

December 2003

GlidePath



www.evergreensoaring.org

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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 2004 BOARD OF DIRECTORS

Elected Officers

President	Mark Nyberg	425-644-5678
Pres Elect	Bruce Bullock	206-935-5927
Treasurer	Robert Barwell	253-874-2680
Secretary	Joe Patton	206-329-6823
Ops Dir	Paul Adriance	360-501-3232

Appointed Officers

Scheduler	Scott Watson	
Chief CFGI		
TPlane Mgr		
Glider Mngr	Roy Parzyk	425-334-3328
Chief TP		
Membership		

Arlington
FOO Cell Phone/Hotline
425-238-6617



Evergreen Soaring Fees

Effective January 1, 2004

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-(Pending Sale) 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	\$9.50/1000' 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

Presidents Message

PARTICIPATION – A KEY TO OUR SUCCESS

The subject of “volunteerism” comes up often when discussing the health of our club, so I decided to do the math. If we have 11 board members each putting in an average of 10 hours per month (most put in more than that) we have 1,320 hours per year. We need a towplane pilot, instructor and FOO for at least 6 hours per day for each of the 100 weekend days which adds up to another 1,800 hours. This brings yearly total to 3,120 hours work and we haven’t done an annual on any gliders, contributed any articles to GlidePath, organized any trips to Concrete or moved any gliders to/from Ephrata – which brings the total amount of work required to operate our club to over 3,600 hours.

As members do less work, optional activities drop away as we focus on covering the basics. It is difficult to organize a banquet or a trip to Concrete when we are struggling to get FOOs and instructors to fill our basic schedule.

With about 50 active members it means that each member needs to contribute approximately 72 hours work each year or 6 hours per month – whether you are flying the club’s equipment or not.

If we hired people to do the work and paid them \$10/hour it would cost the club \$36,000 per year. We certainly couldn’t afford to do that without a dramatic increase in dues (i.e. an extra \$60 in dues per person per month), and that’s why we are a volunteer organization.

Our club has reached a point where some members believe that just paying dues and fees is enough. It’s not. For each member that isn’t putting in at least 72 hours

work (not flying) per year, other members have to pull the extra weight.

Strong participation is a key asset for soaring clubs. Successful clubs invariably have broad participation across their membership; weak clubs don’t. In order to make our club healthier, I encourage each member to decide how they would like to contribute effort to our soaring club and then let me know.

You can call me or I can call you!

WHAT SHALL WE BUY?

We will soon have enough money to buy a new glider. But what shall we buy? By mid January I would like to make a decision as to what kind of glider to buy. For that reason I would like each club member to get back to me on two separate questions:

- What kind of glider do you think our club needs? We already own three two-place gliders. Some people think that we could use a single-seater. Others believe that two-place gliders can always be flown solo, so two-place gliders are best. What glider do you recommend that we buy?
- What glider would you personally like to fly? There is no right or wrong answer here. I want to know what glider would motivate you personally to go out to Arlington (or wherever our operation is) and fly?

I am looking for separate answers to these two questions. The answer may be the same for both. Please get back to me via e-mail or by phone at your earliest convenience.

Mark Nyberg

President

Evergreen Soaring

425/641-4785 Voice

425/260-7559 Cell

Editors Comments

This wraps up another year; Seasons Greetings to all. I wish to sincerely thank **John Gilbert** for his contribution of production and distribution of GlidePath. His effort is much appreciated plus his low in-house duplication costs saves ES considerable over the year. I owe to all of you contributors a thank you for articles and photos and encourage others to join in having their efforts published in this publication. If not, I’ll continue my ramblings; did I mention I was ‘hired’ for another year?

We must thank the former board for their efforts and welcome the new team. The upcoming term appears to have interesting challenges; if their efforts result in merger with BESC, they’ll enjoy brief but active terms. You have opportunity of participating in the merger exploration; it may be best for Evergreen Soaring to

merge, perhaps not. This is what must be determined over the next several months. Your input and participation shall shape the future of ES and the local gliding community, offer your services to the new board by indicating that you desire to participate and what background or skills you might bring to the table.

You shall read in the minutes the board elected to sell the 1-36 due to low activity over several seasons. A replacement has not been determined, proceeds from this plus the sale of the Russia places us in a cash position to acquire a desirable ship that will be flown. Here again, you have opportunity of making your desires known.

Looking forward to an active year, see you at the field.

