



January - February 2004

GlidePath



Apis

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And more!

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 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

President's Corner

Your board has been busy and we have lots of interesting news.

Agreement with the Boeing Employees Soaring Club (BESC)

Today I received a draft of a Certificate of Agreement between BESC and Evergreen Soaring whereby we would share all resources during our joint encampment at Ephrata. This means members of both clubs would be allowed use of the other clubs' gliders and instructors at Ephrata between June 19 and June 27.

Congratulations to *Paul Adriance* who got this idea started in a conversation with *Heinz Gehlhaar*, *Jay Todd* and *Mike Moore* at a recent SGC meeting. Nice work Paul!

This is going to be the best encampment ever.

Chief Instructor

It is my pleasure to announce the *Scott Imlay* has agreed to become our Chief Instructor. This fills the last voting board position and adds one more member to a great team. Welcome aboard Scott.

More Instructors

In order to grow we need to have a framework in-place where students can progress steadily toward earning their license. This means that we need more instructors. To that end I have extended an offer to all BESC instructors to become special members of Evergreen Soaring and provide instruction to our members.

Ron Bellamy, Chief Instructor for BESC, is organizing an instructor's meeting for March 6th that will include the Evergreen Soaring instructors. The objective is to agree on a common training plan and get all of the instructors working together; I plan to attend as well.

The Merger

Each time I meet with the BESC folks I am reminded how much we have in common and how small our differences are. The boards of both clubs plan to meet on February 28th to resume planning activities for the merger. By the end of this meeting we hope to have (1) policies describing a vision for the new club (2) deliverables for the various committees so they know what they need to produce and know when they are done and (3) a final list of individuals to work on the committees. Everyone is invited to participate.

New Glider Search

The board recently pursued the purchase of a DG-101G glider. We learned that good gliders in good condition sell quickly (even though Jerry Painter had already explained this to me). We now have a better idea what we want so next time we can focus on the price, accessories (e.g. trailer, oxygen, instruments, etc) and condition. I plan to continue looking for a DG-101G or a DG-300 because I believe they represent the best combination of quality, performance, safety and cockpit size for our membership. Club members who have questions about these glider models are advised to do their homework soon.

Mark

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

New Pilot, New Glass: Impressions on the 15m Apis:

Paul Adriance

After my first solo through the Civil Air Patrol at the age of 14, my involvement in soaring was very sporadic until 2 years when I joined a local club and began training. On June of 2003 I was found qualified to exercise the privileges of private pilot and, more importantly, fly other gliders. Through the process of acquiring my license I acquainted myself with several of the privately owned gliders and their keepers who fly regularly in the mountains here.

One typically rainy and overcast winter weekend, my flight instructor convinced Brad Hill, part owner of a 15m Apis, that even a <50 hour pilot such as myself could handle it. Brad was agreeable and so I set out to familiarize myself with the aircraft and its performance data, an important task considering I'd never flown a fiberglass ship before.

After a brief review of airspeeds and procedures with Brad and my instructor, Keith Turner, I set about entering the glider. I found it a little tricky getting in such a reclined seat, but once you're in, it sure is comfortable. While continuing the briefing I looked around at the cockpit and got my hands used to the position of each control. The low friction travel of the spoilers compared to the metal trainers I'm used to was immediately apparent. I made note of trim and flaperon positioning controls, all within relatively easy reach. The stick actually was the reverse of the spoiler mechanism; it had a noticeable amount of friction that is not present in the L-13s I trained in. The instrument panel seemed well placed, though, during acceleration on aerotow, you have a few seconds of low visibility over it.

Once I was sure I wouldn't pull the canopy release instead of the tow release, we moved into position and began the launch. I positioned the flaperons, finished the checklist, and gave the "go" signal. Our trusty Pawnee accelerated very rapidly with such a light glider, and before I knew it was already at rotation speed. I allowed the ship to leave the ground, but due to a misjudgment in stick forces, jumped up quite quickly. After one small PIO I dialed in the pitch and roll control and started watching for the magic rope break altitude.

