

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XIV

October/November 2004

Issue #8

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We tow'em!



That's why we call them Tow-Planes
Story of Page 5

National Glider Championships come to Ephrata

The Seattle Glider Council along with the Pacific Northwest Glider Clubs will host the National Open Glider Championship and the Region 8 Contest. The following is the tentative schedule: Practice Days are June 26 & 27. National Open Championships runs from June 28 to July 7.

Raylene and Jay Todd are the Contest Managers. They are currently negotiating with a major National Figure to be the Contest Director but it is not clear yet on how that will work out. The concurrent Regional contest for Sport and Standard Classes have not been firmed up. Tentatively they will have a practice day on Sunday June 27 and run the normal 6 days through July 3rd.

There are many ways besides competing in the contest, that you can participate.

1. Assisting with registration which will begin the afternoon/evening of June 25th and which continues both Saturday and Sunday in the morning after the pilots meetings and also in the afternoon/evening for an hour or two each day.
2. Ramp duties, helping with staging the gliders, hooking up tow ropes, wing running etc.
3. Retrieve Assistance should that become necessary. Many of the contestants do not have a crew that comes with them and if we can set up a few retrieve crews to help out that would be fantastic.
4. Run or help run the concessions - ie; t-shirt sales, picnic, and banquet ticket sales etc.
5. Organizing and running the picnic - cooks, bottle washers etc.

Lastly, it would be nice to have just a few folks that are willing to help out with whatever comes up, as it is inevitable that something is going to be overlooked and will need someone to jump in there and get it done at the last second.

Participation in a national-level contest is great fun, gets you to meet up close and personal with the movers of our sport, and you will be able to at least listen in on all the tall tales.

So, please mark your calendars somewhere along June 26 to July 7, email or call Raylene or Jay and take one of these opportunities. You won't regret it.

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Willy Burhen Cup 2004

By Fred Hermanspann

Earlier this year we lost Willy Burhen, a good pilot and a good friend in a tragic accident. As we – a number of pilots that shared his love of flying on this side of the mountains – were still trying to cope with this loss the idea was born to honor his memory with an annual competition for the best soaring flight in Western Washington. It would be a fitting tribute to Willy and his indomitable spirit and we think he would approve.

Thus the Willy Burhen Cup was started. It is a rather informal competition for the best flights starting in Western Washington based on handicapped distance with adjustments for flight declarations and return to the start point. All this is designed to use a friendly competition to revive the somewhat neglected and challenging XC soaring in Western Washington. The cutoff for each year's flights is mid October and we can now summarize this year's results.

As it turned out, it was a one-sided contest between Steve Hill in the South and a group of pilots flying out of Arlington. Despite valiant efforts nobody could come close to challenge Steve whose winning flight was not only twice as much as anybody else's but also included a double crossing of the Cascades! No wonder that there were grumbings about handicap factors for having a self-launching glider, living on an airfield or having unlimited flying opportunities... But more than anything else it demonstrated the potential for XC soaring on the scenic side of the mountains and it will serve as a yardstick for future flights. Congratulations Steve!

So here is a list of this year's results, with only the best flight of each pilot being listed:

Steve Hill	6-19-2004	DG-400/17	223.2 mi	226.0 pts
Brad Hill	6-18-2004	Apis-13	109.8mi	130.6pts
Fred Hermanspann +Winfried Feifel	5-9-2004	L-13	77.2mi	129.5pts
Winfried Feifel +Fred Hermanspann	5-13-2004	L-13	73.5mi	123.4pts
Ron Clark	5-13-2004	LS-1	95.0mi	103.5pts
Lynn Weller	5-9-2004	DG-1000	85.9mi	76.8pts

While this years contest suffered from low participation as we all recovered from 2 bad accidents, it was a nice beginning. Not surprisingly the best flights were all made in May and June. And as a reminder – the handicapping assures that even low performance sailplanes like the L-13 have a chance. So lets hear it for Steve and plan ahead for a great season in 2005!