GT

Soaring Opportunities at Arlington

by Fred Hermansapnn

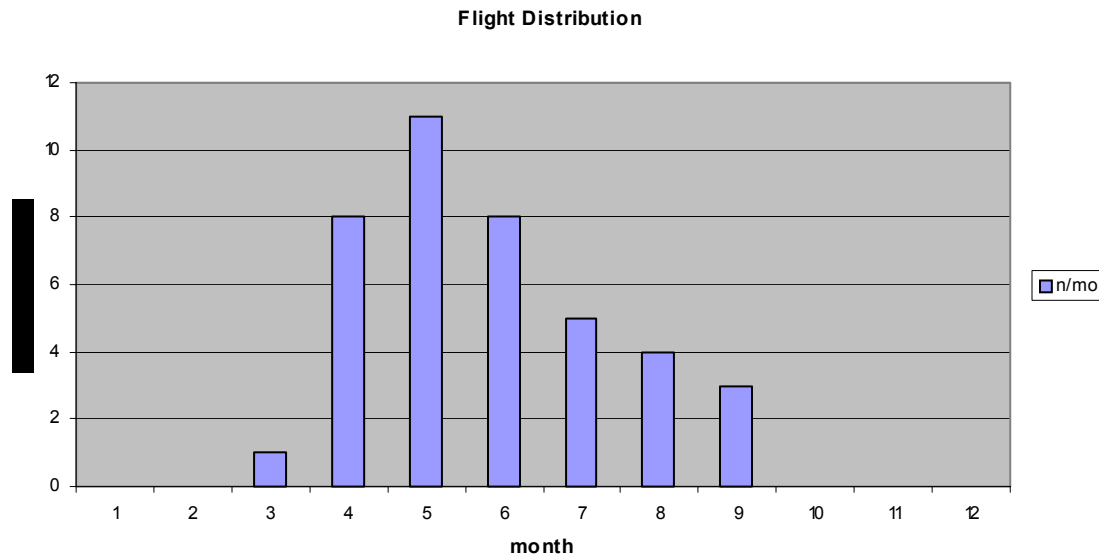
At the end of this soaring season, and a particularly successful one in Arlington, it is a good time to analyze the soaring possibilities around our home base. As there is now a dedicated group of pilots willing to explore the near and not-so-near surroundings of Arlington we seem to have a revival of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

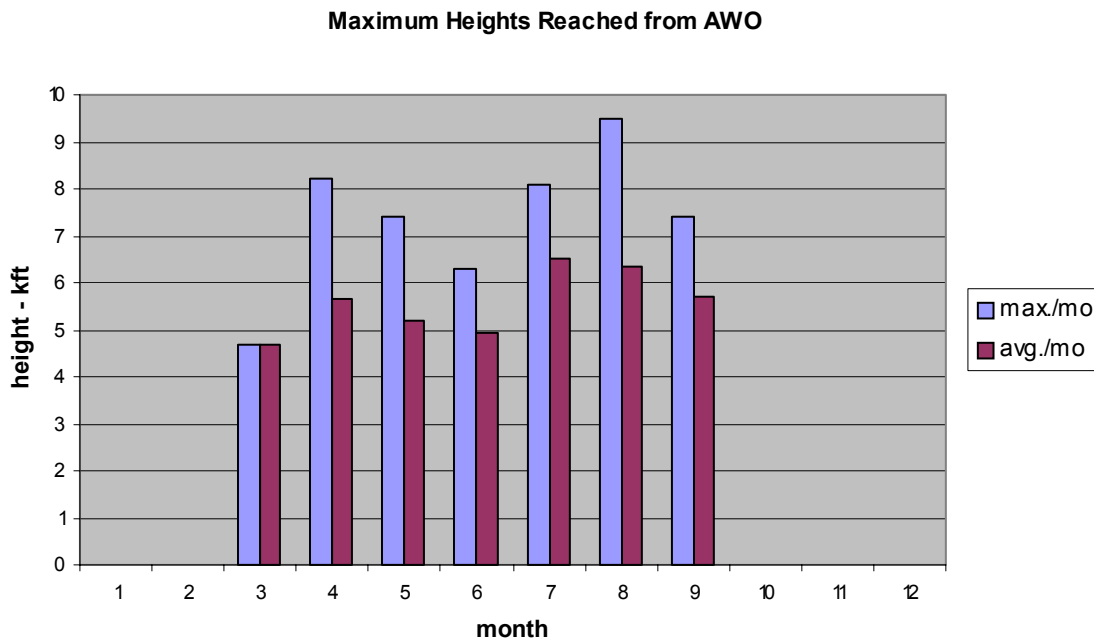
- Duration of at least one hour
- Distance from AWO at least 10 miles
- Maximum altitude reached by thermalling

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.**

Proposed Changes to Scheduling Methods

By Scott Watson, Scheduler

Many unnecessary trips to Arlington have been made by CFIG's, FOO's and Tow Pilots. These proposed changes to scheduled operations should result in a more controlled and productive use of the time that these individuals donate to the club.

