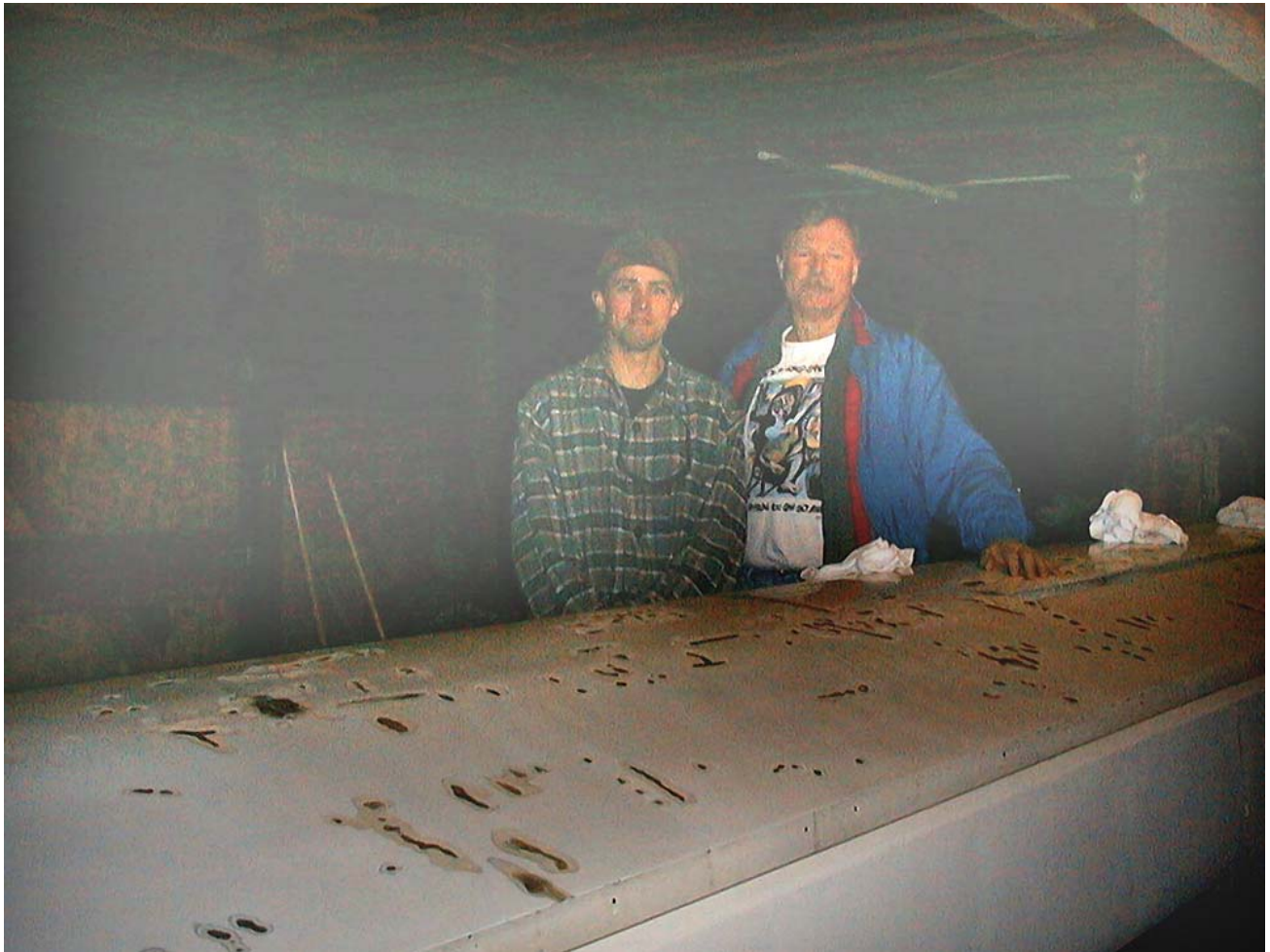


April 2003

GlidePath



Paul Adriance and Scott Watson, Lark wing, read report in this issue

www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

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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	425-644-5678
Treasurer	Mike Delaney	425-743-4020
Secretary	Joe Patton	206-329-6823
Ops Dir	Keith McLean	360-676-1529

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Chief CFIG	Eric Shahan	360-563-8975
TPlane Mgr	Brooks Johnson	206-542-1372
Glider Mng	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



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

CROSS COUNTRY TRAINING – EASY AS ABC

By Mike Delaney

2003 will be a year of renewed emphasis on cross-country flight within the club. At a recent CFI Meeting, all of the instructors present promised to obtain their SSA Instructor designation and begin assisting club Pilots and Solo Students in preparing for Cross Country flight by using the SSA's ABC Badge program.

