

YAWSTRING

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

Volume XIII

August/September 2003

Issue #5

Jet Glider Toasting Weeds!



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Jet-Powered Glider

Wayne Woodmansee writes:

Dave Harris of Renton, WA, has recently brought his Caproni sailplane to Ephrata. He has installed a small jet engine and made a number of additions to the sail plane including: landing lights, navigation lights, hydraulic brakes, and an extensive instrument panel. I have enjoyed photographing the Caproni and watching him taxiing on the ramp at Ephrata. While Dave has flown the Caproni several times using aero tows, his first jet powered takeoff should take place in the next week or so. Two photos of this unique sail plane are shown here and the cockpit is shown on page 6.



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EAA Fly-in

Don Banford

The EAA held the Northwest Experimental Aircraft Association Fly-In and Sport Aviation Convention in Arlington during the second week in July. It was a great exposition with lots of aircraft on display and flying. The Puget Sound Glider clubs under the auspices of the SSA operated a booth to acquaint fair-goers with our sport. The following is a report on the glider clubs booth at the Arlington EAA Air Show.

Tues 8th: BESC met at the hangar and washed the L-23 and with the grateful help of John Mayton and Dave Owens we polished the bird, cleaned up the inside, pulled it to the show side and tied it down with cement tires I "borrowed" from Paul Neynhaus.

Wed 9th: We hauled loads of tables, chairs, hand-out materials, etc from BESC hangar to the booth with the golf cart pickup. That very nice guy Harlan Hare called and donated his display tent which was a life saver. Steve Northcraft had made arrangements to get the SSA booth display for the show. The display added a touch of class to our barren display until a gust came up and blew it down (it was designed for indoor use only). The next day we braced the back with two 4x8 pieces of press board and secured it with ground stakes and it worked great until the wind did a 180 and blew it down again! So the display was boxed up and put back in the hangar. We passed out club literature, soaring magazines, transition pilot brochures, sold soaring calendars and answered a bagillion questions (that's a thousand times more than a bazillion!).

Thurs 10th, Fri 11th and Sat 12th: Great air show, great weather, and lots of people.

Sun 13th: Inclement weather in the form of winds moved in on Sunday. All of our brochures and paperwork got infected by the surrounding pretty aircraft, and wanted to fly, fly away!

Most of the booths packed up by noon and left. Around 3 PM, John, Dave, Heinz and myself struck down our tent, loaded up the golf cart with all our possessions, and hitched up the L-23. Once we had permission from the

tower, we pulled the glider around the south side of the viewing platforms, while the air show was still going on. We had to pull the glider down the taxiway adjacent to the grandstand with the golf cart. Here we took a good deal of flak and ribbing from the spectators about pulling the glider faster, or we were never going to get it off the ground. Not only that, we then had to go around the west side, all the way to the south end of the airport, wait for permission to cross Runway 16, and then proceed to our tiedown place. Good thing we had the golf cart to pull the the L23 this long way. As it was, all of the helpers got their walking exercise, while I had to drive the golf cart. Many thanks to the booth volunteers Jim Simmons, Bill Allan, Gene Albee, Jose Fuentes, Norm Dalke, Bill White, John Daly, Keith Purves, Mike Newgard and Scott Watson from Evergreen.

Special kudos to Lynn Weller for being there every day, John Mayton and Dave Owen for setting up, John, Dave and Heinz for tearing down, Steve Northcraft for the SSA booth, plus Harlan Hare for the sun shade.

During the show some 60 plus people came by the booth every day except Sat when there were more. Most of the folks picked up materials, asked lots of questions and got checked out in the glider.

Most of the serious ones were transition pilots. We did not sign up anyone at the show but we believe there were 10 to 15 who will be joining one of our glider clubs.

The majority of the folks who stopped by did not know there was a glider operation at Arlington and no one had heard of operations at Ephrata. Also, no one was aware that we gave glider rides to the public.

So, was it worth all of the time and expense?? Everyone who worked the booth thought so. If nothing else, there are a few hundred new people that now know where they can go get a glider ride.

If we do this again we need to start much earlier. Next year's EAA Fly-In is scheduled for July 7 - 11. So plan now.

BESC Newsbytes

New Members

As best as the Editor knows, we have one great new members, and a second one in the works. Mr. Steve Gray took an introductory flight with us. Actually, he got bit so bad by the soaring-bug, that he took 3 (?) introductory flights before he had a chance to join and start his student career. By now he probably has 20 flight under his belt. Welcome Steve!

