

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XIV

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Issue #1

Board Members Consider



A New Soaring Club

See First Article

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New Soaring Club?

By Heinz Gehlhaar, Editor

On October 25, 2003, the boards of both the Evergreen Soaring Club and the Boeing Employees Soaring Club met to discuss the feasibility of merging the two clubs. A lot of issues were discussed by way of pro and con. It appeared to the attendees that formation of a new club might be the way to unify our voices and improve the effectiveness of our resources. As a result, a joint letter was developed by the leadership of the 2 boards and was ratified by both boards. Here is that letter. Please read it carefully, and decide where you can jump in and influence the outcome. It is important that we all participate, because the outcome will affect us all.

October 27, 2003

To the members of the Evergreen Soaring Club and the Boeing Employees Soaring Club,
Clubs are the heartbeat of the soaring community. They are the magnet that gathers us together to fly our ships and to socialize with our compatriots. Moreover, they provide the framework for building our skill. We train in clubs, learn to fly cross-country, share our collective wisdom. They give us access to equipment we could not afford on our own. And finally, they provide the collective energy required to get our motorless aircraft into the sky. All of us know that a healthy, well-run club enhances every aspect of the soaring experience. But we also know that lately both the Boeing Employees and Evergreen

clubs are struggling to fulfill that mission. Instead we have found ourselves locked in a survival mode. A bad economy, shrinking membership and aging assets have given our clubs the aura of "just hanging on"; and the level of frustration of every pilot, from student to CFIG, is almost palpable. We are at a crossroads. Do we invest our energy in building a stronger, more satisfying foundation for the present generation of pilots as well as the next? Or do we resign ourselves to a rearguard action on behalf of a slowly fading sport?

Last Saturday morning, October 25, 2003, members of the boards of directors of both the Evergreen Soaring Club and the Boeing Employees Soaring Club met to discuss the feasibility of merging the two clubs. As most of you are aware, this idea has been discussed off and on for the

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last several years with the main reasons given being a drop in membership of both clubs and a general decline in member involvement. During our discussions it became apparent that members of both clubs share the same goals for soaring in this area and that both clubs share many of the same difficulties. It appeared to us that we are facing a legacy issue. More importantly, we came to the conviction that the solution would not be a merger of one club into the other but instead would require dramatic and decisive action: the formation of a new club, a new club that would utilize a framework taking the best of each existing club and creating something better.

Those of us at the meeting envisioned a new high-energy club that would provide not only family and social involvement but involvement with the community and local schools to promote growth within our sport and to stimulate new membership for the club. In addition, our vision of a new club would be an organization that not only provides training at the entry through private pilot level but that actively continues training through commercial, CFG and cross country areas as well. Lastly, we felt that a new club should be able to provide more current equipment to its members to meet the needs of each of the above requirements without requiring large increases in dues, tow fees or assessments. Quite a task, but one that we believe can be met.

The boards have agreed to begin forming the framework of a new club with the creation of committees that will establish all of the details necessary for the operation of

the new club. Each of the committees listed on the next page were identified as areas for which specific tasks need to be accomplished with a short list of those tasks listed as well.

In order for an undertaking of this magnitude to be successful it is going to require the participation of all of the members of each club, not just its board of directors. We are asking each of you to do two things for us right now. First, think for a few minutes about what your personal vision for a new club would be. We will be attempting to speak with each of you either individually or in groups to get your ideas since we can't possibly meet the needs of our memberships if we don't know what they are in the first place. Second, join a committee that best fits your talents and interests. Together we can create a new organization that will serve the needs of its members and the community for years to come.

In closing, we want our members to understand that just because we are moving forward with this idea does not mean that it is a done deal. Both boards have agreed that we need to create a vision for the new club and a plan to achieve that vision before ideas are officially presented to our respective clubs. At that time any questions would be answered and a vote would be taken by the membership as to whether we want to proceed with the actual formation of the new club. We have also agreed that a vote of this nature would require a supermajority of 66% +1 to pass.

Keith Turner
President
Evergreen Soaring, Inc.

Mark Nyberg
President Elect
Evergreen Soaring, Inc.

