



January 2005

GlidePath



Howard Glover, June 04

www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

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Please consider yourself part of the
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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	John Daly	206-788-3432
Secretary	Brad Hill	360-794-6388
Ops Dir	Paul Adriance	360-501-3232

Appointed Officers

Scheduler	Scott Watson	360-424-5171
Chief CFIG	Scott Imlay	360-805-8654
T Plane Mgr	Brooks Johnson	206-542-1372
Glider Mgr	Roy Parzyk	425-334-3328
Chief TP	Howard Glover	425-455-0364

Arlington
FOO Cell Phone/Hotline
425-238-6617



Evergreen Soaring Fees

Effective January 15, 2005

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- 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	\$15/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	\$16.00 Hook-Up Fee/\$6.00/K 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

Looking ahead to 2005

We have been given a gift, a beautiful and challenging soaring environment in the West Cascades. And, as a added bonus, there are interesting small air fields that can be a lot of fun to fly out of, or simply hang out at. Everyone who went to Concrete or Green Valley this year knows that the energy on the flight line is ramped up a notch. The level of enthusiasm at these fields is high. And the advent of the Willi Burhen Cup is further proof that exciting cross-country flights can originate from the West Cascades.

In short we've got an exceptional soaring playground in our own backyard. Admittedly, they are fragile places - God knows how many small fields have vanished from Western Washington and the recent NASCAR scare proves that even Arlington isn't immune. But the good news is that we as a club have been pushing to take advantage of them while they're ours to enjoy.

We've got something to work with here and I would like to see our club, as we move into 2005, commit ourselves to make the most of it.

I think it's time for Evergreen Soaring to elevate our focus beyond being simply an Arlington glider club. It is time to take our place as the (and I mean THE) West Cascades soaring club. It's time for us to be the club whose operations and pilots take full advantage of the soaring opportunities that we've been blessed with.

Does that mean the every pilot has to be willing to fly cross-country to fully enjoy the benefits of the club? No. But I think it means this:

Club operations will focus on taking full advantage of soaring opportunities in the West Cascades. We still are based at Arlington, and we still do our encampment in Ephrata, but we make a point of getting out to fly at interesting small fields on our side of the mountains.

The club will become more mobile. We will organize our equipment so we can set up at another field without it becoming a logistical circus. I'd like to see the club acquire an equipment trailer that can be hitched up in short order and show up at another field with everything we'll need to fly safely, hang out comfortably, and deal with surprises and emergencies. In other words, I'd like to see us become better gypsies.

We will train our pilots to be competent and confident away from Arlington. Not every pilot wants to fly cross-country. However, it's in the club's and each pilot's interest that they become practiced at the art of small field flying. Moving to other fields returns landing and take-offs to the arena of judgment and not just habit. And that is good for everybody.

The leap from local flying to cross-country can be intimidating for the low hours pilot. Thanks for Fred Hermanspann, we as a club are developing an extended local flying option that gives pilots a way to break the apron strings of Arlington while still being within range of an airfield.

Our equipment will reflect our mission and our passion for the sport. The acquisition of the Apis is big news for the club. We have a glider that is joy to fly and is particularly well suited for the West Cascades soaring environment. And, as an added advantage, makes our club attractive to potential members who are checking out the sport.

Providing reliable access to tows when and where we want to soar is a key function of the club. We need to have tows available for training and also on those days when conditions are favorable for soaring. As the number of tows has decreased each year this has become more of a challenge and we need to take measures to protect this resource

We have a lot to do this year, and I also think we have a lot to gain. Our job is to make the club more financially sound and, at the same time, re-shape it in ways that will offer a more enjoyable experience for members. It's a tall order, but it could be fun.

Annual Meeting, Puget Sound Yatch Club



Roy Parzyk being congratulated by out going President, Mark Nybberg for a tremendous contribution to ES.

Howard Glover, John Gilbert, and Roy Parzyk admiring a new SSA calendar.



Mike Delaney celebrating his instructor award

Ex-President's Corner

State of the Club

We accomplished a lot this year. Our biggest accomplishment was buying the Apis.

The temptation was to just get something that's convenient (e.g., a local glider that comes up for sale). We didn't do that. All discussions seemed to come back to the Apis. It was clear that a new factory-built Apis would just cost too much money. It was easy to see that there are only about four in the country and it was easy to check on their viability. We decided we wanted one with a good trailer, so we bought an Apis and ordered a great trailer. Every member of the board participated and we got exactly what we want/need.