Return from Ephrata

Saturday, September 27 has been selected as the last BESC flying day in Ephrata. The plan is to go over with at least 4 cars which can tow trailers back (1/26, L-33, Astir and the empty L-23 trailer). Also, we would have one towpilot to get a ride in one of those cars, to bring the Pawnee back. The plan includes a day of flying on Saturday. In the late afternoon we would load the gliders

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onto their trailers and either leave towards Seattle, or leave the next morning. Please lend a hand, and call Jay Todd to get you on the *Ephrata Return List*.

Parachutes

by Michael Clarke

The two 'chutes in Ephrata will expire at the end of September. The one in Arlington has just been repacked (8/11/03). It will be good until 12/9/03. Please take good care of them. A 'chute should either be on your back on in it's bag! Never out in the sun. Remember, the harnesses will last a lot longer than the 20-year life of a canopy, but only if it is kept out of the sun.

New Member's Packet

Boeing Employees' Soaring Club has released a revised New Member's Information packet. It will be available on our website. The content is given below:

- General Information
- Membership Requirements / Costs
- Training Available
- Trial Membership Information
- Application Forms
- Liability Release Form

Copies will be kept in the Hangar and on the Golf Cart

Soar from Arlington to Wenatchee!

As reported by Mark Nyberg

Brad Hill and Fred Hermanspann arranged towing for today (I think this was July 2 –Ed) with John Carson. By about noon there were 6 gliders ready for launch. Pilots included Max Karst, Fred Hermanspann, Brad Hill, Myles Bradley, Chuck and me. Since I was the only one flying Evergreen equipment I elected myself FOO. Even though I was 5th to launch, I still got in over two hours of flying and found cloud bases as high as 4900'. Wil Burhen launched in his motorglider at around 4:00.

By about 4:30 Chuck had landed and asked if I had heard from Fred on the radio. I hadn't, but I did see Fred load his barograph into his glider before he left. At about 5:15 I got a call from Fred on my cellphone. Fred and his friend had flown across the Cascades and landed in Wenatchee. He was checking his options: aerotow home,

have someone drive them back or spending the night in Wenatchee. I expect that Fred will have a great story to tell.

And Fred reports:

Yes, Ruth and I made it to Pangborn. We could not get an aero-tow back yesterday, so we stayed overnight and came back this morning. Released somewhere E of Skykomish at 11,700 ft for an uneventful 50 mile glide back to AWO.

The flight over was slow and tedious but also exhilarating. It went by Mount Stickney to Skykomish (where we finally got over 5000 ft) to a high point of 8,500 ft N of Mt Cashmere and a straight glide to Pangborn.

[See Evergreen Newsletter, Glidepath at www.evergreensoaring.org/GlidePath/glidepath2003-08.pdf for a detailed story of this flight. –Ed.]

September CFI course location changed

From WashDoT

NOTE: CFI not CFIG! [Editor]

The location for the Saturday and Sunday, Sept. 13 and 14 CFI refresher course has been changed to the Hilton Garden Inn at the Spokane Airport. For reservation information, call (509) 244-5866 or visit <http://reservations.hotel-guides.us/hotel/10006044-11281432R.html> on the Internet. Persons wishing to enroll in the WSDOT Aviation Division certified flight instructor renewal course can now do so online by filling out the electronic form at

http://www.wsdot.wa.gov/aviation/CFI_Renewal.htm and clicking on the "Submit Form" button.

There is also a CFI course in Everett on Saturday, and Sunday, November 8 & 9, in the Jackson Center.

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.

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.

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

BLAKEY UNVEILS NEW PILOT CERTIFICATES

Starting immediately, the FAA will begin issuing new pilot certificates made of plastic instead of cardboard that will feature nostalgic graphics. FAA Administrator Marion Blakey made the announcement at EAA AirVenture on Thursday. The credit card-sized certificates incorporate new security features, such as a hologram of the FAA seal. "The new certificate's durability and features will further protect pilot identities and add one more element of security to our aviation system," Blakey said. The certificates will be issued to all new and existing pilots as they achieve higher certificate levels or additional ratings. It will replace certificates that have been lost or damaged.

Excerpts from the August WSDOT Aviation Division Monthly Update

State general aviation security plan implementation efforts move forward

The consulting firm of Reid Middleton Inc. has been hired by the WSDOT Aviation Division to implement a plan for state wide general aviation security that will include security plans for each general aviation airport in Washington State. This is the second step in the Division's initiative to address security issues at general aviation airports currently not regulated by Transportation Security Agency. The purpose of this ongoing initiative is to demonstrate Washington's commitment to maintain a safe general aviation system of airports through best management security practices.