We believe that this process is an organized approach to cross country flight and would challenge any club pilot or solo student who doesn't already have their ABC and Bronze badges to make it a personal goal this year. After obtaining these badges, the Bronze badge, and Silver Badge's five-hour duration, Silver Altitude and Silver Distance are the next steps.

So what are these badges and why should I participate? (From the SSA's Website...)

FAI BADGES

Established in the 1930's, Federation Aeronautique Internationale ("FAI") Badges acknowledge internationally recognized levels of soaring achievement. The hundreds of Badge applications reviewed by SSA's Badge and Record office each year reflect the popularity of this challenging and rewarding program, administered in compliance with the FAI Sporting Code.

Detailed information about the program and requirements can be obtained directly from The Soaring Society of America.

ABC BRONZE TRAINING PROGRAM

The SSA ABC Training Program was developed at the prompting of Society members to have a standard of training available. It is designed to provide a basic approach to flying for the student glider pilot as well as to give the accomplished power pilots the necessary points unique to soaring so that the transition may be made safely.

This program is administered by designated SSA Instructors who must have 50 hours of glider time with 100 flights and hold a current CFI-Glider.

The SSA Instructor is responsible for ascer-

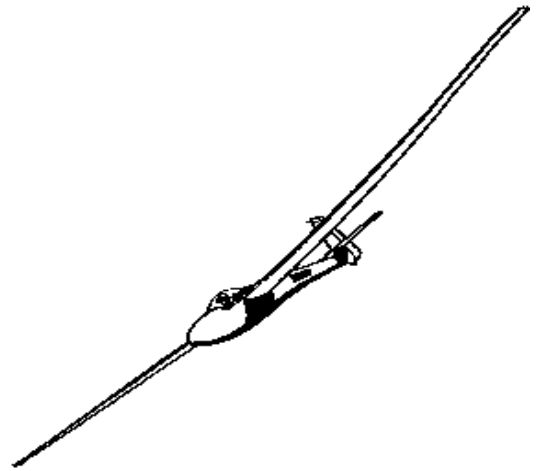
taining that the training requirements have been met. The appropriate pins and blue cards are awarded to the students who achieve the level indicated by A, B, C, and Bronze, each designated to develop skills and experience necessary for future safe flight and FAI Badge attempts.

Requirements:

- A: glide solo per FAA training requirements
- B: soar 1/2 hour after release
- C: soar one hour after release and train for cross-country issues
- Bronze: soar two flights of two hours and pass written and flight tests oriented toward cross-country soaring.

FAI Silver Badge

The FAI Silver Badge involves 3 required elements. Silver Altitude is a 1,000-meter (3,281-foot) altitude gain above an in-flight low point; Silver Duration is a 5-hour flight time after tow release and Silver Distance is a 50-km (31.07-mile) cross-country flight. Each of the three elements can be obtained on separate flights or combined into one flight. Silver Distance requires an off field landing, usually at an airport.



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

We Have Met the Enemy and He Is Us

With the renewed interest in the Lark, our glider search efforts have been put on hold. However, discussing the alternatives and taking a look at our club has been an educating experience. I have come to realize that as a club, we don't have a clear idea where we are or where we want to go. This makes board meetings very interesting when it is time to make complex decisions.

US Glider Market

I have learned that there aren't a lot of 2-place gliders for sale in the US that meet our needs. Just go to the SSA Classifieds website or to www.wingsandwheels.com and look at what's available. Then ignore the gliders that have less performance than our own Blaniks, the ones that are not type-certified (and cannot be used for training) and the ones we ones we can't afford. The list gets small very quickly.

Times are tough. Our glider usage indicates that we already have more equipment than we need (or not enough flying members), so efforts to locate and purchase a new glider have been put on hold.

Soaring in America

Times are getting tougher for gliding clubs everywhere. Despite significant ups and downs in the economy, the SSA's figures for the last 20 years show a fairly flat and gradual decline in membership. Clubs across the country are reporting the same problems: declining membership, not enough instructors, aging equipment, problems with airport access and no one wants to be the treasurer anymore. Do these problems sound familiar? If not then you need to attend one of our board meetings. John Roake's *Report on World Membership Decline* (published in the June/July issue of Free Flight magazine — http://www.wgc.mb.ca/sac/freeflight/00_03.pdf) is probably the most comprehensive and thoughtful article on why soaring is in decline. It is a must-read for anyone interested in the future of soaring.

