



March 2005

GlidePath



Apis

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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EVERGREEN SOARING 2005 BOARD OF DIRECTORS

Elected Officers

President	Bruce Bullock	206-935-5927
Pres Elect	Fred Hermanspann	206-722-8217
Treasurer	Greg Garwin	425-743-8752
Secretary	Pall Grondal	360-647-9616
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

P.O. Box 31034
Seattle, WA 98103



Evergreen Soaring Fees

Effective March 1, 2005

Membership Fees

Member Type	Initiation Fee	Dues
Regular	\$250 (one-time fee)	\$30/mo.
Family	\$125 (one-time fee)	\$30/mo.
Student	\$125 (one-time fee)	\$15/mo.
Owner-Member	None	\$20/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

All gliders are subject to the option of an annual fee of
\$300 inclusive of all flight time or \$40 per flight. The latter
rate applies to those not participating in the annual flight
fee program.

L-13 (Blanik) 1-36 (Sprite) APIS

Annual and per-flight glider fees are not available to owner-
members.

Tow Fees

Standard Tow	\$16.00 Hook-Up Fee/\$6.00/K Charged in 100' increments Minimum charge 1000'
Broken Tow (0'-1000')	\$8 (wave-offs above 1000' will be charged at the standard rate) No charge for aircraft if noted on tow card
Aero Retrieve	\$90/tach hour

*Flight and tow fees are subject to state sales tax,
student instruction flights are tax exempt.*

Our President's Corner does not appear this issue as Bruce was unable to get to his input this month. Please read his message regarding rate changes in this issue and stay tuned to your e-mail.

New Helicopter Training Facility at Arlington Airport

A new helicopter training facility, Silver State Helicopters, has recently begun limited operations at Arlington Airport. They are small now, just one helicopter, but they are planning to expand quickly and we need to be aware of their operations. Silver State Helicopter is located in the old FSI building - the large blue building on the east side of the Airport roughly even with the North end of the glider takeoff runway. They have 80 students signed up for helicopter training and, by the end of July, they will have 8 helicopters flying 7 days a week. By August, many of these 80 students will be solo. In a couple years, they plan to transition from basic training to a mostly commercial work, so the amount of student training should gradually taper off.

The helicopters will start-up and launch from the one of the taxiways north of the glider parking area. As a result WE WILL NO LONGER BE ALLOWED TO DRIVE CARS, RIDE BICYCLES, OR WALK ON THE TAXIWAYS NORTH OF THE GLIDER TRAILER PARKING AND EAST OF THE MAIN TAXIWAY. Strictly speaking, we aren't allowed to do this now - but that rule hasn't been strictly enforced. With the introduction of 8 helicop-

ters starting up and taking off from that area, it has now become a major safety issue. We need to make sure the glider pilots avoid this area.

Helicopters involved in student training and departing the airport traffic area will hover-taxi from this staging area out to the main taxi-way and depart along the taxiway into the wind (North or South). Once they gain some speed and altitude, they will turn Eastward. They will stay well below the glider traffic pattern until they are clear of the area. Helicopters flown by commercial pilots won't bother with the main taxiway - they will depart directly to the Northeast from the takeoff area.

Helicopters practicing hover, takeoff, pattern, and landings will have a traffic pattern that is West of the main 34-16 runway. They will hover-taxi from the staging area and cross the main runway on the taxiway just North of the glider takeoff runway. The helicopter traffic pattern will be inside and below the power traffic pattern, but above (and mostly outside) the ultralight traffic pattern. This pattern should not interact with the glider operation - except when they are hover-taxiing past the North end of the glider takeoff runway. Wing runners will need to watch for taxiing helicopters as well as power traffic. They expect to have up to three helicopters in the pattern at one time. Additional helicopters will depart the airport area and practice elsewhere.

The guys at Silver State are trying hard to be good citizens of the AWO community. The added traffic will complicate things for us, but I'm sure we can make it work.

Scott Imlay



Scott Imlay explaining the cockpit layout to our newest student member, Rich Harman.

Board Meeting Thoughts

by Gary Thayer

As the GlidePath editor, I am expected to attend board meeting to gain a sense of direction of the club, plus contribute whenever I feel I have something worthy of statement, the latter may be questionable.

