed east. I circled in weak lift, and lost track of Pierre. He reported 800 feet above me and climbing, that was the last time I saw him.

Again I found myself wondering what I would do if I really had to land out at Mansfield. I thought airports are for airplanes and maybe the occasional sailplane.

Maybe I forgot to check something, possibly Notams? Switching to the Mansfield frequency and advising my intent to land, several times, did not get any response. I decided to use my last 2000 feet to let them know that I needed to land now. I over-flew the airport at 90 mph, did an impressive pull up midfield and made a 270-degree turn. I crossed the centerline lowering my gear. Again I reported my intent to land, and I entered a short left-hand pattern downwind. Turning final, I heard a faint radio call declaring the runway clear. Good thing too.

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Its strange, you can hear the swearing from the bikers below as you pass well over them. They must have noticed the trailing edge split dive brake flaps. But **wait, what's this?** A camera man with a tripod standing right next to the runway, right where I wanted to touch down. I backed off and gave him plenty of room. But that put me further down the runway than expected. The wind was not problem, steady 10 knot with a perfect 90 deg. cross wind. Kind of felt committed at 10 feet, so I just had to deal with it.

With the tail on the ground, it's hard to maintain directional control. The cross wind was pushing me off the centerline; It was a chore to stay on the black top. I braked to a stop about 200 feet from 2 cop cars and 3 officers with a radar gun. (They must have the beer hidden around here somewhere, I think) One of them asks, "don't you glider pilots file a flight plan or something, the airport is closed". Not wanting to start a turf war I responded, "I wasn't planning on landing here, I just ran out of air." I asked him if someone was monitoring the airport frequency? No response.

Some guy helped me push off the runway as two bikers were waiting to make their run. They passed us at 120 mph.

Calling Pierre, I told him I was on the ground and needed the trailer. Even if the airport were open I would not take off in this cross wind.

About that time Rita radioed, and wanted traffic and landing advisory for Mansfield. I advised her of the situation and the crosswind. The guy with the walkie-talkie cleared the runway again. Rita's landing looked much better than mine, and the bikers must have known that because they were all over her. Didn't they realize that I blazed the path?

The racing was wrapping up. The center of town was a circus with rows of Harleys and coppers parked neatly next to the bar. I strolled past one group and mentioned "You guys look like ants on motorcycles", what I meant to say was from up there, pointing to the sky, was, "from up there, you guys look like ants". I don't think they liked that very much. Next time, I'll check the Notams.

High Flight

with FAA Supplement

Brent Stillings (found on the web)

Oh, I have slipped the surly bonds of earth(1),
And danced (2) the skies on laughter silvered wings;
Sunward I've climbed (3) and joined the tumbling mirth
(4)
Of sun-split clouds (5) and done a hundred things (6)
You have not dreamed of -- Wheeled and soared and
swung (7)
High in the sunlit silence (8). Hovering there (9)
I've chased the shouting wind (10) along and flung (11)
My eager craft through footless halls of air.
Up, up the long delirious (12), burning blue
I've topped the wind-swept heights (13) with easy grace,
Where never lark, or even eagle (14) flew;
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space (15),
Put out my hand (16), and touched the face of God.

(from John Gillespie Magee Jr., "High Flight")
FAA Supplement.

1. Pilots must insure that all surly bonds have been slipped entirely before aircraft taxi or flight is attempted.
2. During periods of severe sky dancing, crew and passengers must keep seatbelts fastened. Crew should wear shoulderbelts as provided.
3. Sunward climbs must not exceed the maximum permitted aircraft ceiling.
4. Passenger aircraft are prohibited from joining the tumbling mirth.

5. Pilots flying through sun-split clouds under VFR conditions must comply with all applicable minimum clearances.

6. Do not perform these hundred things in front of Federal Aviation Administration inspectors.

7. Wheeling, soaring, and swinging will not be attempted except in aircraft rated for such activities and within utility class weight limits.

8. Be advised that sunlit silence will occur only when a major engine malfunction has occurred.

9. "Hov'ring there" will constitute a highly reliable signal that a flight emergency is imminent.

10. Forecasts of shouting winds are available from the local FSS. Encounters with unexpected shouting winds should be reported by pilots.

11. Pilots flinging eager craft through footless halls of air are reminded that they alone are responsible for maintaining separation from other eager craft.

