

*September 2003*

# *GlidePath*



L-13, Ephrata Encampment

Concrete operations 20th & 21st this month, Mark Nyberg: co-ordinator

[www.evergreensoaring.org](http://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 contribute artwork, photos, and articles.

## EVERGREEN SOARING 2003 BOARD OF DIRECTORS

### Elected Officers

President	Keith Turner	425-821-6634
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# Evergreen Soaring Fees

Effective January 1, 03

## Membership Fees

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

## 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

## Editor's notes

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### Dog Days.....

Lately much ado is being made regarding inconsistency of everyone involved with our club glider operations. Pilots are discouraged when there is no tow pilot or a CFGI on the schedule and even more such when the scheduled do not show. The shoe goes the other way when these valuable assets; CFGI's and Tow Pilots, make an appearance and no one comes to the party. In part, much of this scenario is due to the end of season burnout or other priorities and interests at this time of the year.

I've witnessed this situation over a good number of years, in part from these primary service providers supporting multiple organizations. Tow Pilots may be scheduled among ES, BESC, SGC, and now, Carson's commercial operation. There is much competition for their talents and they can reach a burnout stage. Instructors share many of these challenges, and some perform both functions; it takes real dedication and love of supporting our operations to keep these folks focused on showing up several times a year (month?).

Another factor among all of us can include having already satisfied our lust for soaring (taking a break), gliding budget spent, and the lack of incentive to sharpen up for encampment and the summer season. Of course priorities and interests can vary season to season.



School's out; Eric Shahan, Tom Hilton, Keith Turner, Bob Bjorn.

It is important to take the next two months seriously, we historically have a rise in activity during this period, especially from the student population. Do your part to bring validity through consistency to our operations.

### Scheduling

Has this been an area of discontent lately. In part, confusion reigns due to the printed schedule appearing in two domains, GlidePath and our website. The board resolved this with the determination the website is to be the only source of the published schedule. It is more timely to update the website schedule than may be done with a once a month newsletter. Thus you shall not find the schedule in GlidePath beginning with this issue. Our hotline remains the final say; therefore it may be in your best interest to check the hotline for last minute news.

I understand many of you mutilate this august publication by tearing off the last page for the schedule to be pasted on ye old refrigerator door, now you can save GP for posterity and hammer the website!

### Ephrata

No sooner had I ranted and raged in the last issue for lack of Ephrata news when Bruce Bulloch and Chad Cooper came forward with material I could use. Their work appears in this month's copy, thank you both for your efforts.

*Gary*

September board meeting; Mike Delaney, Mark Nyberg, Dan Housler, Wil Burhen, and Brad Hill.



## Down and out in Ephrata

Some say the combination of inexperience and lust is a sure-fire formula for trouble.



In my case the object of my desire and downfall was a dust devil over the plateau west of Ephrata. I was a low hours pilot about to experience his very first land out.

I broke off tow over the towers on the edge of the plateau west of Ephrata and went hunting for lift. I found some over the large house to the north. After working that for a while I moved west over farm building complex where I found another weak thermal and got up to just about 5000 ft MSL

That's when I saw it. Just a little further off to the west. Tantalizingly close. This big, juicy, dust devil. And that's when my trouble began. More experience would have told me that I was too low to take the gamble. More experience might have at least made me stop long enough to calculate how much altitude I could budget to venture further from the airfield. But as it was I looked at the dust devil, looked at back at the Ephrata Air Field and decided "that looks about right" and took off.

I ran into sink. Lot's of it.

As I approached the dust devil the sink was draining my reserve of altitude pretty quickly. However my confidence was bolstered by the thought that sink tends to surround lift so I journeyed on. My problem was that the dust devil that started out as a promising option was quickly becoming my salvation.

Once over the dust devil I was in for a rude surprise. It began to dissipate underneath me. I found myself scratching for altitude in weak inconsistent lift. My soaring skills were little rough for the challenge and I wasn't getting much out of the thermal. In fact I was barely holding my own and feared that I soon would find myself slowly spiraling into the ground.

For better or for worse I made the decision to head back towards Ephrata, hoping to locate stronger lift along the way. I really wanted to get back to that airfield.

The silver lining is my judgement seemed to be directionally sensitive. The decision making that had let me down as I ventured west returned as I headed back east. While still in the clutches of that overwhelming desire to return to the airfield I began to look around to a suitable land out field. I picked out a promising candidate; a fallow wheat field, recently plowed with no hidden obstructions. It was long and rectangular, running uphill next to a road. Better yet there were no high obstructions that I'd have to clear on my final leg.