Some of our members see our current situation as just part of the ups and downs of the sport. They believe that all we have to do is continue business as usual and things will turn around someday. They argue:

- It makes no sense to try and be something we aren't.
- What's really wrong with the operation and equipment we have now?
- We just need to make people show up and do their job.
- After all, our club has operated in basically the same way for a long time now and we are still here.
- Before we make any changes we had better study them, defer them for a few months, assess the

impact, form a committee and maybe study them some more —if we have time.

- Let's just keep our gliders flying and stay the course.

There are other members who believe that we need to either change the way we do things or resign ourselves to eventually dissolving the club. Even though we have many people working very hard, our club is not thriving. We aren't attracting new students and are not effective at helping students earn a glider pilots license. We don't offer cross country training or much of anything to licensed pilots except cheap (?) gliding in humble equipment. Our club lost money last year and there is every indication that we will continue to lose money in the future. We have ceased to be a viable soaring club and it is just a matter of time until we run out of members and money — unless we make some significant changes in the way we operate.

Soaring at Arlington

In addition to everything else, Evergreen is facing a new threat — competition. Up until a few years ago the Boeing Club only accepted members who were Boeing employees. Everyone else joined Evergreen Soaring. But now our soaring club monopoly days are over and the Boeing club can accept anyone who wants to join. The two clubs now compete for every person who wants to join a glider club. At this point you may be saying to yourself: "We aren't in this for the money. Why should the two clubs have an adversarial relationship if we are all into gliding for the same reason — to have fun?" Good question!

What Can We Do?

As times get tougher, some soaring clubs are finding that it makes more sense to merge rather than compete with one another. Consider a few advantages offered by a merger with another local glider club at Arlington:

1. The combined instructor pool would be larger and more viable in moving student pilots through the process of earning a glide pilot's license.
2. The combined membership of both clubs would require a total of only two towplanes instead of three. One towplane and one hanger could be sold for cash that could be used for other purposes.
3. A combined towpilot pool would make it easier for CFGs to do less towing and more instructing — helping solve our instructor shortage.
4. The combined membership of both clubs would require fewer gliders. Some existing gliders could be sold to raise cash. Also, with more gliders we would have more flexibility in leaving aircraft at Ephrata and Wenatchee.
5. With more cash we could look into better gliders that are more fun to fly and have lower annual

maintenance costs. It would be possible to buy one big hangar for all our aircraft. Could a fiberglass two-place glider be far behind?

6. One big organization with a positive cash flow is better than two separate smaller clubs struggling to make ends meet each year.
7. A larger and healthier glider club is in a better position to eventually buy their own gliderport and provide a certain future for soaring in our area. The fate of gliding is certainly up in the air at Arlington and Ephrata.
8. A united glider community on the west side would be in a better position to insure the future of soaring at Arlington Airport.
9. Instead of fighting lots of battles to make small changes, we have an opportunity to start fresh and craft a new soaring club that will grow the sport and provide better service to its members (us).

So, the decision to merge looks like a no-brainer. Why don't we just do it? Another good question!

Back in the 60's a cartoon character named Pogo once said "we have met the enemy and he is us." While we are united by a common love of gliding, we are also a skeptical and conservative lot that tends to resist change and focus on every potential risk. The idea of a merger provides us with a test of which is stronger – our common love of soaring or our discomfort with sweeping change.

What Are Other Clubs Doing?

Mark Keene held a Glider Club Seminar in Julian, PA (Ridge Soaring) in March where members of various glider clubs got together to discuss problems and share solutions that work. Mark has promised to make the notes generally available. As soon as this is done I plan to make them available to all club members.

Mark has also expressed interest in building on what has been accomplished by putting on a second Glider Club Seminar out here. All we would need to do is pick up his expenses. This could be the best money we could spend on the future of soaring in the Pacific Northwest.

What Should We Do?

Merging two glider clubs to create a third new club opens up tremendous opportunities for serving the soaring community. It makes perfect sense because everybody wins. The merger will take a lot of time and effort. And how do you begin such a big project?

Keith Turner and I had a couple of brief meetings with Jay Todd and Mike Moore from the Boeing Club to find out what their thoughts are about a merger. Mike explained

how they had suggested the idea of a merger to Evergreen folks about three years ago and heard nothing back. They are still very interested in the idea of a merger and want to keep the discussion going.