The meetings continue to demonstrate that attendance to board meetings primarily consists of past or present board members, CFG's, and towpilots; former presidents seem to never let go for there are at least four to six at most meetings. What is it that keeps these folks involved? I believe once they have been exposed to the process of running the club or seriously contributing, their interest continues beyond their terms of office.

It is great to have the old timers available to share their stupendous wisdom, but, it is more important for those never haven been on the board to make their appearance to bring new thoughts and concerns to attention. Perhaps the greatest value is to come away with a better sense of the decision process and to realize the serious nature of board meetings. It is

not in our best interest for ES to become the domain of 'old timers.'

Until year 2000, the club held two meeting per month. One, the monthly board meeting, the other was the general meeting. It's hard to determine when monthly meetings began their decline. Was it location for we met at Boeing Field in the Museum of Flight; perhaps traffic and the demanding distances for travel? Who knows, in the end, it was simply board members meeting twice per month. The REAL reason has to be the meetings were no longer fun; no beer, plus decision-making removed to the board, leaving mere members without input to decisions. Some meeting resulted in debate where one would not want guest members in attendance (Monthly meeting were another venue to showcase the club).

With the startling news of serious increase in rates, some members must have been extremely surprised. What happened to our nice little economical club? Have you attended a board meeting? They are scheduled on the first Saturday of each month and this holds true in the most part.

Avoid surprises; see you at the next board meeting?

A Word From Our operations Director

Spring is here and our soaring season is about to take off! Operations this year should build on the theme of last year, "Getting Away from Arlington". The board has approved the Montana expedition and Chad is ready to sign people up. There WILL be a non-refundable encampment fee of around \$35 each to cover transport costs of the Pawnee. This will be due when you sign up to secure your spot. We're going to initially limit the trip to 12 gliders - 10 private ships if Evergreen brings 2 club ships - and if we find we have enough interest, we may secure an additional tow plane through the SGC. Chad can be emailed @ cooper17@drizzle.com or call him at home (206) 526-9051 to sign up. Club members can reserve a spot before April 15th, when sign ups are opened to anybody with a glider who wants to come. Below are some of the other important dates to keep marked on your Calendars.

Exciting Dates for 2004:

March 26-27th — 1st trip to Green Valley

April TBA — Possibly Concrete or another trip to Green Valley

May TBA — A definite trip to Concrete sometime this month

June TBA — Possibly another trip to Green Valley early in the month.
Pawnee heads over to Ephrata w/glider around the 28th or 29th.

July — 8th - 15th is the official Ephrata encampment for Evergreen. The Montana expedition starts the 16th and ends back at Ephrata around the 24th.

August and beyond — TBA

Paul Adriance

Extended Local Flying around Arlington

Contrary to popular belief Arlington offers some very interesting soaring, especially during the coming March to May season. Considering that there is some of the most varied and spectacular scenery within about 25 miles ranging from Sound to mountains and glaciers we should encourage more pilots to expand their flying horizon and to get out of their 3 mile comfort zone. This is directed mostly at advanced students and beginning rated XC pilots. It is also based on pilots being properly prepared and flying within the appropriate FAA and ESI rules. For students that means - amongst other things - that they fly under supervision of a CFI (approved flight plan, CFI present at takeoff, etc.) and stay within 25 miles. (more relevant to power pilots).

The general definition of local flying for sailplanes is staying within a safe gliding range of your base such that one can return even without finding any more lift. As a general guideline the following formulas can be used with due consideration to wind and terrain:

For post-solo students flying a Blanik 2,000 ft + 3 miles per 1000 ft

For advanced students flying the 1-36 1,500 ft + 4 miles per 1000 ft

For Apis pilots 1,500 ft + 5 miles per 1000 ft

“These guidelines are only good in light winds (<10 knots) and, when gliding into the wind, you should maintain an airspeed greater than (Best L/D speed) + 1/2 the wind speed.”

There are additional requirements per ESI by-laws that keep the CFIs in the loop even for rated pilots. These are new airport checkouts (like Green Valley), a XC checkout (based on the ABC program or equivalent) and a mountain flying checkout (so far only done at Concrete or Darrington encampments). Getting these checkouts and gradually building up one's confidence and competence are important to explore the wonderful mountainous areas towards Mt. Pilchuck, Threefingers and Whitehorse. Note that being able to use Green Valley as a base for a safety conus makes exploring the mountains far more accessible and finding Green Valley and landing there is also a good XC exercise. So what can we as a club do to get more pilots to leave the confines of Arlington (or any other base)?

