



July 2005

GlidePath



Two Apis - Paul and Brad, photo by Brad Hill

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www.evergreensoaring.org

GlidePath

The Newsletter of Evergreen Soaring
www.evergreensoaring.org

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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	\$64/yr.

Flight Fees

All gliders are subject to the option of an annual fee of \$300 inclusive of all flight time; the annual fee may be paid in the sum of \$80 per quarter. Those not participating in the annual flight fee program pay \$40 per flight.

L-13 Blaniks: 14J & 029, 1-36 Sprite, 19G, APIS 99AS

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

Flights and tow fees are subject to state sales tax, student instruction and solo flights are tax exempt.

Presidents Message

2005 Encampment

So, it's that time of year again, when the 1-36 and one of the Blaniks get their yearly breakdown and trailer ride as the soaring action shifts east of the Cascades. This year there's a lot on the calendar for the dry side of the mountains. The open-class nationals are being held at Ephrata in early July. As soon as the contest guys clear out, Evergreen Soaring moves in to take over for our encampment from July 9 through 16. And finally, when encampment ends this year, the Pawnee keeps heading east to help crew Evergreen's Montana safari at Thompson Falls and St Ignatius.

The Pawnee is in great shape, having just undergone a thorough maintenance session with Paul Nynhaus. This is another example of your tow-fee dollars at work. The \$4,200 we spent fixing up wear and tear will help guarantee safe tows for all of us this summer.

Thanks to a lot of hard work by Chad Cooper one of our Blanik trailers also has a spiffy new look. Two years ago I did a land-out in Ephrata and was fortunate to have Chad show up with his and Greg Garwin's Blanik trailer, which sports several ingenious modifications and makes loading the heavy glider much easier. This spring Chad undertook the task of adding the same improvements to the club's trailer. I guarantee you it will save us all a lot of work in trailering the Blaniks. We all owe Chad a hearty round of applause.

One of the great advantages of encampment is that it gives pilots a chance to do some intensive flying. We all know that flying on successive days is a great way to shake off the rust and improve our flying skills. For this reason alone the encampment should be on your "must attend list". Soaring is a time-intensive sport that can be hard to keep up with. If that's the case with

you, encampment is your best bet for keeping your flying skills up to snuff.

And while you're at it, Ephrata is a great place to do a little badge work. It's time to get that Bronze Badge out of the way and work on your Silver C. Think about setting some goals for this encampment and end the year a more accomplished pilot. Remember, all those fallow wheat fields help take the edge off trying cross-country tasks.

And finally, what better place to enjoy a change of pace than that desert oasis known as Ephrata? When was the last time you were thermalling above ten thousand feet? A little bit of desert air also cleans out the lungs and dries up the moss that's been taking root behind your ears.

And speaking of a change of scenery, don't forget the Montana safari. Everyone who's flown in Montana seems to be in a hurry to get back. The scenery is said to be spectacular. For those who have bopped around on Jordan Ridge here is a chance to experience those long glides along huge Rocky Mountain ridgelines.

Enough said, guys; its time to do some flying.

Bruce

Soaring Activity on June 19

by Fred Hermanspann

Sunday June 19 brought us some nice soaring weather. I had just got a visitor from Germany, my friend Rainer, who had been my classmate some 50 years ago and with whom I had flying model airplanes then. After a short flight the day before, he was eager to go soaring in our mountains and I was happy to oblige. Brad as always was eager too and we set off in a Northeasterly direction, separately but with occasional radio contact.



Things went reasonably well with the cloud base reaching over 6000 ft by the time we got to the Concrete area. Brad decided to continue NE while we (Rainer and I) took the Chinook North along the Eastside of Shannon Lake and Baker Lake. The mountains got higher and more impressive,



Mount Baker loomed bigger and bigger to our West and we slowly but steadily continued. By the time we reached Mount Blum NE of Baker Lake and turned around the cloud base was at 8000 ft. It was the farthest north I had gotten into the North Cascades and it was spectacular. After that it was an almost relaxing flight south with reliable clouds on all major mountains (Sauk, Suiattle, White Chuck, Pugh, Sloan) to the Monte Christo Mountain area and then home by Three Fingers.



