

GlidePath

The Newsletter of Evergreen Soaring
February 2002



Landing Clinic

Board Minutes – Mark Nyberg
Instructor Revalidation Clinic - Mark Nyberg

Visit us at: www.evergreensoaring.org

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The Newsletter of Evergreen Soaring

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EDITING AND LAYOUT

Gary Thayer

gthayer@gte.net

Please consider yourself part of the GlidePath staff; we encourage members to contribute artwork, photos and articles.

EVERGREEN SOARING 2002 BOARD or DIRECTORS

Elected Officers

President	Keith Turner	425/821-6634
President Elect	TBS	
Treasurer	Michael Delaney	425/743-4020
Secretary	Mark Nyberg	425/644-5678
Operations Dir.	Keith McLean	360/676-1529

Appointed Officers

Scheduler	Howard Glover	425/455-0364
Chief CFIG	Christian Becker	425/483-9532
Towplane Mngr	Jerry Painter	425/258-4522
Sailplane Mngr	Ron Parzyk	425/334-3328

24-Hour Hotline: 206/772-3002

Weekly operating schedules, late-breaking news and general information about Evergreen Soaring.

Arlington FOO Mobile Phone
425/238-6617

2002 Evergreen Soaring Fees

Effective May 19,2001

Membership Fees

Member Type	Initiation Fees	Dues
Regular	\$250 (one-time fee)	\$22/mo
Family	\$125 (one-time fee)	\$22/mo
Student	\$125 (one-time fee)	\$22/mo
Social	None	\$22/yr
Special		
Tow Pilots	\$75 (one-time insurance fee)	none
Tow Only	\$7.00 per day	none
Soaring Society of America		\$55/yr
(Required of all members)		

Flight Fees

L-13 (Blanik)	\$10/hour – first 4 flights of month \$5/hour – fifth and subsequent flights Minimum flight charge 0.8 hours
1-36/Russia	\$12/hour Minimum flight charge 0.8 hours Maximum flight charge 4.0 hours
1-36/Russia Pattern Tow Special	\$16 flat fee (includes tow to 1500') Arlington only, ES towplane only Flights exceeding 0.3 hours will be Billed as a regular flight and tow.
IS28B2 (Lark)	\$14/hour Minimum flight charge 0.8 hours Maximum flight charge 4.0 hours
Quarterly Surcharge	\$30/quarter minus quarter's flight fees

Tow Fees

Standard Tow	\$8/1000' charged in 100' increments Minimum charge 1000'
Broken Tow	\$8 (wave-offs above 1000' will be (0' – 1000') charged at the standard rate) No charge for aircraft if noted on towcard.
Aero Retrieve	\$90/tach hour

From the Presidents Desk

ESI is off to a flying start for 2002. We have had two days of flying where we have made more than 20 tows – quite unusual for so early in the year. Your operation director has a dynamic program in place for off-site flying in addition to the usual plans for wave camp and soaring at Ephrata. Dennis Eckert having been appointed to the board as “Mr. Weather” is in the process of getting soaring forecasts out to the ESI web and giving us his best guess for the weekend and midweek conditions. I expect we will see much more mid week flying this year, as we get better informed about possible soaring days. Ron Mehelich accepted the position as membership chair and will be pulling together plans for attracting new members to gliding and our club. Ron may need some help so please be prepared to support his efforts to attract new members.

The board made the decision to sell the Russia at the last board meeting and I want to explain the rationale for that decision. The Russia is a fine airplane and flies very nicely but not particularly well suited to club operation or serious cross country work. It has been repaired following the accident two years ago and is in the best shape to get the most return on our investment. We have had some additional discussion about the most suitable glider for a replacement. If you have an opinion, I encourage you to call me or any board member to get your voice heard. On another topic your board will be having discussions with BESC, SGC and PSSA on a wide range of topics to get some commonality into the way we conduct business, make the operations at Arlington and Ephrata run as smoothly as possible and standardize on towing charges to the greatest extent possible. One other item for discussion is a common approach to our delinquent’s list. We will explore ways to have a common list among all clubs for those on our “no tow” list to apply across all clubs with reciprocal consideration for people on their lists. One last item – please let a board member know your preference for the banquet menu – if you can’t make it please let us know that as well we are fast approaching the cut-off date for getting the food bought.

Look forward to seeing you out on the field.

Keith

Landing Clinic

The Landing Clinic turned out to be a busy event. Keith Turner personally made 30 tows: 24 tows (23 of which were pattern tow specials) for Evergreen Club members plus 6 tows for kids in the Civil Air Patrol.



Ron Mehelich, Mark Nyberg, Bob Barwell

Christian Becker, Mike Delaney, Chuck Flora, George Lundgren and Keith Turner led a 90-minute discussion where everyone had the opportunity to share their ideas on what makes for better landings. “Java” Joe Patton made sure we had fresh Starbucks coffee and a wide array of pastries. Are we a civilized gliding club or what?

Once the discussions were completed it was time to make some actual landings. The signup sheet filled up quickly with more interest in the Lark than the Blanik L-13. Despite the rain, everyone who signed up got as many flights as they wanted in the aircraft they wanted. Christian Becker and Mike Delaney provided dual instruction all day and Chuck Flora was called into service to fly BESC’s towplane.

