



March - April - May 2004

GlidePath



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	360-424-5171
Chief CFIG	Scott Imlay	360-805-8654
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 CFIGs	\$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

The death of Will Burhen comes as a shock to everyone who knew him. My initial response was "how can we just go back to flying gliders when a soaring accident has taken our friend?" Then a fellow club member reminded me how angry Will would be to think that his death would turn someone away from the joy of flying gliders. We will all go back to gliding and love it just the same, except that we will see our own mortality a bit more clearly as we prepare for each flight.

Evergreen club members can look forward to seeing a couple of new radios in the clubhouse. Roy Parzyk has ordered some new VERTEX (formerly Yaesu) handheld radios for use by the FOO and in our gliders. Pilots getting BFRs and 6-month checkouts can expect to see an increased emphasis on radio usage in the future.

Paul Adriance has been looking into using the Green Valley Airport for members to practice off-field landings. Those pilots interested in stretching out toward the mountains will want to know about Green Valley Airport in case they have trouble getting back to Arlington and need a safe place to land.

Our second Blanik is back in service and the soaring season is upon us. We have scheduled our Spring Refresher Clinic for Saturday May 8, 2004. That event can be the busiest day of the year, so please plan your BFR for a different day and schedule it in advance with an instructor.

Our first trip to Concrete for the year is scheduled for May 22/23. It is likely that the Puget Sound Soaring will be joining us there. I'm looking forward to getting to know those folks better.

I have been looking at various options for purchasing a new glider for the club. It has become clear that we need a new "economic model" for doing so. In the past we have just bought/leased a glider, set an hourly rate and hoped people will fly it enough to make a profit or at least break even. This has not worked well because essentially all the glider costs

are yearly fixed costs that are the same whether the glider is flown once or 100 times in a season.

An alternative model is to determine the yearly operating budget (e.g. maintenance, insurance, debt service, profit) and ask members to pay their share in advance (as a yearly fee or monthly dues). Then don't charge any flight fees. This is similar to the way that ski areas operate when the offer season passes. People, who buy season lift tickets tend to start skiing earlier in the season, ski more often and pay less than those who buy a lift ticket for each trip to the slopes.

It is no surprise that clubs that offer better equipment (e.g. Duo Discus, fiberglass single-place gliders) have higher costs. Members of these clubs may pay as much as \$100 per month in dues but have no flight fees. I put together a scenario for Evergreen where we would borrow money to purchase a used DG-505. Yearly operating costs to insure the glider, maintain it and pay off the loan over 10 years would cost us about \$12,000 per year. The people who covered the yearly expenses would have a fantastic glider to fly and the club would own the glider outright in 10 years (i.e. make a tidy profit). But could we find 12 members that would be willing to pay \$1,000 per year to cover the expenses?

At first \$1,000 seemed like a lot of money. Then I began to check into the rental costs of good equipment at commercial glider operations where it is not unusual to pay \$50 or more per hour for a single place glider. I paid \$87 per hour at Crazy Creek Soaring to rent a DG-505 Orion. This is a two-place glider that has performance better than 40:1 – especially with the 20-meter wingtips. It was wonderful. If I had flown it for just a dozen hours I would hit the \$1000. If I could get 20 or 30 hours of soaring in during a season – maybe the thousand dollars wouldn't be so bad. If I flew for 40 hours it would be just \$25/hr.

I would be curious to know how many members would be willing to pay higher dues for better equipment.

Mark

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

Willie

On Thursday April 1, 2004 our soaring community lost a friend. William "Willie" Burhen was involved in a mid-air collision over Wheeler Mountain. His glider struck the mountain at high speed. He died instantly.

Willie had lots of friends and went out of his way to keep in frequent and close contact. Sometimes we would get together at his shop, meet at his house in Seattle or just chat on the phone. We would talk about his daughters, past soaring flights, future soaring adventures and what to do with the soaring club. We spoke on the phone at least once every day.

I took an instant liking to Willie when we first met. He was a passionate guy who had strong feelings about everything. He loved driving cars, restoring cars, studying architecture, designing things, fabricating things, language (French & German), land development and travel. When it came to building things Willie was fearless. When most of us need a bed or coffee table we go out and buy one. Willie would buy some metal and fabricate them.