Jay Todd
President
Boeing Employees Soaring Club

Formation Committees For A New Washington State Soaring Club

Administrative Committee

- Creates articles of incorporation
- Creates new by-laws
- Determines transition officers, duties and terms

Financial Committee

- Develops a Financial Policy as a baseline for determining dues and fees.
- Determines expenditures necessary for operation
- Determines necessary dues to cover fixed expenses
- Determines rate structure for gliders and tows

Operations Committee

- Creates new flying rules and regulations
- Determines procedures for scheduling gliders, instructors, tow-pilots and field managers
- Works out details of any necessary coordination with other clubs or organizations

Assets Committee

- Prepares a list of assets and their values for each existing club
- Determines what assets should be retained and what should be disposed of
- Determines what new assets should be obtained

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Marketing / Membership Committee

- Determines venues for marketing of the new club
- Determines what programs the club should pursue in schools and/or community to promote the sport

Training Committee

- Determines the structure of training within the new club
- Determines what areas the club will focus on for training

Everyone counts and we want your ideas. Please take a moment to write down your vision for a new club and share it with your respective club president. Then decide which committee could best use your talents and volunteer to serve on it. We are currently planning on a joint membership meeting / potluck meal (lunch or dinner) social to further discuss the idea of a new club as well as provide a place for members of each club to get to know each other. The current plan is for a weekend in early December. We will let you know as soon as things firm up.

Keith Turner
Mark Nyberg
Jay Todd

BESC Board Minutes

Meeting Minutes – October 11, 2003

Location – The BEFA venue, Renton

Officers and members present: Jay Todd, Gene Albee, Keith Purves, Heinz Gehlhaar, Michael Moore, Marty Gibbins, Ron Bellamy, Don Banford, Pierre Parent, Raylene Todd, and guest Ted Rogers.

President Jay Todd called the meeting to order at 0833.

Officer Reports:

President – Jay Todd

We voted to sell the tricycle to an interested party for \$15.00. A motion by Gene to give it away was not seconded. Don moved for the sum of \$15 – that was seconded by Marty and carried.

The Glider grope of two weeks ago was a resounding success and all ships and tow planes are back in their winter hibernation venue. The group retrieve was great way to get the job done, and we should do the dispersal next spring in the same way.

We continued a discussion on a possible merge with Evergreen. Jay has said he will schedule a joint board meeting before he wanders off to Australia. Details of thoughts are not included here.

Vice President – Michael Moore

Michael announced and delivered checks and applications for full members Nestor Veronka and David Marshall. Mr. Veronka is a licensed commercial pilot and CFG. Mr. Marshall comes to us as a new pilot ready for our superb instruction. Also we received a trial member application from Patricia Atkins. Checks went to Marty Gibbins and the secretary has the application forms. Michael also mentioned there were perhaps two

additional interested parties. The club then voted to accept Nestor Veronka and David Marshall as members.

Secretary – Gene Albee

Gene presented the previous minutes for approval. Michael moved for approval, Ron seconded and there was no dissent.

Treasurer – Marty Gibbins

Marty presented the report for board review. The paper version will be attached to the original of these minutes. There followed a discussion how to smooth out procedures for new and trial members, particularly where a new or prospective member shows up with money and an application and wants to fly. Marty was tasked to come up with a procedure.

Operations – Don Banford

Don is making new towropes for the club and has replaced the gas cap on the golf cart.

CF&SO – Ron Bellamy

Ron asked for a list of instructors and if Skip Gregoire is a club instructor. Jay indicated he will see that Skip is on the web roster as club instructor. We need to acquire manuals for instructors and students for next year. Ron will order them. Also we had a discussion on student checklists and student progress notebooks. No decision was made, but we all felt that some sort of standard way of tracking student progress to a syllabus was a good idea. Logbooks don't show what is needed to complete a syllabus.

Tow Plane managers' reports

Pawnee – Pierre Parent - Airplane is at AWO. Has a right brake problem and needs the right wheel cylinder to be rebuilt. Also an oil change is due.

Super Cub - Michael Moore - N7474D is operational at Arlington. The generator was rebuilt after self-

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destructing. We will check on the condition of the (now spare) battery, although there is a new one installed.

Glider manager's reports:

Astir – Keith Purves – Is In the box at AWO.

L-33 – Craig Funston – not present. Glider is in the box at AWO. There was discussion on making special assembly book containers for the gliders, as all members have not seen the rig/de-rig procedures. We had a time de-rigging the L-33 for transport back to AWO because the manual was not available.