At one time we had at least 18 club members at the field. I wanted to say thanks to everyone who showed up and helped make the event an unqualified success.

Mark Nyberg

The Board of Evergreen Soaring is Proud to Present The Annual Evergreen Soaring Banquet.

Saturday March 2nd at 6:00 pm

Where

Puget Sound Yacht Club Facility
2321 North Northlake Way (near Gasworks Park)
206/634-3733

Menu Choices

Caesar Salad
or
Mixed Greens with Vinaigrette dressing

Marinated Barbequed Beef With Baked Potato
or
Marinated Barbequed Beef With Wild Rice Pilaf
or
Barbequed Chicken With Vegetables
or
Fettuccini pasta in Alfredo Sauce

Apple Pie and Ice Cream
or
Berry Pie and Ice Cream

Cost

\$15:00 (required by 2/25/02 or bring to banquet)

Drinks: Pop (Sprite, Coke, 7Up) 50 cents; BYOB beer and wine or honor bar
(PSYC does not have a liquor license)

RSVP

In order to keep the costs under control you must commit and pay by 2/25/2002.

RSVP by calling Keith Turner (425/821-6634), calling Mark Nyberg (425/641-4785), notifying any other board member or e-mail [Keith Turner](mailto:Keith.Turner@psyc.org). Please indicate your menu choices.



EVERGREEN SOARING

Minutes of a Meeting of the

Board of Directors

February 2, 2002

Evergreen Soaring President Keith Turner called the meeting to order at 9:15AM. The meeting was held at the Gateway Café at Arlington Airport.

Those present were Keith Turner, President; Mike Delaney, Treasurer; Mark Nyberg, Secretary; Howard Glover, Scheduler; Christopher Hodges, 2414J Plane Captain; Brad Hill, Russia Plane Captain; Gary Thayer, GlidePath Editor; Dennis Eckert, Meteorologist and Member at Large; Fred Hermanspan; Ron Mehelich, Bob Barwell, Harold Broomell, George Lundgren, Chris Klix, and Dillon Bry.

The meeting agenda was distributed and the meeting began with a maintenance report on Blanik O29. As of that time, the rudder had been removed, stripped and prepared for recovering. The plan is to replace the bearings as part of re-installation. We are still on track to have that Blanik back in service in time for the landing clinic.

The Lark is back in service after getting minor repairs, a compass correction and a fresh annual.

Preparations continue for the Landing Clinic on February 16, 2002. George Lundgren has acquired some paint to mark the runway and will be talking with Arlington Airport personnel before painting landing markings on the grass. Mark Nyberg agreed to put information on the landing clinic onto the Evergreen website and to do a mess e-mailing.

We are still on schedule to hold the soaring banquet on March 2. Keith Turner will provide the remaining details and Mark Nyberg will put information on the club website and do a mass mailing (snail mail). Members of BESC, SGC, PSSA and Cascade Soaring are invited to attend. All persons wishing to attend will be required to mail their cheque to Keith Turner. "Rollups" will be discouraged.

Mike Delaney provided a brief summary of January financial events that resulted in a net gain of \$420 for the month. February is expected to bring big bills totaling \$3,855. This includes SSA membership (\$522.50), liability & hull insurance for the towplane (\$1,912), liability-only insurance for the 2-place gliders (\$437 each) and liability-only insurance for the single -place gliders at (\$316 each). Mike is actively pursuing members whose payments are in arrears to learn their intentions.

The latest instructor news has Doug Kylo and John Gilbert on the instructor track. We hope to have these two as instructors sometime this year. Ground School had drawn little interest so far. Keith Turner will be speaking with BESC about holding a joint ground school. There is also talk of using a video recorder to a produce ground school video.

Several persons attending the board meeting expressed their opinions regarding changes to the fleet. The majority opinion on the Russia is that it is not a good club ship because it is too light, to difficult to fly (relative to a 1-26 or 1-36) and requires assembly before flight (which club members are often reluctant to do). Mike Delaney agreed to research the possibility of selling our Russia and purchasing a Blanik L-33 Solo. Everyone who has flown a Solo agreed that it would make an excellent club aircraft. If we decide to sell the Russia then we need to start the process. The membership is encouraged to submit their comments to the board.

Moving on to New Business, many club members have been approached but none have expressed any interest in filling the vacant President Elect position. For now we must continue with that position vacant.

The Soaring Expo will be held at the Museum of Flight on March 2 & 3 this year. Ron Mehelich has accepted the board position of Membership Chairman and will be organizing Evergreen's presence at the Soaring Expo as a recruiting opportunity. It was agreed to make gift certificates available for sale at the event. The subject of commercial rides getting in the way of club member flights came up. A decision was made to wait until that becomes a problem before dealing with it.

Board Minutes (cont.)

The subject of aircraft radios, boom mikes and speakers was discussed. It was agreed that the current radios work just fine and that the club will have boom mikes and speakers installed in the Blaniks. Professional installation was suggested and agreed upon.