We also sold our Lark. The easiest thing to do would have been to ignore the Lark – leaving it as a problem for the next board. We were all surprised at how quickly the offers came in – once we put the word to the universe that our “Lark project” was for sale.

Being president reminded me how our most valuable assets are our members. My most important accomplishment was making sure I had a great people on the board. Despite the obstacles we faced, I think our club had a fantastic year:

- We decided to buy an Apis but none was for sale. Brad Hill helped make sure that we bought the first available Apis before the rest of the world even knew it was for sale.
- We needed a club Secretary and Brad Hill stepped up to do the job.
- We needed to sell the Lark. Paul Adriance and Fred Hermanspann met with the buyer, got the pieces onto the trailer and collected the money.
- We have had way too much rudder damage on our Blaniks since I have been a club member. Chris Klix invented a simple and effective rudder lock. It's light. It's simple. It works like a charm.
- We needed a club Treasurer and John Daly jumped right in to take the job, help clean up the accumulated messes and get us on the right track.
- A lot of energy is required to organize outings to new locations. Despite recent tragedies, Paul Adriance worked hard to make our outings happen.
- We picked up Phil Anderson as a club towpilot.
- Jay Paydya joined our club as a towpilot and CFG.
- We needed parachutes and Bruce Bullock got us two new state-of-the-art parachutes. Bruce also spurred us on to work at being the best soaring club we can be. Looking at our presence at

Arlington most weekends, I think we are having fun.

- Harold Broomell is like the Energizer Bunny with our billing. He just keeps on entering the data, doing the billing and solving accounting problems.
- Fred Hermanspann kept reminding all of us that there is more to soaring on the west side than 20-minute flights. He reminded us by telling and by doing. I took only one flight with Fred in 2004: it was for two hours in a humble Blanik, we went from Ephrata to Mission Ridge and back – over 70 miles total.
- Scott Watson just kept bugging people to get onto the schedule. If a towpilot or instructor isn't in a committing mood then Scott calls them again a few days later. That's what a good scheduler has to do.
- Gary Thayer keeps coming to board meetings and keeps putting out the newsletter.
- John Gilbert just keeps doing what it takes to get the newsletter printed, addressed and mailed.

At our Annual Meeting, I had the pleasure of recognizing Mike Delaney for the great work he has done during the past year. Mike Delaney single-handedly provided nearly half of our instruction flights. When not instructing, Mike replaced the fabric on an aileron and flap on one of our Blaniks – saving us tons of money. Mike also did a fabulous job on developing a checkout plan and checkout materials (full color) for the Apis. He also created new checkout materials for our 1-36. Those contributions and leadership really make a difference.

Evergreen 2004 MVP

The idea of pulling your weight in a volunteer organization is very important to the success of our club. Roy Parzyk has earned a strong reputation as a “problem solver” and not just a problem finder. At the Annual Meeting, our club recognized Roy for the incredible amount of work he has done for our club this past year by receiving the first Annual Most Valuable Player (MVP) award. Roy's contributions to our club are many:

1. Since I have been in the club, we have lost tens of thousands of dollars to wind damage to our gliders. Roy has saved us tons of grief and money by making steel cable tiedown for our gliders. Problem solved.
2. Roy saves us tons of money by doing lots of the work for our glider's annuals himself. If he had a nickel for every inspection-plate screw he has removed for Blanik annuals he would be rich.
3. It was easy for me to arrange to buy our new Apis; all it took was a few phone calls. The tough part was getting it back from the Midwest. It would have been easy for him to point out all potential problems and loose ends. On short

notice, Roy scheduled vacation and used his own truck to pick up our Apis in Oshkosh, WI. He and Paul Adriance drove nearly 4000 miles in 107 hours.

4. We needed instruments and a panel for the Apis. He chose the instruments and built the panel. It is easily the most beautiful panel I have ever seen.
5. He saw the need to encourage socializing so he acquired a new barbeque grill for the club.

I can't imagine how our club could thrive without Roy. Maybe we will see him wearing his **Evergreen Soaring MVP 2004** polo shirt.

Safety

In 2004 we lost two club members in fatal gliding accidents. Joe's death in particular wiped out my ability to rationalize that gliding accidents happen only to stupid people or pilots who fly somewhere else. In addition to yearly classroom training, my personal gliding safety plan now includes a higher-level of proficiency to fly solo plus a more-deliberate process of evaluating the risks associated with flight decisions.

I have organized a Cross Country Safety Clinic at the Red Barn Classroom at the Museum of Flight on Saturday February 5, 2005. This is open to everyone and I encourage all glider pilots to attend.