1.

Have more club outings to “satellite” airfields like Green Valley, Darrington and Concrete. This exposes pilots to different areas, makes such airfields more usable as backup bases and provides mountain flying checkouts.

2.

Encourage CFIs to include some long straight tows to the ridges East of Arlington to practice navigation, identify other airfields (Frontier and Green Valley) and to check actual glide ratios on long glides. After all, XC skills are part of a private licence.

3.

Use a landing contest as a skill and confidence builder. Such contests make wonderful spectator events and are great fun, especially with video taping for later replays.

4.

Encourage advanced students and beginning XC pilots to use the “buddy” system, i. e. follow more experienced pilots in single-seaters or fly with them in a two-seater.

5.

Use of our newly acquired Volkslogger not only as a navigation aid and for badge flying but also for analysing and sharing flight experiences.

Looking forward to a great season!

Fred



Spring Soaring by Brad Hill

Last Thursday, March 3, marked the opening season flight for the Midweek Fliers. Paul Adriance and Fred Hermanspann put together the event and Pierre Parent volunteered to tow for us.

We were expecting decent conditions based on the prior days instability and a promising forecast, but nature sometimes has different ideas and what Q there were turned out to be about 20 miles away. I think the distant Q and the fact that they started quite late in the morning kept most folks from committing to

the event, so it turned out that Fred, Paul and myself were the only sailplane pilots to fly.



Paul took the first tow in the Evergreen Apis, his report that the Q were in fact farther than we expected was disappointing, from the runway it looked like the nearest clouds were just over the first foothills, which would have been only 7 miles away or so. This meant we had to rethink our plans and rewrite our tow cards!

I took off while Paul was still in the air, he did find lift over the plateau and floated around while we discussed my options, I radioed to Pierre and told him to take me to Pilchuck and towards the clouds, which were ratty looking but showed the promise of lift. Pilchuck is about 16-17 miles away and tops out at around 5000', I released in lift and began climbing as Pierre turned towards Arlington and another tow.

Soon Fred joined me and we decided to run East towards Bald Mountain and Spada Lake, the lift was there but was not reliable enough to push on further, we eventually got about 21.5 miles east of AWO before deciding not to continue on, even though there were some promising clouds towards Ragged Ridge.

I finally decided to head back towards Pilchuck, getting to the West face at 4500' I flew into a strong thermal and

climbed back up to 6300'. Soon Fred joined me and once he topped out we headed towards Three Fingers, the clouds were very promising and so we headed North towards them. At this point Fred was about 500' higher than me and when I reached Green Mountain I decided not to continue towards the clouds...since Fred was higher he passed over the top of me and onwards, while I searched for lift along the East end of Green...finding nothing to connect with I choose to run the ridge back towards AWO and call it a day.

Once over the Plateau I was pleasantly surprised to find lots of lift and loitered around for almost an hour...one thermal in particular was so mellow I cranked the flaps down all the way and floated around at 38 kts while climbing at 300 FPM.

Soon Fred was in the pattern, and after he landed I did a few wingovers and then entered the pattern and landed as well.

Spring Soaring is here.....

Brad



Who dat down there?

The following is a thank you from a BESEC member who used our club house for his private glider rating oral examination. There may be a message to all working toward their rating.

Thank you everyone for the congratulations and the support during the past several weeks. It really felt like a group effort as we exercised almost every instructor and tow pilot in the club to work through final preparations and completion of the exam. Everyone kept telling me that I was prepared, but I doubted that right up until the end when Yates himself shook my hand to congratulate me. After that he debriefed me for 45 minutes on all the shortcomings I exhibited. Of course that will serve as my starting point for a never-ending program of learning about soaring. It is a great feeling, yet daunting.

Here's how it went. I had not slept well for the previous 3 nights as my mind churned through all the questions and challenges I anticipated. I was no doubt keyed up as I entered the Evergreen board room for the expected 3 to 5 hours of oral questioning on all possible subject areas of flying and soaring. At the end of that my brain was already misfiring, forgetting answers, and forgetting terms. As I watched Jim's check marks work their way down to the bottom of his final checklist page, I felt more relief than accomplishment.