F1-34 – Gene Albee – Sailplane is on the ramp and ready to fly. Trailer will need some work this winter

F1-26 – Heinz Gehlhaar – Glider is at AWO on the trailer in its parking spot on the line. Trailer is in need of rehab this winter.

L-23 – 4BA – Lynn Weller – Not present - Sailplane is operational at AWO. Aft forward canopy pin is missing. Rudder screws need to be installer for the rudder stop. Boom mic still broken. Need new manager.

L-23 – 5BA – An airplane manager has not been appointed.

The ship is operational at AWO. There are instrument problems that need addressing.

Old Business –

Discussed common batteries and installations – to be accomplished next winter. Jay will trailer each of the gliders to his hangar for annuals this winter, and for work on the ships and trailers.

Two-place glider scheduling was brought up again. Jay to look into using the BEFA scheduling tools to add 264BA and 265BA to their system, and see if we can use that in lieu of an (as yet unavailable) interactive web site.

Jay has all the VIN and license numbers for the trailers. He will arrange for common addresses on all the registrations and arrange for fleet registration this winter.

Jay will get information to Marty on the Jaxida canopy covers for the gliders. Gene will get the acquisition data for the 1-34 canopy to Marty. Marty will order and send the checks to the appropriate vendors.

Discussions on glider flight log being in the gliders for pilots to fill out after each flight. We are losing information due to the lack of a field manager any more during operations.

New business –

Travis Nelson has resigned. We need a new scheduler, but Travis will continue as best he can until we find someone for the job.

Meeting Adjourned at 1033. Motion made by Gene and seconded by Marty. Carried. Next meeting is to be announced.

Respectfully submitted,
H. Gene Albee,
Secretary

Meeting Minutes – January 10, 2004

Location – The BEFA venue, Renton

Officers and members present: Jay Todd, Gene Albee, Keith Purves, Heinz Gehlhaar, Michael Moore, Marty Gibbins, Don Banford, Pierre Parent, Lynn Weller, Guest Mark Nyberg, Evergreen President Elect

President Jay Todd called the meeting to order at 0839.

Officer Reports:

President – Jay Todd –

In lieu of, or rather pending a vote of the membership, President Jay Todd appointed Michael Moore as vice president and Marty Gibbins as treasurer. These two had agreed to serve yet another year in those capacities. Keith Purves moved the question and Pierre Parent seconded. The vote was unanimous to approve. A ballot will be sent to the membership by e-mail within the next two weeks.

The scheduling system is still not completed and Jay will send the vendor's requirements to the secretary to complete. This supposedly entails names and addresses, etc. which are required to complete the job. Secretary will see what is involved and proceed from there.

Fleet license process is still in process.

Vice President – Michael Moore

Michael announced and delivered a check and application for full member Arthur Nation, of Tacoma. Mr. Nation is a power pilot who, like so many of us, wishes to dance with the eagles. The application was voted upon, with motion by Mr. Moore and seconded by Mr. Gehlhaar. The vote was unanimous. Secretary – Gene Albee presented the previous minutes for approval. Lynn Weller moved for approval, Don Banford seconded and there was no dissent.

Treasurer – Marty Gibbins

Marty presented the report for board review. The paper version will be attached to the original of these minutes. There followed an intricate discussion on several aspects of the report, including where to allocate funds this next year for maintenance, parts, trailers, and many other categories. It was generally observed that we should leave things stand as they are for now, pending further actions on the merger with Evergreen. Marty also pre-

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sented some information, not to be included here regarding arrears in funds owed by some members. 'Nuff said.

Operations – Don Banford

Don has made three new towropes for the club. These will have to be modified for the Tost hooks which are to be installed at the Pawnee and Super Cub annuals – taking place as I write. Don also mentioned there is a Power Point presentation called AWO 2010, which covers the future of the sport aviation facility at AWO, and has been presented to the airport advisory committee. We agreed to stay involved with this committee, and Don volunteered to do that for us.

Tow Plane managers' reports

Pawnee – Pierre Parent - Airplane is at AWO. Brake problem has been fixed and the airplane needs to be taxi-checked. Annual will be done after the Super Cub. Tost hook will be installed at this time. See New business.

Super Cub - Michael Moore - N7474D is in for annual inspection and installation of a 10-pound weight near the tail wheel. Tost hook will be installed at this time. See new business.

Glider manager's reports:

Astir – Keith Purves – Is In the box at AWO.

L-33 – Craig Funston – not present. Glider is in the box at AWO.