Picking a possible land out site did wonders for the way I looked at my predicament. Suddenly I had a choice between wishing and planning. The land out field was real; the glide path back to the airfield probably was not. With the land out field I also had a couple of things in my favor: proximity, altitude and time to work with. The longer I held onto the dream of returning to the airfield the more I was burning up those assets. Looking back that may have been the greatest danger I faced. That tempta-



tion to undo the situation I had gotten into. To make it all right by making the long reach for the airfield. I radioed back to Ephrata that I was landing out. I tried my best to sound cool about it but later reports let me know that I wasn't entirely successful.

As much as my adrenals were pumping at the time I was pleased how clearly my head was working. I was conscious of the possibility of making some stupid mistake like forgetting to get the gear down. But instead I set things up pretty well. I went through my checklist with the gear down and the flaps out for a low energy landing and dialed my airspeed in at 45 knots.

It set up my pattern with the final leg a little long with the glide angle a little high. Not so high that I had to have the airbrakes all the way out but enough that I could extend my landing point if any surprises popped up. I had the

good sense to remember that my chosen landing site may not look so flat and inviting once I was down at low altitude. I also wanted to give myself a little extra time to think things through.

I set my glide angle for the near edge of the field. Not having done this before, and running all the stories and instruction I had received through my head, I was concerned about running out of landing space. I was determined not find myself in a situation where a long float or long roll out put my ship in danger. Looking back, having made the landing up hill in the eastern Washington dust, I realize they were somewhat academic issues.



In the excitement I let my speed creep up during my final approach but caught the error and settled it back down. As I got low the true contours of the field began to show themselves. There was a depression running across my landing site at the near end of the field. I eased the airbrakes in and crossed it easily. At this point things were happening quickly and the fear of running out of room was a nagging concern. I wanted to get out of the air. I eased the airbrakes open and touched down

For a second maybe two my contact with the ground was light and smooth almost like landing on grass. Then the weight of the glider settled into the loose earth and everything changed in an instant. Deceleration was smooth but sudden. It was like I had landed in pudding. As the glider came to a halt the world went dark and brown. Where I had started out chasing a dust devil I had now become the dust devil.

After the dust had cleared I got out to take a look at my situation. To my great relief 029 was in fine shape. I was on the ground in on piece. Soon the initial exhilaration of having executed the landing had passed and was quickly replaced the by the embarrassment of having gotten myself into this situation. I looked up the field to the west as a dust devil danced mockingly in the distance.

An hour later my rescue arrived in the form of Eric Shahan, Doug MacGugan, Paul Adriance, Chad Cooper, and Greg Garwin. The sight of them made me really appreciate being part of a club. Getting the glider out of the field proved to be an unexpected chore. The “moon dust” as Greg called it, created an impressive amount of drag making the pull to the road a sweaty affair. However, an hour later we were back at Ephrata putting 029 back together. Watching the generosity of effort by my fellow club members it was apparent to me that a pizza and beer dinner was insufficient compensation. I can only offer my repeated thanks for being there when I needed them.

*Bruce Bullock*

Caption information for the photos:

Standing next to the glider:  
(left to right)

Eric Shahan  
Bruce Bulloch  
Doug MacGugan  
Paul Adriance

Pulling the glider:  
(left to right)

Doug MacGugan  
Bruce Bulloch  
Eric Shahan  
Greg Garwin  
Paul Adriance

The truck belongs to Chad Cooper and the trailer belongs to him and Greg Garwin.



Ephrata Lennies  
(taken by Chad Cooper)

## Board Meeting Minutes, September 6, 2003

*By Gary Thayer – draftee minute's taker*

Meeting started at 9:20AM, attending: Keith Turner, Mark Nyberg, Mike Delaney, Eric Shahan, Dan Housler, Roy Parzyk, Howard Glover, Wil Burhen, Scott Watson, Brad Hill, John Daly, and Gary Thayer. Guests included: Pall Grondal, Bob Bjorn, retired NWA pilot (Mr. Bjorn expressed interest in joining to become a tow pilot), and John Carson.

