



June 2004

GlidePath



Green Valley

President's Report
New SeaTac Concourse
Green Valley Report
Ephrata Wisdom

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		

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

I am happy to report that things are going well. Our towplane, both of our Blaniks and our 1-36 are in fine airworthy condition. Mike Delaney saved us a bunch of money by doing some of the aileron/flap recovering work himself. Chris and Nan Klix have gone way "above and beyond the call of duty" in solving the little problems necessary to keep our Blaniks flying. Roy Parzyk has acquired two new handheld radios for our club plus a great new propane barbeque grill. Roy also did a great job repairing the broken wingtip wheel on the 1-36. Members are still raving about the good time they had when Paul Adriance moved our operation to Green Valley Airport one day. Paul Adriance has also been busy organizing what looks to be the best Ephrata Encampment we have had in years. After negotiating a great deal with Dan at Para-Phernalia, Bruce Bulloch will be picking up our two new parachutes this week. We have negotiated our first reciprocal agreement (to drop the tow-only membership charges during the joint Ephrata Encampment) with the Boeing Employees Soaring Club.

Our instructors and tow pilots are stretched very thin and yet we continue to have an operation on most weekend days. Scott Imlay, Chuck Flora and Angus McKinnon have definitely been pulling more than their weight by filling two important jobs: flying the towplane and providing instruction. Several of our instructors and tow pilots have been signing up for two or three slots per month. We know who you are and appreciate your commitment.

We continue to be a strong soaring presence at Arlington. Our website seems to be in all of the search engines so we are easy to find. When visitors come out to Arlington to find out about soaring, Evergreen members are generally the ones who make the visitors feel welcome and answer all of their questions. I want to thank the FOOs and everyone else who have done such a great job promoting our club to prospective members. Please keep up the good work.

Empty Board Position

In addition to the day-to-day business, Evergreen's board of directors has been looking for ways to make our club thrive again. Part of this effort requires an understanding of where our money comes from and where our money goes. We need a treasurer. Bob Barwell has already taken care of the "heavy lifting" by upgrading us to the latest version of QuickBooks (accounting software) and making sure that everything balances. Harold Broomell has been doing a fantastic job at handling our day-to-day book-keeping chores. Unfortunately, outside pressures have forced Bob to become a social member and resign as treasurer.

So, the board is looking for someone to take on the job of Treasurer until November. This is one of the seven

important voting board positions. It is a chance to learn a lot about our soaring club and have a voice in our future. This is also an opportunity to learn to use basic accounting. You may be surprised to learn that accounting (not to be confused with bookkeeping) is very interesting. No accounting experience is required to be treasurer; you will be taught everything you need to know. If you are interested please give me a call.

Training

Pall Grondal, Terry Compton, John Craig and Scott Watson stayed after the board meeting on Saturday June 12th to discuss student training. We talked about the following issues:

- FOOs need to do a better job managing the list of pilots waiting to fly. This will be done.
- We need to give students a higher priority before noon. This will be done.
- We need a ground school. Mark Nyberg is planning to organize a ground school for the Fall, if there is continued interest.
- We need a mentor program. Scott Imlay is working on matching up students with mentors.
- Students need to continue being tenacious about calling instructors and arranging instruction. Students continue to lose their shyness and arrange for instruction.
- Every student must have a copy of Bob Wander's "Learning to Fly Gliders" handbook and syllabus — available for \$19.95 at www.bobwander.com. This is necessary for the students to track what they have learned and see what they need to work on.
- Lynn Weller (425/235-1610) is available to provide instruction on most weekends. Lynn currently offers instruction in John Carson's Blanik L-13 or in his own DG-1000. Lynn charges \$30/hr for instruction plus \$15/hr for use of his beautiful fiberglass high-performance glider. Lynn can be scheduled!
- Students are encouraged to keep reminding the board what they need to progress in their training. Do we need an "assertiveness training course" for students? <g>

Ephrata

The website has been updated to include a page on Ephrata. Please check it over if you have questions about the area and the airport. Heinz Gehlhaar from BESC has organized a lot of great activities for our joint encampment this year. This year's trip to Ephrata promises to be a great time.