My first impressions were manifold, but the most significant to me was the noise level, or lack thereof. I actually had to turn the radio volume down, an inconceivable situation when flying noisy metal trainers. My second surprise was actually a false expectation. When I thought about flying glass ships, I had assumed "slippery" would

be a great, single word, to describe their overall flight characteristics. However, though it would only lightly resist uncoordinated flight, it wasn't difficult to keep the string straight, either. There was some slight control and audio feedback in addition to the yaw string that proved helpful in maintaining efficient flight. Some of my impression in this vein may also be due to the friction present in the stick. There were some great things I didn't notice, too, like the fact I was seated. It was quite pleasant not to be reminded with every bump of a hard metal seat pan as occurs often in the Blaniks.

I played around a bit on tow, putting myself in strange and unusual tow positions and finding it quite easy to return to a normal tow position quickly. There wasn't a point when I was ever in danger of losing sight of the Pawnee and I always felt in control, despite my lack of experience with the ship. After such a rapid climb at low altitudes I decided to hang on for a 4000ft tow and released a few miles from the airport. The mechanism had a short and stiff pull, but gave up the rope easily and I noticed what seemed to be a rapid deceleration to best glide with not a significant amount of associated pitch change.

There was a small ridge approximately 6 miles from the airport that caught my eye and I couldn't resist heading in that direction. Though the weather was stable, it was overcast in areas and rained on me at times so I was unable to judge the sink rate. It seemed to lower by a consistent 100 to 200 ft/min as soon as the wings got wet; another interesting "feature" of more efficient ships. Before I flew into the first area of precipitation, though, I did have a chance to put in negative flaps and noticed a slightly smaller sink rate change for given airspeeds as well as minor pitch changes. After really getting dumped on over the ridge and watching the sink rate continue to worsen, I decided I'd better head back.

Once safely back in the vicinity of our field and while I still had safe altitude, I attempted a few quick stalls. I really had to get the stick back near the stop for anything beyond buffet. When I finally did get it to go over it was one of the most docile stalls I've ever done. Even better was the altimeter reading when it was all over. I'd lost probably a quarter of what a training ship loses in one good stall during 2 attempted and one successful stalls.

There was still a good 800ft before I had to think about pattern entry, so I went into some steep and shallow turns. It was quickly obvious how reliant I had become on audio cues. For the first few turns I could not seem to slow down to a proper airspeed. It just felt wrong to not hear the rush of air and creaking airframe in a steep turn. After a few more turns, I started to get the hang of airspeed control, only to notice my coordination was off considerably. Perhaps thinking I'd found a thermal, one of the L-23s in the area came over and did a few turns with me. I suspect

that my trouble early on in maintaining consistent airspeed and coordination played a big part in his lack of altitude change relative to mine. At least when he left I was still above him, a very small victory.

After working on some shallower turns and pseudo-thermallings, I ran through the checklist for landing and aimed for the 45 pattern entry. When I opened the spoilers, I was again surprised to find nearly the same amount of friction in the slide as on the ground. It was also somewhat difficult to keep them from popping open or locking in the just cracked position. Glide control was very easy to maintain and I very nearly had them exactly halfway open the entire base and final leg. As I descended through 50ft or so, I noticed I was going a little fast and popped them out all the way and reduced my pitch angle slightly. It was slower to respond than I hoped, but I managed to keep the energy under control for a safe touchdown. I spent most of the rollout dodging mole holes and working the rudder out. It didn't disappoint and I came to rest a good 30 minutes after launch, very respectable relative to what I'm used to flying.

In a nutshell, I REALLY enjoyed flying this glider. One can always debate whether I truly represent low time glider pilots or if my comments have validity due to lack of experience. However, I hope recounting this experience here at least will help others to prepare for a first flight in glass or make an informed decision on what to fly in the future.

HELP NEEDED FOR LARK WING!

Spring is not so far off now, so it's time to spring into action to finish the Lark wings. To be operational this coming season is going to require the help of everyone that can donate some of their time.

One wing and both flaps have been stripped, treated and are ready to be filled as soon as Roy Parzyk's shop area is ready to accommodate them. The ailerons have been taken to Mike Delaney's hangar at Paine Field for recovering (I'm sure that he would appreciate any help offered). The other wing is in my barn and is ready to be stripped.

Last fall I injured my knee, and have not been able to help strip the wing. Paul Adriance did most of the work alone. It's a big job to strip, clean and alodine a wing, and for the immediate future, I probably won't be able to help him. We learned quite a bit doing the first wing, and the second should go much faster. If anyone can give some time to help with the second wing, please step up.