Cross Country Soaring Safety Seminar

The Seattle Glider Council Soaring Foundation has organized a Cross Country Soaring Safety Seminar for Saturday February 5, 2005 from 9:00 AM to 5:00 PM in the Red Barn Classroom at the basement of the Museum of Flight in Seattle.

This seminar is open everyone. All glider pilots are encouraged to attend.

The main speaker is Bob Wander. Bob is already well known in the Puget Sound area as both an informative and entertaining speaker. For those of you who have enjoyed any of the twelve books Bob has produced on soaring, this is a chance for you to meet the author.

Ron Bellamy will be assisting Bob by presenting the "Hazardous Thought Patterns" section of the seminar.

Nelson Funston has agreed to present the "Collision Avoidance and Flying in Gaggles" topics.

Agenda

- Flight Safety: Analysis of Accident Trends
- Pilot Decision Making & Risk Management
- Hazardous Thought Patterns
- Collision Avoidance and Flying in Gaggles
- Takeoff procedures
- Traffic Pattern, Landings and Emergency Procedures
- Landing Out - the Final Four Minutes
- Cross Country Planning, Extending Your Skills, Mentoring

Because Scott Gardiner at the FAA has arranged for this seminar to be part of the WINGS program, attendance (with the required paperwork) may be used to fulfill the 1-hour ground school requirement for a BFR

The cost is \$30 per person, payable in advance. Make checks payable to the **SGC Soaring Foundation** and mail to Mark Nyberg, 159 160th Ave SE, Bellevue, WA 98008. Reservations are mandatory and space is limited. Please contact Mark Nyberg at 425/641-4785 or E-mail: mark@fishernyberg.com.



Board Meeting
Saturday,
January 15, 2005



Editor's Note

As we begin the new-year, we must reflect on the loss of two members in glider accidents last season. Both of these fellows were valued contributing members, each offering their time and expertise to the club and were thought of as competent glider pilots.

In past issues of GlidePath, Mark Nyberg and Bruce Bullock contributed their thoughts regarding the accidents, each response unique from the other. Preparing oneself is the best means of managing risk by staying current, being properly checked out in the glider, and the flying site, and of course, a proper mental attitude. It is never too late to take additional training; many of us are all too satisfied with never humbling ourselves to working with a CFGI to smooth out skills or procedures. Years ago, in the sixties, the FAA implemented the Bi-Annual Flight Review (BFR) for up to that time, many pilots never took another ride with an instructor once having received their license.

About forty years ago, Eddie Rickenbacker, the famous World War One pilot and race car driver, published his biography and he stated that whenever man places his body in motion beyond a walk, he experiences added risk. We train to manage risk; to avoid risk may involve not getting out of bed or doing anything. Life is about taking chances, how often we realize some of us let life pass us by while others are out there doing something (this may apply to local flying verses cross-country).

We each took up soaring for many different reasons; for some it is a lifetime goal, others perhaps an extension of their joy of flight. In all cases we do add to the challenge of life by doing something rather unique and satisfying. It is always important to remain within one's limitations. Do I feel this a dangerous activity, not if I feel I have good equipment, am well trained and current, and have the skills to manage most of the situations I am likely to encounter.

Fly safe.....

Gary



Annual Meeting, December 2, 2004

The Annual Meeting was held on Thursday, December 2, 2004, at 7:30 p.m. at the Puget Sound Yacht Club, 2321 North Northlake Way, Seattle.

The agenda was as follows:

1. Call to order
2. Annual reports of officers
3. Vote on proposed changes to dues/fees
4. Election of new officers

Equipment Director, Roy Parzyk gave his report. He mentioned, that . . .

1. a logo was needed for the Apis. The Board will discuss this
2. the trailer for Apis will be ready in March
3. the club house has been reorganized and cleaned up.
4. it is necessary to find a new home for older Soaring magazines
5. Willy's widow donated a Volkslogger to the club

Chief Tow Pilot, Howard Glover gave his report. He mentioned, that

1. in regard to the tow plane, "use it or loose it!"
2. in 2 years we probably need a new engine
3. we have three new tow pilots, Jay Pandya, Phil Anderson, and Jerry Painter

Howard also gave tips and techniques to maintain safety and procedures for release.

Chief CFIG, Scott Imlay, gave an overall overview of safety factors, currency - attitude - proficiency - judgment - stick & rudder skills. He advised members to fly a lot and fly frequently.

Scott suggested that the general policy be adopted to have all member meetings in order to promote better communication.

