

July 2004

GlidePath



Pawnee ready to tow, Scott Imlay driving, Ephrata

www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

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EVERGREEN SOARING 2004 BOARD OF DIRECTORS

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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
APIS	TBD
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

Soaring Safety Has Come Home

During the last 4 months I have attended the funerals of 2 friends who died in gliding accidents. The first gliding fatality was Will Burhen – a close friend who I spoke with at least once each day on the phone. The second fatality was Joe Patton – the secretary for our soaring club and part of the group of members that I could always count on to keep our club working. I knew both of these men to be careful and thoughtful pilots and now they are gone. I get some small comfort from knowing that they died while doing what they love, but mostly I feel their loss.

It used to be able to tell myself that gliding accidents were flukes, caused by foolish pilots or that happen somewhere else. I am a smart and careful pilot, so it can't happen to me. But with the deaths of Will and Joe I can't say that anymore. I considered both men to be competent and careful pilots – safer pilots that I am. But now they are gone and the issue of soaring safety has come home in a big way to all of us who knew these great guys. It's hard to get closure when friends die so young, without warning and without a chance to say goodbye.

I have spent many hours talking with fellow glider pilots trying to make sense of these deaths and asking what lessons can be learned. Especially as president of our glider club — what should I do?

I have come to some realizations. The first is that soaring is dangerous and even the best pilot can die in a glider accident. The idea that the drive to the airport is more dangerous than the glider flight is bunk. I have personally known 4 pilots who have died in gliding accidents. These were all smart and careful men, yet they made mistakes and paid with their lives.

My second realization is that we can manage the risk down significantly by working at being the safest and most proficient pilots we can be. Every spring I am surprised at how much my flying skills have suffered over the winter. The reality of this often sets in when I notice that I am still going

through my pre-landing checklist when it's time to turn from downwind to base. The Soaring Safety Foundation reminds us that everyone's piloting skills deteriorate when they stop flying and that it's important to stay current. If a pilot's proficiency and safety are not getting better then they are certainly getting worse.

Safety training is easy to find for those who are willing to make it a priority. Every year the Soaring Safety Foundation has provided a CFIG Refresher Clinic in the King County area. The 16-hour clinic focuses mainly on gliding accidents and how to prevent them. Typically half of the attendees are gliding instructors wishing to renew their instruction privileges and learn how to teach soaring safety better. The other half are private pilots and student pilots seeking information on how to fly more safely. Attendees tend to be the safest pilots I know because they have made soaring safety a priority in their lives.

My third realization is that as President of a glider club, there is little I can do to make club members fly safely. A gliding club can only go so far in making rules to promote safety. We can make training available in our gliding community, but ultimately it is up to the pilot in command to maintain acceptable levels of gliding proficiency and safety.

My final realization is that pilots owe it to the people they love to fly safely. When pilots die in flying accidents they are often outlived by one or more parents. They abruptly exit the lives of spouses, children and friends with much confusion and little closure. I owe it to my family to maintain a high level of gliding proficiency. I also owe it to my friends to challenge them to keep to seek training and proficiency. I also owe it to my fellow pilots to tell them when the probably shouldn't be flying as PIC.

The death of my friends makes no sense, but losing them has reminded me to fly safely and appreciate all that my life and friends have to offer.

Mark

Flying to the Crash

I've been thinking about Joe Patton a lot lately – haunted by the loss of him as a friend and as a crucial, energetic force in our club. But, to be honest, I've also been haunted by the fact that Joe was a better pilot than I am. And yet, at the moment of crisis, the skill and methodical preparation I had come to admire did not save him.

Since June 20th I've tried to imagine the situation that Joe found himself facing. I've even tried to imagine myself in such a situation. As a result one question has been churning around in my mind: How do you make the decision to stop flying away from a crash and start flying towards it? In other words, when do you accept the fact that you are going to sacrifice your glider to save your life?

It is a reality of our sport that pilots find themselves in life and death situations. What is worth noting is that they often do so while defining their predicament as something else entirely. From my reading of Safety Corner in Soaring Magazine, while it is true that sometimes pilots die desperately trying to save their life, more likely they die trying to save their glider, or their pride, or maybe just to stay within their comfort zone. They are focused on emotional salvation rather than physical salvation. It is a natural human tendency and it muddies an already difficult decision making process.

