

October-November 2003

GlidePath



Photo by Ray Stoer

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
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 FIG	Eric Shahan	360-563-8975
TPlane Mgr	Brooks Johnson	206-542-1372
Glider Mgr	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/mo.
Family	\$125 (one-time fee)	\$22/mo.
Student	\$125 (one-time fee)	\$22/mo.
Social	None	\$22/yr.
Special:		
Tow Pilots and CFGs	\$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

Combining the Clubs

By now you should know that work has begun to combine Evergreen Soaring with the Boeing Employees Soaring Club to form a new bigger club. The benefits offered by the new economies of scale are tremendous. During the first formal meeting to discuss the merger, Jay Todd casually suggested that the new club wouldn't need three towplanes and they could sell their Super Cub for over \$80,000.

That kind of money puts a lot of gliders within our reach for our new club, and that's just for starters. Although the merger will not solve all the clubs' problems, we will have a larger group of people to solve them. The Boeing folks have already begun researching use of Internet-based scheduling systems and accounting systems.

Many people have been talking about this merger for a long time. The more all of you know about what's involved in creating our new club, the better our decisions will be in forming the club you want. For that reason I encourage every club member to participate in the merger process by serving on one of the committees.

Decisions tend to be made by the people who show up.

Mark Nyberg
President-Elect



Concrete: Brad Hill, Howard Glover, and Scott Imlay

Soaring Opportunities at Arlington

by Fred Hermansapnn

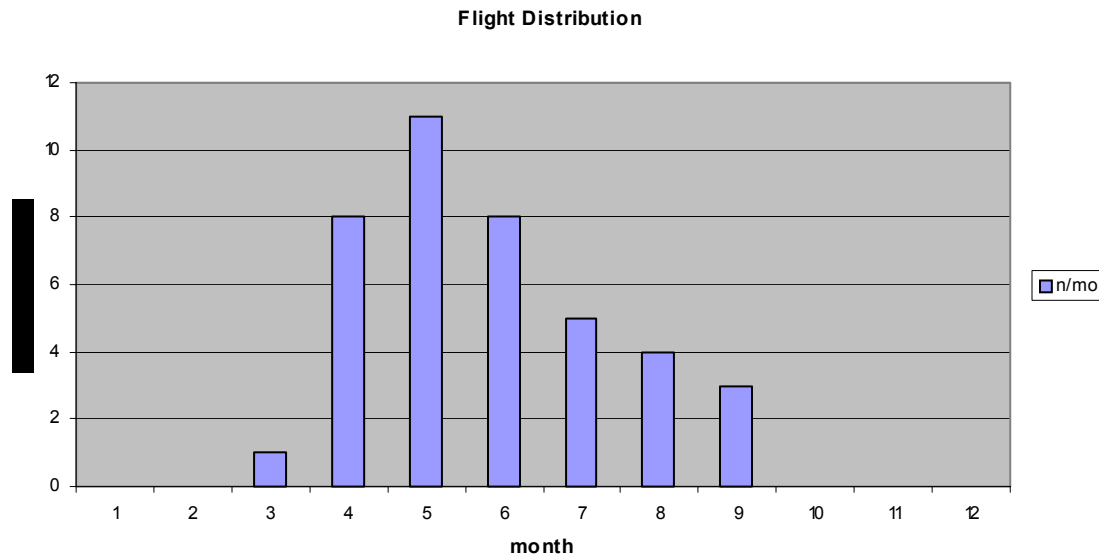
At the end of this soaring season, and a particularly successful one in Arlington, it is a good time to analyze the soaring possibilities around our home base. As there is now a dedicated group of pilots willing to explore the near and not-so-near surroundings of Arlington we seem to have a revival of Westside XC flying.

XC flying implies that you can stay up for several hours and reach sufficient altitudes to fly over unlandable terrain, especially mountains. If you are like me and don't want to de-rig your plane, that means staying in gliding range of airports that allow aero-retrieves.