See you in Ephrata!

Mark Nyberg

President

Evergreen Soaring

A Day at Green Valley

In the spirit of objective reporting it should be noted that not everyone had a good time on the club's field trip to Green Valley (June 5th). The whiffle ball on the end of the tow rope had a hard go of it; but that was mainly its own fault, having never bothered to learn that essential agricultural art of how to cross a barb wire fence without...well...getting your balls shredded.

For the rest of the club contingent (eleven strong) a great time was had.

Green Valley lives up to its name - a pretty little grass strip plunked down in the middle of cattle pastures and Douglas Fir stands, it is so unobtrusive it's hard to spot from the adjacent road. With Jordan Ridge to the north and Mount Pilchuck looming to the east the place is ripe with soaring opportunities. Moreover, Green Valley conveys the sense of scale of a glider field. Our operation actually filled the place up



into the air before the day was wasted.

Green Valley had its own personality quirks that contributed to an eventful flying day. The north end of the field had a wide staging area but the south end, which was doing double duty as a hayfield was a swath of cut grass not quite the width of the 1-36 wings. The tall grass on the sides had an appetite for the 1-36 wing wheels, but more on that later. And then, of course, there were the barbwire fences at each end of the field. But aside from the hapless whiffle ball they didn't seem to cause any problems.

Once in the air we had a busy operation. All three of the club's operational gliders were present. Angus McKinnon and Scott Imlay shared CFIG duties while Scott Watson, Pall Grondal and Tom Hilton represented the club's student corps. Howard Glover was tow pilot with Scott Imlay spelling him so he could get a shot at flying the 1-36. Paul Adriance, Dan Housler, Fred Hermanspann, Brad Hill, and Bruce Bulloch were also in attendance. Heinz Gehlaar of the Boeing Club also stopped by to hang out for a while and shoot some video footage.



In stark contrast to Arlington and Ephrata there was no sense of being an afterthought in a world designed for power traffic. We had this pretty little piece of countryside with no one to share it with except for a group of disinterested cows in the next field. As Tom Hilton observed "half the pleasure was just hanging out on the ground". In fact, everyone got so comfortable lounging around during the barbecue lunch that Scott Imlay had to prod pilots back

In all we got about 12 flights in. 029 only logged two flights, but with Fred Hermanspann at the controls it also logged the most flight time. Dan Housler got the record for the shortest flight of the day...about 4 seconds and 75 feet horizontally. A wind shift led him to attempt the first take-off by the 1-36 from the narrow mowed swath that

was the south end of the field. The long grass snagged the wing wheel and ground looped the glider. Only a very fast hand on the tow release saved the glider from an encounter with the barbwire fence at the side of the runway.

The weather had more than a little personality of it's own. It was breezy with shifting winds and turbulence below 1000 ft. Using the short (150 ft) towrope in these conditions made towing an energetic but manageable exercise. It was cloudy with breaks, leaving us sometimes in the sun and then running for cover from a passing rain shower. There was sporadic but decent thermal lift to be found with a cloud base of about 4500 ft. The ridge wasn't working particularly well. What lift was to be had seemed to be mainly at the eastern end. (Just to give you an idea of how lively the weather was, Scott Imlay spotted a tornado touching down near Stanwood as he returned to



use of forward slips he was able to keep a clear view of the airfield as he made his landing. The adventure seemed to be safely behind him as he touched down but once again the long grass came into play and grabbed the wing wheel pulling it off and ground looping the glider.



In all, it was an exceptional club outing and everyone had a great time. Our trip was organized by Paul and really was only possible because he had put in the effort to develop a relationship with the Green Valley management. Take a moment to thank Paul next time you see him. Green Valley greatly increases our options for enjoyable soaring outings in the Arlington area.

Bruce Bulloch

Arlington with the Pawnee).