Informal discussions indicate that 5 of the 6 voting Evergreen Soaring board members are in favor of such a merger and only one board member opposed. With this kind of support, the next step is to get some feedback from the general membership; there is no sense in pursuing goals that the membership doesn't want. But, if the membership wants changes then it is the board's job to get things moving. So now it's time for you to speak up.

What's Next?

Before the next board meeting, every regular member will be asked to give their preferences and opinions to the board. Providing this information will not be as easy as it sounds. You will be asked some tough questions about the kind of glider club you would like to belong to in a few years:

1. What kind of training equipment would you like?
2. What kind of higher-performance equipment would you like to fly in the club?
3. What kind of basic instruction they would you like to see the club offer?
4. What kind of advanced or cross-country instruction would you like?
5. How much money in dues would you be willing to pay for the equipment you want?
6. How much would you be willing to pay for a tow?
7. How much would you be willing to pay per hour for instructor time?
8. How much would you be willing to pay per hour for flight time if better equipment was available?
9. Do you want to fly at Darrington, Concrete or other airport besides Arlington?
10. What kinds of changes are important to you?
11. What do you specifically want to stay the same about our club?

It would save us a lot of time if members would put together an e-mail response that includes responses to these questions along with anything else they would like the board to know. If you simply want to keep everything the same or don't have any opinions – that is OK. Otherwise please tell us what you think.

Our plan is to get opinions from every voting member by April 30th. Otherwise you will receive a phone call to get the information. Please don't make us call you!

We look forward to hearing what you think.

Mark Nyberg

"The purpose of time is to keep everything from happening at once. It's not working."

Lark Update

Scott and I were skeptical of Brad Hill's warning when we first took on the project of refinishing the Lark wings. With the right tools and a regular schedule we figured it could



only take 2 or 3 months at the most. Unfortunately, that is now the probable time frame for finishing the project from this month, and below I will attempt to bring everyone up to speed on what's been happening.

From the time we got the first wing on the sawhorses, some small issues began to arise. We noticed there was quite a bit more of the small bubbles than just in the areas where the trailer supports contacted the wing. It also became quite clear something serious would have to be done to the fabric-covered ailerons. They had white paint over the doped fabric, and it was seriously cracked in many places. There was no immediate need to deal with these problems, so we began the process of cleaning and sanding out the myriad of cracks and chips and bubbles starting at the root of the wing.

We had one low rpm air sander with some rough aluminum-oxide disks of varying grits and since Scott had the most experience with this sort of work, he did most of the sanding while I helped clean areas ahead of him and removed the wing tip and spoiler. Roy provided us with about a quart of Alodine to treat the aluminum as we sanded and after just over half of the wing done, it was apparent we would need quite a bit more. After numerous hours of work over several weeks, and several shopping trips for acetone, rags, and more Alodine chemicals, we finally worked our way out to the wingtip. Unfortunately, during these weeks, we began to notice many areas in the wing

where the paint had not been broken, but still had corrosion under the mini bubbles formed on the surface. We also discovered some large gaps where the sheet metal was butt-jointed. By the time we finished, there were areas measuring square feet in size that had to be taken down to bare metal. The wing was beginning to look a little like

Swiss cheese with a few bites taken out, most on the leading edge.

The next step was to prime and fill, but because of the cold temperatures, the outside barn, and the lack of heat lamps or creative ideas for heating an open-air barn; we decided to figure out how to remove the aileron. After a few hours of debate, Scott and I finally decided on a plan. It took a lot of patience and a Dremmel tool for some of the corroded screws to finally get the thing off. It was a day or 2 after we got the aileron off that I attended the board meeting and discussed the progress with the board.

At the meeting I described our progress, discussed the log I had been keeping, and my regular contact with Roy. However, upon mentioning the prolific nature of the corrosion, some members of the board became concerned about torsional stability and requested we get Chris Klix to inspect things.

