



January 2003

GlidePath



L-13, Mary Blonski in front seat, CFIG Keith Turner taking photo

www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

Evergreen Soaring Fees

Effective January 1, 03

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Please consider yourself part of the
GlidePath staff; you are encouraged to con-
tribute artwork, photos, and articles.

EVERGREEN SOARING 2003 BOARD OF DIRECTORS

Elected Officers

President	Keith Turner	425-821-6634
Pres Elect	Mark Nyberg	425-644-5670
Treasurer	Mike Delaney	425-743-4020
Secretary	Joe Patton	206-329-6823
Ops Dir	Keith McLean	360-676-1529

Appointed Officers

Scheduler	Howard Glover	425-455-0364
Chief CFIG	Eric Shahan	360-563-8975
TPlane Mgr	Brooks Johnson	206-542-1372
Glider Mngr	Roy Parzyk	425-334-3328
Chief TP	Howard Glover	425-455-0364
Membership	Mary Blonski	206-526-9366

Arlington
FOO Mobile Phone
425-238-6617



Membership Fees

Member Type	Initiation Fee	Dues
Regular	\$250 (one-time fee)	\$22/month
Family	\$125 (one-time fee)	\$22/month
Student	\$125 (one-time fee)	\$22/month
Social	None	\$22/year
Special:		
Tow Pilots and CFIGs	\$75 (one-time insurance fee)	None
Tow Only	\$7.00 per day	None
Soaring Society of America: required of all members	None	\$55/year

Flight Fees

L-13 (Blanik)	\$12/hour—first four flights of month \$6/hour—fifth and subsequent flights Minimum flight charge 0.8 hours
1-36 (Sprite)	\$12/hour Minimum flight charge 0.8 hours Maximum flight charge 4 hours
1-36 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)	\$16/hour Minimum flight charge 0.8 hours Maximum flight charge 4 hours
Quarterly Surcharge	\$30/quarter minus quarter's Flight Fees

Tow Fees

Standard Tow	\$8.50/1000' Charged in 100' increments Minimum charge 1000'
Broken Tow (0'–1000')	\$8 (waveoffs above 1000' will be charged at the standard rate) No charge for aircraft if noted on towcard
Aero Retrieve	\$85/tach hour

President's Corner

I've been watching with interest how the search for a new glider is taking shape. It seems that we all want something better than the Blanik but at a price that isn't out of reach. As I looked at the choices my thoughts wandered to how we would make our dream machine pay for itself. While I was on the subject I started looking at how we presently charge for our gliders and tows. Mark Nyberg also took a look at this aspect of the problem and called me one day with his thoughts. Other folks have taken the view that we don't need to fix what isn't broke but looking at the availability of equipment and the wonderful weather we had last year I wonder if something is broke in our fee structure. We had a lot of opportunity and exceptional weather and yet we didn't do much flying. Our fee structure is geared to penalize those that don't fly rather than beneficial to those that do. I think it is time to reconsider and reorganize our monthly dues and flight fees in a pro-active way.

If we have a fixed flight charge (say \$5) for every flight – no matter how long the glider flight and adjust our tow charges and monthly dues to cover the fixed costs of our operation we should see more members flying. I would also like to see a discount offered for those members that are willing to pay their dues for the year at the beginning of the month. I also want to consider ways to get our tow charges into line with BESC and SGC. BESC and SGC both have two towplanes that perform about the same number of tows as ESI achieves with a single towplane so it isn't difficult to understand we are more efficient. However, the different fee structure is a serious impediment to getting to a common operation with a common pool of towpilots.

Elsewhere in this issue of GlidePath you will be able to review the ESI account summary for the past year. Although we raised the glider rental rates at the end of last year I believe we will have to revise our monthly dues if we don't see more flying activity. This may be a good time to

take a long hard look at the way we charge and revise our fee structure.