Howard found himself in the middle of one rain shower on final in the 1-36. The rain was seriously limiting his viability through the canopy and only through a judicial

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

SGC Clubhouse 509-754-3852

The following are a condensed version of the rules and regulations embodied in the SGC's operating agreement with Ephrata Municipal Airport. Pilots must sign off on the current version each season. Rules and landing/take-off patterns are posted in the terminal building. Remember that all Evergreen Soaring members require a FIELD CHECK OUT for each airport at which they fly club aircraft.

EPHRATA RULES & REGS

1. No autos can operate on the ramp, runways or taxiways except by persons authorized by the airport manager and then only when towing a glider to the tie-downs or trailer parking areas.
2. Spikes must not be driven into the aircraft parking apron at any time.
3. Spectators, pets, unattended children, bicycles or roller-skaters are not allowed past the cyclone fence at the edge of the aircraft parking apron.
4. Pilots should be alert for power traffic at all times.
5. Glider landings are normally on the ramp (see diagram for patterns).
6. Thermalling is prohibited below 2500' MSL within one mile of the landing pattern.
7. Aircraft equipped with radio on frequency 122.8 are requested to report to "Ephrata Traffic". If you don't have 122.8, call "Soaring Ground" on 123.3 and they will inform "Ephrata Traffic".
8. No glider is allowed to taxi toward persons, parked aircraft, or equipment at such speeds and proximity that brake failure could cause injury or damage.
9. No glider is allowed to be unattended unless it is properly tied down.
10. The Boeing Club's field manager determines the launch order. The Boeing Club's Chief Safety Officer is the final arbiter on matters of safety.

A few general comments to make life at this particular field easier:

1. Ephrata is in the middle of a desert, and there is precious little shade out on the ramp (2-33 wings being rather scarce there). Wear a hat and generous amounts of sun block when out in the sun. Invest in a pair of sunglasses with good UV blocking characteristics. Do not use polarized sunglasses for flying; polarization and Plexiglas do not mix, and blind spots are created!
2. Dehydration is uncomfortable and adversely affects pilot decision-making and reaction time. Drink plenty of liquids (but not coffee) and carry a water bottle in the ship with you when you fly (and use it).
3. Plexiglas canopies do not block UVA. Only sunscreens that are "broad spectrum" offer any significant UVA protection. Wear a hat, sun block and long pants when you fly.

A little common sense and common courtesy will go a long way toward making your experience at Ephrata a pleasant and fulfilling one. Have fun and, fly safely!

Evergreen Guidelines

In addition to the Ephrata operating rules, which facilitate meshing of glider traffic with the general airport operation, here are a few guidelines to help ES pilots coordinate with the rest of the glider operation:

1. The area between the tiedown line and the launch grid is the glider landing area. Clear the pattern before crossing and don't dawdle, especially when pushing a glider out.
2. In the hour or so when the thermals start to trigger everyone wants to launch immediately. This can mean 15-20 gliders waiting impatiently on the grid for their turn to go (including you). To keep things flowing smoothly:
 - a. Give your towcard to the Field Manager well in advance of your arrival at the head of the line.
 - b. If the pilot in front of you has no crew, give him/her a hand hooking up and running a wing when the time comes for his/her launch, then immediately return to your ship and prepare to go yourself.
 - c. Be strapped in and ready to launch when the towplane pulls in front of you. Be ready to signal "take off" as soon as the slack is out.
3. Learn the rules of, and become comfortable with, gaggle flying. The usual release point (house thermal) is "the towers", a group of radio antennae southwest of town. On a mediocre soaring day there can be several ships struggling together in the same thermal in this area.
4. There is a large concentration of glider activity in a small area over the hills west of town. When flying in this area, maintain a good lookout for other traffic, especially late in the day when the sun is low and ships returning from cross-country flights are converging on the field.
5. If you're not flying, volunteer to help on the launch grid. The Field Manager has a lot to do and help is always appreciated. Occasionally, ES members may be asked to take a turn at being Field Manager.

At all times, play nice. Think about the morale and goodwill of your fellow pilots before rushing off to fly.

Morning flights are generally for instructional flights, which should be completed by 12:30. Afternoon reservations start at 13:00.

If you sign up to fly, be prepared to help out as ground crew, and potentially retrieve a pilot who lands out.

