

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

Volume XV

January/ February 2005

Issue #1

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Lynn Weller & DG-1000



Ready to Soar in Winter at Arlington!

Hare and Hound with Unicorn

By Phil Grate

"Are you sure you want to do that?" So replied Steve Baker when I suggested we fly a "hare and hound" cross country together during last June's encampment at Ephrata. The way I figured it, Steve could fly his Astir, Unicorn, and I could fly the Club's Astir, X3. I'd get a chance to go cross country with a more experienced pilot using the same model glider and maybe pick up a few tips on cross country flying. At this point I had all of four cross-country flights under my belt and all four had required a retrieve, three from airports (if you consider Almira a real airport, which our tow pilots don't and, therefore, won't tow you out of it) and one from a plowed field.

By asking if I was sure about it, I assumed Steve meant that I wouldn't be able to keep up with him. He clarified that he wasn't concerned about my ability to keep up. He just wasn't sure I'd learn all that much from him. Well, if he was game, I'd take my chances and we'd see who learned what from whom.

I took the earlier tow and headed for the Waterville plateau where the lift is usually better than over Ephrata. With the Astir's 37:1 glide ratio and a 3,000 foot tow, I was confident I'd find lift to start me on my way. I found several bumps but nothing I could use. Having consumed most of my altitude I dejectedly turned back toward EPH.

About four miles from the airport, over the hills just outside town, my despair dissolved into joy as I connected with a solid thermal and climbed high enough to head back out over the plateau.

Meanwhile, Steve launched and headed for the plateau. We radioed our positions to each other and I located him 2,500 feet directly below me. I recall feeling a ting of pity for Steve, all those many feet below where there air was hotter, the thermals tighter and harder to find and the possibility of a retreat to the airport much greater. But I could think of nothing I could do to help him. So with a little altitude in the bank, I headed towards Mansfield because, well, that's where you go on a cross country from Ephrata, isn't it?

I spent maybe 20 or 30 minutes scratching around on the plateau slowly working my way towards Mansfield and slowly gaining altitude. To be honest, I thought I'd been making decent progress and that the day was going well for me. With luck, I'd make it to Mansfield and be able to actually return to Ephrata. I sure hoped things would turn out OK for poor Steve.

Steve's radio call from 12,000 feet burst that bubble. While I'd been scratching my way to 9,000 feet and putting perhaps 20 miles behind me, Steve had pressed on to the good lift over Douglas. He suggested that maybe I'd find better lift under the big dark clouds there.

Supposing Steve might have a good point, I quit circling in every thermal and gingerly cruised to Douglas at best L/D. There I connected with 8 knot lift and effortlessly

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climbed to 12,000 feet, just like Steve. Oh yeah! Hmm. Maybe Steve knows something about where to expect the best lift.



Columbia River and Lake Chelan from 12,000 feet over Douglas]

With plenty of gas in the tank I decided to make Waterville a turn point and then perhaps head towards Wenatchee. Meanwhile, Steve had crossed the Columbia and was flying in the vicinity of Entiat. “Steve, I’m over Waterville. Whadaya think about going to Wenatchee?” “Well, Phil, it doesn’t look too good towards Wenatchee.” “OK.” I thought to myself, “I can take a hint. Maybe I’ll head for Mansfield under that big dark cloud street.” So off I went as Steve reported that he was headed back towards Waterville.

“Where are you, Phil?” “A couple miles north of Douglas.” “Are you going to Mansfield?” “I guess so.” “I’m over Waterville, I’ll catch up with you at Mansfield.” “Sure,” I thought. “Now I’m the hare and you’re the hound and there is no way you can catch me because we’re flying the exact same glider over the exact same course. I’ll send you a postcard from Mansfield.”

As I arrived at Mansfield, I radioed Steve to see how far behind he was. “Look below you to your right.” Arg! There he was, maybe 500 feet below but dead even with me. How does he do that!?

