



May-June 2003

GlidePath



Memorial Day 2003

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	425-644-5678
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 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



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

Retention

by Gary Thayer

While recruiting is a critical need to maintain the health of the club, retention is even more important. A look at membership lists over the past few years demonstrates a significant loss of members. Why these individuals remain in the club is not clear, perhaps joining for the wrong reasons, frustration with the process, or changing priorities may be some of the reasons for leaving.

Taking these in order, joining for the wrong reasons includes those simply adding to their ratings with little or no desire to remain in gliding. We've witnessed younger students being signed up by parents hoping to provide direction to the youngster. In either of these scenarios we have the opportunity of retaining these folk with a positive experience demonstrating the elegance of soaring.

Frustration with the process may be the big issue for lack of retention. As a volunteer organization we are dependant upon the willingness of members to offer their time and expertise in the efforts to provide training and tows. Several of these people share their efforts with other glider clubs and conflict can and does arise for their services. We do not as a club hold considerable leverage over this pool of talent and must take steps and initiative to make their services a positive experience.

We the soaring community, are not in total concert with sharing of these essential resources among the several clubs in an organized fashion. A tow pilot (TP) or instructor (CFIG) may find his or her name on more than one club's schedule for the same period and we can find ourselves short of that need on any given date.

There are those who cannot or will not put up with the process accepted by the club system; first come first served. By comparison the power community is better able to schedule time due to the predictable process of time. Our gliders do not benefit from the predictability of duration (unless the .3/ft. counts) and we can move more flights through the system in a day with our process. Unfortunately this is the bane of efficiency or consideration for the user.

The addition of the second L-13 was a big step providing access to the two-place ships and a popular choice due to its flexibility. The club fleet is down in quantity as the board searches for a replacement for the Russia plus the Lark is undergoing renovation. Fortunately the membership to ship ratio is constant and operations

have not been too compromised.

Another source of member frustration happens when expectations are not met; encampment is an example. We generate interest in attending encampment while at the same time we may not have the needed commitment of support from the essential players: TPs and CFIGs. Members arriving for a day or more of the promise of experiencing the art of thermalling in the eastern skies are too often met with a shortage of personnel needed to provide a positive experience. Again this is a priority and cost issue to those having the skills needed as TPs and CFIGs. These people must take time and expense to offer their services and expertise to a 'not for profit club.' While we may express despair over their lack of availability we must in the present system welcome their considerable efforts.

Perhaps we must move to a form of expense sharing to attract more of these essential members to encampment. Another big issue is these members are glider pilots and want to share in the fun; too often (almost always) they are pressed into serving the club rather than satisfying their wants. We must take measures to provide for time-off these critical members when coming to encampments.

Changing priorities are always present as we move through life. It may be a new interest or challenge, changing economics, family or a host of other reasons. We do witness return of former members as they having taken time away from soaring now have the ability or interest to return but do not do have an active program in remaining in contact with this pool. Here we have the opportunity to let these people know they have the opportunity of returning to Evergreen Soaring and are ready to welcome their return. This group has paid their initiation and has the opportunity to get current or to resume training. It is in this area where ES must demonstrate positive changes and opportunities to attract many of these former members to renew membership. Now is a great time for marketing ES with the season getting underway.

Thus we as active members in ES have the opportunity to improve the club while at the same time juggle our lifestyles to participate in gliding. Our volunteer organization is just that, a group of individuals participating as a not for profit club while enduring the process of volunteers doing their best to serve the club and members. If frustrated, please do not simply walk away; help to make the organization more effective from your user perspective by working with the board.

Competition - Contest

by Gary Thayer

As our summer soaring season gets underway, we are aware of the upcoming SSA Region 7 contest in Ephrata. There was talk of a Blanik class being entertained. Such an event is not happening thus a two place glider would enter the Sports Class. Will Evergreen Soaring provide an entry; this is something the board and willing 'host' pilots must discuss. In the past we had the Lark crewed either by John Gilbert or Fred Hermanspann sponsoring the entry with club members sharing the fees and expenses.