Decision-making in an emerging crash situation seems to be influenced by three important factors:

You've been surprised. This may seem like an overly obvious statement, but the paralyzing effect of not having things proceed the way the pilot expected them to be well documented in NTSB accident reports. How many times has a pilot failed to pull the cable release knob as soon as he noticed the glider wasn't responding to control inputs in the typical manner but instead waited until he was 50 feet in the air to admit that the elevator controls might not be connected? I think there is a human tendency to fly our assumptions until they are proved wrong. How do we train ourselves to act decisively in a situation where the only information we have is that events are not

unfolding the way we expected?

You have very little time for decision-making.

When things unravel in gliding they do so in a hurry. The window for decision-making in an emerging crash situation is seconds. How much time did Joe have to choose his course of action, especially after his first response proved to be a mistake? My guess is that 10 seconds would be overly generous.

You have to make an emotional decision. This may be the key to crash judgment and the weak link in our training. We train ourselves with our intellect. In the serenity of standing with two feet on the ground, logical choices make logical sense. Low over a small field with a tail wind, the decision to purposely damage an expensive and beloved glider to reduce your risk, in a situation whose consequences are not yet clear, has to overcome huge emotional resistance.

Putting these three factors together: facing a situation that you have not had enough warning to mentally prepare for, where you have to make a decision in a matter of seconds, and the prudent option is to do something that you really, REALLY, do not want to do, is a recipe for fatalities.

How do pilots prepare themselves to effectively deal with emerging crash situations? The first step is for the pilot to decide for himself, before he straps into the glider, that flying to the crash is an option that makes sense.

So why fly to the crash? We have all been drilled by CFIG's on this at one time or another and have dutifully nodded our heads at the simple logic their words, but for the sake of repeating some good advice let's go over it one more time. First, you have the opportunity to some choreography. You don't have a lot of control, but you have some and you can make the best of it. You can choose your point of impact and your airspeed; and, most importantly, you can go to ground flying - rather than falling.

On the other hand, flying away from the crash leads you to subconsciously make self-destructive decisions. You will tend to point the nose of the glider at the place you're trying to get to rather than at the

angle that airspeed requires; you may over bank or sacrifice coordination to make a turn within the required radius. Flying to the crash allows you to fly realistically - to fly for airspeed, coordination, maximum bank angles.

But still, the key to all of this is the ability to make the call to fly to the crash before the decision is taken out of your hands. I don't have the experience to provide all of the answers, and in truth, every pilot will ultimately have to find his own; but allow me to jump-start your consideration with a few thoughts.

Set your criteria before you leave the ground. I was once told a story about a Navy pilot who experienced a flameout during take-off from an aircraft carrier. He immediately ejected and survived. A fellow serviceman, impressed by his quick reaction, asked him when he made the decision to bail out. His answer: "Eighteen months ago during training". There are some decisions that should be resolved by the time you face an impending crash. What do you love more, you glider or your life? What is your minimum altitude for making a full 180-degree turn on a rope break? I've spoken with pilots who believe the 200 ft rule is for students, but when pressed don't have a hard and fast number to replace it. Finding out when faced with the situation is an invitation to find out the hard way.

Be honest with yourself about how you will probably respond to the situation. An emerging crash situation is a highly emotional moment. Your ego is going to want to have a say too. In an emerging crash, a flash of recognition about your emotional habits and tendencies could go a long way towards saving your life. Remember, you want to be decisive, not reactive.

Look to your yaw string and airspeed indicator for guidance. The Law of Primacy applies here (the notion that in a stressful situation a pilot will recall and act on only one piece of his training). My vote goes for getting your eyes on the yaw string and airspeed indicator. If you are choosing a crash avoidance maneuver that is too violent to allow you to monitor, and fly to, your yaw string and airspeed indicator, perhaps it's not crash avoidance after all. Fly to the location your yaw string and airspeed indicator will allow, and if it's not a landing strip,

well, that should tell you something.

Once you've overcome the hurdle of making the decision to take the crash, it's time to look at what you hope to accomplish as you lay your glider down in a very unforgiving landscape. As I understand it crash management has two objectives: protecting the pilot and managing energy. Flying to the crash increases your chances of controlling your speed; what part of the aircraft absorbs the energy of the crash; and finally, the angle of impact.

