

February 2003

GlidePath



Ready to Tow: Brooks Johnson

www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

EDITINGANDLAYOUT

Gary Thayer
425-337-1817
gthayer@gte.net

PRODUCTION/DISTRIBUTION

John Gilbert
206-283-4638
soaring@blarg.net

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
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Treasurer	Mike Delaney	425-743-4020
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Chief TP	Howard Glover	425-455-0364
Membership	Mary Blonski	206-526-9366

Arlington
FOO Mobile Phone
425-238-6617



Evergreen Soaring Fees

Effective January 1, 03

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 \$5/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	\$90/tach hour

President's Corner

This last weekend in the company of *Paul Adriance, Fred Hermanspann, Mark Nyberg, Tom Hilton, and Angus McKinnon* I enjoyed excellent presentations by Bob Wander, and Dean Carswell at the Instructor Recertification Clinic. I certainly learned a lot, and apart from getting my instructor rating renewed for a further two years felt like I learned some new tools for teaching many aspects of our sport. Bob Wander is a passionate advocate for safe flying, high quality instruction and an outstanding presenter. I cannot remember a time when at the end of a two day intensive seminar I was sorry to be packing up and going home.

Bob introduced the topic of Outcome oriented Decision Making. No, this is not something coming out of the latest course on computer science but a tool to teach decision making for glider pilots. It is particularly applicable to flying in the pattern and figuring out how to decide where to land and how to get safely to the touchdown point. I want to introduce it at our Landing Clinic in March. The concept is geared to enhancing safety in the final phases of flight since gliders are unique in having no capability for a go-around. We have to have strategies to select an achievable touchdown area and recover from a bad approach if things don't go right. In another article in this issue you can study the basics of this approach and see if it works for you.

The subject of the motor glider has been resolved. Chris Klix of Pacific Aerosports has reached an agreement with Steve Smith (owner of the Grob 109a) to lease the airplane. Pacific Aerosports will rent the G109 for \$65 per hour dry. Chris has asked me to be the check pilot and so I will be working with the other instructors to get instructors checked and broaden the instructor pool. I am developing a structure training procedure using AC61-94 as the foundation with a plan A for those pilots with power experience and plan B for those pilots with only glider experience. Also, there will be a plan C for those student pilots wishing to get basic pre solo training in the G109 to speed up their transition to solo in a regular glider.

The date for the spring banquet has been set for March 15 at the Puget Sound Yacht Club in Seattle (where we held it last year). The date has been picked to coincide with the Museum of Flight Soaring Expo so it will be a casual dress affair. It will be open to the other clubs and will be an opportunity to get people together to kick-off the soaring season. Cost and menu choices are being defined and will be finalized in the next week.

See you out on the field.

Keith Turner



Editor's Notes

Lark

With the Lark being shed of its wings, we are moving forward with working on the areas needing attention. *Paul Adriance* is heading-up this task, please respond to his plea for assistance; it's not fair to leave him with the entire process. The wings are in *Scott Watson's* shed near Mount Vernon, I'm certain Paul will help with directions. The fuselage remains at AWO, is having a new canopy fitted plus repairs to a bulkhead by *Roy Parzyk*.

Encampment

There is much ado regarding encampment, many of you have seen activity on the 'Net' regarding when and where, best to contribute your thoughts if having preferences.

Banquet

I believe the spring banquet is still on for Saturday March 15, stay tuned for details. This is held on the weekend of the Museum of flight Soaring Expo, volunteers are needed for staffing our display, and *Mary Blonski* is coordinating.

Pictures/Articles

You are the reporters, please forward materials to help this publication to be interesting.

GT

Washington State Aviation and Trade Fair

The annual Washington State Aviation and Trade Show is happening the weekend of February 22-23 at the Puyallup Fairgrounds. Approximately 150 exhibits and presenters are featured. For those having not attended one of these events, it's time well spent. Perhaps you are interested in a new handheld radio, GPS, headset, etc. these are often found a show 'special' pricing. Also it's a great opportunity to talk with the manufactures reps regarding features or functions of the hardware/software. For more information go to the website: <http://www.washington-aviation.org>.

The Instructor's Corner

March is coming quickly and the instructors would like everyone to come out Saturday March 29th when we will be having a flight refresher clinic up at Arlington.