In regard to training, Scott said that this has been a slow period and not much student activity. Solos this year were Scott Watson, Pall Grondal, and Camden Doyle.

Scott mentioned that he has adopted Bob Wander's training syllabus and discussed a possible Ground School next year. He also mentioned that we should try to get more commercial pilots from club members.

President, Mark Nyberg, gave an overview of the activities of the year. He mentioned the two tragic fatal accidents, and that we bought the Apis which will turn out to be the best ship for the club, and that we sold the Lark. Mark talked about the assets we have, our own hangar, our own tow-plane, and generally good gliders although an old fleet. But the most important assets we have is in our club members with a lot of enthusiasm. He also talked at length about liabilities and the billing system, which is so

complicated that no one wants to do the job. He talked about the changing club dynamics which affects the profit/loss situation. His message was that we are in a loss mode.

Mark listed all the great accomplishment made by various individual members. He specifically recognized Mike DeLaney for single-handedly providing nearly half the instruction in 2004. Mark also awarded Roy Parzyk the Evergreen Soaring 2004 MVP award (polo shirt) for all the work he has done for maintaining our gliders, creating new tie-downs, picking up the Apis, building the beautiful instrument panel of the Apis, and acquiring a BBQ for the club.

Mark closed his report with an encouragement to the members to participate and help our club to grow and to get out there and fly for fun. There is a possibility for a cross country clinic in February.

President-elect Bruce Bullock discussed the future and growth of the club. He proposed to make changes that would propel the club for success in the future. He submitted four proposals to change the billing system and addressed the following:

1. Bring in enough revenues
 2. Make the collection of fees more simple
 3. The club is a partnership, not a retail outlet
 4. Make it cheaper the more you fly.
- (copies of the actual proposals submitted separately)

The proposals were discussed at length and were finally all passed with the understanding, that the board would work out a new flight fee schedule before 1. of March.

A proposal was made to collect data to support or analyze the billing proposal put forward by Bruce.

Officer Elections result:

President-elect: Fred Hermanspann
Treasurer: Greg Garwin
Secretary: Pall Grondal
Operations Director: Paul Adriance

*Submitted by
Pall Grondal, Secretary*

Evergreen Soaring, Inc.
Board Meeting, January 15, 2005
Clubhouse at Arlington

The first board meeting was held at the clubhouse in Arlington, January 15, 2005, and was called to order at 9:20 by President Bruce Bulloch. Others present were, Fred Hermanspann, President-Elect, Pall Grondal, Secretary, Greg Garwin, Treasurer, Roy Parzyk, Equipment Director, Howard Glover, Chief Tow Pilot, Scott Watson, Scheduler, Paul Adriance, Operations Director, Gary Thayer, GlidePath editor, Mark Nyberg, Past President, John Gilbert, Winfreid Feifel, John Daly, Mike Delaney, Mary Blonski, & Chad Cooper.

Agenda

Reports:	President President-elect Secretary Treasurer Chief CFIG Equipment Director Operations Director
Old business:	Reserve funds for tow plane and glider self insurance Hull insurance for the Apis Refurbishing L-13 and 1-36 trailers
New business:	John Gilbert's report on new fee structure (tentative) Sale of 1-36 Equipment Trailer

President's report.

Bruce mentioned the happenings of last year, especially the tragic fatal accident of two of our club members. He commented Mark Nyberg's huge effort to drag the club through a very tough year. Bruce stated as his priorities for the year 2005, increased mobility, and sound financial foundation.

Bruce stated: "We are the premier West Cascades Soaring Club" and wanted to encourage extended local flying and take advantage of the West Cascades. He wanted to train pilots to fly away from Arlington and use Green Valley as a stepping-stone. To help to accomplish this he mentioned we should increase mobility and a mentor program, where experienced cross-country pilots would share their experience. He mentioned a cross-country seminar being held in the Museum of Flight in Seattle on February 5.

In regard to maintenance, Bruce said the L-13 trailer needed to be refurbished. We should have an equipment trailer that could be loaded in 1/2 hr. This would create the mobility, mentioned earlier, and make it easier to set up operation away from Arlington.

He mentioned that the tow plane was our key asset and some discussions went on about the maintenance of the

engine, a new engine vs. a refurbished one. Finally, he prompted the members to work together and move the club forward.

President-Elect's report.

Fred Hermann talked about the fact that we can not call ourselves "the premier West Cascades Soaring Club", but should strive to become such. This statement would have to come from outside. This was a goal but not a reality.

Fred said we should explore the areas around us and mentioned that the Cross-country seminar would be very helpful.