It was great fun cruising together northwest of Mansfield but the air was dead and after a few minutes Steve announced: “I think I’ll head back to Ephrata.” OK. That’s all I needed to know. “Me too.” I turned and headed straight for the Ephrata airport. Steve headed out on a course 30 degrees to the right towards a patch of sunshine. Despite being at a lower altitude, he flew much faster than me and soon disappeared from sight.



Flying with Unicorn northwest of Mansfield.]

The course in front of me looked ominous. The area between Mansfield and Ephrata had gotten dark, spooky dark. It was as if the entire area had just clouded over. The fields between Mansfield and Ephrata appeared to be shrouded in cloud. I crept along at best L/D hoping to find lift and fearing I’d need to turn tail and head back to Mansfield to land if I didn’t.

“Phil, where are you?” “I’m not quite half way to Ephrata but I don’t think I can have final glide unless I find a decent thermal. I can’t find anything I can use. Everything seems to have shut down.” The worry in my voice was palpable.

“Keep flying towards Ephrata” came the reply. “You’ll find plenty of lift.”

“Right.” I thought to myself. “How could he possible know what I’ll find? He flew a different course. He’s nowhere in sight. If he’s wrong I’ll end up in the dirt somewhere instead of at an airport where I can at least get an aero retrieve. Then again, he hasn’t been wrong yet. Here goes nothing.” I gritted my teeth and turned towards Ephrata.

Less than a minute later the glider bucked violently and the vario squealed. I don’t know how fast I was climbing—the needle was pegged. I do recall being glad to be taking this wild ride in the Astir instead of a lighter ship. Feigning composure I tersely announced, “I found it.” That had to bring a grin.

The lift was being generated by a gust front that was sucking up huge quantities of dust from the plowed fields. It stretched off in either direction and had to be at least 40 miles long. It was, effectively, a linear dust devil that had put so much dust into the air that looking through it made things on the other side appear to be in darkness. And it was headed towards Ephrata.



Punching through dust storm over Waterville Plateau

When we burst through the curtain of dust, everything was in glorious sunshine. The radio crackled, "We'd better get back to the airport and get tied down before this thing hits." No argument from me. Now with altitude to spare we put the noses down and ran back to Ephrata at yellow line.

Euphoria is the only word that truly captures the feeling of that moment. I was cruising faster than I'd ever flown a glider before. I'd just flown the longest cross country of my glider-flying career. I was assured of actually returning to the same airport from which I'd launched. It didn't even bother me that Steve would get back to the airport well before me; I'd gotten used to his flying the socks off me.

Left to my own devices I probably would have landed at Mansfield and required a tow back to Ephrata. Instead, I had one of the best and most memorable flights of my flying career so far. So to answer your original question about flying hare and hound, Steve, the answer is "yes, I'm sure I want to do that." Anytime.

Steve Baker recalls:

The things that I remember most about that flight was how long it took me to realize that we were flying in the midst of a dust storm, punching through the wall into the sunshine and the incredible lift on the front of it, being alarmed at how fast it was advancing toward EPH and when we got down seeing all the other guys scrambling trying to tie things down before that wall slammed into the airport.

'Twas a wonderful flight and one that I will remember for a long time to come.

Safety

New 2005 FAR / AIM book

For the first time in a few years, there are lots of minor changes to the FAR's - highlighted with a black line in the margins. Plus the Sport Aircraft / Pilot additions.

As a result, y'all should get one and read it.

Remember, when it says "aircraft" the regs apply to all categories including gliders. When it says "airplane", that's a category and may not include gliders. Like the left hand pattern rule at non-towered airports - only for "airplanes".(91.126)

Towpilots should note the changes about towing "unpowered ultralight vehicles" (61.69 and 91.309). Now we can legally tow a Sparrowhawk and others.

The right of way rules now require powered parachutes to yield to gliders. (91.126).

I note in the emails in the glider-newsgroups that there appear to be a lot of mistakes in both the glider and the Sport Aircraft / Pilot sections. Some one suggested contests: Who can find the most mistakes.

Cross Country Soaring Safety Seminar

The Seattle Glider Council Soaring Foundation organized a Cross Country Soaring Safety Seminar for Saturday February 5, 2005 from 9:00 AM to 5:00 PM in the Red Barn Classroom at the Museum of Flight in Seattle.

