

YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

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August/September 2005

Issue #5

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You gotta Love Ephrata!



Pix by Alan Kirlin

Contest Flying

By Jim Dobberfuhr

The 2005 Region 8 Sports Class soaring competition lasted from June 26-July 2, overlapping the two week Open Class National soaring competition. It was a pleasure sharing the skies with the open class ships, even if only briefly: when they blasted by and used my thermal for just a quick pull up and kept going.

Competition flying does involve a little bit of competitive flying.

However, it turns out the other stuff that is really far more interesting and important. If you would like to read about true competition flying, mental games, conditioning, preparation and so forth, then I would highly recommend reading Moffat's book *'Winning.'*

It is just applicable today as it was 30 years ago. The technology has changed, but the strategy is still the same. Go fast. Go far.

I flew X3, our club's Grob Astir in the competition. Many people asked me why I did not fly the Nimbus 3, 7Q that I co-own. The answer is simple: it's not a competitive aircraft by sport's class rules. The rules do not allow water ballast and the handicap factor against the Nimbus is staggeringly high. It's not a very fast aircraft unless you are carrying lots of water ballast. I would have to set a record flight every day to be competitive. Plus, an open

class ship is twice the machine in the air, and three times the pain in the ass on the ground.

Jim Simmons graciously let me use his shop for a month to work on X3.

Fortunately, Keith Purves had done a really nice job waxing and polishing the glider. Keith and Jay Todd performed the annual inspection, and the end result of was a really nice glider ready for the season. Some people would say the following is the definition of anal retentive, but I had a few things on my short list to ready myself and the aircraft. I went back and sanded down and filled some areas on the wings, added some control seals, and did a few other things that I felt would improve the performance. However, major deity of soaring George Moffat says this fine-tuning doesn't really help you as much as just flying as often as possible. He does mention it is good for the soul, to which I would agree whole heartedly.

I think people sometimes forget the trailer can be as important as the glider. Keith Purves and Michael Moore worked on the trailer early in the season, replacing the rear door and completely refurbishing the horizontal stabilizer cradle. These two items were a huge help. I also spent some time working on the trailer, replacing lights, adding wing spacers, etc. Did I mention how important I think it is to have a good, working trailer?

Saturday and Sunday are practice days and the weather is fantastic. My first morning is spent running around, completing paperwork, rigging, and trying to understand

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the rules I read early in the week with regards to competition. Jay and Raylene Todd do a really nice job of managing the contest and keeping things on track. The seemingly little things make personal management a whole lot easier for everyone involved. Most glider pilots show up to the contest and are focused on what they need to get done, and it would almost appear the universe rotates around them. And it does for the most part because there are contest managers and directors, towpilots, landout-desk support, crew support, wing runners and a multitude of other people who volunteer their time to make it possible to do this. Michael Moore is one such character who was always there when help was needed, working in the background and the foreground. He has an eternal optimistic, positive attitude and one can't help but wonder how he manages it even in the most stressful situations. There are also a multitude of other people who are tremendously helpful. It's a very reassuring thing when I strap on my parachute and slip into the glider. Ron Bellamy, Pierre Parent, Ragnar Smith, 5 Buck Charlie, Jim McNeil, Linda Chism, John Gilbert, the Funston clan, weekender pilots, and many others (whom I should be able to name) who are there to see us off safely and help us get back in one piece.

My personal experience in flying the contest could best be described as a nerve wracking, stressful, nauseating, thrilling, fulfilling experience all wrapped into one very long week which went by in the blink of an eye. Monday gets scrubbed due to rain. Tuesday, the first official contest day, was the worst for me. The butterflies in my stomach are not very appetizing. Sports Class launches before Open Class. The start gate opens with most of us struggling to get altitude in and around rain showers. Sailplanes are everywhere, and I feel like a bobble head doll. I am grinding away in a wide, weak thermal with a *VX*, a Standard Libelle flown by Stewart De La Hunt from Spokane. Occasional rain drops hit the canopy. The only radio chatter we hear is that of the CD calling for conditions and the occasional heads up to avoid collision.

The start gate opens. I see three different rain showers surrounding me and I decide to try and scoot in between a gap towards the west. There is a tiny patch of sun light over Beezely Strip. No sooner do I make my run and call the gate, everyone else does the same. The overall consensus is get out while you still can. I fly through rain and moderate sink. The area was just recently rained on and it's still too wet to kick anything off. I spend the next 500 feet hunting the immediate area, looking for anything that will trigger a thermal.