President Keith Turner offered no comments due to his being out of the country; President Elect Mark Nyberg addressed Carson's operations having success in attracting demo's and primary students due to convenience of scheduling. Hopefully some may migrate to ES/BESC. Mark addressed need to coordinate tow plane priorities among three organizations. Mark introduced John Carson who spoke of his intent to take students only to solo and that he could use additional commercial glider pilots to give CFIG's a break.

Mike Delaney addressed finances including the self-insurance fund being folded into the savings account. This was done due to the cost of maintaining the separate account.

Eric Shahan presented his instructors report, hard to get a hold of instructors plus some cancellations leading to difficult times. It is getting harder to get CFIG's scheduled; some are discouraged for the lack of students. Eric plans to give up his Chief CFIG position effective October 31. He expressed need to generate younger CFIG's and commercial rated glider pilots. Eric expressed he wanted to do more coming into the position than he accomplished. Mark asked CFIG's to let him know what might be done.

Following John Carson's comments, Mike Delaney proposed to move the gift certificate program to Carson's operation. Howard Glover seconded and the motion passed. ES will continue to honor existing gift certificates; future requests shall be forwarded to Carson.

Keith Turner proposed a common flight-training program among the clubs and FBO's for pre-solo students, following a brief discussion; the motion was tabled for later review.

The equipment report addressed the Lark wings; Scott Watson reported one wing about down, second wing under way; Superfil being used verses Bondo that was taken off. Wing s do not look as bad as earlier reported, almost no

corrosion. Chris Klix has provided inspection and advice, Mike Delaney to do the ailerons.

Roy Parzyk repots Lark canopy frame painting almost complete.

The 1-36 was discussed; it remains in Ephrata, still paying tie-down fees, Keith Turner to take charge of returning it to AWO. Once returned, the new radio is to be installed.

The proposed Pawnee muffler system was discussed, Howard Glover spoke of his conversations in the UK where the battle continues whether noise is from exhaust or the propeller, and Roy continues his work with Paul Nyenhuis for a muffler on the Pawnee.

Scheduling is not working, several reasons presented: end of season, preference, can only satisfy half the scheduled members, confusion between posted schedules: GlidePath or the website. It was decided to go to one published schedule, the website. Mark Nyberg offered to be the clearinghouse for scheduling, Delaney suggested call-in to offer services.

New members: Tom Jacobson and Andrew Novikoff were formally voted into the club, Nestor Voronka applied for Special Membership as a CFIG, Doug Sebastian returned to active status.

Annual banquet discussed, determined to hold off a Christmas function, a spring event perhaps coupled with the MOF Glider Expo as a year ago is more desirable.

Thayer offered the draft of the new Handbook would be sent to the board on the following Tuesday.

Concrete – Brad Hill offered that Concrete is a great experience, Delaney expressed that Concrete is a better student experience over Darrington. We must bring our own fuel; need a volunteer with a pick up to haul the portable fuel tank (with fuel), proposed dates being September 21 or 28 weekends. Double aero tow of L-13's is intended, single pilot only! Participating pilots pay for 4K tows, receive up to an hour of soaring. Mark to head up planning and coordination.

Meeting closed at 11:30 AM

Respectively submitted,

*Gary Thayer*

### Leszno 2003

The 28<sup>th</sup> World Gliding Championships in Leszno/ Poland were a good opportunity to combine a Europe trip with a visit to the OSTIV congress-taking place together with the competition. Leszno had been substituted for Rieti/Italy when it appeared the Rieti organization would not be able to handle the competition.

Well, Leszno could handle it with apparent ease, even with a record field of some 130 sailplanes in four classes. Having held already two world gliding championships helped. Launching this huge field of gliders was the job of 6 Hungarian Turbo Cmelks and a good dozen Polish Wilgas' and it took less than an hour – quite impressive. Quite a few sailplanes had retractable engines and used them for takeoff and, when necessary, to avoid landing out and come home (the engine start marking the assumed landing spot). Schempp-Hirth still dominated the field, supplying three of the four winning sailplanes. Polish types were noticeable by their absence but there were quite a few Lithuanian sailplanes (Lak-17 and 19). The weather was generally good allowing 12 flying days. The pilots compiled some impressive statistics: 634000 km flown in 2030 flights. The longest distance flown was by Laurens Goodrian/ South Africa with 725 km.

The winners were Andrew Davis (UK) in Standard, John Coutts (NZ) in 15m, Wolfgang Janowitsch (Austria) in 18m and Holger Karow (GER) in the Open class.