This seminar was well attended. About 80 folks showed up and participated a very interesting, informative all-day session.

The main speaker was Bob Wander. Bob is well known in the Puget Sound area as both an informative and entertaining speaker. And that he was, including his lament about the jaywalking ticket he received in Seattle.

Ron Bellamy presented a discussion on Hazardous Thought Patterns which can affect all of us (like: "This can't happen to me").

Jim Yates, the Designated Examiner for this region, put on a great discussion on the weaknesses he has observed in the candidates, and what could be done about them.

Nelson Funston discussed Safety Aspects in Crosscountry-Flying and Flying in Gaggles.

These were the agenda items covered

- Flight Safety: Analysis of Accident Trends
- Pilot Decision Making & Risk Management
- Hazardous Thought Patterns
- Collision Avoidance and Flying in Gaggles
- Takeoff procedures
- Traffic Pattern, Landings and Emergency Procedures
- Landing Out – the Final Four Minutes
- Cross Country Planning, Extending Your Skills, Mentoring

All revenues in excess of actual expenses for this seminar went to the Civil Air Patrol Glider Program.

New Members.

Adapted from comments by Bill Staley in the glider newsgroups

We all whine and carry on about how other people spend our money trying to increase the SSA membership and maintain it over the long haul - without perceived success. How mismanagement has caused the long term viability of SSA to become questionable. That bad decisions have been made in the past where SSA missed opportunities to better our lot in life. That because of the market potential there are just not enough people to recruit, etc, etc. We make suggestions how "they" could do things differently that would solve these various problems. But individually, we never step up to the bar and state what we individually might be able to do to help alleviate some of these issues and help ourselves.

Each of us comes in contact at our work or in social settings with at least 1 or 2 people that show a genuine interest in soaring. Especially, if we as individuals project the enthusiasm and excitement we ourselves feel about our

own involvement. People love to be associated with, and involved in, activities that are fun and rewarding. It's even better when they can share it with others that have the same interest. When we determine their interest is genuine and if they have the potential to become involved in the sport of soaring, I suggest, that as an individual, we sponsor (pay their first years dues) that person in the SSA. They will then get a monthly reinforcement of their interest from the magazine. And then we should follow up to make sure that they are introduced to our BESC operation where they can get involved and learn to soar. We might even pay for some of that cost, just to get them going. This may be especially applicable for your neighbours high-school kid, or some other youngster you know. I believe this focused marketing has a much better potential of increasing both the SSA membership and the membership of our local organization than a shotgun approach from a national organization. Plus, we get to have control over our own promotional dollars, and experience the success and failure of how we spend them. Think about it, and then act.

BESC Newsbytes

Golf Cart

Thanks to Dave Owen, Golf Cart Manager and Pierre Parent, the golf cart has a big container mounted on the back, and a large windshield. Also, the old crushed clipboard was replaced with a new one.

Please note that the Golf Cart key must always be in the OFF position unless you are driving the machine. Also, you may not put the weighted seats (glider ballast) into to tub.

Tow Ropes

Somewhere I heard that Keith Purves built 4 Tow Ropes. Thanks Keith!

New Sailplane Owner

There two very happy days in a boaters's life: One is when he becomes owner of a boat; the other when he sells that boat. I think this may be true in soaring as well. If it is, then Neil Householder is very happy because he has joined the ranks of proud owners. And Tom Udd is very happy by becoming ex-owner of a Russia Sailplane.

Congratulation to both!

Photo Of The Month

Your friendly BESC webmaster is in the process of a minor revamp of the BESC Web Site that will hopefully make it easier to find what you're looking for as well as be a better communications tool for the club. Along with these changes, I thought I'd start a "Photo of the Month" section. There are a lot of digital cameras out there these days, and I thought it'd be fun to share some of the pictures that get taken by the various members of the club. So, send me your favorite digital snapshot from club activities on the ground, from the air, people, airplanes,

whatever. Then, once a month I'll choose one (or more if its a good month) to publish on our web site. Sometimes a photo is all you need, but if a short explanation is required (a sentence or three), send that along as well.