I think of Reichmann's passages, trying to remember all of his hints and advice. At 500 feet above the ground, I find a slight bump with slightly less lift. But, it's not strong enough to work. I now find I am even lower and now even the bumps are gone. I run through my checklist and call the gate with my landing intentions as I fly an abbre-

viated down wind. I fly base, then turn final. It all lines up and happens exactly how it should, and ending the worst that it could.

There it was. I had landed out. I had already blown the contest on my first day. Yup, just a big damn lawn dart. But, the butterflies are gone. I find myself almost giddy with delight. No damage and I had pretty much done the worst I could do. George O'Leary, *PKI*, is the only one to make it out on course and get back. The other 13 contestants either landed back at Ephrata, landed out, or in one case started his engine to get back.

The second official contest day is better because the massive butterfly collection has significantly diminished. Wednesday is a challenge. Task – Start Gate, Mansfield, Odessa, US 2, Finish Gate with a 3-hour minimum flight time. So, how does this thing really work? The start gate has a 5 mile radius around a point and shows up on gps-flight data logger. Or, at least it should, if the equipment is functioning, and it works even better if the operator is properly functioning the equipment. Mansfield has a 20-mile-radius turnpoint, Odessa has a 20-mile-radius turnpoint and Hwy 2 has a 10-mile-radius turn point and the gate has a 2-mile radius. You can be anywhere within these circles and it counts. The maximum distance into the turn counts towards your score. Your score is based on speed and distance. If you are flying a really low performance glider and are concerned about just making it around the course, cut the corners on everything and just get home. Otherwise, plan the task so you are just over 3 hours. The start gate has a ceiling of 10,000 MSL and the finish gate has a minimum finish altitude of 1000 AGL. For those of you familiar with the old ways, this change is a huge improvement in safety. You can make rolling finishes, but there are time penalties for doing such things. The day is weak and most people make it up to Mansfield, which shows some good cu's. Alex Kain (*9G: DG-101*) runs deep in the first turnpoint, as does Vitek Siroky (*CD: ASW-20*). Bob Duncan (*TU: DG400*) also makes good decisions. They place 1st, 2nd and 3rd respectively. I am slow getting around the course. I end up landing 7.6 miles from the airport in a cow pasture near Soap Lake. I have chosen my last leg poorly. My gamble on the late day convergence does not pan out. Standing in the field with outlanding coordinator, Pat Dunston on my cell phone, I can see Ephrata Airport.

Almost half of the Sports Class competitors land out, with similar results in the Open Class. Yesterday hurt point wise, but today really slammed my score into the ground. Garret Willat (*H4*) wins the day in Open Class. Garret was flown out here on last minute notice from the East Coast. Jim Phoenix graciously lent him his Nimbus 3 for the contest. We are in awe because it is only his second time flying a Nimbus 3 and he is barely old enough to legally drink beer. Nelson Funston (*JN*) places 5th for the day. Everyone agrees it was a really tough task due to weather, but still a worthy competition day.

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The third day is significantly better and the weather has improved soaring conditions. Everyone turns in a good score. I fly the day, accepting the fact that I am really slow. I count my mistakes, but push forward. Much to my surprise, I manage to take a second place for the day. Each day has something new and interesting. I get to know my fellow soaring competitors in the air and on the ground. By the end of the contest, I have logged more than 25 hours and gained a new found respect and love for our sport. It is an exhausting experience which requires mental endurance and the ability to shift gears with the changing conditions and environment. All of the pilots flew very well. Luck is also a factor in the sport which increasing time seems to mitigate over the long haul.

Alex Kain (9G) won the R8 Sports Class with very strong, consistent flying which dominated his class. Tim Martin (4Z) and Vitek Siroky (CD) also flew very well in the contest. The handicap is never 100% fair, but it is what it is. Nelson Funston (JN) won the Open Class Nationals with strong, consistent flying. Nelson faced competitors who are ranked as some of the best in the world, and it is a great achievement to take first in nationals. I managed to place in the middle of the pack. Well, there is always next year...

I would also like to say 'thank you' to everyone who helped bring this thing together. It was a rewarding experience, and well worth the effort.
Happy Landings,

Jim Dobberfuhr

BESC Newsbytes

Welcome New Member!

BESC would like to welcome our new member Adrian Johnson who joined us August 2005. Adrian has some flight experience in gliders and power planes. He also had his first taste of outlandings and retrievals when he and Tony Wiederkehr got volunteered to retrieve your editor from near Waterville. (See YAWSTRING, June/July 2005) Welcome Adrian to a great club.