The plan is to fill the first wing at Roy's to prepare it for painting at Chris Klix's shop while the second is being

stripped. If any club members can help with the filling project please contact Paul or Roy to make the arrangements.

Scott Watson

Promoting Our Glider Club

A glider club isn't just about airplanes; it's also about bodies. Warm, breathing, energetic, role-up-your-sleeves-and-get-the-Lark-flying-again-resurface-the-control-surfaces-of-029-publish-the-Glidpath bodies. And, as is always the case, we could use a few more of them. So, as the new year begins so do our efforts to attract new members.

With the able help of Gary Thayer and Mary Blonski we are dusting off our marketing tools to see if we can connect with some new glider pilots. So far our marketing arsenal seems to consist of a club brochure and pieces of an event booth. With a little revision and reconstruction they should be in shape for this year's efforts. We are also going to order a few old Hilton Cup posters and, with the artful grafting of club info over competition names and dates, use them to spread the word at airfields and schools.

There are other things we could do, and should think about. Public relations is a valuable opportunity for the club. We could probably get some mileage out of a press kit and a digital photo library. Small ads in school newspapers might also yield results.

But the big question remains: once we have our materials together who do we put them in front of? Our plan is to make a showing at our old standby The NW Aviation Conference (Arlington Airport has agreed to distribute our brochure at their booth). The Soaring Exhibit at MOF, and The EAA Fly In.

Beyond those venues there are some interesting possibilities. The Microsoft campus beckons as the largest remaining concentration of non-exported white-collar professionals in the Seattle area. And what about all of those UW engineering students lounging around the HUB looking for a thrill? With a little research we might locate a high traffic area of the downtown business community (Seattle/Bellevue/Everett?) to place some club information. And finally, the naval base in Everett could yield new members.

As always, fresh ideas are the lifeblood for promoting the club and any bits of wisdom or inspiration will be greatly appreciated. If you have an idea, or a contact at a company or organization, let me know. I can be reached at 206.935.5927 or bbulloch@drizzle.com.

Bruce Bulloch

FOO Phone Instructions

- (1) dial the number (425-238-6617),
- (2) wait for the outgoing message to start, then touch #,
- (3) when the system asks for your secret code, enter 31034,
- (4) to access any messages that have been left, follow the voice instructions,
- (5) hang up. (**)

To leave a new outgoing message, follow (1) through (3) above, then enter: 4313* (this jumps you through the menu system directly to the 'record a new message' item). Follow the voice instructions for leaving (and SAVING) a new message, then hang up. (**)

Glider Flight Instructor Revalidation and Refresher Clinic

The SSA Soaring Safety Foundation (SSF) is sponsoring a Glider Flight Instructor Revalidation and Refresher Clinic again this year on the weekend of February 21-22, 2004. Since last year the SSF has completely revised the clinic to put increased emphasis on more important topics. All of the lesson plans have been changed. There are more visuals and completely-revised handouts. Ours will be the fourth clinic to use the new syllabus, handouts and lesson plans. The clinic will be held in one of the training rooms at Alaska Air Center, adjacent to SeaTac. Directions to the building, the exact room number, starting times and ending times will be posted at www.evergreensoaring.org as soon as they become available.

This year the clinic will be conducted by Bob Wander, Dean Carswell and Rich Carlson. Bob is well known as one of the most informative and entertaining presenter in the Soaring community. Dean Carswell has been the Chief Master Instructor for the Texas Soaring Association, a long-time contributor to soaring safety, and is currently Chairman of the SSA. Rich Carlson has experience teaching CFIG Revalidation Clinics and is a well-known instructor within the Chicago area.

Besides being the perfect opportunity for recertification and recurrent training for CFIG's, the course works very well for anyone wishing to prepare for a new rating (e.g. transition to gliding, Commercial Glider or CFIG), prepare for a BFR or just get some recurrent training. The current plan is to change from having this CFIG Revalidation Clinic every year to holding it in even years. CFIG's who have been getting their revalidation in odd years are encouraged to attend the 2004 clinic and move to an even-year schedule. As a result of this change, this year's clinic may be quite full. Those interested in attending are encouraged to send in their check and reserve their place ASAP.

Cost will be \$99 in advance or \$125 at the door. Make your check payable to the Soaring Safety Foundation and send it to Mark Nyberg, 159 - 160th Ave SE, Bellevue, WA 98008.