We'll keep an archive (within reason) so over time we can build up a little photo journal of club activity. Send you digital photos to Dan Teifke at soar@teifke.net.

Glider Annuals

At the end of January the annuals on all of our glider fleet came due. Jay Todd jumped right in, took some days off work, and did the maintenance work and the lubing as well as the inspection for us. Jay wrote and email to all the glider managers outlining minor squawks which should be taken care of in the near future. Thanks Jay for a job well done and for keeping our fleet flying.

Soaring Safari to Alvord Oregon

Bob Duncan, is organising a Soaring Safari to the desert at Alvord, Oregon, about a 2-hrs drive east of Burns, OR (20 miles from Fields, OR).

Accommodations? NONE..... You either bring your sleeping bag and sleep on the ground, in a tent, your car or someone's motor home. There are 4 hotel rooms in fields but it's an hour's drive to and from over dusty, gravel roads. And the rooms are pretty basic.

Cost? CHEAP..... It costs about \$5.00 per person/day for the BLM permit. However, we all chip in for gas for the tow car (each person brings 5 gallons) and you have to provide your own food.

The intent this year is to try and do a combined safari with the Portland and Seattle troops and a date of July 9-17 has been suggested for this year's safari.

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Please respond to Bob Duncan at n6tu@comcast.net and let him know that you are interested. When there is enough interest, we will need to be looking to coordinate the tow vehicle, wire, maybe a tow plane and the permit for the BLM. The BLM does require a deposit which means everyone will have to front \$25.00-\$30.00 depending on the daily fee to the BLM.

Glider Expo

Our annual Glider Expo will be at the Museum of Flight on the W/E of March 19. It will be a normal set-up on Friday afternoon/evening and a take-apart Sunday at 5pm. Put it on your Calendar and participate.

National Glider Championships in Ephrata

The National Open Glider Championship & the Region-8 Contest will be held in Ephrata from June 27 to July 7. Raylene and Jay Todd are the Contest Managers. Even if you don't fly, 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 several days on your calendars somewhere along June 26 to July 7, email or call Raylene or Jay and tell them you want to be a part of the contest. They will need all the help they can get. And you won't regret it.

New DG & LS Dealer

Chris Klix ([PacificAerosport](http://PacificAerosport.com)) recently became the official West Coast dealer for DG and LS. Congratulations Chris.

Arlington Pilot Shop

Visit the Pilot Shop located right next to the fuel pumps north of the restaurant. They are a friendly coffee shop that also offers pilot supplies, ASA publications and books, including some soaring stuff. Stop by and meet Rick & Jan Moore.

TOWCARD Policy

Michael Moore, BESC President

Here's the policy regarding tow cards & billing:

There should be a "Tow Card" filled out for each & every tow-plane flight.

If it's the "once around the patch" before towing, it gets recorded on a card.

If it's a maintenance check-flight (associated with annual inspections & such) it gets recorded on a card.

If it's a glider tow, it gets a card.

If it's an aero retrieve, it gets a card.

If it's a tow-pilot out for a joy-ride, it gets a card.

With the exception of the daily "once around the patch" flight & maintenance-related flights, or the occasional Club-ordered "ferry flight", the glider pilot or the joy-riding tow-pilot gets billed per the card; by release altitude or by tach time as appropriate.

Editor's note: It's really simple: If the prop spins, and the wheelies leave terra firma, there shall be a Tow Card.

Round-the-Word Solo Flight

Steve Fossett's attempt to fly a single-engine jet, the *Virgin Atlantic GlobalFlyer*, around the world unrefueled will launch from Salina, Kansas. A strong Jetstream building over Kansas next week then curving up the East Coast of the USA will make Take-Off impossible through February 12. It is better to wait until there is only light turbulence in the forecast during the first hours of the flight. Once the Virgin Atlantic GlobalFlyer reaches its initial flight level of 39,000 feet less turbulence would be expected. His single-engine jet was designed and built by Scaled Composites, which has made a cottage industry out of setting records. The unrefueled around-the-world piston-engine record by a crew is held by Dick Rutan, brother of Burt Rutan who owns Scaled Composites, and Jeanna Yeager.