Dates of interest

- Look for an equipment return from EPH at the end of September, based on weather. This plan includes towing the 1-34 back to AWO, as its trailer needs to be rebuilt.
- Keep your calendar open for a BESC General Meeting and Barbecue some time in October. The exact date is TBD.
- 27th/28th of August: ESI is going to try and have a camp-out at Concrete that weekend.

AWO Operations

AWO operation had been suspended due to our Ephrata encampment from 6/4 to 6/12, and then the National Contest to 7/7/05.

We use both tow planes at the contest, because they get a lot of profitable use there. Then the weather kept us from getting the towplanes back. Finally, on July 17th Michael Moore was able to take a trip to Ephrata to bring back the Super Cub. So, we can start limited AWO operations with one towplane and one L23 again. All we need now is towpilots.

Thanks Michael !

Updated BESC Flight Regulations

Our flight regs have been reviewed by our Instructor Corps. The updates are in the typewriter and due to be released shortly. Until then, the current regulations still hold.

L-23 and Pawnee Retrieve Report

Every year Jim Dobberfuhr organises a demonstration of the fun of silent flight for the *Young Women's Aviation Experience* Program. This program exposes future aviatrixes with the infrastructure and rules of flying. As part of this program, Jim and BESC offers a low-cost glider flight to each girl.

To support this activity, BESC needed to get the second L23, (65BA) and the Pawnee from EPH. On 8/10/05 Pierre Parent and Jim Dobberfuhr set out to ferry the L-23 and the Pawnee from EPH to AWO. Alan Kirlin who was driving to Ephrata for other reasons volunteered to provide the transportation to EPH.

Wednesday morning, after a low-cloud-and-fog crossing of the pass, Alan dropped Jim and Pierre off at Ephrata. As luck would have it, on this day the weather did not cooperate. Pierre and Jim made the first dogged attempt at crossing the Pass just past noon, only to be turned back by overcast west of the Cascades. After using up most of the gas looking for a how in the clouds, they gave up, and landed at Wenatchee to get gas and to wait for improving weather. Late in the afternoon, with a fresh load of gas in the Pawnee, they made another valiant attempt at crossing. But in the end, they were forced to turn back. They arrived back in Ephrata just before sunset.

Unfortunately, Jim had to be back in the office on Thursday, and they had no ride back to Seattle. While putting away the aircraft, Keith Purves called Jim on the cell phone to find out about the success of the retrieve. Immediately, he was roped to (they said, he offered to) drive to Ephrata and to retrieve the retrievers back to Seattle.

While waiting for their ride, stuck without transportation in the SGC clubhouse, Pierre had pizza delivered for dinner. Poor Keith showed up shortly after 11 pm and all were back in Seattle by 2 AM. As Jim's car was still up in Arlington, Keith needed to go there too. Finally, at around 3:30 AM Jim got home for some sleep before a long day at the office.

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The weather forecast looked even worse the next day for crossing, which was borne out by fact. So it is good that they got to come home with Keith.

Jim comments: "I think this has to be one of my longest retrieves ever, without ever getting away from the airport."

End result: Despite the great efforts on the part of Keith, Alan, Pierre and Jim, we still have a glider and towplane to retrieve from EPH.

And the 2005 *Young Women's Aviation Experience* Program had to be postponed to a date when our fleet is back.

Facility Improvements

Dan Teifke with the help of Tony Puglisi, David Marshall and Jim Dobberfuhr and others has created a set of assembly instruction for the L-33 and Astir including pictures. A version of these instruction are on our web site. A hardcopy version of each has been posted in the respective trailers. If you need a hardcopy, call Dan. The Web versions of the L-33 and Astir Assembly Instructions can be found under the Fleet link on the main menu at the left. Any changes, updates, or corrections are welcome. Just send them to Dan.

In addition, during the encampment Dan has fixed the L33 Solo fuselage trailer-dolly. He also has replaced the mylar seals on the right wing of the L-33 Solo, and he is planning to do that on the left wing and the tail as well. Well done, Dan!

BESC Glider Polars

Tony Puglisi has collected and organized the polar data for each of the club ships and put them in an Excel spreadsheet. You can find the spreadsheet on our Website under the "Fleet" link at the left.

Gene Albee has also provided the polar data for the 1-34, so the spreadsheet is complete with all club ships now. Thanks Tony and Gene !.

Heinz EPH 8/14/05 Report:

I was the only Club-Flyer this week, so had the choice of gliders! Nice for me, not so nice for the club.