Controlling your speed is simply a matter of slowing down as much as possible without putting yourself in danger of stalling. It is critical that you fly the plane all of the way onto the ground. Even a straight-ahead stall a few feet above the ground can put a severe force on your spine and cause injury (hence the importance of angle of impact). You're much better off taking the force going forward.

Controlling what part of the aircraft absorbs the energy of impact is pretty intuitive. Your body was not meant to be used as a bumper for the rest of the aircraft. If there are trees or stumps to be hit, let the wings do that job.

Controlling the angle of impact is also extremely important. A glancing blow to the earth is usually survivable. Going straight in and digging a hole is not. Even our hapless pilot who failed to connect his elevator controls has a chance if he pulls the release knob early enough so that his first contact with the ground is at a glancing angle (The sooner you pull the release on a questionable take-off the less speed and angle you have to worry about).

The decision to fly to the crash takes a certain amount of courage and is an essential element of pilotage. In the world of a glider pilot it is a real enough possibility to warrant serious consideration. After all, a rope break at Darrington, at critical altitude, could put any of us in a situation where there is no way home. My memories of Joe will always include his willingness to study the craft of our sport. If it had been another pilot who had gone in at Bergseth, I'm sure Joe would have applied himself to understanding the cause and implications. I believe we honor his memory by doing the same.

Bruce Bulloch

Operations Director Report:

I can't thank enough all those who invested time and effort into the Ephrata encampment this year. Though turnout was low, I think we did fairly well considering it as a percentage of the total club. Particularly, I'd like to thank those who drove gliders and equipment over and back. A few names that come to mind: Fred Hermanspann, Mark Nyberg, George Lundgren, John Gilbert, and Roy Parzyk. Fred actually damaged his transmission during the trip over and had to leave the 1-36 in Vantage until someone else could retrieve it. The ships were returned and re-rigged in record time and I'd dare to say, having a few



people who know what they are doing completely changes a glider rig/de-rig experience.

After years of previous frustrating rigging experiences myself, George and I spent a relatively benign 3 hours taking apart 14J and didn't need help till it came time to actually take the pieces and put them on the trailer. We risk trailer rash every rigging event, of course, but rather than worry pilots about landing out, I have to imagine working with the gliders more may improve safety and prevent real damaging rash the day someone ends up landing out anyway. Of course, the new Apis is such a dream to rig and these concerns do not apply to it. But I encourage all of you to keep an open mind about trailering our ships and make time to come out when we next plan to put a glider on or in a trailer.

Unfortunately, as I just returned from the Apis retrieval, I haven't had a chance to plan out any soaring adventures for the club in August yet. I did stop by Green Valley last week and was pleased to see all the grass well cut. If all goes according to plan and we get the radio back for 14J and installed, I'd like to see the club operate at Green Valley 2 weeks from now. One reason I continue to encourage the club to operate there is the present transition period the airport there is undergoing. If we have a chance to establish a presence there now, we may find

great opportunities once the new runway is completed and the airport is improved. Concrete is always a great opportunity for us, but I don't think we should look too far beyond that for the rest of the year. In my opinion we should emphasize flying the neat places we have nearby over traveling for the near future.

With the merger plan with Boeing on hold for the time being, I think we need to really look to focus on improving our own club while improving our working relationship with Boeing too. One way that I am attempting to work on this is by rotating the midweek towing that I organize so each club and John Carson all get a more even slice of the pie. Heinz and I will continue to focus on coordination between the clubs for future trips in order to ease the burden on each club and to encourage social interaction. It's really silly of us to still be huddling around our own little groups during weekends at the airport. Go meet a new Boeing club member and shake their hand whenever possible, the only thing you risk is making some new friends.

The fall is coming soon and with it, some likely good flying. Scott is continuing to keep a schedule in working order; I'd encourage students to call up the instructors listed and get themselves flying again. Our newest student, whose name escapes me at the moment, has been flying quite a bit and he only recently became involved in



the club. Unfortunately, in the club right now, the squeaky wheels get the grease. Be a squeaky wheel, don't hesitate to call up a board member or instructor if you need help getting back into the swing of a training program, we're here to serve you!