The goal is to get people out of hibernation and let them have a chance to fly with an instructor after the wintertime blahs.... Do a 6-month check flight, a BFR or just have fun with your favorite CFIG. We will try and have as many CFI's on duty as possible. There will be a rain date the following day if wx does not cooperate on Saturday. We only ask that you call the scheduler for flights or in the case of a BFR call the instructor you would like to fly with at least a week before the 29th. BFR's take a fair amount of time to complete so we won't be able to do probably more than 3 or 4 if we have enough CFIG's on duty. So call early! If this is successful we might do another flight clinic this spring.

At our last monthly CFIG meeting the instructors discussed:

The instructors are going to work on becoming SSA certified flight instructors.

Also on our list is to adopt the SSA Badge program, which should lead up to a cross-country program that we are going to attempt this summer during the encampment in Ephrata. This will require a large commitment from both licensed pilots and instructors. (Student pilots as well!) This is something that is not completely absorbed in a one-week encampment but over an extended period of time. This is a work in progress and we will keep you informed as we develop this.

Ground school was delayed because of work demands on some of the instructors. We will be working on something in the near future, stay tuned. We want to develop a Power Point presentation for ground school and are researching that at this time. This would make it much easier to present information in a logical manner. A two-day session was discussed and may be adopted.

If you would like to fly the motorglider Keith Turner has offered to do checkouts. The motorglider is available through Chris Klix's business. The club has decided not to lease it.

Safety is paramount. I hope many of you will take the opportunity to fly with an instructor this spring and blow out those cow webs that have developed during the winter.... I hope to be available for mid week instruction. Call if you are interested!

Eric Shahan

Chief Flight Instructor

I know that this defies the law of gravity, but, you see, I never studied law. -Bugs Bunny
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GROB 109 MOTORGLIDER AVAILABLE TO FLY AT PACIFIC AEROSPORT, LLC

Have a Bi-annual coming up and would like to combine it with a motor glider endorsement? Have you ever wanted the freedom of soaring when ever you want without the need of ground support? **Pacific AeroSport, LLC** has the answer for you. We are now offering a **GROB 109 Motorglider** for Rent at \$65 per hour, dry (dry, means you pay for the fuel). Here is the run down of requirements scheduling and payment.

PILOT REQUIREMENTS:

To be Pilot In Command of a Motorglider, the pilot must be rated as a Glider Pilot, with either Private or Commercial privileges, and have an endorsement in their logbooks from an authorized Glider Instructor for “self launch”. See FAR 61.31 (j)

If the pilot is already an airplane pilot, the pilot still must add the glider category rating to fly as PIC of a motorglider, even if you never turn the motor “off”.

To add the Glider rating, the FAA minimum training per FAR 61.109 (f) (2) for a pilot with at least 40 hours of flight time in heavier-than-air aircraft requires at least 3 hours of flight training and 10 solo flights for a Private Glider rating, or 20 solo flights for a Commercial Glider rating. No medical is required. No written test is required. Pilots with less than 40 hours in heavier-than-air aircraft must meet slightly higher minimum training requirements. See FAR 61.109 (f) (l).

In Glider, there are three FAA definitions of takeoffs or “launch procedures”. Each requires an endorsement by an authorized instructor before solo:

Aerotow, behind an airplane
Ground tow, using a winch or a “auto-tow”.
Self-Launch, as a powered glider.

The minimum training required by FAR 61.31 (j) only states that the person has “satisfactorily accomplished ground and flight training on self-launch procedures and operations, and has received an endorsement from an authorized instructor who certifies in the pilot’s logbook that the pilot has been found proficient in self-launch procedures and operations”. This is a one-time endorsement. Anyone with a launch procedure stated on their pilot certificate before August 4, 1997 is considered to be in compliance with FAR 61.31 (j). The type of launch is no longer printed on the FAA pilot certificate. It is now just an endorsement. Glider pilots must comply with the currency requirements to carry passengers (FAR 61.57), and receive a biennial Flight Review (FAR 61.56).

“Authorized” means that the CFIG himself must be endorsed for “self-launch”. There are a limited number of CFIG’s who can give the “self-launch” endorsement.

Refer to FAA Advisory Circular 61-94 (a FAA “recommended” training syllabus) “Pilot Transition Course for Self-Launching or Powered Gliders”.