Board Meetings

September 11, 2004

Location – The BEFA venue, Renton

Officers and members present: Gene Albee, Michael Moore, Keith Purves, Ron Bellamy, David Marshall, Marty Gibbins, Jay Todd, Bruce Burkett. President Jay Todd called the meeting to order at 0838.

Officer Reports:

President

Glider roundup is scheduled and manned for the 2nd of October.

Vice President

The VP received new membership applications for Jim Phoenix and Walter Buehler. Ragnar Smith has retired from the club. Michael will discuss honorary membership for him later. Scheduling system is working.

Secretary

The previous meeting's minutes were reviewed. Ron moved to approve and Keith seconded. The minutes were approved as published. The secretary will not accept another term in office due to the probability of not remaining in the Northwest for another two years.

Treasurer

Two trial membership releases were received for Paul Hansen and Mark Robinson.

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Arlington fire department needs access to all hangars on September 15 for inspections.

Discussed budgetary items. (Copy with filed minutes)

Operations

– no report

CF&SO –

Congratulations on a safe flying season.

Tow Plane Managers Reports

Pawnee – At AWO and operational, has a weak battery.

Super Cub at AWO and operational

Discussion wandered around membership issues and billings. We must maintain communications through Heinz and the *YAWSTRING*. Many thanks and kudos to Heinz for a job well done. (ed)

Glider Managers reports

Blaniks 264BA and 265BA are at AWO and operational. Will need cushions for next season.

1-34 at AWO and operational

Astir, L-33, and 1-26 at EPH and presumed operational.

Heinz wants to see how far the 1-26 will fly today.

Old Business

2005 contest discussed – various issues, including medical care availability for big and little Charlies, if they can attend. Little Charlie has some good scales to use. Nationals is 10 days + 2 practice days. Regional contest is concurrent and starts at the same time, (I think that means roughly the same thing – sort of) but is shorter.

New Business

Motion to make Ragnar Smith an honorary member was made by Ron Bellamy and seconded by David Marshall. No discussion – passed unanimously.

Meeting Adjourned at 9:38. Next meeting shall be on October 9th, same venue.

More or less respectfully submitted,
H. Gene Albee, Secretary

October 9, 2004

Location – The BEFA venue, Renton

Officers and members present: Gene Albee, Michael Moore, Ron Bellamy, Marty Gibbins, Jay Todd, Bruce Burkett, Neil Householder, Dan Teifke, Heinz Gehlhaar
Jay Todd called the meeting to order at 0850.

Officer Reports:

President

Jay will be gone on business for the rest of the meetings this year. Jay has the following nominations for offices:

Keith Purves nominated for president – by Jay

Tony Puglisi nominated for secretary – by Heinz

Heinz Gehlhaar nominated for secretary – by Jay

Vice President

No new members. Arthur Nation has gone inactive. Don Banford has purchased a glider ride for his favorite charity. Discussion followed on how to handle such transactions in the future. Michael will contact Don to clarify.

Secretary

The previous meeting's minutes were reviewed. Marty moved to approve and Ron seconded. The minutes were approved with the caveat of removing mention of Heinz's whereabouts during the previous meeting, then as published.

Treasurer

No formal report, but Marty will contact Dave Owen regarding late arriving deposits. Treasurer needs to build an accounting system that is accessible to the officers. Marty will analyze details and costs for the board. Marty will work up a preliminary budget for next year.

Operations

– no report

CF&SO

All is safe.

Tow Plane Managers Reports

Pawnee – At AWO and operational, has a weak battery. Annual due in January.

Super Cub at AWO and operational – annual is due in February.

Discussion wandered around membership issues and billings. We must maintain communications through Heinz and the *YAWSTRING*. Many thanks and kudos to Heinz for a job well done. (ed)

Glider Managers reports

1-26 is on the trailer at AWO. Aileron seals need to be replaced, and ship needs to be reweighed if and when we choose to remove the nose-ballast weight.

1-34 remains on the ramp at AWO.

Blaniks 264BA and 265BA are at AWO and operational. Will need cushions for next season. 264BA needs to have the PTT remounted.