Paul Adriance



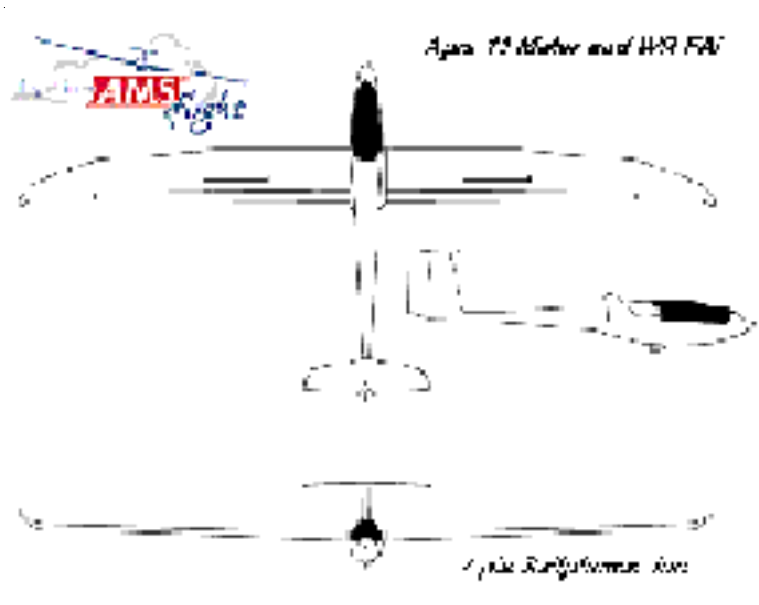
Evergreen's bright future; the Lark sale and information on the new Apis.

Evergreen Soaring said goodbye to its IS28-B2 on the final day of the EAA fly-in at Arlington last month. The glider was controversial if it was anything; ask anyone in the club about the Lark and you're likely to have received a different answer. I personally enjoyed the few flights I had in our Lark and considered it the most attractive looking glider the club owned by far. However, considering the likely lack of volunteers to continue restoration and the growing problems with the fuselage itself, I think this sale was the only logical choice for a club in our position. Most of you know that I had over 200 hours and Scott about 50 (due to knee surgery) into the Lark. Despite this investment of time and my desire for a good performance two place ship, both Scott and I were quite happy when Mark mentioned the potential new buyer coming in for the Fly-In.

As the show approached, Mark and I hatched a plan for getting the buyer out to see various pieces strewn about Western WA and for getting those pieces all together in one spot. The prospective new owner, Steve Soper, is a wheelchair bound IA and A&P who was interested in a metal 2-place glider he could outfit with hand controls for himself. Because of my unique schedule at work, I was able to take Steve to see the wings up in Mt. Vernon during the first few days of the show. He had already seen the fuselage and canopy, and after inspecting the wings, decided he was still interested in the purchase.

With the generous assistance of Bruce Bulloch, Myles Bradley, Michael Delaney, and Roy Parzyk, the final day of grueling labor went smoothly, though not easily. After retrieving the flaps and ailerons from Roy's house and Mike's hangar using my old Libelle trailer, Roy and I hooked up the Lark trailer and made the trek up to Scott's house to pick up the wings. Bruce and Myles met us there with lunch and assisted in getting the wings secured for a trip back to Arlington.

With all the components at the airport, it was just a matter of loading up the loose parts into a pickup of Steve's and fixing everything else to the trailer. We made very efficient use of the personnel available and even had 14J off the trailer from Ephrata and tied down again by the end of the day. Once all the work was finished, Bruce received a check, Steve filled out a bill of sale, and suddenly we were watching our Lark roll out of Arlington for good.



But, the story doesn't end there.

Not more than a week or two after the Lark was finally a problem solved, Mark talked Robert Mudd into selling his 13-meter Apis glider to our club. Your board this year had worn itself out in endless debate over what kind of new glider the club should purchase as a replacement for the Russia. Countless board meetings, phone calls, and coffee shop conversations seemed to get us nowhere. The Apis seemed a clear winner to those who had flown it, but Robert hadn't been a motivated seller until just recently and there were some concerns over usable weight, handling, and cost.