INSURANCE:

While the FAA has relatively simple minimum requirements to earn a Glider rating, our insurance company has the following requirements:

Motorgliders with more than one seat:

1. Pilots without glider certificates or ratings:

Any pilot not having a glider pilot certificate or rating must receive no fewer than 25 flights of dual instruction in the same make and model motorglider being flown while accompanied by an appropriately certified flight instructor prior to solo flight and has received the instructor's appropriate written endorsement of the student's certificate and logbook for solo flight in motorglider of the same make and model being flown.

2. Private or commercial glider pilots:

Any pilot maintaining a private or more advanced pilot certificate having a minimum of 15 glider flights in the same make and model motorglider being flown and has demonstrated to the named insured's appropriately certified flight instructor the piloting skill required for the motorglider being flown. In lieu of 15 glider flights in same make and model motorglider being flown, 10 flights in the same make and model motorglider being flown while accompanied by an appropriately certified flight instructor.

Insurance Deductible (\$100): You are responsible for at least the first \$100 of any damage done to the plane while under your care and control.

GAS:

When you rent the airplane, it is your responsibility to ensure the gas tank is full before taking the aircraft out and upon returning it to its tie down. If the aircraft is not filled with gas when returned and the next renter did not happen to pick up your fuel tab, you will be billed for the required fuel, plus an additional \$5.00 service charge.

PAYMENT:

Payment for flight is payable upon your return with the aircraft. If you return without the aircraft — well, that's another matter. The only exception would be if Pacific AeroSport is not open. A credit card can be held on account and applied the next business day.

BLOCK TIME:

We may consider block time paid in advance, however, it must be understood that there would be no priority given for scheduling aircraft usage for block time.

SCHEDULING:

First on the schedule has first priority.

WHAT WE WILL NEED:

You will be required to provide and allow us to copy the following:

1. Drivers License
2. Pilots License
3. Medical Verification showing us you are fit to fly
4. Log Book Endorsement

INSTRUCTION:

Keith Turner is currently our designated Chief CFIG and check-out pilot. All compensation and arrangements for instructor time will be between you and the instructor. His phone number is: 425.821.6634 or E-Mail: kturner@nwlink.com

We hope that this aircraft will add to your soaring enjoyment. Please let us know how else Pacific AeroSport, LLC might be able to serve your thirst to fly.

Christian Klix
Pacific Aerosport, LLC
Phone: 360.474.9394
Fax: 360.474.1034
Chris@PacificAeroSport.com

Outcome Oriented Decision Making

No, this is not the latest from Microsoft or a Microsoft competitor but an approach to glider pilot training that will reduce your stress levels, increase your confidence levels and help you stay safe when flying. It is particularly applicable to the final phases of flight as the workload goes up with the criticality of good decision making. The outcome of poor judgment and choices in this phase of flight frequently results in damage to the glider and personal injury.

Flying a glider has no parallels in the aviation world. We operate the one class of flying machine where there is no possibility for a go-around when in the landing phase. Gravity will win every time and the consequences of a bad approach or attempting to land in an inappropriate location are at best left to chance. We have traditionally taught a square pattern. 45-degree entry, downwind, base and final approach, which is fine for a powered airplane, but is it the best option for a glider? The “pattern” serves the following purposes for gliders and powered airplanes:

- 1) Standardizes the arrival route for all aircraft intending to land at a particular airport or landing site
- 2) Provides a standardized way to intercept the final approach path to the touchdown area
- 3) Allows pilots to develop a uniform set of skills for performing the landing phase of flight

I have been a firm advocate of teaching and using a technique for flying the pattern and landing that is applicable to every off airport landing. Landing at an unknown farmers field at the end of a cross country flight is the most challenging (stressful – exhilarating when you get it right) aspect of glider flying so why not consider every approach and landing as though it were an approach into an unknown field?

When going into an unknown field all three reasons for the pattern (noted above) apply to a greater or lesser degree.

Since you are likely to be the only one going into the field 1) is not so important any more – whatever path you fly is only likely to impact you.

Item 3) is important from a judgment viewpoint since if you fly a path that you haven’t practiced before the outcome isn’t so certain. This is definitely not the time to be developing new skills!!

Item 2) is absolutely essential to touching down on your chosen spot, but this pre-supposes that we have a finely honed technique for flying the final approach to the touchdown area.