The entire project is funded by a grant the Aviation Division received from the Federal Emergency Management Agency, through the Washington Emergency Management Division, to prepare and improve the state's ability to respond to all-hazard emergencies. It is anticipated that the project will be completed by December 1.

Government and Airports

WSDOT reports on Comprehensive Land use Plans which are being reviewed. A lot of these of these involve "our" airports. If you know about these and can comment to the appropriate agency, please do so. [Editor]

Several jurisdictions have submitted comprehensive plans and development regulations for review and comment in regards to the Aviation Division Land Use Compatibility Program. They include:

Pierce County – Proposed amendment to county development regulations requiring compatible land use planning for airports not located within sub-area plans, i.e. Ranger Creek State Airport and Swanson Airport near Eatonville area. Also, requiring updates and periodical review of sub-area community plans to ensure continued long term land use compatibility in the Spanaway Community with the Spanaway Airport, the Gig Harbor Community with Tacoma Narrows Airport and the South Hill Community, Thun Field Airport.

City of Yakima – Final review of draft development regulations to protect the Yakima Airport. The proposed draft strengthens the existing regulations, providing more predictability to the city, public and aviation community.

Pacific County – Proposed amendments to development code. Two public use airports are located within this county. The airports are located adjacent to urban areas.

City of Colville – Proposed amendment to development regulations to protect the airport from incompatible land uses and height hazards. The Planning Commission will be meeting in August. Additionally, the City will be discussing land use compatibility with Stevens County, as most of the open land is located in the unincorporated areas north of the airport.

City of Renton – The City has released an EIS on a proposed project located east of the Renton Municipal Airport. The City will be conducting a land use compatibility assessment adjacent to the airport to prepare for the December 1, 2004 Growth Management Act deadline.

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Benton County – The County is proposing several amendments to expand existing urban growth areas for the City of Prosser and the City of Richland. The City of Prosser urban growth boundary amendments are adjacent to the Prosser Airport and may directly affect the airport due to proposed incompatible residential development. The City of Richland has proposed amendments that might impact navigable airspace adjacent to the Richland Municipal Airport. Both proposals are under review.

City of Waterville – Comprehensive plan and development regulations amendments. The airport is located within the City's urban growth area, however, much of the adjacent land uses and critical flight paths are located within Douglas County. Douglas County has adopted height restrictions at the ends of the runway.

City of Mansfield – Comprehensive plan and development regulations amendments. The airport is located within the City's urban growth area, however, much of the adjacent land uses and critical flight paths are located within Douglas County. Douglas County has adopted height restrictions at the ends of the runway.

Aviation Division Director gets the bug on an ultra light flight

John Sibold, Washington State Department of Transportation Aviation Division Director, and experienced general aviation pilot, recently experienced for the first time the joys of flying aboard a powered hang glider at the Northwest Experimental Aircraft Association's airfield in Arlington.

After the journey, Sibold said he "got the bug," the ultra light bug that is. He's definitely not alone. Since 1953, when the EAA organization was founded, it is estimated that millions of people have taken up the sport.

In Washington State, more and more people are turning to alternatives in flight like hang gliders, ultra lights, sailplanes and soon Sport Light aircraft. These types of aircraft provide a less expensive means of flight with fewer restrictions for the potential aviator who doesn't need as much training to fly them. Sport Light is seen as the most significant growth sector of general aviation for the next five years, according to national aviation associations.

That is good news to the pilots who build and fly these aircraft, potential pilots who would like to be part of the adventure and the WSDOT Aviation Division, which is always looking for new avenues to keep general aviation airports vital to the state's transportation system.

However, Sport Light enthusiasts have found the road to their dreams sometimes rocky as evidenced by problems at the Ephrata Airport – home to the Northwest Region Sailplane Soaring Championships each year and headquarters for the Seattle Sailplane Association – is experiencing. The airport is considered the premiere destination for sailplane enthusiasts in the U.S.

Presently, Ephrata is updating its airport master plan through a Federal Aviation Administration (FAA) grant. Changes to the airfield are being proposed by the FAA that may restrict sailplane activity. The Sailplane Association opposes the changes and has asked WSDOT to help.

A similar problem came to light recently at the Davenport Airport. In July, an ultra light operator contacted the Aviation Division with an alert and a request for help. The problem was that the City of Davenport had learned that its insurance carrier might not provide coverage for alternative aircraft at the city-owned airfield.