All the time we were following Brad and by the time we reached Arlington at some 3000 ft we saw him land. It was a wonderful flight to impress my old friend. It also went around the outside of the 200 km triangle that we have programmed in our Volkslogger and showed it to be quite feasible (with the right conditions). This triangle (around Anderson Butte and Bedal peak) uses the Concrete, Darrington and Green Valley airfields as support points and is a scenic joyride. They may fly much longer tasks in Eastern Washington but nothing that is as awe-inspiring.

Some other pilots also made it into the mountains and our Apis made its first non-AWO landing. Roy had to land there when he could not find any reasonable lift. Fortunately Mike Moore was still towing at AWO and aero-towed him home again.

Ephrata and Montana Schedule

(as known of the date of this publication)
by Paul Adriance, Operations Director

AeroTow schedule:

Aerotow AWO-EPH 8th - Angus McKinnon, Jay Pandya

Backup Aerotow the 9th - Jay Pandya

Aerotow EPH-AWO 24th - Carl Niedermeyer

Backup Aerotow post 24th - Phil Anderson

Trailer towing:

Blanik trailer AWO-EPH 8th-9th - Tim Callahan or Howard Glover or George Lundgren

Blanik trailer EPH-Montana - Scott Watson

Blanik trailer Montana-AWO - Scott Watson

1-36 trailer AWO-EPH 8th-9th - Tim Callahan or Howard Glover or George Lundgren

1-36 trailer EPH-Montana/Montana-EPH ?? - Possibly transported by a club member planning to fly it in Montana

1-36 trailer EPH-AWO ?? - Possibly returned by club members such as Pierre or John flying in EPH the following weekend as they return home.

Instruction @ EPH:

Jay Pandya 9th-10th

Scott Imlay 11th-13th (X-C clinic to be announced)

George Lundgren 12th-16th

Instruction @ Montana

George Lundgren - 16th-24th

Mike Delaney - 16th-20th (approximate)

Towing @ EPH:

9th-10th - Howard, Jay, or SGC

11th-15th - ?? Possibly Chuck Flora or Brooks Johnson or Pierre Parent (All unreachable currently)?

Towing @ Montana:

16th-24th - Carl Niedermeyer

EPH Member Attendance Dates(Several more members have indicated they would like to attend, but don't have dates yet):

Mike Bailey - 13th - 16th

Tim Callahan - 9th - 12th

Howard Glover - 9th - 10th

Doug MacGugan - 9th - 16th

Jerry Painter - 10th - 11th

Dan Protheroe - 12th - 13th

Gary Thayer - 11th - 13th

“Special” Message on Club Membership

by Mark Nyberg

Everyone knows that some of our members contribute a lot more of their time and energy to the club than others. It makes sense that they should pay less dues and less fees than the other members do. Our glider usage statistics make it clear that some members get a lot more benefit than others do. This tells us that people who use the gliders less should pay less money too. Our membership includes lot of wonderful people who have contributed a lot. It's easy to talk about how all of these people deserve some sort of break on what they pay. The difficulties arise when someone has to decide “who pays.”

To help understand these problems, I have devised the “Glider Club Board” game. We all love board games, don't we? As the king of Evergreen Soaring, you are charged with setting rates and fees. You are also responsible for the success of the club.

The Board Game

Playing is easy and only simple math is required. Some facts and figures are required and suggested numbers are provided, but the player can basically use any reasonable numbers they choose because the game will always end the same. The game is as follows:

Your glider club needs a fixed amount of money to operate the gliders. In the case of Evergreen Soaring, John Gilbert has carefully determined that it takes about \$7,500 to operate our club (i.e. clubhouse rent, newsletter, bookkeeping, postage, supplies, telephone) plus about \$9,500 to operate the gliders (i.e. maintenance, annuals, tiedowns, hangar rent) for a total of about \$17,000. Towplane expenses are omitted from the game because it is assumed that the towplane is a separate profit center and generates enough revenue to cover its costs.

You can levy fees and charges to 48 active members in your club. Life members and social members are not included in the list of active members for the purposes of this game. If the \$17,000 was divided up equally among the 48 active members then each would pay about \$350.