Fred mentioned that many meetings had been held discussing the merger with the Boeing Club, but that this issue had faded away without an official closure. He thought we needed to make a statement to Boeing Club to the fact that a merger was not in the works but that we would cooperate with the Boeing Club as before.

Secretary's report.

Pall talked about the two boxes that he received from Brad with secretary stuff. He mentioned that he thought an important part of secretary's responsibility was to preserve the history of the club. In the boxes were several computer diskettes with hundreds of files with encrypted DOS titles

that made it difficult to recognize the content. No minutes were found prior to 1995 and none for last year, 2004. It was pointed out that minutes would be printed in the GlidePath. It was mentioned that Bob Chase might have old documents from the club, but John Daly informed, that all of those documents had been cleaned out many years ago.

He mentioned, that computer diskettes were not reliable media and would not last long and wondered if it would be advisable to print out hard copies of minutes and keep in binders.

Pall distributed copies of the minutes from the Annual Meeting from December 2, 2004. A copy of same has been E-mailed to the editor of GlidePath.

Treasurer's report.

Greg presented a balance sheet (enclosed) and talked about individual items. The balance sheet was dated January 13, and John Daly commented, that it should be dated December 31. Some discussions went on about if the fiscal year should be ending well before the Annual Meeting.

Equipment Director's report.

Roy mentioned that wing stands were needed for the Apis. The clubhouse had been rearranged and more file cabinets would be helpful. He also mentioned that the trailer for the Apis would need to be picked up and brought home.

Operations Director's report.

Paul mentioned the project of picking up the trailer for the Apis. Some discussions went on about the towing at the Nationals Contest in Ephrata. Howard Glover will collect information on how many tows are to be expected there. Paul discussed the ring for double tows and there was a question if the ring needed to be certified or not.

Old Business.

Much discussion went on regarding the subject of self-insurance or insurance in general. We have no special fund or reserve fund. A suggestion was made many years ago and never implemented to set aside \$20,000 for the tow plane, and \$20,000 for the self insurance of gliders. Present situation is, if one glider gets damaged, we would fly what we have left. Hull insurance for the Apis is obtainable for \$1,300 annual fee. The Pawnee has hull insurance.

It was established 10 years ago that the members bear a \$1,000 deductible.

Much was said about the engine of our tow plane. The engine has 1,600 hours on it and expected to last us at least two seasons. The question is, what to do - a new engine or rebuild. What will it cost? \$15,000 - \$30,000? It

was agreed that we need to prepare and to set aside some money. It was not considered necessary to establish a separate bank account, but have a special account in our books. To keep up with inflation we could phone Lycoming and get price quotation for a new engine and an update each year. Same could be done for rebuilding.

John Gilbert's report.

John presented documents (enclosed) comparing the years from 1996 until 2004. This included "Tows by month by year", 1997-2004, breakdown of expenses and income 1996-2004, and "cost per tow" in various combinations of tow fees. Extensive discussions resulted.

John asked why we did not have a budget. A budget is a helpful tool and was done long time before. Let's do it!

John talked about how we might improve the club. What if each member brought one person to the field and made him/her a possible new member?

General discussions.

The club has paid the membership fee in SSA and we have lost some money on this. By changing and having Evergreen members pay their own dues to SSA, the club would lose track of who is a member of SSA and the FOO would have to check SSA membership cards in the field. It was advised to leave this as is.

Tows and tow rates were discussed at length. We need to compare and align tow fees with Boeing and SGC. Boeing is our competitor at Arlington, but SGC at Ephrata. How shall we pay for tows? With a check left with the FOO and filled out afterwards? With coupons? The main point is to make collection simpler and easier on the field. We need a budget for the tow plane. We could estimate 500 tows per year.

Bruce moved that tow fees should be by the formula = \$16 hook-up fee and \$6 per 1K of tow.as of 1 March. Fred seconded and it was passed with all votes for the motion.

Bruce suggested that the agenda be cut at this point and another board meeting held in two weeks. Besides the points yet to be discussed on this meeting's agenda, the following was mentioned:

- Dues and fly fees
- Ferry fees between Arlington and Ephrata.
- Do we bring the Apis to the Museum of Flight?
- Decal for the Apis
- New brochure for ESI

Meeting was adjourned at 12:26 p.m.

*Submitted by
Pall Grondal*

Inside:

Presidents Message
Out-going President's message
Minutes of two Board Meetings!
Pictures!
and more!

Board Meeting Saturday, January 29

Please note: January minutes are pending approval.

GlidePath

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