The preflight went well for the most part. Nevertheless, I still knew that all my chips were on the table and I couldn't afford a falter or stumble. It was past noon, my brain was tiring and my body was running on adrenaline and a candy bar. Jim had me right where he wanted me. Now any flaws in my flying technique, any gaps in my procedures would jump out like a jester to wave a flag and taunt me. I did not fly my best. My stalls were ragged, my slow flight iffy. On slips to landing I thought the glider would never come down. Yet the exam continued. One more flight, the heart-stopper, the tow line break, I'm still in the hunt. Then it was all over. Yates said, "Secure the glider and hand it off. You passed."

During the debrief Yates alluded to the situation of returning from a 6 hour flight, tired, perhaps a bit dehydrated and hungry, uncomfortable, then facing a crowded pattern and landing with the sun low. That would be no time for complacency or forgetfulness. I then realized that the practical test was a simulation of that condition. Yates needed to gage my skills under stress and fatigue, when I was fighting to maintain my composure and judgment. Perhaps as if I was landing out in an unknown field after hours of scraping and digging, not in the completely familiar surroundings of Arlington. This test was more than the sum of the parts.

I took 2 pages of notes on what I should have done better. I will summarize them.

That night I slept in a coma.

Marty Gibbins

Cross Country Soaring Safety Seminar February 5, 2005

This event put together and held at the Museum of Flight, by our own Mark Nyberg, was well attended and those making the effort to attend were well served. Following introductions by Mark, Bob Wander, Nelson Funston, Jim Yates, and Ron Bellamy kept attention of everyone throughout the day. These safety seminars are hopefully schedule to happen every other year as they alternate with the instructor clinics.



Chairman of the event, Mark Nyberg



Bob Wander



Ron Bellamy

New Flight Fees

At the annual meeting last December the general membership passed four proposals to revise our fee and dues structure and bring it in line with current costs of supporting the club.

The reason for passage of these four proposals was simple: under our old fee structure we were cannibalizing our future in favor of maintaining increasingly inadequate club revenues. The club's reserve funds for re-building the Pawnee's engine (quite possibly a \$30K expenditure) and self-insuring against fleet damage were being depleted to subsidize current costs.

The membership instructed the board of directors to do a careful budgeting of the club's necessary expenditures and develop a level of funding that would keep us in the black.

The board developed a budget based on three criteria:

- 1) provide members access to inexpensive soaring.
- 2) protect our assets (maintain the present and future health of the club fleet).
- 3) protect our ability to provide our members with an enjoyable experience of the sport.

As you can imagine these criteria were not easy to balance. However, we did have some success. The result is that last Saturday the board approved new rates for tow fees, membership dues, and glider rentals. These will go into effect on March 1st for the 2005 soaring season.

Here are the new dues and fees:

First the tow fees. The Pawnee is within 300 tach hours of the standard engine re-build time-frame. Thanks to a lot of research by Roy Parzyk, John Daley, and Jerry Painter we know that the cost will be between the high \$20'sK and mid \$30'sK cost range. Under our existing fees the reserve fund was disappearing rather than building. Fuel prices alone had risen from consuming 26% of the typical tow to about 43%. Obviously they needed to be adjusted.

The new tow rate will be \$16 for a hook up fee plus \$6 per thousand feet of tow.

Membership dues.

Under our present dues we pay \$22 a month plus the equivalent of \$10 per month for a quarterly assessment fee (which during the soaring season could be credited towards flight charges) or, \$32 per month.

The new dues will be \$30 per month for regular members.

Private ship owners will pay \$20 per month.

The special member category will remain the same.

(unfortunately our club can no longer afford to credit any part of the dues towards flight fees)

Flight fees.

Here is where our club has made some significant structural changes. We will be going to a flat seasonal rate for flight fees. In other words we will be using the season pass model you encounter at ski resorts. We will no longer be renting gliders on a time-of-flight basis.

The old system was causing the club problems. It doesn't provide adequate OR predictable revenue necessary to meet expenses (good weather or bad we have to keep up our fleet). It necessitates complicated bookkeeping.

The new rates have advantages. We support our gliders on a partnership model, which reflects the reality of our responsibility as club members. It simplifies bookkeeping while allowing our treasurer to predict revenues.

But most importantly it doesn't penalize the time you spend in the air, which is the purpose of the club in the first place. Research at ski resorts have found that season ticket holders ski more. And it is to everyone's benefit if we all fly more as glider pilots.

That said, the new fleet rentals are:

A flat fee of \$325 for unlimited use of the club's gliders for the year. (Our treasurer, Greg Garwin is working on an installment payment option)

For those members who may only be making a few flights during the year there will be a per-flight payment option.