Lets leave the pattern for a moment and talk about the final

approach to touchdown. As a child I had a lot of difficulty catching a ball that was coming straight at me. If it had an angular component relative to me I could always catch it but the straight in the face ones were really difficult. At some point I learned to turn my head slightly sideways to be able to detect the slightest angular component and I did a lot better. People with exceptionally well developed binocular vision can detect the angular change in the diameter of the ball as well as angular component of the velocity, for those of us not so well blessed to get a glove in the right location and wait for the ball to arrive is the best we can do. The relevant point about this is that if the ball is coming straight at you and going to slap you right between the eyes there is no angular change – none at all. The same goes for making an approach in a glider to a touchdown point. The point you are going to land on is just getting bigger. If you see any angular change then you are not going to arrive at that location. Everything to either side of your touchdown area and in front and beyond is moving away from the touchdown point. The flying windows screensaver is a good example of this concept. So if we develop the skill to scan our landing area and accurately identify the location that has no angular velocity we have a method of determining where we headed for a touchdown.

Our descent profile should be selected to provide the mid range value for the glider we are flying. This will occur at our selected approach speed with about half spoiler and landing flaps (if the glider is so equipped) in still air conditions. This approach slope is therefore slightly different for each make and model of glider and will vary for a two place flown solo or a high performance ship landing with remaining water ballast. Different – but not by very much since all drag devices are intended to give a glide ratio in the range of 10:1 for about half spoiler. Some gliders have more powerful spoilers but the optimum final approach profile is about 10:1. If we practice every final approach descent down to touchdown trying to achieve the same descent profile it would seem reasonable we will get quite good at detecting errors and using a standard technique for corrections. As we become more experienced we will also intuitively develop the skill to know how much spoiler to apply for a shallow or steep descent profile. The half spoiler approach gives us the maximum control range on either side of our chosen descent profile to effect a correction when we are not heading for our intended touchdown spot.

If we fly a well practiced descent profile that is stabilized in azimuth (going in the correct direction), elevation (descending at a constant rate) and fly at a constant speed to the location on the ground that has no angular velocity (touchdown zone) we will always land at our intended touchdown spot. This is because we hone the skills need to identify and make small heading, descent, and speed corrections to stay on our intended flight path.

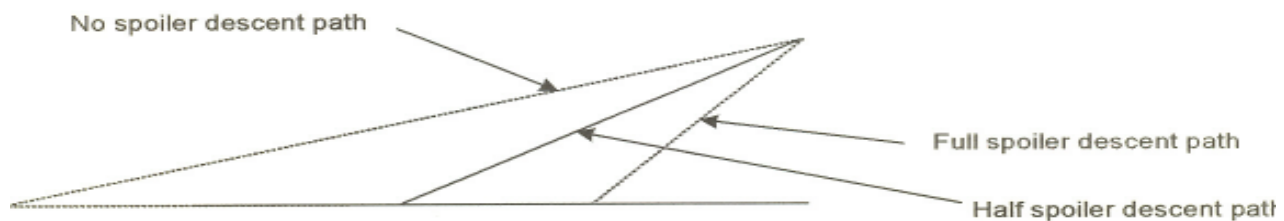
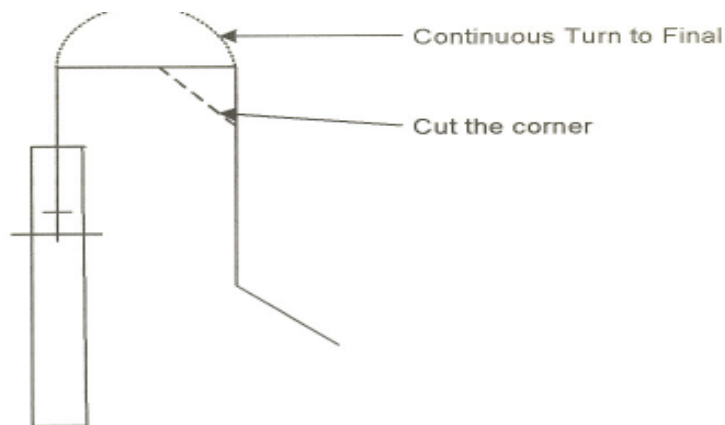
Decision Making (continued)

Lets return to our discussion of the pattern.