Many of you may be familiar with Brad Hill and the Apis he constructed from a kit last year. His glider is kit #1 and Robert's was kit #2. Those of us who spend time flying midweek with Brad or have assisted him with rigging know what a wonderful ship it would make for the club. The docile handling, easy rigging, and lightweight yet durable carbon fiber and Kevlar construction all make it an intelligent choice. With the possibility of this glider being available to the club, plans were quickly set in motion and an emergency board vote took place to authorize the purchase and retrieval expenses.

It just so happened that I was planning a trip to Oshkosh to assist Chris Klix with his new kit plane offering (it's quite an impressive little machine, I encourage everyone to run over to his shop and check it out). After consulting with Robert, who was planning on coming to Oshkosh himself for the show, Roy Parzyk and myself worked a schedule to drive down, pick up the glider from Robert and get it back. Which brings us to the first in a series of problems that, though potential showstoppers all had

miraculous solutions due to the dedicated work of a few club members and the board.

The first of these was the simple fact Robert wasn't selling a trailer with the glider. The initial attempts to solve this problem were met with limited success as we realized the trailers available on short notice wouldn't fit the thick, triple tapered chord of the Apis wing. Brad Hill solved this first problem through the generous donation of his trailer as a transport vehicle for retrieving the glider from Oshkosh. But this presented a new problem, for where would Brad's glider rest until his trailer was returned? After consulting with Howard Glover, it was decided that the Pawnee could probably be left outside for a few weeks and leave the hangar free to solve Brad's storage problem. This was only a temporary solution though, because upon our return, the new Apis still needed a home and the Pawnee couldn't hide outside forever. Mark made some calls and came up with a solution that may prove very useful in the long term. A former club member, Renee Claringbould offered to rent his hangar for well under market value to the club as a place to store the new Apis and possibly sublet with Boeing for storage of gliders during the winter. That now gives us a nice cushion of time in which to consider our options for a trailer and get one custom built for easy rigging and transporting.

With major hurdles solved, Brad and Mark moved his glider into club hangar after the last board meeting and Howard left the tow plane parked out with the gliders. On Tuesday around midnight, Roy and I met at the airport,



parked my car in the hangar with Brad's glider, and left for Wisconsin.

The drive out was uneventful, but not altogether pleasant either. We did not stop for anything other than human necessity and fuel. Roy or I would sleep in the seat or in the bed under the canopy while the other would drive and switched out as necessary. After 37 hours and 2018 miles, we arrived in Oshkosh just in time to catch the tail end of Friday's air show.

Chris and Nan Klix generously offered us a place to spend the night and shower when we arrived, and the following morning Roy and I made contact with Robert and prepared to transfer the glider. Brad's trailer was well configured making the transfer easy. As we moved things around, we couldn't help but admire Robert's excellent construction job and finish job. He showed us some particulars of his ship such as a 4lb lead weight in the tail to improve the CG for heavier pilots, the nice work on a closeout panel and cockpit interior, and the carbon fiber



cover to nicely finish off the panel with once we put in the instruments we want. Robert was also very devoted to sealing every control surface on the ship and even went so far as to put small carbon fiber tabs along the root edge of the flaperons to improve performance.

After transferring the ship and spending some time at the show, Roy and I started the journey back to WA that very night. The only significant occurrence either direction was a semi tire explosion with resultant debris that slightly damaged Brad's trailer. After another 37 hour drive returning, we pulled into the airport around 10AM on Sunday, just in time to meet Brad and Mark who were eager to see the new glider. Roy and I headed for an immediate shower and sleep leaving Brad and Mark to put the new ship in its new home and return Brad's to the trailer.

Once Roy and I had recovered, Brad and I planned with Roy the work necessary to finish before the ship is ready to be flown. On Monday we all got together and started the necessary projects.

Roy has the panel blank and will be marking and cutting it in preparation for following instrument configuration: A large airspeed and altimeter go on the top left and right with a possible compass to the left of the airspeed and the master switch and fuse to the right. Beneath these instruments, a Tasman V1000 audio vario and a nice mechanical vario donated by John Daly will be installed.

Both of these instruments are the smaller 2.25" diameter. Below these will be a clock (for measuring that 1 hour flight limit when others are waiting) and the Microair radio the club purchased from Will Burhen. Brad will mount a PTT switch to the stick grip and the radio will connect to a speaker mounted by Robert in the back and a boom mic specifically designed for the Microair the club has had in storage. The ship has a battery tray for 2 sealed batteries of the dimension we use in the Blaniks and the master switch is 3 way for selecting between each battery and an "off" position.