Astir, and L-33 are in the box at AWO.

Old Business

The election of officers will take place after the November board meeting. The secretary notes that nominations have not been closed formally, and will close on November 12th at noon. Ballots will be mailed when nominations are closed.

New Business

Linda Chism is unable to continue doing the tow cards for billings after December of 2004. Linda may go active soon, and will tow for Jay.

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Spread sheets from billings are to go to Jay, and Dan Teifke will take this chore as his own. Tow cards are to be wrapped in the day sheets and mailed to Dan. Dan will get the spread sheets to Marty, Dave, and Jay every month. Envelopes will be in place so tow pilots and field managers can mail the weekend tow cards and day sheets after the end of business on Sunday. Bills will go out monthly as soon as we get a replacement for Dave Owen.

We need a golf cart manager and a checklist for it. Certain things need attention each day it is used to prevent incidents such as we had earlier this year. Heinz needs the paperwork for the trailers.

Meeting Adjourned at 10:15. Next meeting shall be on November 13, same venue.

More or less respectfully submitted,

H. Gene Albee, Secretary

Industry News

Sport Pilot Rules are in Effect

The first phase of the Sport Pilot rule took effect September 1. What that means is that if you have a recreational pilot certificate or higher, and a current biennial flight review, you can fly a **light sport aircraft** without a medical certificate — provided you have a valid state driver's license **and you haven't been denied a medical certificate**. Pilots have expressed disappointment that if they've been denied a medical in the past, they can't use a driver's license in lieu of a medical to exercise sport pilot privileges. However, a pilot with a similar medical condition who has never applied for a medical, can.

The SSA and AOPA, along with EAA and other groups, is continuing the dialogue with FAA to find a way to get back to the original intent of sport pilot. The idea should be: If you're healthy enough to hold a driver's license and you have no current medical condition that would make you unsafe to fly a light-sport aircraft, you should be able to exercise sport pilot privileges.

'SpaceShipOne'- Motorglider Altitude Record

On October 4, 2004, SpaceShipOne rocketed into history, becoming the first private manned spacecraft to exceed an altitude of 328,000 feet twice within the span of a 14 days, thus claiming the ten million dollar Ansari X-Prize. In addition to meeting the altitude requirement to win the X-Prize, pilot Brian Binnie also broke the August 22, 1963 record by Joseph A. Walker, who flew the X-15 to an unofficial world altitude record of 354,200 feet. Binnie's SpaceShipOne flight carried him all the way to **367,442 feet** (69.6 miles) above the Earth's surface. The Tier One project is a private space venture funded by Paul G. Allen and carried out by Burt Rutan's Scaled Composites in Mojave, California. Your editor observes, since SpaceShipOne launches under engine power, and glides back to her home airport, Brian Binnie should also claim the world record of the highest altitude reached by a motorglider. Rumor has it that Nelson Funston is thinking about engine-replacement in his Nimbus to go even higher this next summer.

BESC Newsbytes

BESC Elections

The BESC President and Secretary are up for elections. Here is what has happened. After much arm-twisting, no one has been willing to step up to it to serve as BESC President. So Michel Moore, who is in the middle of his 2-year term as our Vice President stepped up. Therefore, we also have to elect a new Vice President. Thus here is the slate of officers to be elected:

President: Micheal Moore
Vice President: Keith Purves
Secretary: Tony Puglisi

The ballots have been mailed and are due back ASAP. The result will be reported to the Members via Email, and via snail-mail to those w/o email facilities.

Golf Cart Manager

We really need a golf cart manager who can see what service the machine needs and how BESC can provide this service. The Golf Cart Manager would also build a checklist for daily use by the members. This is a job that can be done at your leisure and on your own schedule. And it should be relatively simple. So, look into your heart and say: "Yessss! I can do this", and call our Ops Manager Keith Purvis or any one of your Board Members and volunteer. The pay is good too; only 9% less than what our President gets.

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BESC Calendar Development

Please investigate the latest addition to our web site, the BESC Calendar which Dan Teifke has developed for us. Looks like great work, which should help us to keep things running smoothly.