From: Linton Wildrick [mailto:linton@pgwg.com]
Sent: Tuesday, February 17, 2004 9:08 PM
To: mcnyberg@tsi-net.com
Subject: Evergreen Soaring

Dear Mark,

I am a founding member of Evergreen Soaring Club and just wanted to say hi from Tumwater. My last glider flight was in April 1983 in the club's Blanik N14MK at the Concrete airport, where we experienced great ridge soaring. I stopped by the Arlington airfield last week and got some digital photos of the gliders to show to my wife. Are those the club's original 2-22 and first Blanik (N14MK) are still flying. Wow, this brings back great memories.

I joined the club in in October 1978 when it was still the U. W. Soaring Club. We flew out of the Monroe, Wa airfield at that time. I was given permission to solo by Susan Pearson on Jan. 30, 1979, but the following week the massive storm of Feb. 1979 hit the area, sunk the Hood Canal Floating Bridge, and nearly sunk our club. Our 2-22 (N3907A) was tumbled across a nearby field and was destroyed. Same thing happened to Lee Harrison's privately owned glider. Then we moved to the Issaquah field (now an office park), adjacent to I-90, in March 1979, where we rented 2-33's. I finally got to solo from Issaquah in April 1979.

Meanwhile we bought the Blanik down in Hemet, CA in summer 1979. We pulled it up to Seattle with Lee Harrison's old station wagon which managed to break down on the way. Then, we parked the fuselage at my home in the Greenwood District, while the wings and tail assembly were given new fabric in Lee's basement in the U. District.

We also sought permission to fly gliders at Arlington. You may have already heard that story, but it was a struggle. The local power pilots thought that we would be a bunch of wild and crazy cowboy fliers. The sheriff threatened us with arrest if we brought a glider to the field and tried to fly. Finally the FAA stepped in and told the port that they had to let us fly there, because the donation of the old military field to the port was conditioned on allowing all types of airships to fly there. After we gained permission to fly, we spent a few weekends preparing the grass strip with a variety of mowing devices. Of course, after we started flying and turned out to be respectable pilots, bought lots of burgers at the restaurant, and gas for the tow plane, the locals agreed that we were a great bunch of kids.

I'm so glad to know that the club is still operating. I told my wife that I wanted to demo ride in May for my birthday present, so I may see you then. Are there any original members still around, such as Terry Hiatt, who taught me and worked for an ultralight manufacturer in Arlington in the 1970's, Susan Pearson, who became an FAA flight controller in Alaska, Pete Davenport, and Mike McCaslin?

Best Regards,
Linton Wildrick, RHG
Associate Hydrogeologist
Pacific Groundwater Group
Olympia-Area Office
1627 Linwood Ave SW
Tumwater, WA 98512-6856
360-570-8244
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Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
February 7, 2004

Attending: **Bob Barwell, Bruce Bulloch**, John Daly, Winifred Feifel, Howard Glover, Fred Hermanspann, Keith McLean, Carl Neidermeyer, **Mark Nyberg, Roy Parzyk, Joe Patton**, Jerry Painter, Gary Thayer, and Scott Watson (Bold = elected board members)

Meeting open: 9:10 am.

Minutes from previous two meetings reviewed for approval. Approved.

President's Report: Mark Nyberg

The club's 1-36 was reviewed for purchase by Puget Sound Soaring. Ten Thousand dollars was offered, as this was not close to our sixteen thousand dollar listing price, it was refused. No counter offer has been made at this point. The ship could use some detailing to bring a higher offer in the future. The glider needs a wash, wax and vacuum by some volunteers. A final negotiated sales price was discussed if a buyer is looking to meet closer to the middle.

President Elect's Report: Bruce Bulloch

Bruce Bulloch, Gary Thayer and Mary Blonski are updating advertisements and promotional information for the club in preparation for the Boeing Museum of Flight Soaring Expo and the NW regional event in Puyallup. They are forming a media kit including press releases and are accepting suggestions for locations of postings to advertise the club. The UW was one of the proposed locations for posters. Older postings are being replaced in order to update information.

Bruce and Paul Adriance have looked at Green Valley airport and are seeking permission for landings and tows from this +/-1500' grass strip. This strip provides a good landing option closer to the ridge and foothills than AWO. Bruce and Paul are optimistic about it's availability to us for use.