The US team did a very credible job and the 6 pilots showed quite a few excellent daily placings but lacked

consistency. Ron Tabery (5<sup>th</sup> in Open) and Tom Beltz (9<sup>th</sup> in Standard) were the best placed US pilots. Gary Ittner experienced the ultimate nightmare for a competition pilot: On day 1 he had to land out after 9 km and on day 2 he got too low too far from the airfield and had to land out before even starting. To his credit, Gary did not give up and by consistently finishing in the top 10 from then on he worked himself up to 17<sup>th</sup> overall.

The contest marked the first public showing of the ETA represented by the prototype and the first production model. This airplane is quite a sight, with a wing aspect ratio of over 50 and a rumored L/D of 70. Janusz Centka (PL) flew one into second place overall after a slow beginning in the Open class. Opinions are still mixed about this design and the desire by its design team to raise the allowable maximum weight limit for sailplanes. With higher weight limits this design could really outclass the rest of the field.

The associated OSTIV Congress was the usual forum for sailplane designers, aerodynamic aficionados and technology junkies with winglet design providing a never-ending source of discussion and entertainment. Listening to three of the worlds foremost winglet designers – Mark Maughmer, Loek Boerman and Gerhard Waibel – argue over the best design approaches was both fun and fascinating. Compared to that my contribution about performance and safety tradeoffs for turn back maneuvers sounded quite mundane.

Anyway, it was worth the trip and I am looking forward to the 2005 Worlds and OSTIV meeting in Sweden.

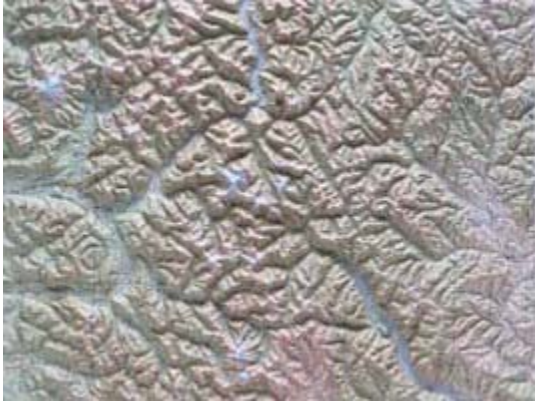
*Fred Hermanspann*

**Schedule now found on Evergreen Soaring's  
website: [www.evergreensoaring.org](http://www.evergreensoaring.org).**

The following is an article written for Towline (but unpublished!) in 2000 by Joe Patton. His experience and message carry forward to our upcoming Concrete encampment.

## Soaring Sauk

Evergreen Soaring fall encampment in Concrete  
September 24, 2000



<http://www.topozone.com/map.asp?z=10&n=5375779&e=594839&s=500&layer=DRG25&size=l&u=0>

<http://www.topozone.com/map.asp?z=10&n=5373919&e=603942&s=100&size=l&u=0&layer=DRG25>

The thought of an encampment in Concrete was refreshing after a long beautiful summer with my leg in a cast. I had thoughts that the sky would soon gray over and the promising soaring season would soon be gone. The experience of flying from an unfamiliar airport sounded like reason enough to make the drive.

I moved to Seattle from upstate New York about two years ago for a better Architectural environment. A big plus was the soaring environment. In Dansville, a few miles from Elmira, we sat at the base of a thousand foot ridge. This provided good soaring on the windy days when cross-country work was not an option.

I started eagerly scouting sectionals and Topos the week prior to the encampment. On Saturday Morning I checked the weather, carried bags to the car and headed North for Arlington. By the time I arrived people had started pitching in to ferry the gliders and equipment up to Concrete. I drove into the foothills and under the high school to the field. One Blanik had arrived and the second was close behind. Field checkouts started after a brief field orientation.

My first flight of the day was with Christian Becker in the rear seat. We took off and headed East toward Jackman Ridge.

We approached the summit of the ridge and released tow. We cleared the area, gained some speed and approached the slope of the mountain at a gradual angle to allow a quick turn away. We started paralleling the face and turned in to follow the contours as the slope dipped into valleys and out over the ridges. Flying close to the trees gave me a familiar feeling to Dansville with the exceptions of deciduous trees and no patches of clear cuts. We consistently scanned the area for other entering gliders and for alterations in terrain. Lift was limited to "stick thermals" and the sink was not too strong so we were able to stay aloft for a number of passes working our way down the slope. Turning away from the slope to either gain some altitude, agl, or to "figure eight" and make another pass in the opposite direction. This afforded some wonderful views of Mt. Baker, Shannon Lk., Baker Lk. And Concrete. We crossed the valley and setup for our landing. The runway was rather narrow compared to Arlington but with no tall trees at the threshold it was a nice approach. The "Line judges" gave a decent score for the landing so I was signed off to fly.