Per-flight rentals will be \$40 per flight with no time limits attached (other than the standard policies in effect when someone else is waiting for the plane).

Active CFG's will not be charged flight fees in appreciation for the critical service they provide for the rest of us.

So there you have it:

Tow Fees: \$16 hookup fee plus \$6 per thousand feet of tow.

Dues: \$30 per month for regular members. \$20 per month for private ship owners.

Flight fees: \$325 per year for unlimited use of the club's glider fleet. Or, \$40 per flight.

Change of this sort is painful, as anyone who participated in the several long and exhausting board meetings knows. But now it's time to focus on the good news. We are putting club back in the black. Thanks to a huge amount of financial calculations by John Gilbert we trimmed increases to the bone. We are not going to wake up on day with a large maintenance bill and not know how to deal with it.

We also have a system that promotes flying and, for each of us, our development as pilots. Being a glider pilot is a rare skill that we have each invested in. It's worth maintaining and improving upon. My hope is that each of us uses the 2005 soaring season to push our skill level a notch or two higher.

Happy Soaring

Evergreen Soaring, Inc.
Board Meeting, Saturday, March 5, 2005

The Board Meeting was called to order by the president, Bruce Bulloch, at 9:30 at the clubhouse in Arlington. Present, besides Bruce, were Fred Hermanspann, Mark Nyberg, Greg Garwin, John Daly, Gary Thayer, Doug MacGugan, Winfreid Feifel, John Gilbert, Chuck Flora, Scott Watson, Paul Adriance, Pall Grondal.

The Agenda

Officer's reports:

President, President-elect, Secretary, Treasurer, Chief CFIG, Director of Equipment, Director of Operations, Scheduler, Chief Tow Pilot, Newsletter Editor.

Old Business

Re-scheduled meeting regarding new helicopter school at Arlington
Sending the Pawnee to tow for the Soaring Nationals at Ephrata
Tie up loose ends of new fee structure

New Business

Spring Banquet
General membership meeting
Accuracy landing contest
Flight line safety
Joe Patton Award
Recruiting new members

Bruce Bulloch talked about that he hoped that the changes we have made would put the club on a sound basis. He would really like to see the club break the umbilical chord to Arlington and explore cross-country flying on this side of the mountains. We are going to Montana, but we could go to other places and more than once to Concrete as an example and explore soaring in the valleys. The training of new pilots needs to be emphasized but he would also like to improve training for safer pilots. Training for the operation of the flight line, for the FOOs as an example, would also contribute to safer flying.

Fred Hermanspann talked about extended local flying that could be a transition to cross country flying. He said that within 20 miles we have some interesting area, flatlands and mountains. He said that thermals in our local area were usually better than we think. He encouraged using Green Valley, which would open, up the area to the hills to the east

and even to Pilchuck Mountain. It would be interesting for pilots to see Arlington from 10-mile distance as an example.

Fred mentioned that we could introduce landing clinics or competition. That had been done sometime in the past. He mentioned the buddy system, where an experienced pilot teams up with a less experienced one.

He mentioned GPS systems and said that we should move into the 21st. century. The Volkslogger, which we already have, is a GPS and free standing and can be moved between planes and "Velcro's" in place. The use of it should be encouraged. It is a very good educational tool. We could create a turn point database out of Arlington, which would create confidence when pilots are going out for the first time. Mark Nyberg and Fred will work on this.

A CFI has to be present when a student pilot is flying

solo and the question arose, if the CFI could supervise the flying while flying as tow pilot. It was mentioned, quoting Angus McKinnon, the CFI has to be on the ground. This issue has been confirmed by our insurance company, Costello.

Secretary Pall, mentioned that just as the treasurer keeps track of finances, the responsibility of the secretary should be to keep track of what gets discussed and what decisions are made. He has started a ring binder where he will put in copies of the minutes and supporting documents like the extensive spread sheets from the February meeting. He plans to go backwards, starting with 2004, and make a hard copy from the computer disks of the minutes and make a binder for each year. Bruce suggested that it might be a good idea to highlight important decisions made during meetings to make it easier to find afterwards.

Pall recommended that when proposals are put before a board meeting, they are written down on paper. In the fast pace of a meeting it is impossible for the secretary to write down precisely word-by-word the proposal and also catch who moves and who seconds the proposal.