A City Council meeting was held to discuss ultra light and experimental aircraft from operations at Davenport Airport. Fortunately, the incident had a happy ending when the City learned that its insurance does indeed cover ultra lights at the airport as long as operations do not exceed 75 percent of the airfield's total business.

"This is not a new problem," Aviation Division Director John Sibold, noted.

"The Division continues to hear from pilots who are finding it increasingly unfriendly to operate ultra lights and other alternative aircraft at general aviation airports. These operations, like the sailplanes at Ephrata are the fastest growing segment of recreational general aviation," he said.

In an effort to help the aviation community overcome these hurdles to flight, WSDOT is considering recommendations to state and federal policies to accommodate these types of aircraft safely at state airports. According to Sibold, "the Division supports all new forms of aviation that could lay the foundation for the future of general aviation. Changes now could affect how airports in the future are designed or operated to meet the needs of alternative aircraft."

In the meantime, the Davenport Airport problem has been solved. As for the Ephrata sailplane concerns, WSDOT Aviation Division is working with FAA officials to resolve any issues that would deny aviators their sport at the airfield.

According to Sibold: "Every aspect of general aviation is important to the strength of the aviation community and the thrill of flight is our common bond and heritage. We need to find ways to adjust to the changes in technology so that access to aviation is available to everyone of every background who gets the bug to fly."

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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 2 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 is ready to tow your glider.

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

Nice Soaring Pictures

See this site for some nice soaring pictures taken with a Grob 103 Acro east of Park City in Utah. It takes a while to load all the pictures, but they are good. www.utahsoaring.org/images/dale_n_dave.html



Caproni Cockpit

See page 1 for article

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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 | Arlington | OPEN | Next annual - Mar 2004 |
| L33 Solo N355BA | Ephrata | Craig Funston | Next annual - June 2004?? |
| The L-33 is on the Ramp available for use. Annual was done in Ephrata. | | | |
| Astir N141SS (X3) | Ephrata | Keith Purves | Next annual - Feb 2004 |
| In trailer and available for use.. | | | |
| Parachute Status | Arlington Ephrata | Michael Clarke | One. Due 12/9/03 Two. Due 9/11/03 |

Last updated August25, 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 |
| Operations | Don Banford | (H) (425) 828-6553 (Cell) (206) 619-7201 | -- | donbanford@msn.com |

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| | | | | |
|--------------------------|---------------|---------------------------------------|-------|--------------------------------------------------------------|
| Pawnee Tow Plane Manager | Pierre Parent | W (425) 294- 1904 H (360) 653-2613 | 04-JU | |
| 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 CFIGs 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 CFIGs 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

August 2003 (Arlington-AWO and Ephrata-EPH)

| Day | Date | Field Manager Arlington | Instructor Arlington | Tow Pilot Arlington | Tow Pilot Ephrata |
|-----|------|----------------------------|-------------------------|--------------------------------------------------------------|----------------------|
| SAT | 30 | -- | Rich Blow | Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834 | -- |
| SUN | 31 | -- | Stan Kasprzyk | Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506 | -- |

September 2003 (Arlington-AWO)

| Day | Date | Field Manager Arlington | Instructor Arlington | Tow Pilot Arlington |
|-----|------|----------------------------|------------------------------------|--------------------------------------------------------------|
| SAT | 6 | -- | -- | Don Banford (W) (206) 619-7201 (H) (425) 828-6553 |
| SUN | 7 | -- | -- | John Hope (W) (206) 662-7606 (H) (206) 772-6588 |
| SAT | 13 | -- | Ragnar Smith (H) (206) 283-5024 | Krzys Kasprowicz (H) (425) 641-3267 |
| SUN | 14 | -- | -- | Mike Moore (H) (206) 790-7949 |
| SAT | 20 | -- | -- | Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834 |
| SUN | 21 | -- | -- | Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506 |
| SAT | 27 | -- | -- | John Hope (W) (206) 662-7606 (H) (206) 772-6588 |

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|-----|----|----|----|----------------------------------------|
| SUN | 28 | -- | -- | Krzys Kasprowicz (H) (425) 641-3267 |
|-----|----|----|----|----------------------------------------|

October 2003 (Arlington-AWO)

| Day | Date | Field Manager Arlington | Instructor Arlington | Tow Pilot Arlington |
|-----|------|----------------------------|---------------------------------------------|------------------------|
| SAT | 4 | -- | -- | -- |
| SUN | 5 | -- | -- | -- |
| SAT | 11 | -- | Ragnar Smith (W) – (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)

November 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 | | | |
| | 23 | | | |
| | 29 | | | |

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.

YAWSTRING

August / September 2003

- 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 Masthead

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

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