12. Should any crewmember or passenger experience delirium while in the burning blue, submit an irregularity report upon flight termination.

13. Windswept heights will be topped by a minimum of 1,000 feet to maintain VFR minimum separations.

14. Aircraft engine ingestion of, or impact with, larks or eagles should be reported to the FAA and the appropriate aircraft maintenance facility.

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15. Aircraft operating in the high untrusspassed sanctity of space must remain in IFR flight regardless of meteorological conditions and visibility.

16. Pilots and passengers are reminded that opening doors or windows in order to touch the face of God may result in loss of cabin pressure.

Landing at Eric's Farm

Heinz Gehlhaar

During our Encampment I got swept into this "you gotta land out at Eric's Farm" so that you can fly cross country" syndrome. I ask myself: Heinz are you really ready? Ya really (??) really wanna do this?" But the groundswell was all there. Everyone was going. What the hell. If they can do it so must I. But I had not flown the SGS 1-26 for quite a while, probably since Ephrata last year. So I insisted to get at least one flight prior to going into the Unknown. Fortunately, I was not the only one who took a local flight. So I did not stand out as a "chicken". Well with the local flight successfully under my belt, all my nice and easy excuses of not going to Eric's had evaporated. But wait there materialized six candidates. Ah, relief. At least I do not have to go first! So we ship Keith Purves off. He fights and claws his way in little lift to the farm, and (fortunately for me) takes most of the afternoon. Next I volunteer Lynn Weller to go, but Gene Albee want to go and does a nice landing at the farm. By now the crew is anxious to get as many flights in as possible, so we add a little insurance and speed-up: The towplane is told where we want to go, and release can occur nearly at final glide to the farm. Gene gets there in regal style. We get back hours before sunset and now Lynn Weller is next. Oh, oh, it's getting close for me to go. Who could go next???? Ah, it turns out that latecomer Rick Blow needs to be back at work on Monday. He should really be next since that will be our last flight for the day. Anxiously I nominate him. Saved for another day! Rich goes of and completes his ride. We all put the glider away and have dinner at Tequilas, and swap stories and lies about today's goings on. Especially stories about why someone circled several times over the farm while firmly connected to the towplane, why someone did not release, and why finally the towpilot unceremoniously pulled the plug and released him. Of course the story about the missing towline was included too.

Next morning it was finally my turn. No more excuses. Just a flat tire, and a dirty main wheel bearing to fix. I get strapped in. GPS initialized: GoTo Eric's is set.

Pierre comes by and offers me his waypoint out of his GPS, and tells me he will tow me straight to his Eric's waypoint. I get hooked up and off we go toward the south. Pierre, with one sweeping turn makes a beeline towards Eric's. 4200 ft on the Altimeter, release time! ... Naw, not yet. Not close enough. Now, good thermal, vario is almost pegged, I almost have the halfway attitude for a straight glide. Shall I release? Really? ... and not

land back home. Am I really safe? Do I really want to do this? Commitment to the dusty field? Really?

With heart in throat I pull the release, do the right clearance turn in good lift. "Do you see the farm? Do you see it?" Pierre on the radio.

"Yes I think so." I come back. But I am not fully convinced yet that I do. My eyeballs follow the road, find the square field and I settle down, as I see that the GPS "Go-To" arrow point right at it, and pronounces a 5-mile distance to the target. I even am able to center on the thermal and get up to 5300 ft. So now my next worry becomes the retrieve crew. I should land when they get there; not keep them waiting. But I cannot see them. So I decide to get right over the field. Surely there will be a thermal. It's a big field, and nice and brown. But what ever UP there is, is ragged and not round, and I am slowly sinking. Meanwhile I am looking for wind indicators. Not much drift while circling. No discernable wind patterns on the fields to the west of Eric's. And I know the wheat is tall enough to show windpattens. Saw 'em yesterday, close and personal. Now I am getting really low. Where is that windsock? I know its right next to the building. But where is it? I just can't find it. (It never strikes me, that the reason there are not wind patterns, that the sock is invisible, and that my circles show no drift, is that there is NO wind!). Well, I decide the land where most the rest of them landed, to the south, but closer to the road. I fall out of my last ragged thermal, decide on the standard 45-deg entry to downwind, still looking for the windsock. Nice 90 degree turn for base, just north of the farm, and as my luck always has it: a nice lift bump on the base turn. The vario shoots up I gain altitude and I find the windsock! It is stands straight out! 15+ knots, and coming right out of the west, right at me on base leg. What am I to do? I quickly decide I do not have enough altitude to move over to the southern road and land west; I do not want to land toward the west neat the farmhouse, because of unsure trailer access. So, I decide to land diagonal to take out some of the crosswind and attempt to put her down just prior to the road. I get the spoilers out and set up for a 45-deg. path towards the road. With 15 kt of wind I expect to see a lot of drift, but I see none. I finally make the decision: Hey there is no wind, the windsock was a fluke. May be my base-turn-thermal... I stow the spoilers, and ease myself over to a landing parallel to the road. The last correction gets me to a soft landing one wingspan away from the road. Fairly easy retrieve, but could have been better. I open the canopy, and there is not a breath of air. No wind at all.