Talking with Willie was always so amazing because he could talk as such depth on so many diverse subjects. What was even more amazing is that Willie was largely self-taught. When he got interested in a subject he would read everything he could and study until he mastered it. Despite his successes, Willie was never pretentious and was a good listener. He was always quick with the joke and quick to laugh. Everyone loved talking with him.

More than cars and more than building things, Willie loved to fly his glider. Hardly a week went by when we didn't have a spirited discussion on how to revive our soaring club or what kind of flights we had planned for when the winter weather clears. Sharing a love of soaring added another dimension to our friendship.

It is easy to miss him whenever I hear the phone ring or see a raptor circling in the sky.

Mark

Willie Burhen

All of us by now have heard of the mid-air collision over Wheeler Mountain on April 1st and of the tragic death of Will Burhen.

For those who shared Will's life his passing leaves a big hole. Family and close friends, those people who knew the full breadth of Will's complex personality- his quirky humor, his immense talent, his passion for precision and craft - have felt the true extent of this loss and understand, only too well, that there are no words to encompass it.

The rest of us, fellow pilots, have lost something too. Among the teeming population of the Puget Sound basin there are a very few who look east to the foothills and the weather that sweeps over them with a soaring pilot's peculiar knowledge and hunger. In the Northwest demographic we are not so much a minority as a speck. But on the flight line or gathered around a tavern table at the end of the day we are a world unto ourselves, and Will Burhen, with his DG 400, was an important part of that world.

Those who flew with Willie knew that he was a sucker for a good soaring day, easily distracted from life's more sober duties by the prospect of lift. In its pursuit Willie became a regular at the mid-week soaring sessions out of Arlington. He was an avid cross-country pilot always looking to extend his abilities. Willie's conversations were peppered with the joy for soaring, on the ground or on the radio. A phone call about a completely unrelated topic would routinely be interrupted to speculate on cloud formations we could both see from our particular vantage points.

He was a good pilot determined to be better. His reaction to every problem was to counter it with perfection, even when that was not possible or even advised. His glider dwelt in eminent peril of his router if it showed any signs of diminished performance.

In short Willie was one of us. Under the spell of a sport that keeps drawing you further in; further from the airfield, further into the foothills, further into excuses to family and loved ones for time spent in its pursuit.

The camaraderie among glider pilots is not particularly sentimental, some pilots will become deep and abiding friends while others will irritate you just by opening their mouth, but there is a bond nonetheless. They get it – that important piece of our lives - like no one else can, and around that common understanding the community of the soaring world revolves. For the qualities that made him just like the rest of us, as well as all the ways he was like no one else, Willie Burhen will be missed for a long time to come.

Bruce Bulloch

Wet Side Flying

April 16 was another day to prove that extended duration flights are possible and practical on the 'Wet Side', even with a venerable Blanik. I have enjoyed a couple of these with Fred Hermanspann, one from Arlington (AWO) for 4+ hours and another of about 2 hours from Concrete. On last Friday I dropped by AWO and encountered Fred who invited me to join him in 2414J. It was late in the afternoon and getting later as we debated merit of taking a flight with such overdevelopment. Three glass birds, two Apis (or is that Api in the plural?) and an LS-1, were either in the air or about to launch.

The glass guys, Brad Hill, Chuck Andersen and Ron Clark, convinced us to make the effort, taking a tow from Carson's Super Cub at 4 PM, we towed west toward Lake Goodwin. Getting off tow at our normal 3140 ft, we immediately centered a thermal for another few hundred feet. Not too long after this success we move east and hit sink forcing us to consider returning to AWO. The thermal gods were kind and up we went, returning to the Lake Goodwin area where we found lift again.

Radio was our only problem, having installed two different batteries, we decided the wiring in 14J was a problem and grabbed the handheld. With this, after launching, we discovered the handheld would receive but not transmit (this was verified later, the ESI board moving to purchase two new handhelds). While we were benefit of hearing chatter among fellow glider pilots, we were unable to let them know of our position or to inquire of successful lift areas.