Some thoughts:

I would like to consider running a prepayment-flying plan. If we get, say, 20 members to prepay a predefined amount then all flying at Arlington in club Blaniks behind the ESI towplane at weekends would be covered up to three times the regular flight charges. So in effect those 20 people, if they got out on the field at Arlington, could get three times their money's worth. The principle behind this plan is

somewhat the same as a bookmaker uses to determine the odds on any horse winning a horse race (or for that matter how any Group Health Cooperative provisions for treatment for its patients). We have a limited set of resources (towplane, gliders, daylight, weekends) and we know how many tows we can do per hour so it isn't difficult

to figure out a cost and number of participants that ensures the club isn't going to lose and a high proportion of the members will get more than their costs back in flying at the regular price. The big advantage is that we do a lot more flying and so the unit cost comes down. A real win – win situation.

I have some projections to share with the Board at the next board meeting. It should be a lively debate so plan on coming to the board meeting to either observe or participate. If you have an opinion you would like to share prior to the meeting please email me or a board member of your choice.

See you out on the field.

Keith Turner, President.



Upcoming Events

ES Board meeting	February 1
CFIG Revalidation Clinic	February 8 & 9
Washington St. Aviation Conf	February 22 & 23
MOF Soaring Expo	March 15 & 16

Planning Questions...

In order to change the focus from what we need to what we will fly, I would like each member to tell me what your soaring plans are for the 2003 soaring season. Specifically I want to know:

1. Are you a student pilot?
2. How many flights do you plan on taking in our Blaniks in 2003?
3. How many flights do you plan on taking in our Lark in 2003?
4. How many flights do you plan on taking in our 1-36 in 2003?
5. Do you currently have the knowledge and experience necessary for flying cross-country, such as a trip from Ephrata to Mansfield?
6. Are you planning on getting some cross-country instruction in 2003?
7. Do you see yourself flying more solo or dual? Please specify the expected flight hours of each.
8. How many flights are you planning to make at Ephrata?
9. How many flights are you planning to make at Darrington?
10. Does the performance of our Blanik gliders limit your flying?
11. Does the performance of our Lark glider limit your flying?
12. Does the performance of our 1-36 glider limit your flying?
13. Would you be willing to pay more dues in order to fly a better glider? Please explain.
14. Is there a glider that we could add to our fleet that would increase the total amount of time you spend gliding? Please explain.

Please respond to Mark Nyberg (mcnyberg@tsi-net.com)



From The Back Seat

I've been catching up on reading past issues of 'Soaring' magazine over the past few weeks (mainly to reduce the pile of unread paper). I like to review the safety column and review some of the accident analysis data since I feel there is always something to learn there. One particular article caught my eye. George Thelen was reviewing low altitude stall spin accidents (which by the way, is an area that the FAA is working hard to improve education and reduce occurrence) and cited an accident involving a moderately experienced pilot flying a Ventus in the Phoenix AZ area. After discussing the distractions the pilot faced (no reasonable landing choices) George went on to give sage advice about concentrating on the landing area and listening to the air noise as a method to gauge the airspeed.

I don't doubt that many pilots use all the available information to determine airspeed but use their ears as the primary source on final approach, correlating how the airplane feels on the controls, pitch attitude and pitch attitude history in addition to the indication on the airspeed indicator. The point is that in a high performance glider like the Ventus if the air vent and window are closed then there is very limited information available through the ears – especially in a high stress, high workload situation as occurs during an off airport landing.

I am convinced that the only way to fly the final part of the pattern is by developing the technique of scanning between the intended touchdown point and the airspeed indicator. The other senses are there, as backup, but the airspeed indicator should be used as the primary source. This has become very obvious to me when instructing in the motor glider. Pilots with a comparatively large number of hours have been seen to have difficulty maintaining speed on the final approach. Watching their eyes it became readily apparent to me that they were not scanning the landing area and the airspeed indicator, so while concentrating on the landing area the speed was getting out of control. Wearing a headset pretty much removed all audible airspeed input.

The importance of a good pattern is arriving at a location that allows a stabilized approach for the final descent to the touchdown area. The stabilized descent means stabilized in azimuth, elevation profile and speed. It is pretty hard to get into trouble if all three (azimuth, elevation and speed) are under control. Conversely it is almost impossible to make a good approach and landing where you intend to if all three are not under control. In a sailplane on downwind as you approach the turn to base leg there are only two areas of interest – airspeed and the point of intended touchdown.