If we make the connection that the most important aspect of the pattern for an off field landing is to get to the three dimensional location where we can intercept the final approach and establish a stabilized descent to our touchdown point then the sequence of events necessary to touchdown in the desired location is:

- 1) Define the touchdown location on the ground
- 2) Define the direction from which to arrive at the touchdown location (into wind, up hill etc.)
- 3) Mentally project the descent profile back from the touchdown location.
- 4) Plan a flight path to be able to intercept the final approach path and establish a stabilized approach

Flying a standard pattern is one way to achieve the desired result. Another option is to fly a continuous turn from the downwind to intercept the final approach course. Another option is to fly the downwind but cut the corner to the base leg, which is very common with experienced soaring pilots. The big advantage to this method is that the landing area is always in view and the rate of angular change to the touchdown area is easily evaluated.



A consequence of adopting this method is that the final descent path can be entered at a range of altitudes and the descent angle is always the same. Constant practice at the same task hones that skill – a stabilized approach will be established more rapidly with a greater chance of a successful outcome (touching down in the desired location). If it becomes necessary to move the touchdown location (due to the intended location becoming unavailable or undesirable) then the new location is selected the spoilers are closed until the descent profile to the new location is intercepted and then the same descent profile is flown to the new location. This technique will be explained in more detail at the landing clinic where we will discuss the other implications of Outcome Oriented Decision Making.

Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
February 2, 2003

Meeting open: 9:15 am.

Attendees included: Micheal Delaney, Joe Patton, Keith McLean, Mark Nyberg, Eric Shahan, Keith Turner, Paul Adriance, William Burhen, John Gilbert, Angus McKinnon, Gary Thayer, Bob chase, Mary Blonski, and John Daly

President's Report: Keith Turner has cancelled the lease negotiations with Steve Smith. The use of the Grob 109 is being questioned after a flight illustrated less than anticipated performance. Chris Klix may still lease the ship. If Chris does lease the ship we would be able to utilize it for instruction. Keith has formed a syllabus for instruction and will continue to coordinate with ESI instructors to investigate other motor glider leasing options.

Treasurer's Report: Michael Delaney notes ESI Financial status as of the end of January:

Assets:	Total Check/ Savings	\$ 47,425.01
	Accounts receivables.	\$(-2,786.46)
Total Current Assets: (less fixed assets)		\$ 50, 211.47
For January:	Total income	\$ 4,906.36
	Total Expense	\$ (-1,888.46)
	Net Income	\$ 3,017.90

Mike investigated CD's and found a 2.22% rate of return on 90days. With this in mind we will not purchase CD's at this point. \$5800 is owed to Lincoln Trust @ 3% for the hanger. We will plan to pay this down at a later point.

Roy Parzyk and Paul have been pursued to refurbish the Doubler plate and canopy work on the Lark. Roy has proposed to do the work personally. This repair has been highly recommended prior to the Lark's sale. Keith notes that there have been roughly six inquiries. If the repair were commenced the sale price would be altered to reflect the repair. It's future with the club would require revaluation at this point.

Self-Insurance- \$25,000 for the future engine repair should be set aside. Hull insurance May now be granted to us through Costello Insurance.

VOTE to investigate Costello Insurance. Yes- Unanimous.

Instructor's Report: Eric Shahan notes a meeting is likely on Thursday February 6th. Preparations will be made for a landing clinic March 28 and 29th. BFR flights are available with prior notice. Eric will not be able to attend.

Keith Turner states that due to low demand the spring ground school will not be held. This will be a topic at the instructor's meeting.

Maintenance Report: In Roy's absence members mention that the Pawnee muffler has not been resolved. Roy's dedication to the club is recognized and appreciated. Paul has asked that the wings of the Lark be removed for the annual.

Scheduling: Providing consistent operation staffing has been problematic. The "Hotline" needs updating on a regular basis to provide accurate information. John Daily has offered a cell phone for club use. Paul Adriance has volunteered to assist the updating of information on the web site. The previous system was discussed and seen as successful for scheduling of back-to-back lessons and gift certificates.

Mandatory Flight Operations Officer, (FOO) requirement was discussed. Brad Hill would like to update his status from tow-only to active member, however he would like to option out of FOO duty, a club requirement. Discussion of service in specialty areas in lieu FOO duty was discussed. Keith will propose alternate volunteerism opportunities for non-FOO members. In the future a Volunteer coordinator may be required.

Banquet: March 15th The Puget Sound Yacht Club will host this years spring kick-off Banquet. Keith will coordinate a caterer or format a Do-it-ourselves event.

Membership Handbook: Gary Thayer has sent out an e-mail requesting volunteers to assist with the handbook. People with graphic skills are needed. Chapters will be sent via e-mail in Word format. Constitution and by-laws are now posted on the web. We will try to publish the Glidepath monthly with your assistance.