The very next day in the evening I traveled to KAWO to talk to Chris who was quite happy to come up and take a look. As we went over the wing, Chris was quick to identify the filler as polyester based and concluded that with a



probable acrylic based paint; moisture had been able to penetrate both layers. In fact, it appears the polyester filler is quite quick to absorb moisture and has already noticeably cracked in areas we had already sanded. It was then quite clear that the whole wing would have to be sanded down at



least some degree and the entire thing resprayed and sealed against further moisture problems. The only alternative was to completely sand down the wing and reprofile, something nobody would be too happy about. We also discussed options for bridging the butt-joint gaps in the sheet metal, which appeared to have had an epoxy with small fiberglass particles in it prior to our sanding. The meeting moved on to address the aileron and we concluded that the aileron would probably have to be re-covered. The last thing covered was cleaning the surface prior to filling and painting, and Chris mentioned a product, which I went out and purchased from Napa the following day.

After this meeting with Chris - who was good enough to donate his time and expertise to the club free of charge - Scott and I decided we really needed to seek some other options for working on

and storing the wings while filling and priming. Roy had suggested using a propane torch and heating the metal surface as he had done to some success, but with the uncontrolled airflow in the barn among other things, we really think a stable environment would be much better.

At this point in time, we have tentatively been granted the use of Roy's painting trailer, which we think can be temperature controlled with space heaters and won't have the dust and dirt problems of the barn. As soon as it arrives up at Scott's place, we'll begin figuring out the logistics of moving the wing and setting it up in the trailer; hopefully, with enough room for us to still work around it. Bear in mind, this is only the upper surface of the first wing. We still have to repeat the process, albeit, with a bit more direction, 3 more times. We haven't even begun to discuss sanding prior to painting, let alone the sanding AFTER the painting. Be sure there will be at least one or 2 BBQ's this summer thinly veiled as work parties.

I hope this clears up any confusion as to the progress of the wings. I know Roy has started the canopy fitting, but you'll have to get the details of that project from him. Other than these two big projects, I believe the belly damage has yet to be addressed. There is also a possible instrument upgrade to the cockpit in the works. It's doubtful we'll see the Lark by Ephrata this year, but possibly it will be finished in time for some of those rare fall soaring days.

FOO Thoughts

Recently I stumbled into an opportunity to FOO and it was a productive day. We had a late start due to any number of reasons and still managed nearly twenty flights a four and half hour operation. Tow production went well and at one point we had all three of our operational gliders aloft at one time! Not a common occurrence with Arlington operations; especially with our dot 2, 3, and 4 flights. With this recent experience I offer the following:

- The FOO is our 'on-site' manager of operations. All too frequently the FOO is drawn into hands-on functions including dragging sailplanes to the flight line, ground-crewing, and chief PR person. These activities draw the FOO from primary responsibilities of monitoring safety, keeping a current log sheet, managing the sign-up sheet, and expediting launch and recovery of our gliders.
- It is not uncommon in clubs to have the logging of take off and landing times managed from a remote location to enforce accuracy and importance of this responsibility. It is very easy to miss these times when becoming involved in participating in other activities.
- The PR role belongs to every member; it is not the FOO's primary responsibility to recruit new members. The FOO becomes directly involved when the prospective member desires a demo flight. All members have access to the handouts hopefully on board the FOO cart, and are encouraged to communicate with prospects.

There are times when the FOO is drawn into crew duties primarily due to limited participants in that days operations. It is an important to support the operation by being available to allow the FOO to proceed with the primary responsibilities of the position.

Maintenance Report

N48029 is in Chris's shop for annual-

-Replaced two patches on the top of the elevators, outboard of trim tabs; they were deteriorating rapidly. Apparently done with Randolph products that are incompatible with Stits. No record of this repair was made in the logbook.

-Pulled the elevator trim cables out to investigate rust, one broke when bent a little. Chris ordered new cables and sheaths from Vitec. Unknown when they will arrive since Vitec ships by USPS. UPS doesn't service Wenatchee very good, it could take 2 weeks to get here. Ship is grounded till then. The other Blanik has stranded, galvanized cables here. No corrosion.

-There are 2-dozen small cuts in the fabric, almost all on the right side, we are accepting guesses on what caused them, Chris is patching them.

-A flap shaft bushing is missing on one side and worn out on the other, they can be seen through an access cover midspan. The other Blanik has a different configuration here. Vitec had to order it from the factory, so it may take 3-4 weeks to get here. To install them, the wings need to come off. Chris will give us a 1-month extension to keep flying until they arrive.

-We are looking into a better rudder lock; the hoop that we use has some problems. The trailing edge strip is easily bent. Also the skin on the vertical stab is getting bent up. Your suggestions welcome.

N2414J- annual due next month-

-The tar the factory used to seal the canopy to the frame is oozing out and making a mess of the canopy cover.