Feel free to send Dan any comments, questions or recommendations. But, in particular, send him any information about upcoming club events or activities, or anything else you think should go into our calendar.

Dan will update the calendar as often as we provide him the data. Updates usually should be posted within a day or so. *YAWSTRING* will show the current months calendars in each issue. (See pg. 9)

Glider Grope 2004

On the weekend of October 2/3, 2004 Neil F. Householder, Pierre Parent, and Heinz Gehlhaar assembled at Ephrata for a final flight and to collect all BESC Equipment to haul it back to the west side. As I recall, Neil and Heinz got a flight in on Saturday, but it was a struggle. In Ephrata early summer is definitely better. The inversion most often limits thermals to being weak and at low altitudes. But there was a silver lining in the short flights: We got the gliders disassembled and put on their trailers ready to go to the westside early. On Sunday, we helped a little with the SGC work-party and got going to Arlington in a timely fashion. Neil took the 1-26 and Heinz got the L-33 by virtue of ball sizes on their vehicles. Keith Purves, who was not able to come fly with us, had to go alone on the following weekend to trailer the Astir to Arlington.

Flight Log Keeper

Give a great applause to Linda Chism for being the Flight Log Keeper for BESC. This is another one of those thankless jobs which needs to get done to keep the organization

running. Linda has been doing this for several years, and she continued to do this even though she became an inactive member of BESC. Kudos to Lind Chism.

Now more applause must go to Dan Teifke, for he has stepped up tho this task and he will be our official Flight Log Keeper. He has deposited a bunch of Self-Addressed Envelopes so that the acting Field Manager can just collect the field log and the towcards and mail them to Dan for processing. Thanks Dan for stepping up.

Tow card Note

BESC and Evergreen have extended each other courtesy tow-memberships. This means you won't be charged for a daily tow-membership when you tow behind ESI's tugs. But, this will only work, if you put **BESC** in bold letters on top of your tow-card. Similarly, ESI members must put **ESI** on their tow-card when they tow behind our tugs. Of course, if at all possible, you should always tow behind BESC tugs. Let's make our fees work for us.

The Towing of the Tow Plane

One fine EPH weekend in August the tailwheel of the Pawnee became a casualty at our staging area. What to do?? Someone had the good idea to tie a dolly to the tailwheel and tow the Pawnee to the shop. Now I know what we call it the *Tow Plane*. See the resulting picture on the front page.

Bookkeeper in Training

Rumor has it that Neil Householder is in training with Dave Owen to help or take on the bookkeeper's job. That is a real important and intense activity. And typically not visible to most of our club members. The work just gets done and no one notices. Next time you see Neil or Dave thank them for their great contribution.

Training

CFIG 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

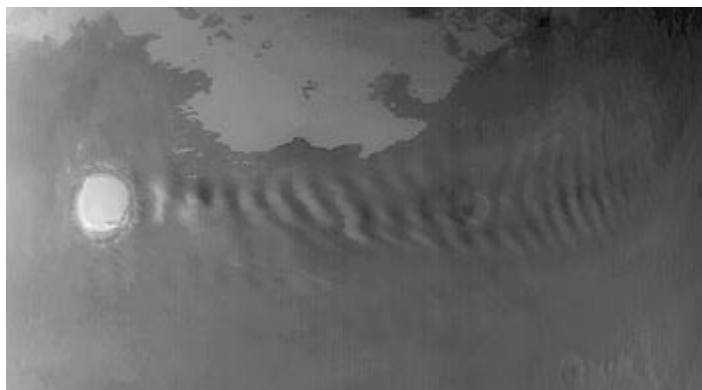
Check BESC Fleet Status on the BESC Web at <http://www.boeingsoaring.com/fleet.html> for details.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Arlington	Pierre Parent	Next annual - Feb 2005
Ready to tow			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Feb 2005
Ready to tow			
Schweizer 1-26 N7742S	Arlington	Heinz Gehlhaar	Next annual – Feb2005
On the ramp and ready to fly. Treat the new Canopy and Cover carefully.			
Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual - Feb2005
The 1-34 is rigged on the ramp. Treat the new Canopy and Cover carefully.			
Blanik L23 N264BA	Arlington	Bruce Byrkett	Next annual - Feb2005
On the ramp ready to fly.			
Blanik L23 N265BA	Arlington	David Marshall	Next annual - Feb2005
On the ramp ready to fly..			
L33 Solo N355BA	Arlington	Craig Funston	Next annual - Feb2005
In trailer, available for use.			
Astir N141SS (X3)	Arlington	Keith Purves	Next annual - Feb2005
In trailer and available for use.			
Parachute Status	Arlington	Michael Clarke	All 3, Just repacked.