When Mark Nyberg was secretary some years ago, he put together ring binders with, among other things, Club Handbook, Constitution and By-Laws, and also a Green Card. John Daly pointed out, that these Green Cards are the membership card and used to be issued to every new member. On the back of this card is space for checkouts, 6-month check flights and BFR's, and pilots used to need to show them at the flight line. Pall said, that when he approached the club and became a member in 2003, he got nothing, not even an application to fill out. Pall said it was his intention to tighten up formalities in this respect. Some discussions went on about what the formalities were in respect to new members and John Daly informed, that some years ago you could not become a member until you had visited a general meeting and introduced yourself. It was suggested that new members should visit a Board Meeting.

We have received E-mail from two members who request a change of membership status. One of them requested Special Member status. This was discussed. According to the by-laws, "The Board shall approve as special Members only those people whose skills make them of special benefit to Club

operations". Special Members are subject to annual approval by the Board. This was taken off the agenda as New Business for next Board Meeting.

Treasurer, Greg Garwin, informed that we have \$16,000 in savings account and \$1,700 in checking. Greg has paid out a lot, among other things the first half of the payment for the Apis trailer and the insurance for gliders and tow plane. We have a letter from the FAA regarding the sale of the Lark and it's insurance and registration, this will be discussed later.

Greg said that he had not received any response from members regarding the new fee schedule. He would like to receive a note from members how they would like to pay their flight fees. Otherwise, they will receive a bill in April and can return this information with their payment.

Chief CFGI, Scott Imlay, could not attend the meeting. No report.

Apis Insurance

Bruce wanted a confirmation in the minutes that the Board OK'd by E-mail to buy the hull insurance for the Apis.

Roy Parzyk, Director of Equipment, could not attend the meeting, but Bruce presented notes from Roy. We need to plan for the retrieval of the Apis trailer, how and who does it. The trailer should not be registered by the maker. Roy and Greg are going to take care of obtaining the necessary license. When the trailer is back, it has to be fitted. The L-13 trailer is being improved. The 1-36 trailer needs inspection to see what needs to be done before the summer. All annuals have been scheduled.

It will be considered a test case to go and take a look at the horse trailer that Scott Watson offered and investigate how well it fits.

Parachutes will be backed shortly before Ephrata. We have 3 good chutes and it was suggested we through out the old ones, which are out of date. Some interesting talk went on as to how it feels to pull the ripcord of a parachute. It was jokingly suggested, that when we bring the new chutes for repacking, someone should volunteer to pull the ripcord to get the experience.

We need strong tie-downs for remote locations. The wing tips of the Apis have to be drilled to accommodate a tie-down. The lawn tractor needs to be prepared for the spring.

Director of Operations, Paul Adriance, visited Green Valley last week and said that Barker, the owner, lost the field in a bank foreclosure. There is no operation there now, no planes, and all staff gone. It is still being moved and the south end has been rolled and re-seeded so we should wait until the end of the month to use it. A project is being planned to extend the runway south across the road and into the cow field and change the direction to more northerly. The old strip will be usable in the meantime. The suggestion was brought up that we should get permission to put down metal tubes into which the fence posts would go. During operation we could take the fence down to allow the towline to go over. Paul informed that the owner to the north does not like the airport and modifying the fence would not be possible, while the owner to the south would be cooperative.

We might go to Green Valley on March 26-27. There was talk about a week at Concrete, but our fuel tank barely lasts a busy weekend so, unless they build a fuel facility, this is not feasible. Ranger Creek was discussed for advanced pilots. It is not an easy field.

Scheduler, Scott Watson, suggested that we go now back to normal hours on weekends, which is 10:00 a.m. He talked to the owner of a field in Skagit County, Israel. This is a field 1,600 ft long and available even for towing. There was a glider operation there some time ago.

Chief Tow Pilot, Howard Glover, could not attend the meeting, but left notes with Bruce. Harold expressed concern about the safety of our operation especially on remote locations and encourages better dialog between tow pilot and CFGs. We need to plan for the unexpected. Flight line operation needs to be reviewed. Several occurrences at Arlington indicate that we have drifted towards complacency. Better communication between wing runner and pilot. Radio contact is very important and Paul Adriance mentioned that the radio in 1-36 is no good and one of the Blaniks has some radio or antenna problems that need to be looked at.