Demo rides are noted as both good advertisement opportunities and an additional source of revenue. There is a potential negative side, dealing with the impact upon the daily operations schedule. The question of continuing to pursue demo rides was discussed. Passing these rides to John Carlson or restricting demo flights to either a specific weekend of the month or day of the weekend were noted.

Treasurer's Report: Bob Barwell

Current balances and funds were noted. Insurance cards and bank signature cards were presented for

authorized board members signatures. Bob will update the accounting software, Quickbooks Pro. This software allows comparison of revenue to the previous year on a month-by-month basis. Bob notes that it is in the best interest of the club for FOO's to encourage as many flights as possible on an operations day.

Secretary's Report: Joe Patton

Joe has been forming an outline proposal for a cross-country program. This should be available for discussion at the next meeting. A cross-country vs. ship check out should be separated. Mark notes that following the SSA's A, B C badge program would follow best practices. The question was raised as to what the core instructional guides are at this point. Bob Wander is scheduled to be in town on the 21st and 22nd of this month and might be contacted for input and purchase of his instructional manual. The FAA handbook was also noted as a good document for a syllabus.

John Daly notes that SGC has asked Burt Compton to visit Ephrata for a safety audit of facilities, procedures and operations. Dean Carswell may join Burt for this visit. ESI might be able to contact Burt to utilize a similar review as well. The Soaring Safety Foundation promotes these reviews.

Operations report: No report

Equipment report: Roy Parzyk

The Lark and Blanik's flaps and ailerons are currently under repair. Rib stitching is needed on ailerons if you are willing to volunteer. The goal is to have 029 airworthy by the end of March. We need volunteers to make this possible, please contact Mike Delaney and Roy Parzyk to offer your assistance. Work parties will be scheduled soon.

Scheduler's report: Scott Watson

The new process of instructors and students talking prior to flight days is at a slow start. Mike Delaney has decided not to accept the position of Chief Instructor. The soaring season is starting and we need additional instructors to assist. The question was raised if the Chief CFI needed to be a CFIG. Mark notes that the constitution directs that this should be a CFIG, if not for liability reasons only. A support role may be required to assist in organizing and coordinating the group of instructors. Boeing was noted as having a greater number of instructors, though it was not known if they had an instructional syllabus.

John discussed the Willamet Valley club as a possible model for students to pay their instructors directly on an hourly basis. For example a \$30/hr rate would be established and students would be responsible for coordinating their own instructional time through a list of

available CFGs. This might help to resolve the supply of instructors if they were to receive cash in hand at the end of the day. ESI will investigate this model for application to our club. There is a Boeing board meeting next Saturday, the 14th. Mark will get this on the agenda and propose a cost structure for discussion. This could form an instructor pool available to both clubs.

John Carson's operation may also assist with this instructional need. Concern that John is considering a move to Renton is voiced. John could provide instruction up to solo if our ESI instructional syllabus was followed.

Hood River, Hope Canada and Concrete are being planned as major outings this season with Bergseth, Cle Elum and Green valley were noted as also being desirable locations to explore.

Discussion of a club trailer was revisited for some of these remote outings. Not a vehicle, just a trailer. The possibility of a portable gas tank, either in a truck bed or somehow detachable from this trailer, would be desirable.

Glider Search:

The Grob 102, SZD 50-1, DG 100, DG 200, DG 300 and Lark IS-32 are all still in consideration. Bruce, Roy and Fred will investigate the IS-32 advertised in Wings and Wheels for the mid forty thousand dollar range and provide a recommendation to the board for this and other two-place ships. Mark will investigate the purchase of a one-place ship and make recommendations to the board. Bob will discuss financing options with our bank and pursue a funding strategy for new ships, both one and two place. Gary notes that a travel budget for the review of a future ship should be considered. All of our ships will need replacing. We should start with the best opportunity.

We will continue to pursue the sale of all of our currentships. Another option for advertising our aircraft, Barnstormers will display sale ads for five dollars.

Scott Notes that for UV protection he has found "This Stuff Really Works" to be a very effective product.

New Business:

Carl notes that ESI might want to reconsider the promotion of aerobatics. Boeing does authorize

these maneuvers. This would be one more step toward aligning the two clubs. ESI might benefit from reviewing what the advantages of each club, ESI and Boeing, are both internally and to each other to assist in making changes to the clubs.

ESI's taxation status and consideration of 501c3 non-profit designation might be reviewed again.