Board Meeting Minutes

Meeting Minutes November 13, 2004

Location – The BEFA venue, Renton

Officers and members present: Gene Albee, Michael Moore, Ron Bellamy, Marty Gibbins, Bruce Burkett, Dave Marshall, Dan Teifke, Pierre Parent, Lynn Weller
VP Michael Moore called the meeting to order at 0852.

Officer Reports:

President

Nominations for officers are closed.

Nominations are:

President - Michael Moore

VP - Keith Purves

Secretary - Tony Puglisi

Carl Neidermeyer is no longer a tow pilot for the club.

During the winter Pierre will fill in those (3rd Sunday) slots. Linda Chism will return to active status when she is active, and will be on the tow roster at that time. She cannot fly in any BESC airplane while inactive.

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Vice President

No new members.

Secretary

The previous meeting's minutes were reviewed. Ron moved to approve and Pierre seconded. The minutes were approved with the caveat of reversing the annuals inspections due on the tow planes this winter.

Comment on nominations: The office of VP is not up for election according to normal schedules, however, since VP Moore is running for president, Mr. Purves accepted the challenge of the VP slot, ostensibly for one year, at which time the office is again up for election. That is according to the club constitution, and should be addressed specifically by the next board.

Treasurer

Bank accounts are normal. Commented on fuel prices at \$2.90 per gallon, and the dealer is charging sales tax on top. Marty to check with Pat Dunston to see if this is normal. We question the sales tax issue and whether gas is billed at gallonage or at price. Discussed raising tow rates to cover the higher fuel costs.

Discussed the scheduling tool as to intent and the actual practice of scheduling airplane and instructor usage. Do we want to keep the tool for a while or just get rid of it?? Ask the instructors and students what works for them. We decided without a vote to keep it for now and look for a simpler solution.

Marty to analyze cost of tows and glider operations. Neil Householder expressed an interest in the book-keeper's position.

Operations

– not present

CF&SO –

Discussed higher solo glider operation as a follow up to Steve Gray's checkout in the L-33 after getting his private glider license. The decision was to leave that to the in-

structors' discretion. Ron will send a letter to the instructors regarding the issue. Attached is a copy of Jay Todd's letter on the issue.

Tow Plane managers' reports

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

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

Glider Managers reports

1-26 is on the ramp at AWO, and ready to fly.

1-34 remains on the ramp at AWO.

Blaniks 264BA and 265BA are at AWO and operational. 265BA needs to have the variors checked and arcs applied to the ASI outside glass surface.

Microphones are a problem – safety issue. We need to get clips to mount them to the side of the aircraft, and see that every airplane has one in it.

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

Old Business

The nomination of officers is complete and elections will take place after this board meeting. The secretary will mail ballots and accept votes until 1 December.

Dan Teifke will schedule the calendar out to March 05.

Dan has officially taken over from Jim McNeil as web master.

Meeting Adjourned at 10:20. Next meeting shall be on December 11, same venue.

Respectfully submitted,

H. Gene Albee,

Secretary

One Attachment: Excerpted text from Jay Todd's e-mail regarding single seat checkouts. Only extraneous information has been edited out. The text is complete. (secy)

Attachment 1

From: Todd, James [mailto:James.Todd@alteontraining.com]

Sent: Friday, November 05, 2004 6:06 PM

To: BESC membership

Subject: Single Seaters

To all -

By sorting through the various e-mails that have gone out on this issue (I wasn't cc'ed on many of them so it took a bit of searching) I think I have the picture.

Since I'm a bit far away right now I'm gonna let you folks handle this but in the FWIW category, here are a few of my thoughts.

I don't know when the rules might have been changed, I can't recall modifying any rules of that nature during my reign other than making the requirements for the 1-26 and the 1-34 the same. For that matter, I don't recall those rules being modified during the reign of Mr. Dobberfuhl either. It seems to me that when I joined the club, there was not a REQUIREMENT for progression if the flights were to be local flights but there was a progression requirement for cross country flights. I'm not going to go research this and try to figure it out from here on a 26.4k modem connection.