Fred Hermanspann has been researching the practicalities of club members flying their Silver Distance on the west side of the cascades. Doing so using Arlington Airport as the starting point leaves few good airports within 50 Kilometers. Using a remote starting point makes Darrington and Concrete viable destinations, but may require use of a data logger. Mark Nyberg agreed to research this and present his findings at the next board meeting.

As the board meeting continued, the restaurant became increasingly noisy and it is very difficult for everyone to hear. Mark Nyberg and Dennis Eckert will be looking for alternative places for subsequent board meetings.

There was no further business and the meeting was adjourned at about 11:15 AM for members to begin recovering the Blanik Rudder.

Respectfully,

Mark Nyberg-
Secretary

GPS Shanty

Show me the way to go home!
I am tired and I'm getting rather low.
I have ventured far away beyond my comfort zone
and I would rather make it back.
Where ever I may soar,
close to home or over fields not seen before,
I will follow your advice and trust your satellites....
Show me the way to go home!

Sorry, just a relapse into my boy-scout years...Fred

Editors Notes

Thanks for input from our President, Fred Hermanspan, and Mark Nyberg to carry the freight this issue. Special thanks to Keith McLean's camera, adding the much-appreciated pictures, hopefully making this publication more interesting the readers. Please notice the quality effort Mark is adding to our operations, Darrington last September, and now the successful Landing Clinic. For those missing this event, best you lobby the board for a return engagement! It was a terrific kick-off towards the new soaring season to knock off the winter rust.

If you have been to the field lately, you must notice the lack of the rudder on our Blanik 48029. The of recovering the rudder fabric with the able efforts of several members and at this writing, the covering is on and once the rib stitching is complete, a few coats of primer followed with painting by Chris Klix. While members are performing most of the labor, Chris is keeping a watchful eye on all aspects of their work. We should have 029 back on line early next month.

This is not the first time for fabric work by our members; we covered the horizontal control surfaces a few years ago on the same ship.

The last issue of GP presented our 'schedule,' BESC has added their encampment with a message from their Yawstring editor as follows:

The BESC Board has thought about an opportune time (glider-speak for "lots of thermals") for the BESC encampment. The weather fairies have been consulted, and June 22 to 29 has been selected. We know that June 30th through July 6th has the Contest, and Evergreen will be there June 15 through 23.

This ties in behind our encampment, may provide the opportunity of hanging around another week to practice those skills learned at our encampment.

I am looking for a 'Production Manger' to mail sixty or so copies each month. The process involves going to the Kinko's of your choice to pick up the printed copies, folding, stapling, placing the stamp and mailing after I have up-loaded the issue to Kinko's. I cover the production expenses upon placing the order, the Production Manager covers the cost of stamps followed with a claim for expenses to our esteemed Treasurer. As members become comfortable with downloading GP from our web site, mailings are certain to drop-off.

Please feel free to discuss this opportunity with me

EVERGREEN SOARING SCHEDULE

March through April 2002

Date	Location	FOO	TOW	CFIG
03/02/02	AWO	Mark Nyberg	Chuck Flora	Keith Turner
03/03/02	AWO	Tom Foster	Howard Glover	Scott Imlay
03/09/02	AWO	Greg Garwin	Brooks Johnson	Mike Delaney
03/10/02	AWO	John Gilbert	Gene Bornholdt	Christian Becker
03/16/02	AWO	Chris Hansen	Keith Turner	George Lundgren
03/17/02	AWO	Fred Hermanspan	Scott Imlay	Bob Chase
03/23/02	AWO	Chris Hodges	Carl Niedermeyer	Angus McKinnon
03/24/02	AWO	Dan Housler	Jerry Painter	Jeff Breazeal
03/30/02	AWO	Doug Kylo	Pierre Parent	Keith Turner
03/31/02	AWO	Roy Parzyk	Chuck Flora	Scott Imlay
04/06/02	AWO	Joe Patton	Howard Glover	Mike Delaney
04/07/02	AWO	John Peck	Gene Bornholdt	Christian Becker
04/13/02	AWO	Gary Thayer	Brooks Johnson	George Lundgren
04/14/02	AWO	Dillon Jackson	Scott Imlay	Bob Chase
04/20/02	AWO	Mark Nyberg	Keith Turner	Angus McKinnon
04/21/02	AWO	John Peck	Carl Niedermeyer	Jeff Breazeal
04/27/02	AWO	Keith Mclean	Jerry Painter	Keith Turner
04/28/02	AWO	Mike Bailey	Pierre Parent	George Lundgren

Notes:

If you are unable to meet a schedule date that is less than four weeks ahead, it is up to you to find a replacement FOO. Do **not** call the Scheduler to say "I am busy and can't FOO next Saturday. Can you find someone else?"

If you are unable to meet a schedule date that is four weeks or more ahead, please inform the Scheduler either by e-mail or phone (425-774-2773) so that the schedule can be changed for the next GlidePath.

Editors note: Howard and I did not link up for updates, please contact Howard to confirm changes.



GlidePath

Evergreen Soaring

P.O. Box 31034

Seattle, WA 98103-1034