1-36 - needs a radio. Would have been useful on Mark's 4.4 hour flight last week.

-Chris made up a foam pad to put atop the battery since the hold down strap is loose. Be sure to use it so the terminals don't short out.

Lark -The wings are in **Scott Watson's** barn. Scot and **Paul Adriance** were removing the deteriorating filler. What they found wasn't pretty. The filler the factory used was polyester based, like Bondo, and absorbs moisture. The wings were covered with little blisters .1" across. We thought they were paint blisters that would sand out. Turns out these are corrosion pits in the skin, from the moisture, forcing the bondo and paint up. Each

one needs to be sanded out, the skin blended and alodined, then refilled with Superfil. There are hundreds of them. After stripping an area we're fairly confident the unblistered areas have no corrosion. Apparently the factory was depending on the paint to keep water out of the filler. The paint they used wasn't too good either. It's a LOT of work.

-Scott's barn is inadequate as a work area; too cold, dark, cramped, etc. A new location needs to be found.

-Canopy needs to be edge trimmed. New screws and weather strip is in.

-Patch on belly still needs replacement; waiting for the factory to send out a new leg for my cherry picker so fuselage can be lifted and rolled 90° easily. New patch is cut and formed on an English Wheel, ready for installation.

Pawnee- Needs a radio soon. Present radio is legal till the end of the year.

-Oil analysis was OK.

-Paul patched some of the fabric that was getting ragged.

Roy Parzyk

Carson Provided Aerotows

Angus McKinnon reports the following regarding use of the Carson tow plane with our gliders:

Tow cards similar to ESI's.
John takes the cards and bills the glider pilots. The current rate for towing is:

\$15.00 / 1st. 1000ft
\$10.00/1000ft thereafter.

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

Raber Aerograf Barograph, electronic, recording on paper very compact, motor glider capable - \$300 OBO

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

Evergreen Soaring Schedule

May-June 2003

Day Date		Place	FOO	TOW	CFIG
May 2003					
Sat	3	AWO	Joe Patton	Howard Glover	Bob Chase
Sun	4	AWO	Gary Thayer	Carl Niedermeyer	Mike Delaney
Sat	10	AWO	Dan Housler	Chuck Flora	Angus McKinnon
Sun	11	AWO	Bill Burhen	Scott Imlay	(TBA)
Sat	17	Concrete?	Chris Chantrill	Keith Turner	(TBA)
Sun	18	Concrete?	Doug MacGugan	Angus McKinnon	Eric Shahan
Sat	24	AWO	Mary Blonski	Pierre Parent	Mike Delaney
Sun	25	AWO	Keith McLean	Brooks Johnson	Angus McKinnon
Sat	31	AWO	Mike Bailey	Howard Glover	George Lundgren
June 2003					
Sun	1	AWO	Mike Bailey	Carl Niedermeyer	(TBA)
Sat	7	AWO	Bob Barwell	Chuck Flora	(TBA)
Sun	8	AWO	Miles Bradley	Scott Imlay	(TBA)
Sat	14	AWO	Stewart de la Hunt	Keith Turner	(TBA)
Sun	15	AWO	Wayne Ciesielski	Angus McKinnon	(TBA)
Sat	21	AWO	Fred Hermanspann	Pierre Parent	(TBA)
Sun	22	AWO	Dave Dolson	Brooks Johnson	(TBA)
Sat	28	AWO	Winfried Feifel	Howard Glover	(TBA)
Sun	29	AWO	Bob Breidenthal	Carl Niedermeyer	(TBA)

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 are more ahead*, please inform the Scheduler either by e-mail (howard.glover@honeyell.com) or phone (425-455-0364 or 425-885-8840)

Editor's Notes

This issue covers the hard work of our people involved with keeping the fleet flyable. It is important to remember this folk do this on their own time and do not receive compensation and only hope to cover accrued expenses for materials; many thanks to the grand efforts of **Roy Parzyk**, **Paul Adriance**, and **Scott Watson**. **Mike Delaney's** piece on the SSA program addresses a serious need; many in the club with years of membership are lacking these badges of accomplishment for lack of an established program. Please read **Mark Nyberg's** column addressing the future of our needs.

For those interested in flying the Grobe 109 that Evergreen Soaring seriously considered, it is available:

Grob 109A Motorglider. Get a biannual and a motor glider endorsement at the same time. No ground crew or tow plane required. \$65 per hour, dry. Pacific AeroSport LLC, Arlington. 360 474-9394.

GlidePath

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