Saturday was a blue day, with either strong lift to about 5-6K which seemed to hit an inversion layer. But sometimes thermals broke through, so you could go to 8K. But mostly it was ratty lift in many places, interspersed with lots of down. And then there were large fields of significant downs. Those were easy to find. Even on a blue day! I chose the 1-34, primarily because I wanted to explore the dive brake behavior of the machine.

(See my Safety Article --Ed).

I was able to stay up 1:30 hrs and fly a small triangle. In getting ready for this flight, I found a couple of things:

1. The reason that the TE Variometer is acting so ratty was that the plug right near the sensor-end had fallen out. I had thought the rattyness might be due to the TE probe being in some turbulent layer with the probe in the down-position. I had seen that turbulence factor in my first 1-26 TE Probe design. So I turned 1-34 TE-probe up, and found the real culprit. I ap-

plied a temporary quick-fix: Carved tumbleweed branch with some white tape. The vario works now like charm! But we will need a permanent fix.

2. The bungee cord which holds the Canopy Cover on, especially the long pices on top of the fuse have sun-rotted. I tried to get some replacement cord in Ephrata, but they said you've got to go to Moses Lake for that. And that was too far for me. I think we need about 25 feet of the stuff.

Sunday I was going to try the F1-34 again. We had a milky overcast from the forest fires. Trigger temp of 86 was not reached until 13:30. Four folks launched before me, and only the last two, both Libelles, were able to stay up by cooperating and staying close to home: the Junkyard. During the last launch, the SGC Cub quit firing of all fours. It was so bad that we heard it on the runway, and the last Libelle was waved off at a 1000 ft, but he was still able stay up for most of the afternoon.

Unfortunately, our towpilot was not yet insurance-qualified to tow with the Pawnee. So some of us had to push our gliders back and stow them. We did not even get to try to stay up.

New Astir Manager

When Jim Dobberfuhr flew in the 2005 Contest in the BESC Astir, he cleaned up many of the blemishes on the wings, added control linkage seals in the wing roots, and replaced the mylar seals on all the control surfaces. He got to liking it and has volunteered to be the new Astir Manager, unloading the hard-working Keith Purvis. Welcome Jim to his new position on the Board.

Astir flyers and riggers are reminded that the safety-pin for the elevator-linkage is not really missing. When not in use, it is attached to the linkage with a piece of fishing line, and is hanging in the deep recesses of the vertical fin. Look for it there.

Safety

Dealing with the unexpected.

By Heinz Gehlhaar

It was another day at Ephrata. Get the SCG 1-34 ready and preflighted. Get some one to help you with the positive-control check. Push the 1-34 out to the grid. Wait your turn to get launched while helping the gliders in front of you. Ho-hum!

Finally the glider in front of me is off and it is my turn to climb in. Altimeter, Belts & Ballast, Controls & Canopy (leave it open it's hot), Dive Brakes (jup, they're locked) etc, etc. ...Ho-hum!

Tow plane arrives, and some one hooks me up. Pattern is clear, towplane takes up slack, and pulls me juuusst a little bit. I use the brakes to prevent running onto the tow-rope, and wiggle the rudder. And off we go! ASI is alive. Lift off. Cross-wind is not too bad right now. Towplane is off and we are gaining altitude. At about 100 ft a tremen-

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dous BANG! hits the airframe. Something moves in my left peripheral vision. What the h-e-double-thoothpicks??

A quick look finds the dive-brake handle fully open. Look out front again, and --- YIKES !! WHERE IS the TOWPLANE??? I quickly push the nose down, ---and finally find the towplane about 50ft below me, with the towline still connected but with large amount of slack in it. I swear the middle of it is dragging on the runway. I get back down to towplane altitude, kick in some yaw to reduce the rope shock, and try to collect myself.

The rest of the tow, and the flight was relatively uneventful, except I kept trying to sort out what happened, and kept thinking how close I had come to real bad accident. Here is the problem evolution in a nut shell:

- Towplane stops after taking up all slack.
- I use brakes and don't stow them properly.
- Unlocked dive brakes pop open, -- with a loud bang!
- SGS 1-34 pitches up badly and gains lots of altitude.
- Peripheral vision distracts me from flying the plane.
- Fortunately the situation is recoverable.

All of this happened in about span of maybe 3 seconds, probably less.

Later that evening I talked with the towpilot. He stated that initially his speed was dropping from 70 mph towards 60; and he was feeding in elevator to keep his nose up. When the glider recovered, he had already used up 2/3 of his control authority, and his hand was on the release lever. Had we slowed to 60 mph, or used much more up-elevator, he would have released.