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Generally I believe that a progression from lower performing to higher performing is a good idea for most folks. However I also think that the club rules should allow for exceptions - or perhaps the rules should be written so that (as apparently it now states) there is no REQUIREMENT for progression but that it is the normal practice of the instructors.

Near as I can figure out, in this case Steve has been flying a good deal of the time in the DG. That being the case, he certainly has the ability to handle the L-33 as a first solo ship and frankly I suspect that he could handle the Astir just as well since both aircraft are of lesser performance than the DG. The point of progression is so that we don't throw a low time student into a high performance aircraft that the student is simply not prepared for - that appears not to have been the case here and his instructor was clearly confident in his ability to handle the L-33.

While trying to come to some sort of decision and/or consensus on this issue, lets also try to remember that there are a whole lot of glider schools and clubs out there that use the L-23's for initial training and immediately transition solo students (even prior to getting their rating) into the L-33 for solo flights. In point of fact, the L-33 was designed to be the progressive step from the L-23 and the vast majority of glider operations that do move directly to the L-33 have safety records every bit as good as ours. That our instructors are generally more comfortable taking a few extra steps backward to the L-26 for a first single seat aircraft is fine - and as Steve has pointed out, we have an enviable safety record. I don't believe however that allowing pilots with the training and demonstrated ability to fly a higher performance aircraft locally is compromising that record. I also don't believe that "because we've always done it that way" is an adequate reason for not being willing to make changes or exceptions where they are warranted.

I do believe that our required progression for cross country flight is a good idea but as I understand it, the requirements were put in place in large part because with each increase in performance comes a decrease in the ability of the glider to withstand damage. The club was looking for a cross country progression that had the beginning cross country pilot flying the stronger gliders during the initial period when the pilot was more likely to land off field or at an unfamiliar airport where the likelihood of damage was greater. There was, and is, one confusing aspect of this since as Carl pointed out, a pilot has to be signed off for cross country in order to leave the airport area. One of the requirements to be signed off for cross country is to have made an off-field landing but by rule, the off field landing has to be made away from the airport. It seems that there is a bit of a Catch 22 here. For most of the instructors, this has meant allowing the pilot to hook up and go over to Eric's farm and land in the dirt. While this procedure might not be precisely the intent of those who wrote the original rule, I feel that it achieves the safety intent that the rule was designed for and I personally see no reason for a change.

I would like to point out, that during the two years that I have served as club president, we have not had one single accident of any type in either a glider or a tow plane. It has been a good long time since any of our club presidents has been able to make that statement. While I would love to be able to take credit for that, it is clearly more of a testament to the quality of instruction provided to our club members and the care that our tow pilots have been taking. I suspect as well however, that if our rules have indeed become so lax that safety is truly of major concern - our record would reflect that.

For those who are frustrated with the direction they see the club has taken and the direction that it appears to be moving, my suggestion would be to step up and take on a club officer position and work to change that direction rather than to complain about it. If you believe that these changes are truly a detriment to safety, you have an obligation to change things, not just walk away. The position of club president is open for nominations right now and we have several other voting positions on the board that need someone to step up and help out.

Jay Todd

On the Internet:

Question: Does anyone use Customer Relationship Manager software to manage their club members? If you do what do you use?

Answer: A padded bludgeon. The unpadded one is hardware. That is why they are known as clubbed members.

Flying Lesson

FAT is good, especially when shit happens!

F Fly the aircraft

A Analyse the problem.

T Take action

Having a little extra altitude helps too!

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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.			
Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual – Feb2005
The 1-34 is rigged on the ramp.			
Blanik L23 N264BA	Arlington	Bruce Byrnett	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)	Keith's House	Keith Purves	Next annual – Feb2005
In trailer (Keith is doing some cleanup) and available for use. Make appointment w/ Keith for use.			
Parachute Status	Arlington	Michael Clarke	All 3 repacked in Nov.