If all the pre landing checks have been completed (and they

Soaring Expo

Soaring Expo will be March 15th and 16th from 10-5pm at the Museum of Flight. We need people to set up Friday night, volunteer in 2-3 hour blocks of time both days, and take down Sunday evening. As far as I know, admission for expo volunteers is free.

We need photos, materials, and any info you think might be of interest to people who stop by our table. Please contact Mary Blonski at blonskim@u.washington.edu if you are willing to Man/Woman the table or contribute in some other way.

Mary Blonski, Membership Chr.

should have been) these are the only items left to worry about. Get in the habit of scanning between the landing area and the airspeed indicator in the final stages of each flight and you significantly reduce your chances of becoming a statistic and showing up in a column written about low altitude stall spin accidents.

Keith Turner

Local vs. Cross Country: Crossing the Line

Local Flying vs. Cross Country: Crossing the Line
My definition of "cross-country flying" is flying in a location, altitude and wind conditions where I can't count on getting to an airport and making a safe landing without finding lift along the way. So the determination of whether I am doing local flying or am cross-country is just a matter of doing some simple math.

Altimeters in gliders generally do a good job telling me my altitude. I know the approximate performance of the glider and I like to adjust that downward to a conservative number. I can check the wind conditions on the ground before I take off and can check my drift and penetration in the air to get a feel for the wind. So now I am at 4,000 feet over Ebby Hill in the Lark. The wind is negligible and I have decided that I can count on 3 miles per thousand feet of altitude to get me home in the Lark. Am I on a local flight or am I flying cross-country?

Someone with lots of experience flying the Lark around Arlington might say "I can always get back from Ebby Hill if I am above 3,200 feet." But that's not me; I haven't got that much experience. Looking at the chart I might figure out that (continued page8)

SOARING SAFETY FOUNDATION

SAFETY ADVISORY 01-1

Dated 1/29/01

TO: Owners / Operators of Blanik L-13, L-13AC, and L-23 Gliders

SUBJECT: Additional Pre-flight Inspection and Ground Handling Actions

This advisory is the result of coordination between the Soaring Safety Foundation and Blanik America, Inc. in an effort to extend the service life of Blanik gliders with swiveling tail wheels. It recommends ground handling procedures that will aid in the prevention of additional stress to the glider's tail section and additional preflight inspection procedures.

Sailplanes L-13, L-13AC and L-23 Blanik

Preflight

It is recommended that during the pre-flight inspection the following procedures are added to the visual inspection of the tail surfaces:

- **Horizontal Stabilizer:** At the outer tip, gently move the stabilizer up and down to feel the amount of play. The play should not allow more than 4 mm (1/6 inch) of up and down movement.
- **Vertical Stabilizer:** Gently pull from side to side at the top of the vertical stabilizer, then gently push the leading edge of the vertical stabilizer towards the rudder. The vertical stabilizer should have a solid feel, indicating it is firmly attached and show no fore and aft rocking or side to side movement.

Ground Handling

It is recommended that clubs and commercial operators instruct users of L-13, L13AC and L23 Blanik aircraft in the proper ground handling of these types of sailplanes.

These gliders should **NOT** be pushed backwards (tail first) because forces on the tail undercarriage are exerted in the opposite direction than for which it was designed - i.e. take off and landing. This is especially important at airports with uneven, rutty terrain. Also, users should be instructed to **NEVER** move the glider, especially backwards, by pushing on the leading edge of the vertical stabilizer.

Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
January 4, 2003

Meeting open: 9:20am.

A goodturn-out, attending included: Paul Adriance, Fred Hermanspann, Roy Parzyk, Mike Bailey, Winifred Feifel, John Gilbert, Brooks Johnson, Carl Niedermeyer, Joe Patton, Gary Thayer, Mary Blonski, John Daly, Bob Chase, Howard Glover, Keith Mclean, Mark Nyberg, Eric Shahan, and Keith Turner.

Lark Sale: Keith Turner notes prospective buyers from Utah have visited and inspected the Lark earlier this morning. They have decided to not purchase the Lark.