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With all of this new experience and learning, I am ready to go do this again! This is great fun!

Fly a Motorglider

Chris Klix has made an arrangement with the owner of the Grob 109 Motorglider to make it available for \$65/hour dry. Keith Turner has agreed to provide instruction and do the checkouts. This means that Evergreen & BESC members can get Motorglider endorsements and fly the Motorglider without having management responsibilities and without having to pay the insurance up front. In addition, Keith is willing to fly with students in the 109. Contact him at: Keith Turner Tel 425-821-6634 or Email: kturner@nwlinc.com. However, remember this is Keith's avocation. He still has to satisfy his day-job, and time comes dearly.

Industry News

DG Flugzeugbau is growing -- by leaps and bounds

DG Flugzeugbau (Bruchsal, Germany) and LS Flugzeugbau (Egelsbach, Germany) are joining their forces under the leadership of DG Flugzeugbau in response to the continuous economic difficulties for the civil aviation industry. This will not affect the existing base of approximately 3000 LS customers worldwide. Customers will continue receiving original spare parts and high quality service out of the DG factory in Bruchsal.

The production of LS airplanes will continue, in particular the LS8 in all current variants. Also, flight testing and certification of the new LS10 will continue. Further, DG Flugzeugbau guarantees to honor all existing down payments and options on new LS airplanes orders.

Not only that, but this too: DG Flugzeugbau takes over production of the new Ultra-Light "Silence".

This is breaking news; the ink on the contracts is still wet. Here are some of the details of this new development.

The ultralight "Silence" is a high performance single-seater and very different from most other ultralights. This aircraft contains so many technical innovations that you will forget your preconceptions on ultralights easily.

The aircraft is ready, flying and certified. She was on display at the AERO 2003 convention in Friedrichshafen, Germany, and attracted lots of attention due to the design and the many outstanding details. DG Flugzeugbau will produce this aircraft and bring it to the market via a newly founded company "Silence Flugzeugbau", a wholly-owned subsidiary of DG Flugzeugbau. The new company is engaged in a cooperation with the two Silence designers Matthias and Thomas Strieker. The Silence can be ordered now; first deliveries will be even within this year. For more info see www.silence-flugzeugbau.de

For Sale / Want to buy

Members can post ads here. Send them to Heinz

For Sale: Low Mileage, like new Pace Arrow 34 L Motorhome.

This non-smoking motorhome is in excellent condition. Chevy 454 chassis with Banks Intake/Exhaust System. Less than 16,000 miles. Michelin 8R19.5 tires (Tread depth 8/16 on front, and 5/16" on rear duals). Wheels with stainless steel liners. Mor-Ryde Suspension system. Car- and two roof-ACs, and ducted furnace. Hi-capacity 6.5 KW Onan generator. Main Entry and a drivers door. Queen size bed in rear, electric step, and hitch with wiring for towing, color TV, VCR, microwave and coffeemaker. Runs and drives beautifully and sleeps 6 comfortably.