For the last 3 seasons (2001 to 2003) I have improved my logbook entries and now include more detailed descriptions and maximum altitudes reached for each flight. Using my logbook for the Chinook I have documented 40 flights over these last 3 seasons that fulfill the following criteria:

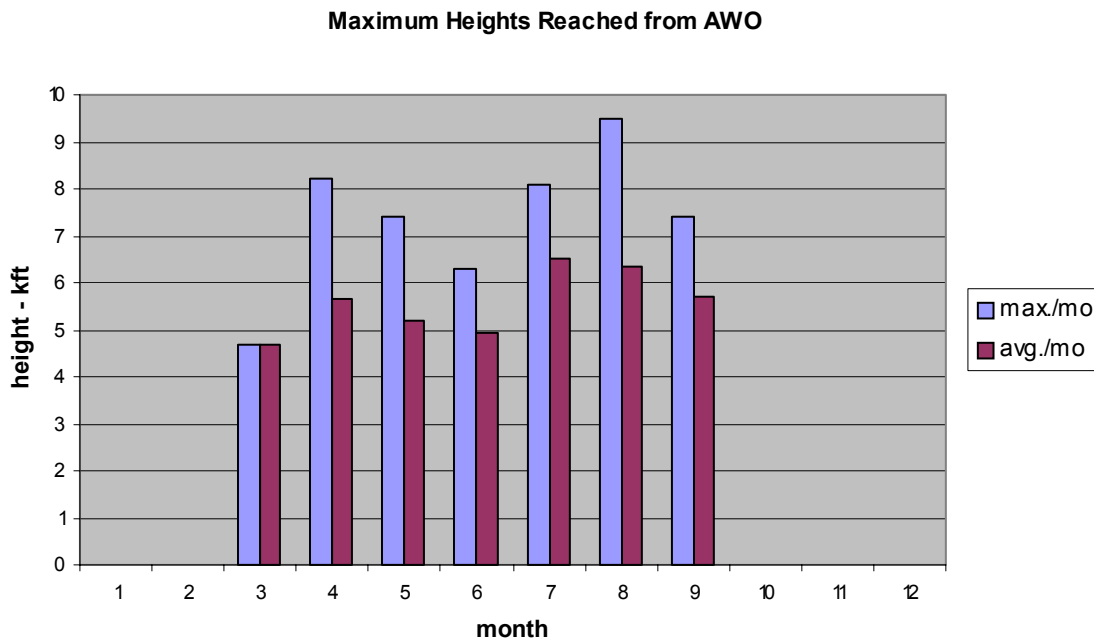
- Duration of at least one hour
- Distance from AWO at least 10 miles
- Maximum altitude reached by thermalling

Lets take a look at the seasonal distribution of these flights:



The distribution of these flights over time shows the soaring season to extend from March to September, with a clear peak in May. The time period from May to August is probably under-represented because this is the prime time for flying on the Eastside and for travel, reducing the realized soaring opportunities. The database is somewhat limited but it should still indicate the general trend.

Now, how high did I get on these flights (in physical terms)? The following chart shows the highest altitude per flight reached, both as an average of all flights in a given month and as the maximum per month.



Plotting the maximum altitudes reached over the year shows no particular variation with season. This is somewhat surprising as the April to June time period is always noted for the best soaring potential. Apparently this relates more to the frequency of soarable days and the length of soarable conditions on a given day than to maximum reachable altitudes. Note that the maximum altitudes were inevitably reached East of AWO, at least in the foothills if not in the mountains and that the average altitudes were usually much lower. Nonetheless it means that most XC flying from AWO will require some mountain flying.

This analysis is based on a limited database. Hopefully other Westside flyers feel encouraged to contribute their flight data and make this a more comprehensive study. And hopefully this will also stimulate more XC soaring from Arlington; the potential is clearly there and the scenery is hard to beat!

**Schedule now found on Evergreen Soaring's
website: www.evergreensoaring.org.**

EvergreenSoaring Board Minutes

Denny's Restaurant Kirkland
November 1, 03' 9:02

Keith Turner, Roy Parzyk, Bruce Bulloch, Mike Delaney, Mark Nyberg, Gary Thayer

Discussion of Boeing club mtg. and the concept of merger. Commonality was cited.

Tows are down, good weather, poor student usage. – Mark N.

Group discussion of candidates for upcoming positions.

-B. Bulloch, P. Adriance, D. Macgugan, M. Nyberg, Mark McCoy, A. Novikoff, K. Turner (chief flying and safety officer). D. Housler. M. Delaney (chief flight instructor possible)

We need to stress vision and transition, while reinforcing culture. Merger will likely help us.

Vote- should letter be sent out?

Yes-7 no-0

Discussion of our Boeing merger committee leaders.

Administrative- Mark N.

Financial- Mike Delaney

Legal- evergreen rep. and Phil great.

Operations- Scott Imlay?/ Keith Turner

Vision- (add Bruce Bulloch to list) Mark Nyberg

Vote- Motion to add info discussion at general mtg w/ agenda items the list must align w/ mtg. Minutes.