Grob 109 lease. The terms of the lease have not been agreed upon. The hourly rate has been increased to \$55/hr in the most recent proposed lease. We continue to have some issues that may be complicated to resolve. The club may have to charge \$70-\$72/hr. with the current proposal. Keith Turner has suggested the installation of an Air Switch similar to the type used in rental airplanes to better monitor the use time. Discussion continued that we might purchase a block of time from Pro-Aire. Keith will continue to negotiate with both Steve and Pro-Aire.

New Board Appointed Positions:

- o Paul Adriance - OperationsAssistant
- o Roy Parzyk/ Scott Watson - Maintenance
- o Brooks Johnson - Tow Plane Maintenance
- o Gary Thayer - GlidePath
- o Mary Blonski - Membership
- o Eric Shahan Chief - CFIG
- o Howard Glover - ChiefTow Pilot

Treasurer's report: Michael Delaney notes that the billing for the past two months overlaps in the recently mailed club invoice. Profit over loss is (-\$4463) Current assets are \$45,398.50 + \$4,721. in accounts receivable. No self-insurance was used last year, \$24,400. remains for the Pawnee's future engine re-build. We regret to announce that Travis McGrath is resigning from the club.

Instructor's report: Eric Shahan notes that the last Instructor's meeting will be rescheduled. Please sign up for the ground school organized by Keith Turner. This will start in mid January on Tuesday evenings for duration of ten weeks. It was noted that non-club members are welcome to join. Eric will not attend the March and June encampments due to prior commitments. A February CFI meeting will be scheduled to discuss motor glider instruction and protocol.

Keith Turner reminded members that all work performed on club airplanes must be approved supervised and signed off by a licensed A&P or AI. These remarks were made with regard to instruments that were removed from the 1-36 and installed in the Lark for the contest last year. He further noted that licensed pilots may only perform the mainte-

nance actions specifically defined in the FAR's.

Maintenance report: Roy Parzyk notes that Wil Burhen has generously donated a battery charger. A bicycle type pump is requested for the club glider use if someone has one available to donate.

The Port of Arlington has inquired about tow plane noise mitigation in the past. Boeing club has a rather problematic though quiet top of wing mounted muffler. Our Pawnee currently has straight pipes giving it more power and increased noise profile. Options include: A Gabalitzk exhaust system for aprox. \$7,000. This will slightly reduce power and may be so quiet as to be a possible danger in the opinion of a member who has witnessed this type of installation. The WA Highway Patrol has developed an approved +/- \$1,000. Glass-pack system. This was noted to have shown little power drop relative to other potential options. Roy will generate options for the design and official approval of the system prior to direction for installation. A Hoffman four blade prop was noted as having a substantial performance drop relative to the noise profile change and cost (+\-\$7,000.). Carl Neidermeyer notes that the noise profile of the tow plane can be further reduced with tow pilot's active measures such as choosing a less populated over-flight path.

Brooks was given direction to have the Pawnee oil analyzed at each future oil change.

Discussion continued of having exclusive maintenance contract for the Pawnee with Paul. Paul will be pursued to provide the Lark annual. The Blaniks will be alternated between Paul and Chris Klix for annuals. Blanik 029 will go to Paul soon and 14J to Chris. 14J is slated to have the trim adjustment resolved at this time.

John Gilbert notes that he has received calls from the Port of Arlington from his days of presidency. Mark Nyberg will contact them to update our contact information.

The club thanks Angus McKinnon for generously fabricating new rudder locks for the Blaniks.

Member Handbook: Revisions are in process to the ESI Member Handbook. This will include re-writes of the previous 96'-97' edition with the inclusion of graphics. A goal of having this information accessible on the club web site and available in disk format to reduce the printing cost was expressed. Please contact Gary Thayer to assist him with this task.

Instructor's re-validation Clinic: A proposal was made, seconded and approved (with Keith Turner and Mike Delaney abstaining citing a conflict of interest) that the club will cover ESI Instructor's cost of attending the spring re-validation clinic. The instructor's time and commitment are greatly appreciated by all members of the club. Club members should challenge themselves to look at the coming season to pursue their next level of soaring achievement.