Last updated Nov 15, 2004.

Wave Clouds off Korolev

This picture shows an interesting wave pattern which looks ideal for soaring. Korolev is a crater on Mars. If properly developed this site could be another Soaring Resort, kinda like the desert of Ephrata, ... nothing but sand, dust and wind.



This wide angle picture comes from NASA/JPL/Malin Space Science Systems, via the Mars Orbiter Camera on Mars Global Surveyor

The picture shows a wavy cloud pattern formed in the lee of Korolev Crater, located near 72.8°N, 195.7°W. Korolev Crater is about 85 km (53 mi) in diameter and named for Sergei P. Korolev, a pioneering Russian rocket designer and engineer who died in the mid-1960s. The image, acquired in late northern summer, is illuminated by sunlight from the lower left.

Glider pilots are advised to check with MFAA (the Mars Federal Aviation Agency) before launching near Korolev, because of the Q-airspace designation within 100 km of the crater. Q-airspace designation is a cautionary designation which will stay in effect until MFAA is able to produce accurate charts and weather forecasts.

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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 think you can handle better, please speak up. We can use all the help we can get. Or if there is a problem you can't solve, or if you want to participate in running BESC, please bring it to the attention of any of the board members.

Officers:

Office	Name	Phone	Mail	E-mail
President	Jay Todd	W (206)-662-7624 H (253)-847-0377	20-73	james.todd@alteontraining.com
Vice President	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net
Secretary	Gene Albee	H (253)-350-9793	--	phlyre@comcast.net
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	Keith Purves	W (206)-205-8554 H (425)-255-7452		purvesk@quixnet.net
Pawnee Manager	Pierre Parent	H (360)-653-2613	--	pierrep@earthlink.net
Super Cub Manager	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net

Sailplane Managers

Glider	Name	Phone	E-mail
N7742S, 1-26	Heinz Gehlhaar	H (206)-932-5428	heinz@foxinternet.net
N7644 (1-34)	Gene Albee	H (253)-350-9793	phlyre@comcast.net
N355BA (L-33)	Craig Funston	H (360)-671-8913	cfunston@geigerengineers.com
N264BA (L-23)	Bruce Byrnett	H (425)-222-6895	byrnett@yahoo.com
N265BA (L-23)	David Marshall	H (206)-406-8046	david.s.marshall@boeing.com
N141SS (Astir)	Keith Purves	W (206)-205-8554 H (425)-255-7452	purvesk@quixnet.net

Non-Officers:

Office	Name	Phone	Mail	E-mail
Bookkeeper	David Owen Neil Householder, Ast	W (425)-342-4737 H (360)-653-8928	03-16	mylodao@yahoo.com
Flight Log Keeper	Dan Teifke	W (425)-201-2022 H (425)-483-9347		treehouse@teifke.net
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
Librarian	Tony Puglisi	W (425)-342-0501 H (206)-367-6980	03-RE	tonypam@comcast.net

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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 CFGIs 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

[@] Denotes SSA Instructor

Thanks a lot to all those CFGIs who sign-up weekend after weekend. The students do appreciate your time and effort.

BESC Tow Pilots

Remember the last time when soaring was grounded until a tow pilot could be found to replace the one who did not sign up or forgot to show up? Then you really find out how much our tow pilots mean to us!