Back to Lake Goodwin we climbed to 4,100 ft and headed toward Stanwood. As we neared the Stilly valley, we picked up one of the glass birds circling low near Stanwood. There was considerable chatter among the glass guys as they assisted one another or cheered the great soaring conditions. Having altitude in the bank, Fred drove past Stanwood, heading north along the front edge of a cloud street. With an occasional thermal turn, most of our progress was level flight with minimal sink or a few hundred feet of lift.

About this time, one of the glass guys, believe it was Ron, spotted us with the expression of "Fred's heading north, let's catch him!" Nothing like a Blanik with two aboard temporarily leading the charge over the bay between Stanwood and Conway; it did seem a little strange to be flying over the Sound in a glider.

It did not take long for Ron to catch us, a wing wag and he was in the lead, occasionally stopping long enough for us to join him in a thermal or two. All along the route our altitude range between, 3,500 and 4,500 feet.

About this time a ground station came up and told us to stay off the air for we were clogging their Unicom frequency. One of the glass guys responded very politely of several gliders in the air and this is the assigned air-to-air glider frequency. The fellow on the ground apparently realizing merit of this simply asked to keep it down and nothing further was heard from him.

Once to Conway, the tulip fields came into view and we proceeded to appoint just south of the Roozengarde display gardens. I should mention that all along the cloud street we were for the most part in the sun. Not pushing a good thing too far, Fred turned south, retracing our route north. About mid-way, we encounter Ron and Chuck northbound. Radio discipline was very good among the glass birds, calling out visual contact, intentions, position, and opportunity.

Once getting bit east of Stanwood, we aimed toward AWO, about this time two glass ships overtook us again, calling us out as being between them and a 777 turning final to Paine Field. The glass ships are definitely faster than our trusty L-13. As we neared AWO we climbing toward 4,500 feet in open skies. Following the glass ships we again found a cloud street, which lead us to the north edge of Lake Stevens where we headed toward Granite Falls. A bit of this and we retreated toward Lake Stevens and northward toward AWO, flying past Green Valley airport and Frontier Airpark, never below 3,500 ft.

About this time we became aware the glass drivers were not talking, maybe they already landed, and following a climb or two, we headed into AWO. Fred put the ship down on the middle pad and we rolled out for a minimal drag to parking. A great flight of 2.0 was logged. Following tie down, Ron landed followed by Chuck (Brad returned earlier).

The sky was interesting with having two levels for the bottoms of clouds plus my first experience of actually being above cloud base in a glider.

For anyone having the opportunity of flying with Fred, have an empty bladder, and like Fred, bring along munchies, it may be awhile.

Gary Thayer

Editors Notes, Spring 04

The summer soaring season is upon us, are you ready? Having been in Evergreen Soaring (ES) for twenty years offers a view of the club over the years. The past five years or so have witnessed a deterioration of excitement for heading east in the spring. For a long time members were cranked up for the annual Wenatchee Encampment and from here we continued onto Ephrata for the summer season. Years ago, many of our instructors favored eastside cross-country instruction at the expense of primary instruction at AWO, and now, the reverse seems true. Spring was a time when members came in from the woodwork to sharpen skills in preparation for the eastside operations. As the years passed, fewer members made the trip east and our CFGF corps tended to prefer wet side operations resulting in few with cross country experience.



Eastside operations have always been short of an adequate number of instructors and those CFGF's making the effort to frequently found their opportunity for solo flight compromised by demand for their instruction skills. It would be ideal if enough instructors could converge on Ephrata to cover instruction demands and have personal time for soaring without pressure to instruct; remember they are glider pilots first and then instructors. The lack of opportunity to fly solo can contribute to their not gaining X-C skills and experience when in EPH.

Stuff

Handhelds – Last month, your board authorized purchase of two new Vertex Standard VHF handheld radios. They are found in the clubhouse and are to be used for FOO and flight. Be *responsible*, handhelds tend to have legs and disappear! Our radios are provided for your safety and communications. Take a few moments to read the manual found in the clubhouse, it's not cool to figure things out when in flight.

Rotating or Flashing Beacon – When and if you have need to drive a vehicle on a taxiway (towing a glider, etc.) or a run across the north end to trailer parking, you should have a beacon mounted on your vehicle, we have a yellow beacon with a cigar (cigarette) lighter plug in the tow plane hanger.