I took advantage of both of these opportunities by 'volunteering' to share a day or two with each of them as they took on the task of herding the Lark over the plateau. My first contest offered the first time experience of land outs, one in a ploughed wheat field, the other at the Watervilleairport. The latter resulting in an aero-tow toward EPH; each of these experiences provided the introduction to cross country and off-field land-out, either of which serve to prepare for cross country soaring and management of risk.

With our encampment following the contest, this is an opportunity to begin your cross-country training under a structured format complete with the formal preparations for cross-country flight. The following ES encampment then serves to reinforce your contest experience and motivation.

The FARs requires a private pilot not to share greater than 50% of costs associated with flight. This places a heavy burden upon the 'host' pilot(s) in their efforts of introducing X-C to the membership. To encourage those holding Private ratings to be host pilots we must come up with a means of easing their financial commitment in their generosity of sharing their X-C experience. Where these pilots to upgrade to a commercial rating this element could be made more attractive from a costs standpoint fro their part.

The next ES Board meeting is coming up about the first week of the month, if you have interest in participation, best to be present to offer support for an entry.

Thursday, May 29, Heinz Gehlhaar met with Jim Yates at Arlington and successfully completed his Private Pilot Glider Exam. Congratulation Heinz!

Editor's Comments

This issue is a tad skinny, my 'correspondents and contributors' apparently are on a hiatus, no board meeting in June thus no minutes. Thus you are treated to more of my ramblings than I like, please bear with me. You can stop my rambling prattle by contributing your thoughts and



Greg Garwin and Joe Patton, Memorial Day; 2003

comments. Many thanks to Wil Burhen for forwarding by way of Mark Nyberg, a file of photos of local glider activities. These are great pictures to be used as space permits.

Our cover is significant for showing our fleet nicely tied down on a very soarable day. Four of us made our way to the field in hopes of finding an operation, no luck. There was not a tow pilot to be found! For the many years I have been in Evergreen, I cannot recall having a scheduled operation on a Monday of a three-day holiday weekend, why not?

Another significance as club members is we do not take the initiative to create an operation such as demonstrated by the private ship owners. The mid-week operations this year and last for the most part were created by those in the private ship sector; for the main, the rest of us simply came along once the operation was announced.

A favor, when forwarding photos, please include information pertinent to the photos. They become more interesting with details including date, event, and the people in the pictures.



Mid-Week Operations, May 2003

Web-Cam at AWO, this camera faces to the south-west and does not catch our gliders, perhaps we should place a visual signal for members to be informed of an operation.



Evergreen Soaring Schedule

June-July 2003

Day Date		Place	FOO	TOW	CFIG
June 2003					
Sun	1	AWO	(TBA)	Carl Niedermeyer	(TBA)
Sat	7	AWO	Bob Barwell	Brooks Johnson	(TBA)
Sun	8	AWO	Miles Bradley	Howard Glover	(TBA)
Sat	14	AWO	Stewart de la Hunt	Keith Turner	Bob Chase
Sun	15	AWO	Wayne Ciesielski	Angus McKinnon	Michael Delaney
Sat	21	AWO	Fred Hermanspann	Howard Glover	Michael Delaney
Sun	22	AWO	Dave Dolson	Brooks Johnson	George Lundgren
Sat	28	AWO	Winfried Feifel	Scott Imlay	Eric Shahan
Sun	29	AWO	Bob Breidenthal	Carl Niedermeyer	(TBA)
July 2003					
Sat	5	AWO	Greg Garwin	Howard Glover	(TBA)
Sun	6	AWO	Dan Housler	Brooks Johnson	(TBA)
Sat	12	AWO	Doug MacGugan	Keith Turner	(TBA)
Sun	13	AWO	Mary Blonski	Scott Imlay	(TBA)
Sat	19	AWO	Keith McLean	Angus McKinnon	(TBA)
Sun	20	AWO	Gary Thayer	Chuck Flora	(TBA)
Sat	26	AWO	Joe Patton	Howard Glover	(TBA)
Sun	27	AWO	Mark Nyberg	Brooks Johnson	(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 or more ahead*, please inform the Scheduler either by e-mail (howard.glover@honeyell.com) or phone (425-455-0364 or 425-885-8840)

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

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