Gary presents a proof copy of the ESI revised handbook for review. He will make some minor revisions to update the FOO phone procedure and send copies out electronically. Please review and comment.

The club's computer has been given away.

Work parties are forming now for various ships and tasks including the 1-36 detailing. Instruction is available for all of these work party tasks, so don't hesitate to learn. Please volunteer to help make this a very successful soaring season.

Meeting adjourned: 11:40am.

-JP

EVERGREEN SOARING, INC.

Minutes of a Meeting of the Board of Directors

January 17, 2004

Mark Nyberg, President, called the meeting to order at 9:25 AM. A quorum of the Board of Directors was present.

There were no minutes of the last meeting available to approve.

In his President's report, Mark reported that Fred Hermanspann had given a presentation on cross-country soaring at a recent meeting of the Seattle Glider Council. He also reported that the Boeing Employees Soaring Club had agreed to join us in our next encampment in Ephrata. The encampment will be from June 19, 2004 to June 27, 2004. The encampment is scheduled to end a full week before the annual soaring contest begins. Typically, contestants arrive the week before the contest to practice.

For future encampments, Concrete, Hope BC and Hood River were proposed as possibilities.

Bruce Bullock gave his report as Chair Elect and stated that the club needed to have an emphasis on recruiting new members. He will lead in that effort. Our marketing display needs to be updated and new brochures need to be created. We have been invited to display at the Northwest Aviation Expo and to have our brochures available.

There was no Secretary or Treasurer's report.

In the absence of the Equipment Director, Mark stated that he would like to have two tracks going in the refurbishment of the Lark. One track would deal with the wings and the other with the fuselage. This would allow us to work on both components at once.

There was general discussion about what our next glider should be. Per his agenda notes, Mark indicated that because of the weakening dollar and relative strengthening of the Euro, currency valuations are working against us.

"A 15-meter APIS with basic instruments and trailer would cost us \$40,000 plus taxes and transportation from Europe. The DG gliders (DG-101, DG-300 or even a flapped DG-202) are looking like the best ones. These gliders are rugged, not designed for racing and seem to lend themselves to club use very well. They run from about \$21K to \$30K = with a good trailer. The DG 101 in particular has a large rudder and a great reputation for being easy to fly. The DG-300 is a standard class glider with 42:1 performance."

Other considerations as members discussed possibilities:

- Apis is about \$45,000
- A Grob, possibly a 102
- DG 100, 101, 300 (canopy hinge is the weak point)
- Desired is a fiberglass glider, a good trailer, and a glide ratio 34:1 or better
- L-33 Pilatus is heavy
- A Sparrowhawk costs \$31,000-\$32,000, is light and strong
- A Discus has a tight cockpit but is a desirable glider - \$29-\$50K
- An Aster 77CS was \$10 to \$11K when the Euro and Dollar were 1:1, not that many available
- Miles Bradley has a 102 Unicorn – early models had a problem with an aluminum cast landing gear
- A Grob 102 would be easy to resell if needed
- Cirrus – Speed control on landing essential – hands on at all times
- 2 place ship for training and shared pilot experience in distance and cross-country
- John Gilbert commented that insurers like to know a pilot's time in a 34:1 or greater glider

Mark Nyberg said he would follow up with Miles to see if he and his partner wanted to sell their glider and would check into other glider possibilities.

Planned work on the Lark On the wings, there is stripping, filling, painting and replacing of bearings that needs to be done. On the fuselage, instruments need to be replaced as well as plumbing to them, and the doubler under the nose needs to be replaced. A detailed plan will be formulated to put the glider back into service.

Blanik 029 The wings are currently in Mike Delaney's hangar. He is recovering the control surfaces.

The club calendar is on the web site and is filling in for 2004.

Scott Watson was asked to present his proposed procedures for scheduling and weekend operations. After some discussion, it was moved, seconded and passed to put the procedure into place with the understanding that the board could modify it in the future if it was necessary.

For the unfilled board position of Chief Tow Pilot, Howard Glover's name was placed in nomination with his approval. His election was unanimous.

It was acknowledged that an instructor meeting needed to be called.

The 1-36 needs to be washed before pictures can be taken of it in support of a sale.

There was also discussion of the Schweizer Tost tow hook and how we were fortunate to already have made the modification. New requirements from the FAA have complicated the procedure for others.