F1-34 – Gene Albee – Sailplane is on the ramp and ready to fly. Trailer will need some work this winter. New canopy is being fabricated and should be enroute to Jay's soon. Chris Klix will fit it to the frame. Trailer needs to be looked at. Gene wants to improve this ship to make it more attractive to fly. It will stay at AWO this season.

F1-26 – Heinz Gehlhaar – Glider is at AWO on the ramp. Trailer will need extensive work this spring before going to EPH.

L-23 – 4BA – Lynn Weller – Sailplane is operational at AWO. Aft forward canopy pin is missing. Rudder screws need to be installed for the rudder stop. These are in the file cabinet. Boom mic still broken. Its annual is this month. Need new manager.

L-23 – 5BA – An airplane manager has not been appointed.

The ship is operational at AWO. There are instrument problems that need addressing. Annual this month, as well.

Annuals

Jay will attempt to perform all annuals before he leaves town in February.

Old Business –

The administration committee for the merger of Evergreen and BESC will meet January 24th to continue discussions, finalize specific committees, and send them forth. They will make some decisions for review on

where they think the new club will go, but not cast these ideas in concrete,

New Business –

Fragmentary discussions erupted on an opportunity to go to the altitude chamber - facilitated by Paul Adriance of the Evergreen club. This is a good idea for those of us who have never experienced the chamber ride, and good for us old guys who haven't done it in thirty (ahem) or so years. Contact Paul Adriance at padriance@mindspring.com.

Still more fragments on the contest and encampment dates – we prefer two weeks prior to the Region 8 contest so we don't get in their way – or they in ours. General agreement was reached to hold a ESC/BESC Joint Encampment. Heinz Gehlhaar to contact Paul Adriance to work on this. (latest agreement: June 19 - June 27). We would like to collaborate with Evergreen on projects like Hood River, Concrete, etc. Paul Adriance to handle. See Evergreen web site to contact him. For the encampment, Jay and I agree that we should begin to have themes. A recent SOARING article on cross country mentoring captured our imaginations, and would be a good source article for that theme this year.

We need to schedule equipment moves.

Museum of flight EXPO this year will feature Lynn's DG1000, so we will not bring the Blanik. MM will have the club stuff available for the EXPO.

Pierre brought up the subject of Tost hooks for the tow planes to replace the Schweizer hooks. Several of us are uncomfortable with the Schweizer hooks because of the opportunity for them to fail if not properly maintained. Pierre, after some discussion, moved to replace the hooks on both airplanes. Michael Moore seconded, and the ensuing vote was without dissent. Tost hooks to be installed at upcoming annual inspections.

Nestor Veronka is getting close to presenting a ground school.

EAA fly-in - Don wants a prime location this year with room for two gliders and a tow ship, under cover so we can have a display that does not blow away in the breeze. Don to look into that.

Meeting Adjourned at 1039. No motion was made. We just disbanded. Next meeting is February 14th, 0830 at the same place. Mr. Moore will preside

Respectfully submitted,
H. Gene Albee,
Secretary

Farewell to FL600

by: Mark Jeffrey (UK)

Supplied by Phil Grate, who writes:

This is from my friend and former partner in a Cessna 172. Thought it might be of interest to our YAWSTRING readers.

Back in June my father turned 75, and I got to implement a plan I'd had for a couple of years. I knew he'd always wanted to fly on the Concorde, and I heard that it was possible to get tickets using BA Airmiles, so back in February 2003 I called up BA and blew 250,000 of them to get tickets for the two of us. We'd both been to NY several times in the past, and I'd also heard that the best Concorde experience was on the Barbados flight, so that's what I signed us up for. We had a family holiday planned in August, so I chose August 30th. Got a hotel through Expedia, and we were all set to go.

About three weeks after I made the bookings, BA announced that Concorde was being taken out of service at the end of October. Whew! That was a close shave. So last Saturday, Dad and I went to Heathrow (LHR), London for our dream trip. Concorde has its own lounge and boarding doors, with a great view of the plane waiting outside. We were going on G-BOAD. They served us with bacon sandwiches, coffee, etc, and we got chatting to few other passengers. One elderly lady was a regular Concorde user, and there were several who looked as if they might be famous from TV shows I don't watch (if you know what I mean).

Everyone boarded, and they then announced that this flight was historic, because it would be the last ever Concorde to Barbados. I hadn't noticed when booking, but this was the last of the weekly services on the route for the season.