While they do love and live to fly, we subject them to long hours in often not too nice conditions, and we grumble when they take a break to take on fuel, food and to exchange liquids. Because our tow pilot pay schedule is quite low (very close to zero, I'd say) we BESC members surely want the below-named folks to know that we have high regard for your skill and your contribution to BESC. May you always be 200 feet ahead of us!

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**
Todd, Jay

+ Denotes Commercial Power Rating, ** Denotes BECS Check Pilot

YAWSTRING Masthead

YAWSTRING
Newsletter of the **Boeing Employees Soaring Club**
Available at <http://www.boeingsoaring.com/yaw.html>
Newsletter editing and layout: Heinz Gehlhaar, heinz@foxinternet.net
PDF formatters: Brent Stillings and Jim Mc Neill

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.

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BESC Schedule

November

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
7 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprowicz	8 Election Ballots Mailed to Full Membership	9	10	11	12	13 Board Meeting, 8:30am, Ren- ton Field, BEFA Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
14 Field Mgr - OPEN Instructor - Gregg Tow Pilot - OPEN	15	16	17	18	19	20 Field Mgr - R. Todd Instructor - Weller Tow Pilot - J. Todd
21 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent	22	23 Election Ballots due back to Secretary	24	25	26	27 Field Mgr - W. Moore Instructor - Reusch Tow Pilot - M. Moore
28 Field Mgr - L. Wyman Instructor - Flora Tow Pilot - Koehn	29	30				

December

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
5 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprowicz	6	7	8	9	10	11 Board Meeting, 8:30, Renton Field, BEFA Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
12 Field Mgr - OPEN Instructor - Al Gregg Tow Pilot - P. Parent	13	14	15	16	17	18 Field Mgr - R. Todd Instructor - Weller Tow Pilot - J. Todd
19 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - OPEN	20	21	22	23	24	25 Field Mgr - W. Morre Instructor - Reusch Tow Pilot - M. Moore
26 Field Mgr - L. Wyman Instructor - Flora Tow Pilot - Koehn	27	28	29	30	31	

Do you see all the **OPEN** boxes? Please contact Michael Moore and tell him that you would like to see your name in one of those boxes. For updated schedules see the website.

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Access to the *ScheduleMaster* is still available via <http://my.schedulemaster.com> or dialing 1-800-414-6114.

For questions or to request access, please contact [Jay Todd](#), BESC President, (H) (253) 847-0377.

Concise rules for *Schedule Master* will be updated once we find out how this system along with Operations Team Concept works for us.

For questions or suggestions regarding the schedule or the use of *Schedule Master*, please contact [Michael Moore](#), BESC Vice-President, (H) (425) 235-1610

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 obtain 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 means simply double check the gliders after they have been secured. Check 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.
- Using the stack of addressed, postage paid envelopes available in our hanger at Arlington (on top of the fil-

ing cabinet and well marked), mail the Flight Operations List and the Tow Cards (from the Towpilots) to:

Dan Teifke
17110 105th Ave NE
Bothell, WA 98011

- Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
- Notify the next-scheduled towpilot and instructor & Field Manager, the Maintenance Manager and other relevant person(s) of issues which affect the operations of the following day or weekend; e.g. the towplane suffers a mechanical breakdown, or some glider is not flyable.
- You may use the email facility of the Schedule System to quickly notify everyone. Click on *FORUM*, and then on *Start a new Thread*. Type a *Title* and the text and click on *POST* at the bottom. It's really simple: just follow the directions on the screen.

Operations Reminder to everyone:

- 1) If you have made reservations on the Scheduling System, and plan not to be there, you **must** update your entry in the Scheduling System. Otherwise you will be charged for the use of the glider. **You must also call** the folks you asked to come and support your flight.
- 2) Look at the **On-Line Schedule System** for revisions and updates to the schedule.

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Actually Taken From Classified Ads In Newspapers:
NICE PARACHUTE: Never opened - used once. Make offer

Wanted

The editor is looking for "round tuits".
No "round tuits" means no *YAWSTRING*.