Pilots who show up before flying starts get to determine the order of flights, and pilots who make reservations by Thursday get priority that weekend. Discuss your flying plans with the other pilots so everybody knows what plans are for the day.

During Encampment, the following also apply:

Back-to-back flights can be scheduled in the morning, and only 2 slots are available each day. Student flights should start by 0930.

It's considered discourteous to sign up for the first or second slot for the same aircraft on consecutive days.

Two pilots may sign up back-to-back for a 4-hour block; make sure the other pilots know what's going on before you launch.

Instructors and tow-pilots are pilots too-- if they aren't on the schedule, give them a chance to fly also.

SeaTac Concourse A

So often our work and leisure lives have no connection to each other. I have had the recent pleasure of mixing the two. As an Architect For the last two years I have been a design project manager working on the new Sea-Tac Airport project. STEP (South Terminal Expansion Project) opened its first new terminal facility in 30 years on June 15. The architecture of the new south end adds nearly a million square feet of space for departing and arriving passengers. The 2,102-foot Concourse A includes 14 airline gates, a dozen new restaurants and shops, several pieces of new artwork and the airport and region's first moving sidewalks. From the airfield side, passengers and employees will have expansive views of the Olympic Mountains and an occasional glimpse of Mt. Rainier. The STEP project also built the new five-story office tower for the Port of Seattle. This facility provides office and conference spaces to relocate the POS (Port of Seattle) Aviation division from the Seattle waterfront to the airport. We have also constructed major portions that are not visible to the public. Housed in the lower levels of this facility is C4, a combined response facility for 911 type emergencies. The new baggage handling system employs state of the art electronic CTX baggage screening units and will screen all bags passed through the system.

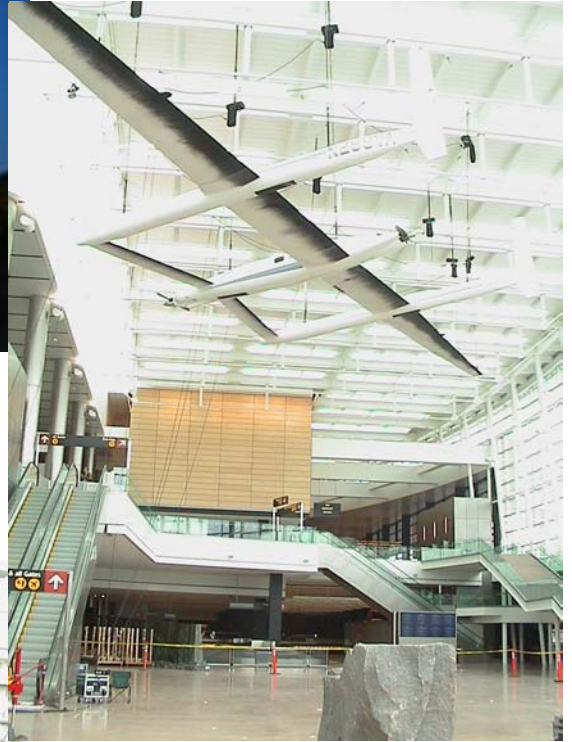
The public has been impressed with the artwork integrated into the facility. This includes stained glass at the most southern gates, A14, mosaic column surrounds, a rock garden that intrudes into Voyager hall, and a moving musical piece that follows you as you travel on the pedestrian moving walks.



My personal favorite art installation was less art and more a “flight of fancy”. In coordination with the Boeing Museum of flight we have hung a replica of the Voyager in the South Hall. This is one of the most interesting motor gliders that I know of. In 1986 Jeanna Yeager and Dick Rutan flew the original, designed by Burt Rutan, around the globe non-stop during a nine-day flight. This model is true to scale and represents the original that is on display in the Smithsonian Air and Space Museum. The replica is not built of the same materials as the original but gives a very good representation of it. The actual airplane is much lighter than our replica. It is only with a very low structural weight to fuel capacity ratio and extremely high efficiency everything else that this flight was possible. Weight and functionality were scrutinized at every level on the aircraft. This piece of aviation history will reflect well on our regions commitment to aviation and hopefully inspire some future soaring pilots. One of the owners (Jan?) of our own Arlington airport gas station did some work on the actual ship.