Our Captain was the legendary Mike Bannister who has flown Concorde since 1977 and has by far the most hours on the bird.

Then we were told there was a holdup because the Flight Engineer (Concorde is the only BA plane that needs one) had put his back out getting out of his car, and had been taken to hospital. So they had called in a spare engineer, so please be patient and have some more Champagne.

Once we had a full crew, we taxied out for several minutes, then hit another snag. They had a problem with the Thrust Reverser, so they took us back to the gate. According to the Captain's announcement, they had two choices. They could lock the thrust reverser down as unusable and still land safely, but it would reduce the aircraft's range somewhat (don't know why) and with Barbados already being at the outer edge he would rather change us to another aircraft. Fortunately BA keeps one on standby and it only took 90 minutes to get it ready.

So then we had to wait for a gate so we could leave G-BOAD. The flight attendants handed out more Champagne and canapés which otherwise would have been thrown away. Then we got back into the terminal where they laid on even more Champagne and canapés (and this wasn't cheap stuff either!). I took the opportunity to get a shower in the business lounge suite. Then it was back on board another Concorde, this time G-BOAC which was the original flagship aircraft (originally intended for the British Overseas Airways Corporation - BOAC, who merged with British European Airways and some other small companies to form British Airways before the plane actually went into service).

Neither aircraft felt anything like 30 years old; they were all refurbished during the break following the Paris tragedy, and the only missing item was any type of video screen. They have LED displays at the front of each cabin with flight data though.

So we finally got going, about three hours after our original flight time. Dad and I were in row 2, perhaps the best seats on the plane with a good view from the tiny windows (not over the huge wing) and away from the worst engine noise. There is only "Supersonic Class" so all seats are equally priced.

The takeoff was quite impressive. As the only airliner with afterburners (called Reheat by the Brits), you get a real jolt, and the plane bounces about quite a bit after the nose lifts. The climb out was very fast, showing about 20 degrees of attitude for a long time. Then they cut the afterburners and power for noise reduction (we were already well away from the airport, but Concorde is LOUD).

Out down the Bristol channel, then they hit the afterburners again to take us past Mach 1. We had been warned about feeling a slight push when this happened, but in fact we didn't notice it. I couldn't see the speed gauge at the time because the steward was standing in front of it - they had already started serving lunch.

The in-flight food service was amazingly good.

After that there wasn't much to do except watch the speed and height numbers gradually creep up. It took about half an hour to reach Mach 2, but we didn't hit the top of the climb until about 45 minutes before the end of the flight (total flight time was 3 hours 45 minutes). The steward had warned me we might not make it all the way up to FL600 as the air was a little warmer than usual, and we were fairly heavily loaded (they can take up to 75 or perhaps 80 passengers to Barbados, as opposed to 100 to NYC).

Note that we dropped back from Mach 2.0 to about Mach 1.96. I suspect Captain Bannister traded the speed for height so we could get all the way up.

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The view outside is quite weird at that height. While the windows are small, by moving my head I thought I could see a definite curvature to the horizon. Certainly looking upwards the sky was a deep azure blue; didn't see any stars though.

Captain Bannister told us we would be the last commercial passengers to visit FL600, as the remaining New York run doesn't get that high. I wondered about the return trip from Barbados, but I suspect they don't either because they have to go subsonic much sooner as they approach the UK. Also, Dad tells me the high altitude air temperatures are lower near the equator. Perhaps someone here could comment.

We stayed at 60,000 feet for only about fifteen minutes, and then started on down to land. Amazing to think you can go from 60,000 feet at Mach 2.0 to a landing in just 30 minutes.

On the ground there was a large collection of dignitaries, TV crews, press, and airport workers all lined up to meet us. Barbados is very relaxed, and we and the rest of the passengers all just milled about and took photos of each other standing in front of the Concorde. Apparently G-

BOAC had also made the inaugural flight to the island back in 1977. Perhaps she wanted to come back and told her sister to go on strike.

[Jeff continues here with his Barbados visit and concludes with ...]

The Concorde has a very special place in my heart. I still remember seeing one of the prototypes fly over my house in Essex when I was only about six or seven years old, escorted by a pair of RAF English-Electric Lightning fighters. The Paris crash probably hit most British and French people just as hard as the Shuttle disasters hit the Americans. I know it felt like being crushed, thinking I might never get to ride it. But the Concorde recovered from that, and even became profitable again, until 9/11 kicked the airline industry. Combined with demands to cover the costs of building a new factory for spare parts, the writing was on the wall for the great white bird. She may be 30 years old, but she's still 30 years ahead of her time.