Yes-7 no-0

What is the role of the various committees?

Decisions of committees will require ratification by both separate clubs.

Discussion of format for general board meeting.
Order of items

- 1- Financial
- 2- Maintenance
- 3- Operations
- 4- Secretary
- 5- CFI
- Pres elect
- Pres.

Board elections for this upcoming year. We need to have all members who are interested in positions voice their interest. Some of our interested candidates are....

Mark Nyberg. -President
Bruce Bulloch -President elect.
Bob Barwell -Financial
Roy Parzyk -Maintenance appointed
Joe Patton? -Secretary
Dan Housler/ Doug McGuggan - Operations
-Scheduler

Tow plane rate may need adjustment to reflect fuel and maint.\$8.50 per 1000' is current. Keith notes his preference to raise tow rates 1\$ a thousand.

Vote- Keith proposes to raise tow fees 1\$ thousand on December 1st. This is to be brought to members for vote.

Yes-7 no-0

Treasurer- Mike volunteered to assist Bob in this bookkeeping role.

2- weeks notice to membership for annual meeting. The Secretary, Joe, is to send out notification. Mailed Monday is 17th at closest. **The Annual General meeting will be held December the 2nd. At Keith's boat club. 7-o'clock-9:30.** Nov 5th general meeting for Boeing merger info.

The Boeing merger discussion letter will be sent out to whom? Package Boeing joint letter.(signed by Keith and Mark. w/ notice of future meeting and Annual meeting announcement.

Vote- Agreement that letter. Draft from Todd and Keith to go out to membership.

Yes- 7 no-0

Vote of whom to send letter to...

Active membership? Or all? Active, life, social, special. -vote active or life members only.

*Jp- comm. W/ m. Delaney to craft list.

Other business...

November 13th general meeting for open comment from all. Note change membership status prior to ****This has been cancelled and will be addressed at the Annual meeting)

This Tuesday for submission of articles for the next glide path.

The Boeing merger discussion letter will be included in the Glide path.

Mtg. End. 11: 27
-Joe Patton



AWO: Doug McGugan, Ray Stoer, Bob Barwell

Editor's notes

Better late than never (I hope!), caught up with getting materials from my contributors plus managed to get busy on other projects in spite of well-intended goals for having GP off my desk early in the month. The big news this month includes our annual meeting and merger talks with BESC (Boeing Employees Soaring Club). Hopefully most of you are aware of meetings between the officers of both clubs to explore this possibility.

Merger

Discussions regarding merger of the two clubs began in 2000 when the Boeing severed financial contributions to BESC (and all of their employee organizations) and they were forced to compete with ES on the same footing, including attracting new members. If we should merge, a new club shall be born and the assets of both becoming one. This course offers opportunity for reconstituting the composition of the fleet as gliders and towplanes excess to needs are sold and replacement ships are brought into the mix. Perhaps the greatest attraction is the potential of a more efficient operation for both clubs are essentially competing for the same limited resources pool of tow pilots and instructors.

It is imperative for you to make the effort of attending our annual meeting (December 2) to learn more of the discussions and to prepare your thoughts regarding going forward with merger planning. If our decision is to proceed, be thinking of where you might contribute in the merger process.

Annual Meeting

As noted elsewhere, our annual meeting is the event when the big decisions are made, especially those decisions relating to the balance sheet (fee's, dues, etc.) and of course election of officers: President –Elect, Treasurer, Secretary, and Operations Director. I expect we shall be presented with a list of nominees who have agreed to serve if elected. This list is not exclusive and nominations shall be added from the floor; thus if you or someone you know wishes to serve, let it be known. It is very important for the nominees to be willing and able to serve, we have in the past 'drafted' a hapless soul or two who wound up drifting through their term in a well intended but unprepared experience.

Motivation for attending includes electing your new board and learning how that board is expected to function in view of the big events on the drawing board. Maybe this board will have a short term if we move forward with merger, be there to contribute your vote, opinions, and be informed.

Book

I recieved a book: To Conquer the Air, generously donated by Bill Stewart for the ES library. Its' a good read on the beginning of flight, more on this next month. We must come up wwith a system to account for materials borrowed from the library.

Gary

Our annual meeting is still scheduled for Tuesday December 2nd, 2003 at 7:00 to 9:30 PM at the ***Puget Sound Yachg Club located at 2321 North Northlake Way*** (near Gasworks Park), Seattle, WA 98103. Please put that item into your calendars using ink!

GlidePath

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