Our club has 8 instructors. Some already have “special member” status and pay no dues or fees. It took a lot of time and money to earn their CFGI licenses and it continues to take time and effort for regular revalidation. Many of them work hard for the club and some serve the club as towpilot as well. All certainly deserve special member status and should pay no dues/fees. Besides, our

instructors flew a total of only 25 flights as PIC last year (including flights necessary to remain current). We really need these guys so let's let them all be special members. If we allow one instructor to be a special member, then shouldn't all instructors have the same opportunity? This leaves 40 people who are eligible to pay for club costs. With fewer paying members it means that each would pay about \$425.

Our club has 8 towplane pilots who are not instructors. We couldn't have a club without their contributions and many of them don't fly the gliders anyway. Some already have “special member” status anyway. As a group they only flew a total of 11 flights last year as PIC, with 8 of those flights by one pilot who is also a board member. There aren't many pilots qualified to fly our high-performance taildragger, so we have to keep them happy. We need tows so we really need these guys. They all deserve to be special members and should pay no dues/fees. This leaves 32 people to cover club costs and now each must pay about \$530.

We have 5 elected board members who do tons of work for the club. Everyone knows that they are elected to “do the work” so it's not fair to charge them for the privilege (however, it is interesting to note that one of these board members flew no flights in club gliders last year while the other four flew a total of 106 flights). We need these guys because they do so much of the work and they deserve to be special members. This leaves 27 members to cover club costs with each having to pay \$630.

We also have a Scheduler and Head of Maintenance who work like dogs. Their work is never done and their contributions are immense. One of these is driving down to New Mexico to pick up our new glider trailer. Surely, they deserve special member status as much as anyone does. Our club couldn't survive without these two guys, so let's make them special members. This leaves 25 members to cover club costs with each having to pay \$680.

No one wants to be the newsletter editor because it's a lot of work, requires writing and layout skills. You can't very well charge him when he is already doing this tough job. He deserves to be a special member too. This leaves 24 paying members with each having

Volkslogger Story

by *Fred Hermanspann*

XC soaring and badge flying at Evergreen Soaring got a big boost when we received a Volkslogger – a GPS based flight recorder – from Willy Burhen’s widow. This should make it easier for pilots to achieve badge and WBC flights and may get us to participate in the worldwide online contest (OLC). John Gilbert put in a lot of work to prepare several hundred-turn points between the Pacific coast and the Continental Divide and donated even a computer to download flight tracks.



John gave a first Volkslogger primer to a number of interested pilots on June 13 and the next day Paul and I made the historic first use of it by recording a 1.5 hour flight in the Chinook to Lake Chaplain. A rapidly advancing convergence zone cut the flight short and we just barely got home from 2000 ft over Jordan Ridge before the rain hit. It was a perfect opportunity afterwards to have a few beers in the Tail Dragger Café and to review the flight track on the screen. Hopefully our Volkslogger will get good use!

Special message - Continued...

to pay \$708.

Having recently completed a year as President-Elect followed by a year as President – Mark Nyberg has certainly earned special member status. Mark got us our Apis last year (even though Roy Parzyk, Paul Adriance, Brad Hill and Mike Delaney did all the work). Mark also does the back-breaking work necessary to run our website. This guy is truly special and needs to be treated as a “special member.”

Of the 23 members left to bear the costs, 6 own their own gliders. These members only fly club gliders for the occasional BFR or to give a ride to a friend. Only one of the six flew more than 2 flights in club equipment last year. It wouldn’t be fair to charge them for more resources than they use, but we should charge them something. They won’t like it, but let’s charge them each \$300 per year for a total of \$1,800. This leaves us with 17 members to cover \$15,200 in expenses or about \$894 each.

Of the 17 members that remain, 3 never flew at all during the year 2004 and 7 more flew less than 10 times. It wouldn’t be fair to keep charging them a full share of club costs. Let’s charge the 10 of them each \$500 for a total of \$5,000. This leaves us with 7 members to cover \$10,200.