Feel free to ask any questions about the facility. I may be able to arrange a small tour of the facility at a later time if you missed the public open house on Saturday the 12th of June. Let me know if you are interested.



From: John Daly

Subject: Ephrata encampment

At the SGC Board meeting the Board asked that I remind/pass-on to the clubs some of the new Port restrictions/regulations etc. that have arrived with the new clubhouse.

- First, we are only allowed 12 RV or camping trailers on our leased property and we have eleven full time now, so if anyone is planning to bring over one of these they will have to make arrangements with the Port to either use a spot in their trailer park or use their new “dry” camping area. This includes vehicles such as VW campers etc.
- Second, Tents are OK on the south side of the clubhouse only.
- Third, bunks are available on a first come basis as usual. There are 10 spots. No sleeping on the upstairs couches!

We will be asking the commercial cleaner to do the bathrooms weekly but, please be considerate of others and clean up your own mess including adding new toilet paper and towels when necessary and empty the trash bags as needed. Please do not alter the settings on the thermostat No long distance calls on the telephone. Do not use the computer for your personal or business e-mail. If pilots are on XC flights keep the phone usage to a minimum in case of retrieves.

Please pass on to the members. Call or e-mail if there are any questions or problems.

Thanks,

John

Skydivers at Davenport

There was a recent unfortunate occurrence at Davenport. An Ephrata based glider pilot had skydivers drop near him on his approach to the airport. This was the result of a faulty communication between the glider pilot and the jump plane pilot.

The jump operation at Davenport uses a 2-mile radius cylinder around the airport. They frequently release jumpers from altitudes between 6,000 and 14,000 feet (MSL). With strong winds, surface or aloft, the jumpers will be released on the up wind side of the cylinder such that they will fly back to the landing zone. It could be that they exit outside of the 2-mile radius, but that is extremely rare. Jump operations routinely occurs on weekends and holidays.

The jump operation manager has agreed to better manage the monitoring of radio frequency 123.3 and to have his pilots communicate with the glider pilots in that area. The Jump pilots have been advised to call “in the blind” on 123.3 announcing their departure and requesting contact with any gliders inbound to the Davenport DZ. From take-off to exit is as short as 15 minutes and can be as long as 30 minutes. During that time the jump plane maneuvers anywhere within approximately a 5-mile radius to gain altitude - often using the same thermals below the clouds that we are using.

Student jumps are commonly made at 6,000 - 6500 MSL w/ canopies opening immediately at that altitude. Tandem canopies typically open at approximately 7500 MS after exiting at 14000. The time for these higher canopies to

descend to landing can be as long as 5 minutes when it is warm and there is active lift - it affects the canopies also.

The jump aircraft routinely make a 1-minute call on Spokane approach (123.75) and also on 122.9 before exits. The 207-jump plane descends at about 4,000 fpm and about 145kts. The descending jump plane could be a source of serious conflict if we do not remain in contact with each other.

It is recommended that any glider pilot approaching the Davenport area, call the jump operation at 20 miles out and open communications. This initial communication should include the location, altitude and intentions of the glider pilot. If there is no response by the time 15 miles out is reached, attempt to open communications on 122.9. A typical contact would start as follow:

“Davenport Jump Operation, this is glider 3J, 20 miles to the west at 8,000 feet, inbound.”

It is further recommended that a glider pilot not enter to within 5 miles of the Davenport airport when the jump plane reports that a jump is imminent. We have asked the jump operation to not release jumpers when a glider pilot is already in the jump zone.

It is imperative that both groups understand what the other is doing and operate in a safe and cooperative manner. Complete and cooperative communications is the key to the use of this airspace by both groups.

Jim Simmons

Bob

We lost a good friend of the club to social member status; our Secretary Bob Barwell found it necessary to leave the club, hopefully for only a short spell. Bob was always a serious contributor, serving dutifully as FOO, club secretary for two terms, and a partial term as club treasurer. In his latter capacity Bob brought expertise of his CPA credentials and the books are in very proper shape.