I always knew I'd belong to the first generation of super-sonic air travellers. But I never expected to be one of the last.

BESC Newsbytes

Our SGS 1-26 is ready to fly

Thanks to Al Gregg, Steve Gray, Angus McKinnon, and Heinz, the F1-26 which was trailered back from EPH, was assembled and put back on the AWO flightline, ready to go to battle. She is located where she was parked on the trailer. Fly her often, but fly her gently!

Stan Kasprzyk's Pictures

Check out Stan's pictures and articles on his website at: <http://soar76.home.comcast.net/> Especially those from the BESC June encampment

Parachutes

Thanks to Lynn Weller for picking up the repacked parachutes. We now have 2 "current" parachute in the hangar. The third one ran out in Dec 9 and is in storage at Para-Pernalia until March 1 2004. If you need it earlier, call Heinz at 206-932-5428 about one week in advance of need.

New Members

Welcome New Members Nestor Veronka and David Marshall. Mr. Veronka is a licensed commercial pilot and CFGI. Mr. Marshall comes to us as a new pilot ready for our instruction. Also say a great "Welcome" to Arthur Nation of Tacoma. Mr. Nation is a power pilot who, like so many of us, wishes to dance with the eagles.

Annual annual Party

Jay Todd organized the annual BESC Annual Party at AWO on Saturday Jan 17, 2004. Party goes Jay Todd, Keith Purves, and Heinz Gehlhaar had a good old time

opening up, cleaning out, lubricating, adjusting and inspecting all of the BESC gliders. The biggest responsibility fell on Jay, who did most of the adjusting and all of the official inspecting so that all of our glider annuals are complete. All the logbooks will be returned to the files, once Jay completes the annual sign off.



Jay making the Blanik fly faster, higher and longer

As a result of this effort, the tire of the 1-26 was rejected. It is just too sun-rotted to be safe. Heinz took the wheel off, and is getting a new tire. So, don't try to use the 1-26!

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New Additions to the BESC Library!!!

Report by Tony Puglisi

Thanks to the generosity of an ex-member, John Sterling, we have several new additions to our library and some new doubles on some older but popular volumes. We currently have the following new books:

- 75) **The Illustrated Guide to Aerodynamics** by Hubert "Skip" Smith
- 76) **Restoring a Sport Plane on a Budget** by Randall Brink
- 77) **Soaring Accidents that Almost Happened** by Stephen Du Pont
- 78) **Pilot's Weather Guide** by Lindy Boyes
- 79) **SoarAmerica** edited by John Joss (A compilation of articles)
- 80) **The 1-26 Sailplane Flight-Erection-Maintenance Manual**
- 81) **ABCs of Safe Flying** by David Frazier
- 82) **Week-End Pilot** by Frank Kingston Smith
- 83) **BAXSeat: Log of a Pasture Pilot** by Gordon Baxter

- 84) **More BAXSeat: New Logs of a Pasture Pilot** by Gordon Baxter
- 85) **Welcome to Flying: A Primer for Pilots** by Don Dwiggin
- 86) **All About Stalls & Spins** by Everett Gentry
- 87) **The Perfect Flight** by Richard L. Collins
- 88) **Accident Prevention Program: On Landing Part I to III** by the FAA
- 89) **Beginning Gliding: The Fundamentals of Soaring Flight** by Derek Piggott

The following are new magazine articles:

- 6) **Soaring Facts** by John Sterling
- 7) **Cockpit Classroom** by Harold Holmes - articles on Communication, Wing Tip Vortices, Safe Landing Principles, Hazardous Weather, & The Overbanking Tendency
- 8) **Buying a Used Aircraft** by Dan Brockway.

Contact Tony Puglisi to check-out any of them .

Training

How to hit the Silk

On March 20, 2004 from 10 AM to About 1 PM, Paraphernalia will be hosting a training program on *Emergency Egress* at the Arlington Boys and Girls Club right across the Arlington airport. This class will count as one part of the FAA Wings Program. Mark your Calendar and stay tuned.