Finally, we are left with 7 members who flew more than 10 times last year. These members were careful to perform their dues as FOO and should get credit for that. This

group also includes people who have generously served on the board in the past, plus students who deserve a break. Unfortunately, we can’t count these contributions because we have run out of people to put “at the bottom of the food chain.” Fortunately, these 7 are not a vocal group so we can stick them with remaining \$10,200 in expenses. Each can pay \$1,457.

By now, it should be obvious that we have a lot of “special” people in our club and we can’t afford to give all of them a special break. At this point in the game, reality has set in and you are left with the task of making hard decisions about special membership and charging members enough money to cover our costs. In addition, you may also take a look at “the books” to explore options for reducing club costs by selling some club assets and reducing services that the club provides. With so few paying members flying our gliders, maybe our glider fleet is too big? Are we flying enough to justify owing our own towplane? Do we need a clubhouse?

My understanding is that special membership was originally created so that instructors and towpilots could serve in both clubs without having to pay dues in both. Unfortunately, granting special membership has become a “slippery slope” that is turning our club into a lopsided financial quagmire. There are no obvious simple and good solutions.

I urge you all to push past the superficial discussions of “who deserves a break” and support the board in dealing with the real problem of “who will to pay what.”

Mid Week Flying

by Brad Hill

Wednesday night the board of ESI met in the Arlington clubhouse, one of the subjects covered was the creation of and qualifications for the Joe Patton award. The details of which will be published in GlidePath (Basically a Silver Badge flight on the West side).

On Thursday, the weather was favorable for soaring, Chuck Flora volunteered to tow, the e-mail was sent and the devoted turned out for a rather good day of soaring.

I was first to launch, so I cannot remember all that turned out to fly that day, but as the day progressed, cloud base rose and soon I could hear Miles Bradley in Unicorn and Fred Hermanspann in the Chinook on the radio. Eventually all 3 of us converged in the Granite Falls area, I had got there first and had climbed to cloud base and as I looked around I could see Miles and Fred heading my way. At this point I had to leave the lift as it was evident I was going to get sucked into the cloud if I did not move on, and being ever cogent of the 500' separation rule I dutifully headed towards the next good looking cloud which was S-SW towards Lake Chaplain. As I was leaving, Miles and Fred were heading towards my last cloud...I could hear Miles exclaim his comfort level had been red-lined...but I assured him that the lift was there and quite good, soon he and Fred had found the elevator and began their vertical ascent.

At lake Chaplain the beginnings of 2 rather promising cloud streets converged, Fred was heading my way and Miles was going North to explore the Jordan Ridge area. I soon could see Fred was taking the left-eastern most cloud street and I had decided to take the street that was more to the west. The cloud streets typically split in this location and depending on your goal and the cloud base, your choice of either one generally leads to a successful flight. Fred headed towards Sultan while I headed between Sultan and Monroe, towards Sultan we could tell it was overdeveloping so Fred turned more towards the west and the street I had been following.



Grob 109 flown by Keith Turner and Mark Nyberg



During this evaluation of the clouds and routes we heard Keith Turner and Mark Nyberg calling from the Grob 109, they had heard us talking on the radio and began chasing us.

Fred crossed the Skykomish river over the valley between Haystack and Barr Mountain, by now the cloud street ran almost to North Bend and cloud base had risen almost to 5500', the decision was made to go to Mt Si, I readily agreed and was in hot pursuit of the Chinook, which I could see about 5 miles in from of me.

Shortly after I crossed the river I was joined by the Grob, we circled together for a few minutes before they set off towards Mt Si, while I continued to gain altitude. It was becoming clear that the

Ephrata

by Gary Thayer

Okay.... it's that time of the soaring season when we pick up and head east to Ephrata for a bit of fun in the sun. It is a nice break from the Puget Sound dampness by taking a day or more in our arid eastern side of the state. ES has been taking this encampment in stride for at least twenty years in effort to give our members a taste of real thermals, a hopefully a bit of cross-country, and to enjoy the fine company of other glider pilots. The latter is important for without the necessity of running home after a hard day at AWO, one can hang out with fellow club members to exchange a bit of hanger flying, hopefully improving upon one's soaring skills set.



While you can make the drive in a little over three hours from Issaquah, to rise early and make this effort does not leave you in the best shape to fly a glider upon arrival, it's best to make the journey the prior evening and to be well rested for your day in the air.