Membership Drive: The Banquet and Museum of Flight Soaring Expo are high profile events for the club this spring. Mary Blonski will e-mail a schedule for volunteers to members. A soaring simulator has been secured for use at the Expo. We will verify that various marketing materials, brochures, gift certificates etc. are ready. Remember to advertise at your workplace! John Gilbert will have a handbill to distribute soon. A lottery for a ride is being considered. Keith may give Grob motor glider demo rides. John Gilbert mentions Pat McGrath may have photos available for our use.

New Business:

Blanik Interior: Willy Burhen presents concepts to renovate the interiors of the Blaniks 14J and 029. Various finish materials are presented.

VOTE to renovate Blanik interiors for total of \$800. Willy has design control. Yes- Unanimous.

Radio Purchase: Willy Burhen generously presents a Microair 760 radio offered for club purchase. Discussion of providing common equipment in all ships ensues. This radio is offered to ESI for \$500, retail is \$750. A S-Nav is also offered for \$1000. and a Terra transponder for \$550.

VOTE to purchase Microair radio for Blanik installation. Yes- Unanimous.

Instructor's Certificate Incentive: Discussion of enacting a financial incentive of \$500 toward club members who achieve Instructors certification and instruct for the club. A mandatory service such as one year of club service instructing would be required. The goal is to promote ESI members to become instructional resources. The Instructor's certificate check ride may be done on the same day as the Commercial. Contact Mark Nyberg with comments, concerns, support and interest.

Lark Instrumentation: Tabled until decision on status of Lark for future club use is made.

John Daly Offers a vario for lark installation. ESI members present gladly accept his offer.

Knauff Glider Club Seminar: A two-day seminar in PA is to be held to discuss issues and opportunities regarding historical declines in soaring club membership. Value of seminar to West coast clubs was questioned. Mark and Keith will contact Knauff for agenda. Decision that we should contact Tom Knauff for information and shared value to West coast clubs. Ideas were floated for a West coast conference. The issue was tabled. Discussion of future breakout session for ESI was also tabled.

Equipment Vehicle: John Daly suggests forming a gear trailer/ vehicle. This would be a vehicle fitted out for hauling equipment from soaring site to site. Keith McLean will investigate a 5' x 8' vehicle or similar for this usage.

SSA Convention Report: John Gilbert presents information from Ohio convention on Soaring growth and adaptation to current lifestyles. Discussion of

demographic that has altered and ESI's response required to excel in this new environment. Questions and debate continued with note of investigations of fixed fee operation.

Meeting end: 11:45am.

-JP

For Sale

CLASSIC SAILPLANE FOR SALE

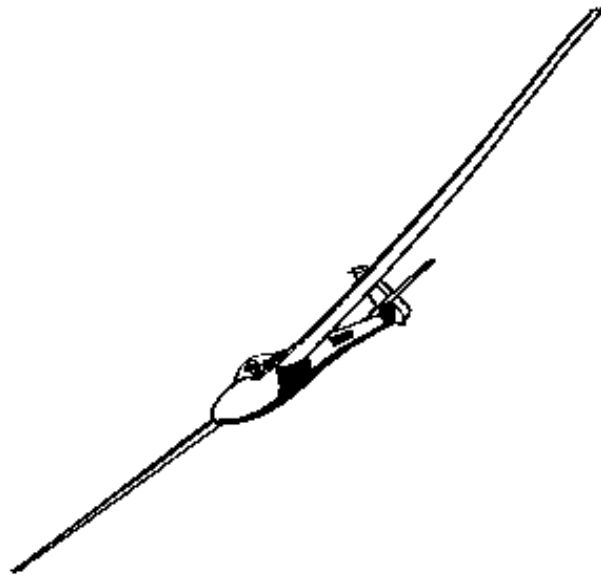
Glasflugel Standard Libelle 201 B, Serial # 22, Includes A-8 oxygen system, Electric Ball Vario, Trailer and Parachute, New retractable landing gear, wheel, brake, and tire. Fuselage refinished forward of vertical fin. Excellent condition. (\$15,500 OBO)

Contact **Chris Klix** for details at:
Pacific AeroSport, LLC
Phone: 360-474-9394
Chris@PacificAeroSport.com

Raber Aerograaft Barograph, electronic, recording on paper very compact - \$300

S-NAV - \$1,100, as new, just back from factory, G Meter, temp, etc., compared to M-NAV similarly equipped @ \$2,700