Yearly Schedule: Wenatchee has been omitted form the

schedule due to a lack of interest. Please inform Keith McLean if this has been miss-interpreted. John Gilbert will investigate a Ranger Creek encampment with SGC post Labor Day. Ephrata is proposed for June 14-22 with regional competition held the first week of July. A potential March/ April fieldtrip to Minden is suggested and will be further explored.

Motorglider: Lease work and instructor availability have led to discussion of a possible partnership with the Boeing Club on a 200-hour block of time. Club instructor impact needs reduced/ investigated. Keith Turner will continue to pursue an agreeable lease for use of the Grob 109.

Banquet: The Puget Sound Yacht Club facilities have been offered and accepted for our banquet. This will be held in conjunction with the Museum of Flight Soaring Expo. We will develop a program for this event and open it to other local clubs and soaring enthusiasts. Keith Turner will investigate catering and bar options for this casual, fun event.

Membership Drive: The Banquet and Museum of Flight Expo are high profile occasions to promote new membership. Mary will coordinate with Ron Mehelich to develop projects. Please contact Mary if you have ideas and suggestions. Mark notes that Willy has offered to assemble/ display his DG-400 for limited groups, i.e. school assemblies. A glider demo day is suggested with coordinated advertisements and scheduled flight times. The condition of our gliders is noted as a marketing element. Reupholstery of the interiors and detailing of the gliders was suggested as a good activity to be pursued by interested members.

Glider Search: The search team reports on their current findings of glider options. Financing strategies and types were noted. It was noted that a mission statement for the club could precede this and might help to define the best option. Cross-country soaring is noted as a goal of many club members with a smaller percentage interested in pursuing Sailplane racing. Common Ship goals are two seats, reasonable L/D and availability of maintenance. Please contact Mark Nyberg with your thoughts and suggestions and follow the conversation on the ESI website.

Common Airport Usage: John Carson currently has no agreement with The Port of Arlington to operate a glider flight/ instruction business from the field. In order to ensure that safety and operating procedures are in place and followed, Keith suggest that leaders from ESI and Boeing should meet with John and the Port of Arlington to discuss their joint concerns.

Meeting end: 12:20pm.

Joe Patton
Secretary

Local vs. Cross Country: Crossing the Line - Continued
I am about 8 miles from the airport but I am not very skilled at reading charts and estimating distances while flying. This is a problem. In order to know whether or not I am cross-country I need to know how far I am from the airport.

My wife solved this problem by giving me an inexpensive (about \$110) Garmin Etrex GPS for Christmas of 2001. It's small and comes with a lanyard so I can easily hang it around my neck while I fly. It only has 4 buttons and a graphical screen so it's easy to use. It's bright yellow so it's easy to find in my flight bag. With Arlington airport loaded in as a waypoint I can tell the GPS to give me a continuous readout of my distance to Arlington Airport and the bearing. Problem solved. At the west edge of Ebby Hill the GPS might tell me that Arlington Airport is 8.6 miles away at a heading of 210 degrees true. At 4,000 feet in the Lark I know that for this altitude I can go as far away as 9 miles and still be doing local flying. So I'm still local.

The GPS will also give me a continuous readout of my ground speed. Comparing this to my indicated airspeed tells me what kind of headwind/tailwind component I have. By the way, the Washington State Ferry from Mukilteo to Clinton hits a top speed of about 17 knots.

The first time I flew a glider on tow across the Cascades I found that it was nearly impossible to read the chart. In the cross-country tow position the pilot I can't really take my eyes off the towplane long enough to do anything safely but check the instruments. Luckily I had the luxury of having Mike Steinberger in the back seat to read the chart on my first crossing. The next time I flew the tow across the Cascades I had my trusty GPS. It gave me a continuous readout of the distance to the nearest airports and the approximate direction. Even while I was doing the flying, the distance readout from the GPS made it easy to do the math and know that I was always within safe gliding distance of an airport. It also made it easier to spot the airports.