Clubhouse Cleanup – Following the May 15 board meeting, attendees charged into a general clean out of the clubhouse. The trash can located outside of the door was filled to overflowing with bits and pieces including cherished but totaled web chair, old bits of tow rope, and many more pieces of treasured junk. The spirited volunteers were rewarded with a barbequed for **Mark Nyberg** schemed to bring along his barbeque grill; a quick run to the local Safeway

and the clean-up gang was rewarded with lunch.

Clubhouse Security – We are fairly diligent in locking the clubhouse at the end of the day. I stopped by midweek and noticed most of the blinds open. This can present a tempting target of opportunity for the bad guys seeing radios and other things of value lying about. Perhaps best to close the blinds for the little effort may save us a bundle.

MOF Glider Expo – **Bruce Bulloch** organized and managed our participation in the annual Glider Expo at the Museum of Flight, hopefully we can gain a valued member or two. With future exhibitions such as this, improved promotion targeting people who are potentially interested joining our ranks is very important. We shall try again at the upcoming ESS Fly-In in July.

New Solo - **Camden Doyle** (see photo) was solo'd by Mike Delaney on April 24, actually, it was Camden's first ES solo for he solo'd in Arizona a week earlier.

Hopefully I can manage to return to a monthly publication with the next issue.

Gary

MOF Glider Expo 2004



Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
May 15, 2004

Attendance: (L=Late) (Bold=Board)

Paul Adriance (L), Gary Thayer, **Bruce Bulloch**,
Mark Nyberg, Winfreid Feifel, Scott Watson, **Bob**
Barwell, Brad Hill, Fred Hermanspann, Pall Grundal,

Meeting called to order: 9:30 am.

President's report: No report

President Elect's report: No report

Secretary's report: No report

Operations report: No report

Instructor's report: No report

Equipment/Maintenance report: No report

Treasurer's report:

Because of winter month's cash is down. The club should recover deficit during soaring season. However the over all number of tows given by club tow plane has trended down over the last couple of years. We have reached a point where, for the first time, tows are less than flights. This points to club pilots using John Carson or Boeing for more of their tows.

Bob introduced the membership application for **Will McDonald**. Will is 19 years old and the son of member Bill McDonald. He has some power experience and is interested in a career in aviation. Mark said he had spoken to Will about the expectation of volunteer contribution by club members. The board re-visited the application later in the meeting when a quorum was present and voted to accept Will as a member.

Bob has license tabs for the L-13 and 1-36 trailers but could not locate them because they are off airport. Mark offered to get the tabs on the trailers.

Bob read a sympathy card sent by Puget Sound Soaring Association regarding the death of Will Burhen.

Glider Search

Mark has put this on the back burner for the moment. He is still looking at a DG 500 based in California. It has an experimental certificate which might force its present owners to significantly reduce the price and make it attractive to the club.

Mark has also been in discussions with Robert Mudd, the U.S. Distributor for Apis. Robert is thinking about buying a motor glider and may buy his Apis 13 meter up for sale later this year. Mark has let him

know the club may be interested.

Concrete Encampment

Paul proposed we ferry the gliders to Concrete on Monday so that pilots could be flown back to Arlington by Winfreid. There was a discussion on adequate tie-downs to protect gliders against unexpected heavy winds during the week. It was decided to inventory club tie down equipment after the meeting and purchase additional equipment as needed to insure safety of gliders. Those present also discussed making some device to raise the tails of the gliders during tie-down to reduce angle of attack to wind.

Paul said we need to line up pilots to ferry the gliders.

PSSA and Boeing have been invited to join us at the Concrete encampment.

PSSA has indicated that they will attend.

Ephrata Encampment

Scott Imlay will do a cross-country clinic in preparation for the Ephrata encampment.

Heinz Gellar of Boeing is organizing a calendar of educational and social activities for the encampment.

Boeing has proposed both clubs agree to waive the daily membership fee for towing behind the other club's tow plane. Bob proposed that the board change the club bylaws to allow this to happen. The board will vote on this proposal via email. Mark is investigating altering our tow fees to match those of Boeing.

Paul and Roy were asked by the board to make a list of what needs to be done to prepare for Ephrata. Work parties will be scheduled once the list is created.