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



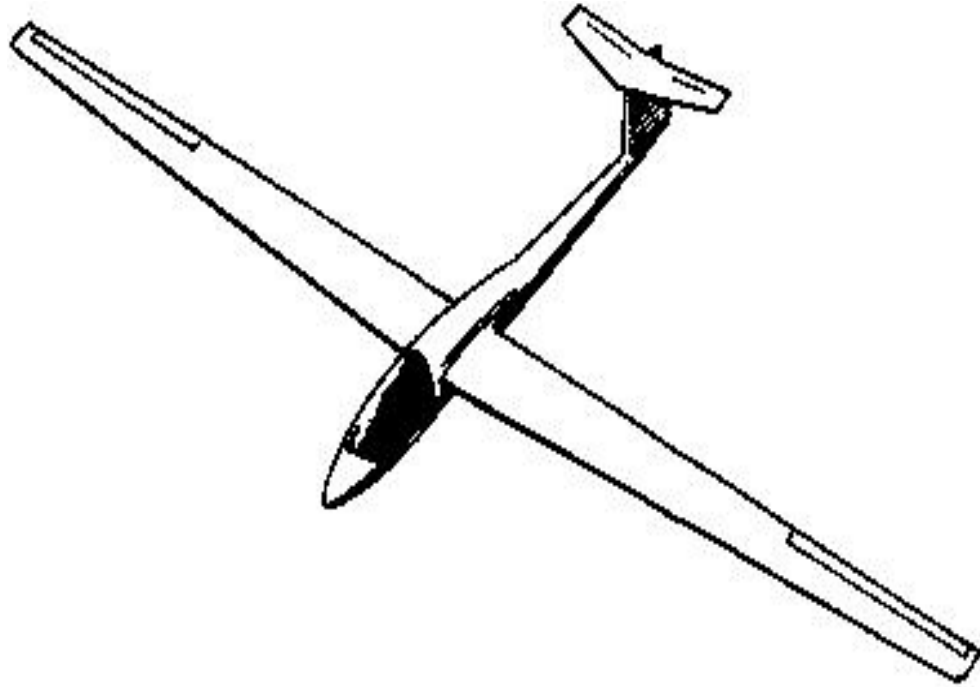
Evergreen Soaring Schedule

March – April 2003

Date	Place	FOO	TOW	CFIG
Sat, March 1	AWO	Joe Patton	Brooks Johnson	Scott Imlay
Sun, March 2	AWO	Gary Thayer	Howard Glover	Eric Shahan
Sat, March 8	AWO	Dan Housler	Carl Niedermeyer	Mike Delaney
Sun, March 9	AWO	Craig Kramer	Chuck Flora	Angus McKinnon
Sat, March 15	---	(Museum of Flight)	---	---
Sun, March 16	AWO	Wil Burhen	Scott Imlay	(TBD)
Sat, March 22	AWO	Doug MacGugan	Keith Turner	Bob Chase
Sun, March 23	AWO	Mary Blonski	Angus McKinnon	(TBD)
Sat, March 29	AWO	Keith McLean	Pierre Parent	Keith Turner
Sun, March 30	AWO	Mike Bailey	Brooks Johnson	Mike Delaney
Sat, April 5	AWO	Bob Barwell	Howard Glover	(TBD)
Sun, April 6	AWO	Myles Bradley	Chuck Flora	(TBD)
Sat, April 12	AWO	Stewart de la Hunt	Scott Imlay	(TBD)
Sun, April 13	AWO	Wayne Ciesielski	Keith Turner	(TBD)
Sat, April 19	AWO	Terry Compton	Angus McKinnon	(TBD)
Sun, April 20	AWO	Fred Hermanspann	Pierre Parent	(TBD)
Sat, April 26	AWO	Dave Dolson	Brooks Johnson	(TBD)
Sun, April 27	AWO	Winfried Feifel	Howard Glover	(TBD)

Notes:

1. If you are unable to meet a schedule date that is *less than four weeks ahead*, please try to find a replacement from the membership list.
2. If you are unable to meet a schedule date that is *four weeks or more ahead*, please inform the Scheduler either by e-mail (howard.glover@honeyell.com) or phone (425-455-0364 or 425-885-8840)



GlidePath

P.O. Box 31034
Seattle, WA 98103-1034