I found a program on the Internet that allows me to maintain a list of waypoints (e.g. airports, landmarks) and load them into my Garmin GPS. I also bought the data cable so I can load the waypoints directly into my GPS. With the airport latitudes and longitudes shown in the Washington State Airport Book, it was easy to enter in all the airports near where I fly around Arlington and Ephrata. If anyone wants any assistance getting started with a Garmin GPS I am happy to help. Also, if anyone wants help in loading the waypoints directly into their Garmin GPS I would be happy to bring my laptop and data cable out to Arlington. Once the waypoints are loaded they remain in the GPS until they are erased.

I heartily recommend using a GPS for cross-country flying.

Mark Nyberg

The Andes Lee Waves

The sensational 3000 km flight in Argentina by Klaus Ohlmann on Jan. 21 has focused the interest of the soaring community on the potential of lee wave flying behind the Andes. The Andes run almost exactly North and South and with strong westerly winds can produce extensive strong lee wave systems, that rival or surpass the Owens Valley or New Zealand wave systems. The possibilities of these systems for extended XC flights led to the "Andes Wave Project" by a number of German pilots and meteorologists. Since the winter of 1999/2000 a small group of pilots including Klaus Ohlmann has explored this wave system every (Northern) winter. These pilots are all experienced Alpine pilots. 50-year-old Klaus Ohlmann has an advanced mountain XC flying school in the Southern French Alps (in Serres, not too far from St. Auban). The stories of him flying his old two-seat Caproni leading a gaggle of higher performance gliders on 1000+ km have inspired many XC pilots and there are now an increasing number of pilots that have achieved this feat in the Alps.

For the 99/00 expedition to Chapelco/Argentina Klaus used a Stemme S-10; since that he flies mostly a Nimbus 4DM. Use of powered gliders helps logistics and is some reassurance over the remote areas covered in these flights (even though an airstart of a cold soaked engine must give you an adrenaline rush). Needless to say, these long duration flights demand a lot of preparation and a lot of stamina. The apparent ease, with which Klaus has increased his records each season, is probably deceptive. These flights usually last from early morning to sunset and take place at up to 25,000 ft. The day before his 3000 km flight Klaus made a 2400+ km flight! Lesser mortals would probably have taken a week off.

Two other pilots, Diether Memmert and Manfred Albrect, sharing an ASH-26E also completed 2000 km flights in Chapelco in the last few weeks. Together with Ray Linsky and Terry de Lore, who first accomplished this feat in New Zealand, this completes the rather exclusive 2000+ km club.

Will the Andes become the ultimate long distance XC area in the world? Time will tell. But it is clear now, that for out-and return records wave flying is unbeatable. Triangle flying of any distance is still dependent on thermalling, at least partly and the achievable distances will be smaller unless some areas are found where one can combine thermal and wave (and ridge) flying. Time to dream.

Fred Hermanspann

No Schedule this Issue

Editors Notes

Our new scheduling system appears to be a work in process, thus nothing to report. Please stay tuned to the Hotline and perhaps the website for the latest.

As a prime supporter of ES sponsoring our CFIG's to the Revalidation Clinic, I sincerely encourage full participation of our CFIGs. This is the immediate means of bringing all to a common process and like-minded thinking essential for safe and expedient club instruction.

All members can benefit by attending the clinic, this is your opportunity to learn from three notable personalities in our soaring community.

As the Museum of Flight Glider Expo draws near, our emphasis is upon recruiting new members. New members are necessary to grow and maintain the club. Perhaps more important is retention of members. Bring your ideas and comments to the attention of board members, attend club meetings, and contribute toward making ES the club meeting your expectations.

Some members express simply downloading GP from our website and saving postage an duplication, let us know if this works for you. Enough for this month, please keep your articles and photos coming.

Gary

Terra transponder, Panel or Surface Mount w/mtg tray, just recertified.

MicroAir 760 VHF panel mount radio, new in box.

Cambridge S-NAV, Version 8.3, 3 1/8" screen, 2 1/4" vario, w/temp, G meter, and remote.

Aerograft Barograph, electronic, recording on paper very compact.