High Altitude Chamber

Paul Adriance is organizing a trip to the altitude chamber and the Altitude Physiology training course at Fairchild AFB, Spokane, Washington. The current tentative date is Monday the 12th of April. The fee to this course is \$50. It is a known medical fact that symptoms of hypoxia changes as we get older. So, it is worthwhile to take this course even if you have done it once before. (*My first and last one happened some 53 year ago, and even at my then young and "indestructible" age, the test results shook me to the core of my being. It is truly amazing how good you can feel, and how REALLY useless you are, to act in the best interest of your survival. -Editor*)

Currently Paul has 10 signed-up participants. He is working to get car- and airplane-pools set up, along with lunch- and dinner-pools. To get the latest skinny, contact Paul by email at this address:

"Paul Adriance" <padriance@mindspring.com> or at his home: 360.659.7421.

For more information on what is include and required, go to:

http://www.cami.jccbi.gov/aam-400/enroll_military.htm

CFIG Revalidation Class

Mark Nyberg is coordinating with Bob Wander to hold a CFIG Refresher Clinic here in Seattle on February 21 & 22, 2004. Instructors needing to recertify in 2004 are encourage to attend. Also, instructors needing to recertify in 2005 are encouraged to attend as we are trying to switch this course to an even-year cycle. Finally, every glider pilot and student pilot should attend. A great wealth of knowledge is condensed into a day which seems way too short.

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.

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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	Arlington	Pierre Parent	Next annual - Feb 2004

Thanks to Pierre the Pawnee is almost done with its annual..

Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2004
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The Super Cub is operational. As soon as the Pawnee is done, the Cub will take her annual.

Schweizer 1-26 N7742S	Arlington	Heinz Gehlhaar	Next annual - Feb2005
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On ramp and ready to fly.

Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual - Feb2005
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The 1-34 is rigged on the ramp. A new Canopy is on the way.

Blanik L23 N264BA	Arlington	L. Weller OPEN	Next annual - Feb2005
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N264BA is on the ramp ready to fly.

Blanik L23 N265BA	Arlington	OPEN	Next annual - Feb2005
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N265BA is on the ramp ready to fly and is looking for a caring Member to be her Mother.

L33 Solo N355BA	Arlington	Craig Funston	Next annual - Feb2005
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In trailer and available for use.

Astir N141SS (X3)	Arlington	Keith Purves	Next annual - Feb2005
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In trailer and available for use..

Parachute Status	Arlington	Michael Clarke	Two due 3/27/04 One in storage
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Last updated Jan 17, 2004.

Heard on the Radio

Controller: "TWA 2341, for noise abatement turn right 45 Degrees.."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Controller: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

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.

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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	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
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 New Volunteer 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 New Volunteer needed	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
Skip Gregorie
John Hope

Stan Kasprzyk @
Kapi Parks
Dave Reusch
Ragnar Smith

@ 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+
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.

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

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BESC Ops Schedule

January 2004 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	10	--	Ragnar Smith (W) – (H) (206) 283-5024	John Hope (W) (206) 662-7606 (H) (206) 772-6588
SUN	11	--	--	Mike Moore (W) --- (H) (206) 790-7949
SAT	17	--	Rich Blow (W) (425) 373-8049 (H) (425) 391-1087	Mike Koehn (W) (425) 342-1252 (H) (425) 462-8307
SUN	18	--	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SAT	24	--	--	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506
SUN	25	--	--	Pierre Parent (W) --- (H) (206) 653-2613
SAT	31	--	--	Don Banford (W) (206) 619-7201 (H) (425) 828-6553

Feb 2004 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SUN	1	--	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	--
SAT	7	--	Ragnar Smith (W) – (H) (206) 283-5024	--
SUN	8			
SAT	14			
SUN	15			
SAT	21			
SUN	22			
SAT	28			
SUN	29			

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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)

February 2004 Arlington Sign-up

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	6			
SUN	7			
SAT	13			
SUN	14			
SAT	20			
SUN	21			
SAT	27			
SUN	28			

Auto-Scheduling Process

Please see the note at the bottom of this Section.

- 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.

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- 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)

Please Note: Travis has resigned from the club due to other commitments. Out of the goodness of his heart he will continue to manage our scheduling as best as he can until we find a replacement. Please call Travis and offer to let him escape. This is the 3rd month Travis is doing this! Someone, Please!!!

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.

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 for further information

Taxiing down the tarmac, the DC10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant. "It took us a while to find a new pilot."