The day progressed with area checkouts and repeat flights. No one was finding consistent lift so this was an opportunity to practice ridge soaring techniques! Later that afternoon I took flights with Howard Bromell and with Keith McLean. A slight breeze had picked up from the West and gave some faint hope of lift. On those flights the vario sputtered around one for a few moments and would drop to zero and then negative one or two. The spots of lift were too small to turn in and stay in lift so it was an opportunity to get a good view of the wilderness without the hike.

That night I drove up forest road 1007 to The Watson/ Anderson lakes area of the Noisy Diobsud region on the East side of Baker lake. A short, two-mile, hike with a thousand foot gain of elevation put me at the alpine lakes. Towering over me was a beautiful rock peak glowing orange from the day's last touch of sunlight. I set up the tent, viewed the profile of Baker looming across the valley. It was a very clear, cold night so I fell asleep staring at the stars. After warming up in the morning I hiked out along the alpine meadows with a wonderful view of Mt. Baker and drove down to Concrete.

The Pawnee had not been there long as the first checkouts and BFR were under way. I aired out some damp camping gear and called a friend, Jeff from Seattle, to join me for a flight in hopes that I could get another wonderful view of the area from the air. About the time I returned from a walk along the river it was time to go!

I planned to take one flight on Sunday, might as well make it a good one. How often are you in the mountains? Not often enough! I asked to go to the top of Sauk Mt.

The tow out was thru very smooth air and provided wonderful views of the Concrete valley, Mt. Baker and to the North Cascades. As we hit five thousand feet we were headed straight for the peak. It looked huge, dropping off on the back to the valley beyond. We scanned for traffic and Jeff, My passenger, pulled the release. We cleared the area and turned back toward the peak of Sauk.

The peak's ridge stretches North-South. After releasing at 5400' I knew that I was unlikely to find any lift, so I had to make the most of this. I started to explore the air along the windward face. Soon the Drone of the vario turned into Beeps. I ran along the ridge slightly out in front trying to find the strongest lift. As the beep turned back to a drone I turned away from the peak and looped back for another pass. Soon we were at 5650' and could see over the backside and down to the alpine lake on Sauk's East side. I was looking down to the hikers who had just climbed up from the parking lot a thousand feet below. I explored the shifting area of lift and found the outer boundaries on subsequent passes. The best conditions were close to the vertical rock face Just below the summit.

Soon the hikers were at eye level with us and were waving ardently. One more turn South and we were slightly lower than the ridge. Halfway along the face a big push from below sent us to a point high above them. I explored further down along the ridge's South and found plenty of sink. I looped back to the North and soared close to the area that I found the gain on my last pass, I found the lift elusive. I worked my way along the rock wall for approximately ten passes before having to head down and out over the alpine meadow below. I crossed back toward Shannon Lake. The ridge was not producing lift so after a few passes I headed over to the quarry at the base of the lake, nothing. No surprise considering the High pressure that was giving us the smooth air and marvelous views. I crossed the Field once again and could not find lift along the small ridge to the South East of the airport. I ran through the checklist and landed.

I had a great time and would like to thank everyone that took part in this encampment. The Foo duty, instruction and towing were seamless as usual. As with any club many others helped make this event possible, thank you! The weekend's flights gave me a wonderful new appreciation for the view and soaring in this area. I have not been this excited about soaring for some time!

Talking to Jerry Pomeroy this past spring he detailed a flight over Mt. Rainer that he had taken a few years ago. It prompted me to declare to my wife " I want to soar El Gigante", referring to Mt. Rainier. This encampment was not the best of soaring conditions, but a good opportunity to brush up on some skills with this future goal in mind. So what are the date for the spring encampment, sign me up!

Even without "great soaring weather" there can be some fantastic opportunities for members to practice flying at another airport, work on Ridge and Cross-country technique. Of course there is also the amazing view of Mt. Baker...



Concrete Airport, looking north toward the town of Concrete.

# *GlidePath*

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