What can we learn from this event?

First, any take-off process is not a ho-hum proposition. Even if it is your 205th take-off and you think you can do really well, keep focused.

Then, make sure the dive brakes are locked. Fly with your hand on them at takeoff. Since the 1-34 has such a positive lock mechanism (a hook which has to be unlatched with a spring-loaded button), this had not been my habit. Note that on a SGS 1-34 at near standstill, the dive-brakes will automatically fall shut, but in an unlocked position. It takes a just a little more effort to really get that little hook to latch and lock. Putting your hand on it during take-off is just the right amount! I know! On my very next 1-34 take-off, I had to use the brakes again to keep from rolling over my towrope. Then my hand got busy with the thumbs-up signal. As we went into our takeoff roll, my hand returned to the brake lever, and with a "Click", it locked!

Also, brief student and new users of the SGS 1-34 that

- Unlocked brakes will suck open.
- They suck open with a loud bang.
- And the glider will pitch up and GAIN altitude.

And, train towpilots not to stop when the rope is tight.

Continue straight into the takeoff. Or, stop slightly before the rope becomes tight.

And finally, keep thinking about the concept of "Fly the Airplane". Distractions will try to keep you from doing this. Thinking about this, will make it less likely to happen. As Bob Hoover said: "If you must crash, fly your machine as deeply into the crash as you possibly can."

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:

1. the Fundamentals of Instruction knowledge test;

2. the CFIG knowledge test; and
3. 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 Keith Purves. The BESC Executive Board will award the scholarship.

Wanted

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

Save your round tuits for October. Your YAWSTRING Editor is leaving the Country for all of September.

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Our Fleet Status

Check BESC Fleet Status on the BESC Web at <http://www.boeingsoaring.com/>, on the *Members Area*

Fleet Status

Aircraft	Current Location	Maintenance Manager	Next Annual Due	Status
Pawnee N6917Z	Ephrata	Pierre J. Parent	2/28/06	Available for towing service
Super Cub N7474D	Arlington	Michael E. Moore	1/31/06	Available for towing service
Schweizer 1-26 N7742S	Ephrata	Heinz Gehlhaar	1/31/06	On the ramp ready for use
Schweizer 1-34 N7644	Ephrata	Harlan G. Albee	1/31/06	On the ramp ready for use
Blanik L23 N264BA	Arlington	Bruce Byrnett	1/31/06	On the ramp ready for use
Blanik L23 N265BA	Ephrata	David Marshall	1/31/06	On the ramp ready for use
Blanik L33 N355BA	Ephrata	Dan Teifke	1/31/06	On the ramp ready for use
Grob Astir N141SS	Ephrata	Keith C. Purves	1/31/06	In the trailer, ready for use
Parachutes	Ephrata	Michael Clarke	Due early Jan 2006	In Shed, ready for use
Golf Cart	Arlington	David L. Owen		Available for use

Last updated Aug20, 2005.

Forest Fire Pictures

A photographer from a well-known national magazine was assigned to cover the recent Washington fires. The magazine wanted to show some of the heroic work of the firefighters as they battled the blazes.

When the photographer arrived, he realized that the smoke was so thick that it would seriously impede or make it impossible for him to photograph anything from ground-level.

So he requested permission to rent a plane and take photos from the air. His request was approved, and arrangements were made. He was told to report to the Wenatchee airport, where a single-engine plane would be waiting for him.

He arrived at the airport and saw a plane warming up near the gate. He jumped in with his bag and shouted, "Let's go!" The pilot swung the plane into the wind, and within minutes they were in the air.

The photographer said, "Fly over Lake Wenatchee and make two or three low passes over the canyon so I can take some pictures."

"Why?" asked the pilot.

"Because I am a photographer for a national magazine," he responded, "and I need some close-up shots."

The pilot was silent for a moment; finally he stammered, "So, you're telling me you're not the flight instructor?"