Newsletter Editor, Gary Thayer, would like to get the GlidePath out before next weekend and asked

contributors to send material in before Tuesday night. Regarding the 2005 Museum of Flight Soaring Expo on March 19 - 20, Gary would like to see two people with 4-hour shifts manning our booth there. We need a team to set up after 5 p.m. on Friday and to tear down on Sunday. Some discussions went on about how the Museum promotes soaring and we might need to review how that gets done.

Old Business

The meeting regarding the helicopter school has been rescheduled for this Thursday. ESI and Boeing will have representatives there.

If we should send the Pawnee to Ephrata was discussed at length. We should negotiate the tow fee which is \$25.00 for 2000 ft and lower than what we charge our members, and also to secure a tie-down for the Blanik. Several issues were discussed regarding insurance, tow pilots, shutdown of operation at Arlington because Boeing plans to send both tow planes over, and verify with Costello regarding who can fly our Pawnee at Ephrata.

Proposal:

The Board of Evergreen Soaring, Inc., agrees to send the Pawnee over to the Ephrata contest with the understanding that we will negotiate the tow price and a tie-down for the Blanik and provided there is adequate staffing of tow pilots for the plane. Moved by Bruce Bulloch, seconded by Fred Hermanspann.

Approved by all Board members present.

Prior to approving the above proposal it was agreed that it was important for the Club to support soaring and maintain good reputation and, therefore, we should support the contest.

Regarding the Sparrowhawk, it has been confirmed with Costello that we cannot tow it unless it is registered and has an N number.

It was mentioned in regard to Tow Only Fees, that we charge \$7 for the day, but Boeing charges \$7 for each flight.

We can only tow SSA members because of the insurance policy.

It was agreed that we need to tie up some loose ends in regard to the new fee structure. As New Business,

lets write up a list of loose ends.

The \$60 fee for a 3000 ft ride is lower than we charge members. Should this be maintained, that is, to give walk-ins a deal? This could be justified because of the possibility of a new member.

A general membership meeting was discussed, maybe at Green Valley.

Accuracy landing contest and FOO training session.

The issue of Special Membership needs to be addressed and clarified. One suggestion was to charge all members and look for performance later to see if Special Membership was justified. Instead of annual review, maybe quarterly?

The By-Laws need to be reviewed.

Three proposals had been written up on the black-board (?) This was considered material for New

Business for next meeting:

1. Change pilot induced damage charge from \$1000 to 50%. 100% if FARs or Club Rules are violated.
2. Raise one-day membership to #15 and \$30 at remote operations. May be reduced by board for unique situations.
3. Lower initiation fees for licensed glider pilots.

Greg introduced a new member, Rich Harman, born 1966, and has already started training. Bruce seconded and Rich was accepted by all Board Members.

Submitted by

Pall Grondal, Secretary

(Minutes were not approved at time of publication)

Evergreen Soaring, Inc. Board Meeting, Saturday February 19, 2005

The board meeting was called to order by the president, Bruce Bulloch, at 9:20 a.m. at the Arlington Club House. Members present besides Bruce were, Fred Hermanspann, John Daly, Greg Garwin, Gary Thayer, Brad Hill, Roy Parzyk, John Gilbert, Scott Imlay, Scott Watson, Chuck Flora, Paul Adriance, Winfreid Feifel, Eric Shahan, Carl Niedermeyer, and Pall Grondal.

This was a special meeting and no officer's reports were scheduled. The agenda:

Old Business

Revise Fees and Dues for 2005
Report on Montana trip
Board Approval of Montana Trip

New Business

New helicopter school at Arlington
Sending the Pawnee to tow for the Soaring Nationals at Ephrata
Joe Patton Award

The main issue before the board was to finalize the new fee structure for 2005 based on a budget that John Gilbert explained. John distributed copies of extensive spreadsheets that he had put together and included four possible budgets of total expenses.

John brought with him his lap top computer and calculated quickly the effect of various suggestions to the budget options as they were discussed.

Various comments and issues re. Budget



Apis trailer - Equipment trailer

It was noted that the Apis trailer is a capital investment and not cost. Payment should be taken out of surplus cash and not calculated into operating expenses.

Scott Imlay proposed to delay the equipment trailer and that the Apis trailer should be amortized during 2 years. Some discussions went on regarding investments and how much we should put away for future investments. \$2,500.00? It was also mentioned that investments should be spread over several years. How much of the Apis trailer should be paid this year? It was suggested

When discussing membership fees it is necessary to understand the difference between fixed expenses vs. operating expenses. Some aired the opinion that the present form of a budget was not correct. It was agreed, however, that this our first attempt should stand as is.