Lark

Keith Turner has expressed an interest in purchasing the Lark in its present condition. Mark will get a formal offer from Keith. The board will vote on whether to authorize the sale. The sentiment of the room was heavily in favor of selling the Lark. The rationale is that the work required was greater than the club's present ability to generate volunteer support and having the work done commercially would be very expensive.

Blanik 14J

Chris Klix is doing rudder repairs on 14J and should be done this week making the glider available for Concrete

Mark is investigating the damage to the vario and the radio caused by battery lead wires being switched.

He will find out extent of damage and whether we will have to replace both instruments. Roy has been looking into possible safe guards against this happening again.

Bruce will investigate costs of replacing the seat belts in 14J. The front seat belt in particular is extremely stiff and difficult to adjust.

Additional Encampment at concrete

Brad Hill proposed a second, extended encampment at Concrete later in the year. He and Paul will investigate its feasibility.

Green Valley Landing Clinic

Brad also suggested holding a landing clinic at Green Valley. Paul said he believed that the Green Valley airport manager would give us permission. Brad said the advantages of this would be both landing at a smaller airfield and getting new cross-country pilots familiar with Green Valley as a land out option. Paul and Brad will investigate feasibility.

Merger with Boeing

Mark reported there was resistance in the Boeing membership to a merger of the two clubs. There seems to be a question among some of their members as to what benefit Evergreen to bring to them. Mark will continue to attend Boeing board meetings.

Club Handbook

Gary Thayer would like the board to review the content of the club handbook. He will burn a CD to send to board members.

Parachutes

Bruce reported on his conversation with Dan Tarasievich at Para-Phernalia. Dan had expressed serious concerns about the age of the club's parachutes when Bruce brought them in to be re-packed (our newest parachute is 19 years old).

After a series of conversations Dan made the following offer: as a gesture of his concern about the effects of older parachutes on the safety of glider pilots, if the club purchases one new parachute, he will donate a second identical new parachute. The club will have cut its parachute costs in half. Dan also expressed an interest in speaking to club members about what he has learned regarding aging and parachute reliability. The board voted to authorize Bruce to accept this offer and purchase the parachutes.

The board also authorized Bruce to donate the club's 1953 vintage military parachute to the theatrical properties department of Seattle's professional theaters. Mike Moore of the Boeing club who works

in the set design department for the Seattle Opera is our contact person.

Flight Line Protocols and Safety

There was discussion about confusion and dissatisfaction over order-of-tow protocols. There is conflicting demands from club pilots, students, demo flights, and non-member pilots. Mark will lead a group to draft a policy proposal. Paul, Scott Watson, Scott Imlay, and Brad will assist.

There was also discussion about revisiting Flight Line safety proposals. Bruce noted that the club's procedures have become pretty casual and FOO's don't seem to have a clear sense of their duties as well as safety procedures. The board will review the club handbook on this subject and place it on the agenda for a future meeting.

Mark voiced a concern about generating safety awareness in the club. He is looking into purchasing some training videos. Scott Watson said he might have a VCR and TV that could be used at the clubhouse.

Willie Burhen Cup

Fred gave a report on the status of the Willie Burhen Cup. The cup will be awarded to the best West Cascades cross-country flight. Details will be posted in the club website. There are already several flights in contention.

Pilot Training

Fred brought up the fact that many of our students are not progressing towards their licenses. Scott Watson expressed a frustration as scheduler in not being able to get instructors for our Arlington operations. Bruce suggested the club take on supporting the efforts of our student pilots in getting their licenses a club priority. It was decided that students would be asked to come to a special meeting on June 5th to develop strategies for getting this group of students licensed.

Bruce brought up the fact that we do not have a next wave of potential CFG's getting ready to compliment our current roster of CFG's. Mark said he would speak to Bob Wander about possible advanced rating courses.

Ephrata Equipment Shed

The club equipment shed in Ephrata was moved by heavy winds and needs to be moved back in position. No action was decided.

Meeting adjourned at 12:00 pm.

Minutes by *Bruce Bulloch*

14J wing control surface recovering project, 2004

Roy Parzyk and Mike Delaney installing the control surfaces.



Tom Hilton applying sealer to the newly taped flap.



George Cook and Mike Delaney, applying rib stitching tape, aileron.

Front cover, William Burhen north of Conrete Sept. 03, DG-400. taken from Fred Hermanspann's Chinook glider.

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