Basic Flying Rules

Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

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BESC Board

Here is the BESC Board. These folks spend a lot of their time to keep us all flying.
 Here is your opportunity to participate in this effort by offering your help to one 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	--	michael.moore@seattleopera.org
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-EPH	Keith Purves	W (206)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
Operations-AWO	Lynn Weller	(425) 235-1610		williamlynnw@msn.com
Pawnee Manager	Pierre Parent	H (360)-653-2613	--	pierrejparent@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	soarboy@comcast.net
N7644 (1-34)	Gene Albee	H (253)-350-9793	phlyre@comcast.net
N355BA (L-33)	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
N264BA (L-23)	Bruce Byrkett	H (425)-222-6895	byrkett@yahoo.com
N265BA (L-23)	David Marshall	H (206)-406-8046	david.s.marshall@boeing.com
N141SS (Astir) UPDATED	Jim Dobberfuhl	W (425)-655-3827 H (425)-741-8001	james.p.dobberfuhl@boeing.com

Non-Officers:

Office	Name	Phone	E-mail
Chief Tow Pilot	Pierre Parent	H (360)-653-2613	pierrejparent@earthlink.net
Bookkeeper	Neil Householder	H (425)-382-5435	householderneilf@qwest.net
Flight Log Keeper	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
Newsletter	Heinz Gehlhaar	H (206)-932-5428	soarboy@comcast.net
Golf Cart Manager	David Owen	H (360)-654-0462	mylodao@yahoo.com
Webmaster	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
Librarian	Tony Puglisi	W (425)-342-0501 H (206)-367-6980	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
Lynn Weller

@ 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

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

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

McNeil, Jim
Moore, Michael+ **
Niedermeyer, Carl **
Northcraft, Steve**
Parent, Pierre**

+ 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, soarboy@comcast.net

The newsletter is published whenever the editor gets "a round tuit". ~~Serious~~ attempts are being made to publish it once a month or every two months. Usually it gets out sometimes in the beginning of the second month. Please send round tuits! Also, **Please Please** send me any errors you see in the Newsletter. Call Heinz at 206-932-5428.

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BESC Schedule

August

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	9	10	11	12	13 Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
14 Field Mgr - OPEN Instructor - OPEN Tow Pilot - OPEN	15	16	17	18	19	20 Field Mgr - OPEN Instructor - Weller Tow Pilot - Johnson
21 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - Niedermeyer	22	23	24	25	26	27 Field Mgr - W. Moore Instructor - Reusch Tow Pilot - M. Moore
28 Field Mgr - OPEN Instructor - Flora Tow Pilot - Koehn	29	30	31			

September

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
4 Field Mgr - OPEN Instructor - Baker Tow Pilot - Kasprowicz	5	6	7	8	9	10 Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
11 Field Mgr - OPEN Instructor - OPEN Tow Pilot - OPEN	12	13	14	15	16	17 Field Mgr - OPEN Instructor - Weller Tow Pilot - Johnson
18 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - P. Parent	19	20	21	22	23	24 Field Mgr - W. Moore Instructor - Reusch Tow Pilot - M. Moore
25 Field Mgr - OPEN Instructor - Flora Tow Pilot - Koehn	26	27	28	29	30	

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 BESC Website.

YAWSTRING

August / September 2005

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 that Canopy Covers are properly stowed. (Not on or near the ground. Wind will blow sand and dust into the soft inside fabric, which then will scratch our \$1000+ Canopies.) Be sure they are folded up carefully and put in back of a car or in the Golf-cart.
- Ensure the gliders are properly tied down and secured at the end of the flying day. (This means simply dou-

ble 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 filing 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.

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Wanted: Canopy Slider Window

The slider window is missing in one of our L-23s. If you have an old canopy with a slider window, please donate it to BECS. Just any of the pices would be good enough. I will re-build anything missing.
Please send it to Heinz.

DG 100G For Sale

DG-100G (GH) For Sale, 940 hours. GH is an excellent glider for a new Owner. It includes:

- Jaxida covers
- A new MH oxygen system
- A trailer (with a little leak around the raised portion that accommodates the vertical fin).

Contact Wayne Woodmansee at 503-738-5588 or email wjwood@gmail.com

Or contact Pierre Parent at pierrejparent@earthlink.net

A ROUNDTRIP TICKET TO THE MOON

If an orbital space flight doesn't seem like quite enough, how about a trip around the moon? Space Adventures, the company that pioneered space tourism by sending two civilians into orbit on government spacecraft, is offering two tickets for such an adventure at \$100 million apiece. According to *The New York Times*, the company has partnered with Russian space officials who will be using a Soyuz vehicle on a 10- to 21-day mission. Because the Soyuz cannot reach the moon on its own power, it would have to dock with a booster rocket. Space Adventures figures that 500 to 1,000 people in the world could afford the tickets. Besides the obvious risks, the newspaper story mentioned the difficulties of living in such tight quarters. The company believes the trip could be accomplished as early as 2008.

From AOPA