Asking Price \$32,000

See more info and pictures at: http://www.rvxchange.com/ad_details.asp?ad=2386

Contact Heinz or Eileen at 206-932-5428 or heinz@foxinternet.net

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Our Airplane Fleet Status

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

Maintenance Managers are needed for both Super Blanik L23s N264BA and N265BA.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Ephrata	Pierre Parent	Next annual - Feb 2004
The Pawnee towplane is operational.			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2004
The SuperCub towplane is operational.			
Schweizer 1-26 N7742S	Ephrata	Heinz Gehlhaar	Next annual - May 2004
the 1-26 is in place on spot D5 at EPH, and the trailer is parked against the fence to the south of the glider ramp..			
Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual - April 2004
The 1-34 is rigged on the ramp.			
Blanik L23 N264BA	Arlington	L. Weller OPEN	Next annual - Feb 2004
N264BA is on the ramp ready to fly.			
Blanik L23 N265BA	Ephrata	OPEN	Next annual - Mar 2004
L33 Solo N355BA	Arlington	Craig Funston	Next annual - June 2004?? Needs checking
The L-33 is on the Ramp available for use. Annual was done in Ephrata.			
Astir N141SS (X3)	Arlington	Keith Purves	Next annual - Feb 2004
In trailer and available for use..			
Parachute Status	Arlington Ephrata	Michael Clarke	One. Due 9/31/03 Two. Due 9/11/03

Last updated July 1, 2003.

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	20-73	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

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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) Heinz Gehlhaar 206-932-5428, heinz@foxinternet.net N7644 (1-34) –Gene Albee 206-662-8059 (w) 253-350-9793 (h) phlyre@comcast.net 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] New Volunteer needed N265BA (L-23) New Volunteer needed N141SS (Astir)Keith Purves206-205-8554 [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

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.

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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.

BESC Ops Schedule

July 2003 (Arlington-AWO and Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow Pilot Ephrata
SAT	19	--	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Krzys Kasprowicz (W) --- (H) (425) 641-3267	Mike Koehn (W) (425) 342-1252 (H) (425) 462-8307
SUN	20	--	--	Jim McNeil (W) (425) 662-4214 (H) (425) 827-1834	Mike Moore (W) --- (H) (206) 790-7949
SAT	26	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506	Don Banford (W) (206) 619-7201 (H) (425) 828-6553
SUN	27	--	--	Chuck Flora (W) --- (H) (425) 562-1484	Pierre Parent (W) (425) 266-6536 (H) (206) 653-2613

August 2003 (Arlington-AWO and Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow Pilot Ephrata
SAT	2			John Hope (W) (206) 662-7606 (H) (206) 772-6588	Don Banford (W) (206) 619-7201 (H) (425) 828-6553
SUN	3		Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Krzys Kasprowicz (W) --- (H) (425) 641-3267	Nelson Funston (W) --- (H) (425) 232-9416
SAT	9		Ragnar Smith (W) - (H) (206) 283-5024	Mike Koehn (W) (425) 342-1252 (H) (425) 462-8307	Mike Moore (W) --- (H) (206) 790-7949
SUN	10			Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834	Pierre Parent (W) (425) 266-6536 (H) (206) 653-2613

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SAT	16			Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506	Don Banford (W) (206) 619-7201 (H) (425) 828-6553
SUN	17			Chuck Flora (W) --- (H) (425) 562-1484	Nelson Funston (W) --- (H) (425) 232-9416
SAT	23			John Hope (W) (206) 662-7606 (H) (206) 772-6588	Krzysz Kasprowicz (W) --- (H) (425) 641-3267
SUN	24			Mike Koehn (W) (425) 342-1252 (H) (425) 462-8307	Mike Moore (W) --- (H) (206) 790-7949
SAT	30			Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834	Don Banford (W) (206) 619-7201 (H) (425) 828-6553
SUN	31			Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506	Pierre Parent (W) (425) 266-6536 (H) (206) 653-2613

Sept 2003 (Arlington-AWO and Ephrata-EPH)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow Pilot Ephrata
SAT	6				
SUN	7		Steve Baker (W) (425) 603-8608 (H) (425) 226-8207		
SAT	13		Ragnar Smith (W) - (H) (206) 283-5024		
SUN	14				
SAT	20				
SUN	21				
SAT	27				
SUN	28				

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)

October 2003 Sign-up (Arlington & AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington	Tow Pilot Arlington
SAT	4				
SUN	5				
SAT	11				
SUN	12				
SAT	18				
SUN	19				
SAT	25				

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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 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 James H. Todd, M/S 20-73. 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) Call the Field Cell phone at (206) 618-0108 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.

YAWSTRING

July 2003

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.

Wanted

The editor is looking for “round tuits”. No “round tuits” means no YAWSTRING.
Please see the masthead for further information