Reasonable offers considered, contact **William Burhen**: (206) 321-1444

01/28/03

Evergreen Soaring Inc.
Balance Sheet
As of January 28, 2003

	<u>Jan 28, '03</u>
ASSETS	
Current Assets	
Checking/Savings	
CHECKING	23,812.63
SAVINGS	4,126.16
SELF INSURANCE	20,576.73
Total Checking/Savings	<u>48,515.52</u>
Accounts Receivable	
RECEIVABLES	2,694.69
Total Accounts Receivable	<u>2,694.69</u>
Total Current Assets	51,210.21
Fixed Assets	
COMPUTER	1,739.85
GLIDERS	67,333.00
TOWPLANE - Pawnee	26,000.00
TRAILERS - GLIDER	4,755.84
Total Fixed Assets	<u>99,828.69</u>
Other Assets	
EQUIP	1,355.23
HANGAR	18,380.78
Total Other Assets	<u>19,736.01</u>
TOTAL ASSETS	<u>170,774.91</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Sales Tax	446.22
SSA INIT	869.42
SSA Renewall 2000 and On	(2,665.67)
Total Other Current Liabilities	<u>(1,350.03)</u>
Total Current Liabilities	(1,350.03)
Long Term Liabilities	
Contract Hangar	12,809.64
MEM REFUND	6,095.00
Total Long Term Liabilities	<u>18,904.64</u>
Total Liabilities	17,554.61
Equity	
Open Bal Equity	112,985.98
Retained Earnings	37,253.72
Net Income	3,127.94
Total Equity	<u>153,367.64</u>
TOTAL LIABILITIES & EQUITY	<u>170,922.25</u>

01/18/03

Evergreen Soaring Inc.
Profit and Loss
January through December 2002

	<u>Jan - Dec '02</u>
Ordinary Income/Expense	
Income	
ADJUST	4.00
DEMO	4,680.00
DUES	10,615.00
FL FEES	5,362.50
INITIATION FEE	2,500.00
INTEREST Received	274.97
LATE FEE	152.00
RESALE	394.33
SSA REBATE	426.08
SURCHARGE	1,120.00
TOW FEES	14,236.90
TOW ONLY INIT. FEE	357.00
Total Income	<u>40,122.78</u>
Gross Profit	40,122.78
Expense	
BANK SERVICE CHARGE	75.00
CLUBHS RENT	2,111.25
EVERGREEN SOCIAL	70.00
EXP MISC	76.00
Federal Taxes	14.00
FLIGHT CREDITS	2,260.00
INSURANCE - Gliders	1,702.00
INSURANCE - Towplane	1,912.00
LICENSES	264.00
MAINTENANCE - Glider	11,037.20
MAINTENANCE - Trailer	120.18
NEWSLETTER	632.85
OPERATIONS	2,736.50
POSTAGE	406.82
PRINTING	5.26
PURCH RESALE	611.61
SUPPLIES - Office	273.55
TELEPHONE	480.12
TIEDOWN	2,855.25
TOW PLANE EXPNS	13,378.80
TOW PLANE HANGAR	2,894.76
Uncategorized Expenses	164.61
Total Expense	<u>44,081.76</u>
Net Ordinary Income	<u>(3,958.98)</u>
Net Income	<u><u>(3,958.98)</u></u>

BOB WANDER of the SSA Soaring Safety Foundation will conduct a **GLIDER FLIGHT INSTRUCTOR CLINIC** FEB. 8th & 9th at the King County International Airport (Boeing Field). Site location is the old FAA building at 7300 Airport Way. All Glider Pilots are invited to attend.

Registration fee of \$100. Contact Bob Chase at 425-823-6500 for further details.

The format will not be on cross country flying (like it was 2 years ago) but will focus on CFIG revalidation. Topics are essentially identical to the material that any student needs to know in order to meet the requirements in the practical test standards. It is, in a sense, a ground school refresher.

The FAA requirements for revalidation are a minimum of 16 hours instruction for CFI Revalidation so the course is two full 8-hour days; instruction will be held on Saturday 2/8 8:30 am - 5:30pm. Sunday 2/9 8:00 am - 5:00 pm. at \$100, this is a great bargain.

This course is also a made-to-order opportunity for anyone who want to become a safer pilot — not just instructors. The course typically includes presentations by Bob Wander plus several well-know experts in the soaring community; it is always fun and informative.

Registration fee \$100. in advance. \$125. at the door.

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