Dedication may be the best for remembering Bob for he dutifully commuted from Federal Way to attend meetings, making commitments for instruction, and the long haul for board meetings. Sometimes I began to believe he was the messenger of foul weather for whenever Bob showed up in his pre-solo days, flight operations were often iffy. When he took his private check ride, he was in for a test. I do not believe many of the veteran members could have done any better or as well. Bob, and Keith McLean, were likely the first students for check ride with a new FAA designee check pilot and no prisoners were taken! We all sweated out their oral and practical exams and behold, victory for both!

Bob, having served in the USAF as a flight navigator following college graduation (seems navigators always want to move to the front of the plane), found the opportunity to take a glider flight while on vacation in Hawaii a few years ago. The hook was set, he found Evergreen and joined; thanks Bob for being a great member, we look forward your return.

Gary Thayer

Editor's Notes

Finally two successive issues of GP! Some of you were victim of shortage of postage and the last copy just made it to you. Once the copy is out the door and printed, your editor discovers something that should have been better; e.g. ESS typo for EAA in the last issue. This issue includes our Secretary's contribution of the new concourse at SeaTac, a project he is heavily involved.

Everyone should take advantage of attending the Ephrata encampment, even for one day whether or not you intend to fly, mid-week is best for the field is ours. This encampment is unique with the joint operation with BESC; it's a wonderful opportunity to break down a few barriers between two clubs. If luck is with you, experiencing a strong thermal or two will energize your interest in soaring. Please read the Ephrata guidelines included in this issue and be prepared for intense heat and sun.

See you at encampment,

Gary

Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
June 12, 2004

Elected Officers attending: Mark Nyberg, Bruce Bulloch, Roy Parzyk, Paul Adrience, Scott Imlay.

Appointed Board Members attending: Scott Watson, Gary Thayer.

Members attending: Pall Grondal, Dan Housler, Brad Hill, Angus McKinnen.

Meeting called to order: 9:25 am

Presidents report: Mark noted that we need a new treasurer to replace Bob Barwell and as yet we have not found a candidate. This may be a difficult position to fill. We also need to get the other board members on the bank account signature forms so that they can write checks.

Equipment Director's Report: The wing wheel on the 1-36 that was torn off in a ground loop at Green Valley last weekend has been repaired. The vario for 14 Juliette has been repaired and Mark will re-install it today. John Gilbert is making a circuit protection device for 14J. Roy will check the status of the trailers to make sure they are ready for the Ephrata encampment. The future of the Lark is still in question. There have been purchase inquiries by a group based in Florida.

Chief CFGI Report: Paul Adrience has been re-checked out. We should not be flying at Green Valley until they cut the hay at the south end of the runway. The tall grassed snagged the wing wheel of the 1-36 twice, pulling it off the second time. The owners of Green Valley will be cutting the hay as soon as they get a patch of sunny weather. We have instructors for most of the Ephrata encampment.

No President Elect's Report

No Treasurer's Report

No Secretary's Report

No Operation Director's Report

Parachutes. Bruce will contact Dan at Para-Pernalia to make sure our two new parachutes are ready for Ephrata. One parachute has been re-packed. The board decided the club will keep an inventory of four parachutes to be used by club members. It is possible we will also have a donated parachute, Mark will check this out. Bruce and Roy will investigate possible outlets to sell our surplus older parachutes.

Ephrata encampment. We need tow vehicles to car tow the 1-36 and one Blanik. Mark, Bruce and Gary will try to organize a mid-week trip to trailer the 1-36 to Ephrata.

Paul took the board through a to do list for Ephrata.

*Paul noted that we need to tarp the control surfaced of the

gliders we trailer over to protect them from rocks and road debris.

*Bruce will purchase a Dust Buster to allow us to clean out the glider cockpits.

*John Gilbert has moved the club shed back into position after it was blown about 15 feet by high winds.