Since all pilots have e-mail and/or telephone communications, these changes should not be too difficult to implement and I think that the more structured scheduling that I propose will smooth out the operations and save a lot of people a lot of time. Hopefully, they will promote more flights scheduled and less drop by's.

1. Before Thursday evening of each week, it will be the responsibility of each student pilot and each licensed pilot requiring a BFR to contact the scheduled CFIG, requesting services and to discuss what they wish to accomplish during their flight(s). If, by Thursday evening (a cut-off time to contact the CFIG should be mandated), no one has scheduled, the CFIG will contact the scheduled FOO advising that CFIG services are not required. If a student or licensed pilot requiring a BFR has scheduled, the CFIG will advise the appropriate FOO regarding the schedule.
2. The duties of the scheduled FOO will be somewhat expanded. Before cut-off time, Friday evening, all licensed pilots wishing to fly Saturday will advise the FOO scheduled for Saturday of their intentions, and all wishing to fly Sunday will advise the scheduled FOO of their intentions by cut-off time Saturday evening. If no flights are scheduled the FOO will contact the scheduled tow pilot to advise cancellation of the operation, and advise the membership via e-mail and the hotline. The scheduled FOO should cancel the days operation if the weather is forecast to be unflyable, advise the scheduled CFIG and tow pilot, and the membership by hotline (and e-mail if possible).
3. Demo flights could present a problem. It would be the responsibility of the FOO to check the hotline the evening before he or she is scheduled to FOO to see if a demo has been scheduled. If a demo flight is scheduled, and there are no student or BFR flights scheduled, the FOO should contact the scheduled

CFIG to see if he could fly the demo, and if not try to contact another CFIG or commercial pilot to fly it. If no one is available, the FOO should contact the demo to reschedule.

Book Report

by Gary Thayer

Perhaps it the Christmas Season, here are books for consideration: General Aviation Law, FAA Glider Flying Handbook, and To Conquer the Sky. I had the first book in my library for a number of years, the author: Jerry Eichenburger is a CFI and attorney specializing in aviation law. He covers the various aspects of ownership including risk and benefit of each. The one message he leave very clear is if one encounters a FAA violation, be certain to retain the service of an attorney specializing in the field, many pilots have come up short with representation of an attorney not expert in aviation law. I paid about \$25 for my copy a few years back, I believe a new and revised edition is available.

My latest Flying magazine brings to attention the new 232-page book from Aviation Supplies and Specialties (800-426-8338), the price is stated to \$29.95. The review indicates material similar to the SSA manual, may be a good read. The SSA site has information on this book, their price is stated to be about \$35 and the. If interested, contact either site.

Third book is special for it was donated to ES by Life Member **Bill Stewart** (former regular member, tow pilot, and CFIG). I had the privilege of receiving our copy from Bill, thus took the opportunity of reading this fine presentation of early flight and focus upon the Wright Brothers. With the 60th anniversary of flight upon us, this is a timely addition to our 'library.' Until I read this book did I become aware of the Wright's focus on control while others focused (Langley) on power for success. In fact their patent was on the 1902 glider, not the famous Wright Flyer that was patented for the glider first used the three axis controls. Without this breakthrough, power is a moot item. The price if purchased is posted being \$28.00, or free from our 'library.'

For years, ES received books from members for the library. We need a system for lending and accountability for books tend to get legs, never to be returned. Forward your thoughts to Mark and perhaps ES can establish a library system.

Overheard December 18, 2003, at a local gliderport...
"A moment of silence everyone, for today we celebrate the
100th anniversary of the tow plane."

AVWER 122203

Evergreen Soaring Board Meeting Minutes

December 13, 2004

Attending: Mark Nyberg, Mike Delaney, Roy Parzyk, John Daly, George Lundgren, Fred Hermanspann, Bruce Bulloch, Keith McLean, Bob Barwell, Pall Grondal, Paul Adriance, Scott Watson, & Gary Thayer.

Secretary Joe Patton not present, Gary Thayer taking minutes.