There being no further business, the meeting was adjourned at 11:10 AM

Respectfully,

Robert R. Barwell
Recording Secretary for Joe Patton, Secretary

Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
January 3, 2004

In attendance: Paul Adriance, Bruce Bulloch, Mark Nyberg, Jerry Painter, Chris Klix, John Gilbert, Winifred Feifel, John Daly, Gary Thayer, and Joe Patton

Meeting open: 9:30 am.

President's Report: Mark Nyberg

Mark Keene has loaned Mark six tapes of the East coast glider symposium, Mark is making copies of these for ESI and local viewing and use.

The search continues for a suitable club glider to round out our fleet.

Bob Wander is being asked to continue to assist the regions clubs by providing CFI refresher training bi-annually alternating with ground school. We will coordinate with Boeing and other local clubs to verify interest. Bob's instruction would be two days in length and cost \$100 per attendee assuming 15 people minimum. SGC has provided

this in the past with groups of thirty. Advertisements will be needed to get a good group from this region.

Best Practices- Mark is assembling a document compiled from the Texas Soaring Association (TSA) and other sources as a basis of a Best Practices guide for our club and reference for a future merger. Input from the membership is requested. Monday night 7:00 pm at the Boeing Museum of Flight Fred Hermanspann will present and discuss "West Side Soaring". This will focus on flying cross-country in the Cascades.

President Elect's Report: Bruce Bulloch

Bruce has been investigating an on-line forum or chat room dedicated to the club. John Gilbert suggests a format similar to a list-serv. Archiving the discussion forum would promote one over the other. We would hope to have this in place starting late in January to the end of February.

Bruce and Winifred have been further discussing European soaring club models for elements to emulate. Cost of facilities, and membership as well as social structure all require review for possible application to ESI. For example a hanger could be purchased, 60' x 60' with bi-fold doors, for approximately \$140,000. if the club membership could support the mortgage.

Treasurer's report: Bob Barwell No report

Secretary's report: Joe Patton No report

Operations report: Paul Adriance

Cascade Air Park, Green Valley, Concrete, Bergseth, Skykomish and Cle Elum are possible location for weekend excursions this season. Other encampments are being planned and coordinated for the coming season. We are planning to invite and involve Boeing where we are able. Barker and Hope, in Canada, will also be investigated for the fall. Paul anticipates publishing a schedule soon on the web site.

Bruce will head marketing for the Arlington Fly-in and coordinate with Lynn Weller and Don Banford for information and participation.

Instructor's report: No report

Equipment/ Maintenance report: report by all present

1-36: Calls have been received from interested parties to purchase. The grip and Microphone have been removed from the ship. The current asking price is \$16,200. We will look at detailing it for sale. The ship has a low damage history.

Lark: the Aladyne and acid etching continue. Roy's shop is being measured to confirm if the wing root will fit. The leading edge of the wing will be the focus of the filling, profiling and detailing. The air brakes will need to be refinished.

The radio and PTT from the 1-36 are available for installation in another ship. Discussions are tabled for which ship to install it in and the cost.

Blanik 48029's fuselage is at Willy's shop for some work.

New Business:

Calendar: Participation is needed to make these outings a success. Check the web site for updates.

Merger: Mark like the method of adaptation and revision of best practices. Morning meeting times on weekends appear to be best. The Seattle Opera scene shop in Renton is a potential meeting location. Chris notes the Snohomish library is also a good facility for meetings.

Handbook: Gary is near complete on revisions to the handbook.

Glider search: Go glass seems to be a common goal. Southern Ontario has a SZD 50-1. People are willing to pay more to fly modern equipment. For fiberglass we will need to consider either covers or a hanger. A Grob 103 with a Cobra trailer would cost about \$31,000. A 103-3 might have better maintenance access and lower cost for repairs in the long term. We have limited options.

NW Aviation conference: Chris notes that this would be a good opportunity for marketing our club and soaring in general in the future.

Glider Expo: The Boeing Museum of flight will host the 2004 soaring and glider expo March 27th to the 28th. Please see John Gilbert for further information. ESI will plan to host a booth there, plan some time to share your love of soaring with others.

Equipment Director: Roy was not yet formally voted into his accepted position. Vote taken, 10 yes votes cast. Roy is the ESI Equipment Director for 2004.

Meeting end: 11:45am.

-JP

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.

GlidePath

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