*Paul is trying to organize a mid-week aero tow of one of the Blaniks

Bruce proposed leaving the 1-36 in Ephrata for the month of July. He committed to making sure it was trailered back to Arlington at that time.

PSSA expressed an interest in bring some gliders to our encampment.

Gary suggested that club members communicate their travel plans to allow for some ride sharing. He will organize this.

Radios: The board authorized Roy to purchase a speaker mike for the Vertex hand-helds to facilitate the FOO duties at Ephrata.

Club By-Law Amendment: Mark proposed an amendment to the club by-laws to give the board discretion to drop the daily membership fee for members of other glider clubs. There was discussion as to whether this would jeopardize our insurance coverage. Mark had discussed this with Costello Insurance and they had assured him that it will not effect our coverage. The motion was passed 5-0. Voting aye were: Mark Nyberg, Bruce Bulloch, Paul Adrience, Roy Parzyk, Scott Imlay.

Mark moved that the board authorize dropping the daily membership fee for Boeing and PSSA indefinitely. The motion was passed 5-0. Voting aye were: Mark Nyberg, Bruce Bulloch, Paul Adrience, Roy Parzyk, Scott Imlay.

Merger with Boeing: Mark noted that Boeing was having difficulty getting momentum around the merger. Evergreen seems to have more energy in its leadership at this time than Boeing does and therefore the nay-sayers are holding sway.

Ground School: Mark brought up the idea of getting Bob Wander out to conduct a ground school for private ratings as well as commercial ratings. Mark will discuss options with Bob Wander.

General Membership Meetings: Scott Imlay suggested the board re-institute general membership meetings featuring some kind of activity to re-energized membership involvement.

Tow plane: Mark initiated a discussion on the tow plane situation. Reduced membership in the club has meant a

drop in yearly tows from approx. 800 to under 500 per year. This means the tow plane, at the moment is not paying for itself. Tow fees also greatly complicate the job of Treasurer which is the primary reason we can't find a replacement for Bob. He introduced the idea of the club getting out of the towing business, possibly selling the tow plane or doing a lease back to John Carsen.

A very spirited discussion followed. This main points were as follows: The tow plane is loosing money. It is frustrating our efforts to find a new treasurer. We are having trouble finding tow pilots to fill our schedule. However, if we have no tow plane we are at the mercy of the commercial operation and it's future. The club was in this position before with Chris Klix and found itself in a real crisis when Chris sold his tow plane. Some members of the club fly the tow plane as their main club activity and get a lot of pleasure from it. If we are relying on an commercial tow operation we may lose flexibility in encampments and field trips.

The issue was left for further discussion and research.

The meeting was adjourned at 11:10 am.

Bruce Bullock

Evergreen Soaring Board Meeting

Evergreen Soaring Clubhouse-Arlington Airport
April 17, 2004

Attending: Bob Barwell, Bruce Bulloch, John Daly, Pall Grondal, George Lundgren, Scott Imlay, Myles Bradley, Mark Nyberg, Roy Parzyk, Joe Patton, Gary Thayer, Scott Watson.

Meeting open: 9:05 am.

President's Report: Mark Nyberg

This has been a rough month for evergreen with the recent accident and loss of Will Burhen. We

will be updating our emergency contact information and expect to have continued discussions of safety and reinforcement of procedures at general meetings.

There is an ASK 21 with 3,000 hours and Poly paint for \$55,000 that the club was looking into this past week. An experimental Grob 102 club glider was also investigated and turned down. The question of where do we want to go and what model to choose to get us there is still in debate. What should our focus be?

Minutes (Continued)

Instructor's Report: Scott Imlay

An Instructors meeting with ESI only is forthcoming. Instructors recently met with Boeing to form a common syllabus. The Bob Wander' Soaring Syllabus was accepted by both clubs along with Tom Knauff's Glider Basics. Monthly joint CFGI meetings with Boeing will be investigated. ESI specific meetings will continue and will focus on independent students to address their specific needs from the CFGI's point of view.

On-line scheduling software may not be the panacea that it appeared to be. It has not fulfilled the expectations of those using it.