The meeting opened by Mark Nyberg, President, at 9:30A. Mark thanked the new officers for accepting their positions and expressed intent of his administration offering a productive and upbeat year with focus of getting the club out of the 'hole' it is in though a positive board attitude. The big project involves the merger process and decision of proceeding and implementation.

Bruce Bulloch (President-Elect) expressed desire of establishing a chat room on our Internet site, and expressed moving the club in the direction of the German glider club reviewed by Winfreid Feifel and posted on our site. Encourage more volunteering and take steps to make the club 'whole.'

Bob Barwell (Treasurer) enjoyed the luxury of having outgoing treasurer Mike Delaney review the statements. Mike reviewed: paying off the annual on 48029 and that more work is needed: recovering of upper surfaces of flaps and ailerons, the rusty trim cables replaced, plus a new tire and rudder lock. Tow plane maintenance is one of 'keeping it flying.'

Operations Director Paul Adriance expressed need to work on more sharing of resources with BESC – CFG's, Tow Pilots, etc. President Nyberg shall attend the next instructors meeting to discuss inter-club instruction. Paul refers to limited away operations (e.g.: Concrete) as 'off field operations' versus encampments (e.g.: EPH). Also addressed his hope of building up a trailer to support away trips and to be the source of operations locally, this way provides for always being complete when away from our home base.

Equipment Director Roy Parzyk spoke of 029 requiring upper surfaces of wing controls needing recover for small

slits were found on the ailerons, and flaps. Wings have been placed in Mike Delaney's hanger at Paine Field; estimates \$1,500 with ES members doing the covering and having Chris Klix complete painting. Fabric shall be upgraded to medium grade replacing the lightweight material placed in '97. Board approved the expenditure and procedure.

New Business

President Nyberg announced Scott Watson acceptance of Scheduler. Scott distributed copy of his intentions for board discussion. (*Ed Note: A copy is included in this issue*). Mark stated selection of a chief instructor is has not been completed. Other vacancies are being reviewed.

New Business included discussion regarding a ground school, a joint effort with BESC, importing an outside specialist for a weekend cram session, and web-based training was discussed. Scott Watson recently completed a web-based school, finding it satisfactory. The board shall continue with this topic.

Sale of the 1-36 Sprite was a big topic, Mark presented numbers supporting lack of use of this ship over the past few years, costs exceeding revenues by a large measure. A unanimous decision to sell carried. Mark shall post advertisements and may have a potential purchaser in mind. The board is to check on the market value including sale with or without the new radio yet to be installed. It is the intent to replace this ship with a glider expected to have greater use. John Daly offered a 1-26E might be the ideal ship for single place transition for this was historically an active glider in the past.

Merger discussion continues, no activity since the annual meeting. The next board meeting is scheduled for January 3, 2004 and expects two board meetings in January.

Meeting closed at 11:51A

Minutes submitted by
Gary Thayer

Goodbye Gateway Café, Hello "Taildraggers"

What used to be the Gateway Café at Arlington Airport has reopened under new management as a restaurant & lounge named "Taildraggers Restaurant and Lounge." The restaurant has been remodeled, has a new staff and a more-upscale menu. They offer live Jazz and Blues Friday and Saturday nights, plus they have a liquor license. Now members can get a beer after a day's flying without having to suffer the noise of the local sports bars. They are open from 7:00 am to 10:00 pm Sun-Thu and 7:00 am to 12 pm Fri-Sat. 1-800-853-8970.



©004 4 in review

Scott Watson and Roy Parzyk readying Blanik for Ephrata deployment

The 1902 Wright three axis glider



Towpilot, Carl Niedermeyer in the "office."

Blaniks are "in"



On the ramp

Concrete; Wil Burhen and
Brad Hill



Concrete

For Sale

Schweizer SGS 1-36 Single-Place Glider, N3619G, Serial # 27. Very Good Condition. Basic instruments including mechanical vario plus Borgelt B-40 electronic vario with audio. Open trailer included. Contact Mark Nyberg 425/641-4785 or e-mail mcnyberg@tsi-net.com.

Libelle 201B, with Electric Ball Vario, parachute and enclosed trailer. It is a very clean ship with new retractable landing gear, wheel brake and tire. The fuselage was refinished forward of the vertical fin. This is a great ship for a first time owner. The Libelle is a very light easy to rig ship and with an L/D of 38:1 at 46 kts, it has good cross county capability and is well known for their great handling. Don't miss this opportunity for a great deal!! Price reduced from \$45,500 to \$13,500 OBO. 360 474-9394 or

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