Last updated Jan, 2005.

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.

Parachute Egress

Para-Phernalia is hosting the annual **Emergency Parachute Egress** talk on March 19 2005, from 10:00 – 12:00 at the Boys & Girls Club in Arlington WA (across the street from the airport.) The program is free to all pilots.

Featured speaker is Allen Silver and Para-Phernalia, Inc will be supplying FREE coffee and doughnuts. This has been a well-attended program for the past 5 years. This year the talk will be an FAA WINGS qualified program!

Para-Phernalia, Inc can be reached at 360-435-7220, Mon – Thur 07:00 – 17:30 PST (GMT -8) or email Dan at dant@pstbbs.com

If you have not heard Allen Silva, be ready for a treat! –Ed.

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BESC Board

Here is the BESC Board. These folks spend a lot of their time to keep us all flying. Now is your opportunity to participate in this effort by offering your help to one of our Officers. Step up and volunteer to be an understudy. Surely, there is an area of the Club which you can improve. Please come forward. The Club can use all the help we can get.

Officers:

Office	Name	Phone	Mail	E-mail
President	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net
Vice President	Keith Purves	W (206)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
Secretary	Tony Puglisi	W (425)-294-8140 H (206)-367-6980	03-RE	tonypam@comcast.net
Treasurer	Martin Gibbins	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)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
Pawnee Manager	Pierre Parent	H (360)-653-2613	--	pierrejparent@earthlink.net
Super Cub Manager	Mike Moore	H (206)-790-7949	--	mmore@attglobal.net
Golf Cart Manager	David Owen	H (360)-654-0462	--	mylodao@yahoo.com

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	Neil Householder, Ast	H (425)-382-5435		householderneilf@qwest.net
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	Dan Teifke	W (425)-201-2022 H (425)-483-9347		treehouse@teifke.net
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 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
--

@ 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

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+ Blow, Rich+ Chism, Linda Flora, Chuck**

Funston, Nelson Hope, John+** Johnson, Eric+ Kasprowicz, Krzys Koehn, Mike
--

McNeil, Jim Moore, Michael+ Northcraft, Steve** Parent, Pierre** Todd, Jay
--

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

YAWSTRING Masthead

<h3>YAWSTRING</h3>

Newsletter of the Boeing Employees Soaring Club
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Available at http://www.boeingsoaring.com/yaw.html
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Newsletter editing and layout: Heinz Gehlhaar, heinz@foxinternet.net

PDF formatters: Brent Stillings and Jim Mc Neill
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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.

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BESC Schedule

February						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
6 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprowicz	7	8	9	10	11	12 Board Meeting, 8:30, Renton Field, BEFA Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
13 Field Mgr - OPEN Instructor - OPEN Tow Pilot - OPEN	14	15	16	17	18	19 Field Mgr - OPEN Instructor - Weller Tow Pilot - Chism
20 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent	21	22	23	24	25	26 Field Mgr - W. Morre Instructor - Reusch Tow Pilot - M. Moore
27 Field Mgr - L. Wyman Instructor - Flora Tow Pilot - Koehn	28					

March						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
6 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprowicz	7	8	9	10	11	12 Board Meeting, 8:30, Renton Field, BEFA Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
13 Field Mgr - OPEN Instructor - OPEN Tow Pilot - P. Parent	14	15	16	17	18	19 Field Mgr - OPEN Instructor - OPEN Tow Pilot - OPEN Museum of Flight Soaring Expo Para-Phernalia Emergency Parachute Egress Talk - 10:00 to 12:00, Arlington Boys and Girls Club
20 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent Museum of Flight Soaring Expo	21	22	23	24	25	26 Field Mgr - W. Morre Instructor - Reusch Tow Pilot - M. Moore
27 Field Mgr - L. Wyman Instructor - Flora Tow Pilot - Koehn	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 test 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

Glider Pilots Wanted

Wanted: glider pilots interested in flying week days on the west side of the Cascades. Please contact Phil Grate, 206-345-6224, to discuss the possibility of establishing a self-launching glider syndicate.

Wanted

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