Mike Delaney may have electronic versions of club ship checklists for web posting in .PDF format.

President Elect's Report: Bruce Bulloch

The Boeing Museum of flight event went well thanks to the support of our club volunteers. It was a good representation of our sport and a good venue to meet other pilots and future members. We will investigate better advertising for next year's event. The EAA event in Arlington must be a stronger focus this year. It is our premier recruiting event of the season. We have one third of a booth, please volunteer to staff it.

Treasurer's Report: Bob Barwell

Current balances and funds were noted. Signature cards were presented for authorized board members signatures. The 386 computer was written off. Patrick Bryant's tow application was presented to Howard Glover for membership consideration. Two trailer tabs were paid for this next year. We will need to provide the FCC notice if we choose to operate our club ship radios internationally. If a trip to Hope Canada or the like is planned in the future. There are new registrations in the ships with exception of the Lark and 029.

Secretary's Report: Joe Patton

We should consider a discount coupon or similar marketing as a simple marketing tool.

The Lark is languishing and spaces for the repair are apparently scarce. Please notify us if you have a space in mind for a month or two of rent. Monies not expended through our labor will be available for a newer ship.

Operations report: No report

Equipment report: Roy Parzyk

The weight of the oxygen bottle in 14J is needed for a current weight and balance by Chris Klix. We need to consider future hull insurance for any higher value ships.

Radio procedures need to be reinforced. The club should consider a pair of Vertex Standard radios for FOO and Pilot use.

Vote: Should the club purchase two Vertex Standard radios with handheld speaker microphones? **Unanimous YES**

Scheduler's report: Scott Watson

Glider Search:

Mark presents financial models for the purchase of a high performance glass ship. Discussion of structures and models to afford a high performance ship were discussed. A lease structure with limited risk to the club and assets turned over to the club after a period. Club use of this resource is a discussed concern with the club's fiscal involvement and limited member risk.

New Business:

Proposal was made for a survey for the glider search. It was accepted by all present.

The Boeing and Evergreen boards will pursue a meeting to continue discussions of a merger

Scott Imlay will form a cross-country clinic prior to our Ephrata encampment and seek the Boeing clubs involvement.

A "Will Burhen West-Side Cup" challenge has been proposed by members of the Evergreen and Bergseth clubs to commemorate the soaring spirit of Will. This would involve flying from the home clubs field to the other to claim the cup. Look for more information to follow.

Work parties are being formed for various club needs, such as polishing the 1-36 to prepare it for sale. This will be coordinated via e-mail.

John Carson's 1-13 is staged at Arlington and has a very affordable rate. Consider using it if our club equipment is being utilized and you want to fly.

NASCAR is a continuing threat to our soaring and flying at Arlington. Please become informed as to the impacts and get involved.

Meeting adjourned: 10:50am.

-JP

Chutes, or not?

Evergreen Soaring has four parachutes, or more commonly referred to as chutes, two are newly purchased. On the west side we rarely wear a chute for we are seldom in company of another glider. The eastside however offers more opportunity of joining into a gaggle of three or more gliders; I have been with twelve! It's not that we are especially social, but we tend to flock when it is determined someone has found lift! We are always on the lookout for a source of lift and what better indicator than a fellow glider circling. Then again it may be the least sink he has found!

Years ago, we had a funny incident when one of our CFIG's and a well rated glider pilot had the unfortunate experience of the Lark canopy blowing over; lodging against the wing. I understand they both had to release their seat belts to reach the canopy frame to pull the canopy back into place. Wow, what a sight had one been soaring past to see a couple of fellows semi-standing about 8K above the ground. Would you want to do this without a chute?

If you choose to wear a chute, please take time to understand the basics of its operation and activation for there is not much time for on the job training. This includes the process of removing oneself from the glider. I usually take the moments prior to launch to review what my hands and feet must do if it is time to leave the glider in a hurry.

To wear a chute while flying in the east is not essential, however it is comforting if and when one is near other gliders circling in thermals. Weekend use of chutes is probably more important due to the greater number of gliders. It is much like insurance, it is a burden until needed and then one wants complete coverage!

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