Brad and I have flipped the fuselage upside down, coated all the parts with plastic and cut fiberglass mat to lay up into a belly dolly and wing rollers for a future trailer and to ease storage and rigging in the hangar. The ship already has a nice tail wheel dolly, so the only other tow out gear really needed is a wing wheel and possibly a simple self-rig dolly if we have time. The only other change to the ship itself may be a small cut out panel for the rudder pedals to improve clearance for pilots with big feet.

Once the new instrument panel is installed and the rigging gear finished, a weight and balance will be done up and an annual performed. The glider should end up with a useable weight in the 235lb range. Though I hope that won't exclude anyone from flying the ship, I imagine there is always the chance one or 2 folks in the club will have to lose a few pounds before the fly. The nice thing is a large pilot should be far more comfortable in this ship than something like a Libelle.

The current goal is to see instruments going into the panel sometime early next week and hopefully the glider will be ready to fly in 2 weeks for our trip to Green Valley. Anyone who has questions about the glider or wants to see it should shoot an email my way or to Roy. Right now it's in the club hangar but I don't want to encourage people going in there while Brad and I are doing fiberglass lay ups. If more assistance is needed, we'll have Mark send out some emails. I think the 3 of us have the major projects in hand, but please don't hesitate to email us if you want to help.

Mike Delaney will be working with Brad to develop a checkout for club pilots. This should be completed after Mike has an opportunity to fly the ship itself. We'll try and get that out of the way as quick as is safe so we can start letting club members enjoy our new asset. This glider is the first step in a bold new direction for our club. I personally believe it's the right direction and hope in the coming months and year we can find another nice 2 place or very nice single place glider that continues to modernize our fleet for the benefit of the membership.

Paul Adriance

Hail and Farewell

Keith Turner has asked to change his membership status to Social.

Brad Hill has changed his status from Social to Regular Member. We are fortunate to get an experienced Apis builder and Apis pilot back into the fold. I know that his experience will be invaluable in preparing our Apis for flight and helping members learn about the new glider.

Please welcome Daniel Protheroe as the newest member of our club. Daniel is a student pilot with some flight time in Blanik, 2-33 and 1-26 gliders.

Bill McDonough's son Will joined our club and we have finally gotten his name onto our roster. It's great to get another young person in our club and we look forward to seeing him at the field.

Editors Notes

Encampment 04

I dropped into encampment on Tuesday, intending to stay through Thursday. Left Thursday morning with Joe's services scheduled for Saturday. Perhaps his passing kept members home, it was a big downer; our turnout was not great. Far too few participating members attending for the time, effort, and expense spent to position equipment and supporting personnel for the small percentage of attending members. However, for those making the journey, it was great having virtually unlimited access to the fleet! We must do better in this regard; those not making it should express their reasons to the board if they could have made it better for encampment attendance.

Not being there the whole time, I believe we were covered for instruction the entire encampment. Once Scott Imlay went home on Wednesday evening, we then tow'd behind BESC and SGC tugs. I saw George Cook and Mike Delaney (with an occasional instruction ride by Scott Imlay) serving CFG duties.

EAA Booth

Most of you know ES and BESC joined forces to man a booth at the annual EAA Fly-In at Arlington. Actually I believe SGC was involved financially, however the Region 8 contest held at the same time kept them away from staffing. Only time will tell whether this is a produc-



tive effort in terms of adding to our membership. My time with the BESC representatives helped to 'know' one another, much different from our presence at the field.

There was disconnect with the 'free' passes, creative minds were at work to outfox the system. If you were a designated booth staffer and had to pay admission, speak with Mark Nyberg.

For those not attending the show, BESC provided a semi-enclosed booth and one L-23. Lynn Wyman had his 'new' DG on display, the big attraction in many ways.

It is important to be prepared to recruit new members, there is no other significant reason to participate; PR value is something positive, however we need to grow. A big shortcoming is lack of pulling together of names of the interested attendees. We have no system for follow up to 'set the hook' having provided the bait. We must get names and addresses/phone numbers to follow up, who knows, we might just turn decline in membership into a positive.

Gary





Do we know this guy?, is he one of us?

GlidePath

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