The tow plane is self-sufficient and has been dealt with separately.

We are not a student factory. We need to attract new members and if we look too shabby and disorganized, we are not going to attract many members. We may need to make the cost of club membership look low and then get them.

If we get 5 new members, then $\$250 \times 5 = \$1,250.00$ which we could put into capital investment.

With the present number of members, we are over-equipped. If we are not getting new students, lets sell a glider. The opinion was aired that we should not act too quickly to the present situation. It can go either way. We do not know if and how many members will quit because of higher membership fees, and how many new students we get is anybody's guess.

In reviewing the budget the question arose whether we should budget for 5 new members or not. It was agreed not to plan for added members. We gain some - we loose some.

Expenses for repairs are too high and are bugging the club down. How can we minimize damage?



that we should wait to see how it works with this first year of budget before making further changes.

Scott Watson offered to donate a horse trailer that could be converted into equipment trailer.

Regarding the \$1,000 deductible, Roy and John Daly suggested this be changed to 50% deductible. It was agreed to take this off the agenda and reserve it to the next meeting.

Membership fees - flight fees

Much discussion went on regarding membership fees and flight fees. We need to encourage more flying. It was believed that members would generally accept higher fees. Also we should simplify the fee structure.

What about private owners? We should make mem-

bership attractive to private owners. Suggested monthly fee of \$30.00 was considered too high. \$20.00 was considered attractive.

How should fees be paid? Monthly or in one lump sum? It was to be avoided that some people would pay partial and then disappear.

Flight credits for service rendered? Tow pilots love to fly our tow plane and do not mind receiving no credits. CFGs differ widely in how much they serve - one size does not fit all. Instructors pay dues - no flight fees, they have not flown much last year.

Those members, who do not fly much, should have a choice between \$40 fee per flight, or the \$325 fee for unlimited flights.

How do we compare with others regarding flight fees? Boeing charges \$250.00 for BFR. We will work on a BFR package later. A motion was put forward by Bruce, seconded by Fred:

For general members, \$30.00 monthly fee + \$325.00 flight fee + tow. Passed

For private owners: \$20.00 monthly fee + tows. Passed

The Montana trip

At 11:50 the meeting finished with the budget and fees. Paul Adriance and Eric introduced some details of the trip to Montana. They mentioned, that a trip like this is important for the reputation of the club - we are doing things.

We will go directly from Ephrata to Montana after the nationals. 12 planes will be flying. Two gliders will be going from the club. We have to use trailers since the tow is too long. We need to use good tie-downs. The airfields in Montana are actually safer than those in Western Washington.

Ferry fees were discussed. Ferrying from Ephrata to Montana will be charged to the Montana trip.



Ferrying to and from Ephrata is part of the encampment to Ephrata. Some moneymaking possibility exists in giving rides. CFGs will give area check in Montana.

Some discussions went on regarding whether we should send our tow plane to Ephrata.

The plan to go to Montana July 16 - 24, was approved by all present.

Helicopter operation

A helicopter operation has settled down at Arlington airport. They had an information meeting where 1000 people showed up. 80 students were selected and 12 helicopters are planned to operate 7 days a week. This will greatly affect flight operation at Arlington and many are concerned.

They have a meeting in the afternoon of next Thursday and we should have someone, preferably a CFG, to go to the meeting and have some representation and let them know that we are here.

The meeting was adjourned at 12:15 p.m.

This report is submitted by
Pall Grondal, secretary

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

Credits: Spring Soaring and photos- Brad Hill

Flight Fees article - Bruce Bulloch

Board Meeting photos - Pall Grondal

Cover photo - Brad Hill

Para-Phernalia is going to do our annual Emergency Parachute Egress talk on March 19 2005
From 10:00 – 12:00 at the Boys & Girls Club in Arlington WA (across the street from the airport.)
The program is free to all pilots and we would be honored to see a bunch from Evergreen Club attending.

Featured speaker is Allen Silver and Para-Phernalia, In will be supplying FREE coffee and doughnuts.

This has been a well attended program for the past 5 years. This year the talk will be an FAA WINGS qualified program!

March 19 & 20, MOF Glider Expo, volunteers wanted.

GlidePath

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