Now that you are headed over there, please prepare yourself for vastly different conditions from what we experience on the wet side. It can be very dry and hot; especially on the ramp and dehydration while flying is a serious concern. Be certain to bring water on your flights, even a land out can be a trying experience without water, especially if it's hot and dry. Also, stay away or limit your coffee intake in the mornings, coffee is a diuretic and the old bladder can come calling for service about the time you are into serious lift or a long from home. Also, do not apply sun screen above your eyes, it burns the eyes when it runs down your face, not fun!

SGC provides a clubhouse, a downstairs bedroom provides relief on warm evenings, bunks are included, and the main floor offers kitchen facilities and lounging area. Also, one can pitch a tent on site, and there are limited facilities for motor homes/camp trailers, best to contact John Daly on this. Be particularly aware when on the ramp for gliders use this former bomber base ramp for landing and take off. Look *both ways* before and when crossing the ramp, if you hear shouting, there may be a glider on short final! Please dig out your ES handbook, there is a section dedicated to Ephrata and is worth a quick read. Perhaps most importantly, take care of the tow pilots and CFGs, they are there for you.

See you in Ephrata?

Mid-Week Continued.....

overdevelopment was creating a cloud shelf arching over us from the east. The lift, while still good, would start weakening soon and we did not want to land out...so I decided after another 10 miles or so (NEAR FALL CITY) to turn around...I was about 33 miles from AWO, Fred was 3 miles in front of me, and Mark and Keith were leisurely motoring around Mt Si!

Fred and I climbed to cloud base in front of High Rock ridge, this was the last real Cu between us and Arlington! Fred topped out before I did and set off to the North while I loitered around developing a game plan. Fred called in with news of "No Lift" and that he was going to head towards Sultan and the edge of the overdevelopment, a straight shot to AWO would most likely have resulted in a land-out at Green Valley. I also started towards the dark edge of the cloud shelf...this was a good call on Fred's part...many times we have soared this type of lift and today it would result in a great ride home!

The Grob was already in front of the cloud edge and was reporting 1 to 2 knot lift. Imagine our relief when we found it also...Fred and I rode this weak band of lift for several miles before turning westward and towards Arlington Airport.

We all had great landings and soon the gliders were PUT AWAY and the happy pilots WERE sipping brews in the Tail Dragger restaurant.

Green Valley Excursion

by Fred Hermanspann

After several attempts to have a Green Valley excursion May 28 finally worked out. Evergreen turned out in force and with Jay in the Pawnee both Blaniks and the Chinook were towed over to Green Valley (and back at the end of the day). It proved to be a very good choice as it was a blue day with no soaring conditions in Arlington. However there was enough sun and wind on Jordan Ridge to provide good ridge soaring with some isolated thermals to over 2500 ft. It was a good opportunity to experience operating



out of a small airfield, to soar over the foothills, to see some of our more prominent mountains (like Mount Pilchuck) from closer up and to exercise navigation (Green Valley can be hard to spot). The high grass on both sides of the runway made things interesting and gave us some insight in flying into

small grass airfields.

Photos by Jay Pandya, including image on page 13.

Main organizers for this excursion were Paul Adriance and Scott Watson who did not even get to fly – so, thank you guys! This was not just a flying event but also a social event, with our BBQ rig getting some good use.

Green Valley is a valuable “satellite” airfield for us. We are used to the large, wide-open Arlington airfield and Green Valley provides a valuable landing exercise in small fields (short of an off-field landing). It also is a good backup for flying over the foothills and close-by mountains (with proper checkouts); Mount Pilchuck is only 10 miles away and Threefingers just 15 miles. Exploring these areas requires safe, conservative fly-outs; being able to use Green Valley can lower the safety altitudes substantially and make the difference between having an outstanding flight or doing pattern flights at Arlington.

Evergreen Soaring, Inc.
Board Meeting, June 8, 2005

President Bruce Bulloch called the Board Meeting to order at 7:30 at the ESI clubhouse. Present, besides Bruce, were: Carl Niedermeyer, Howard Glover, Brad Hill, Scott Watson, Fred Hermanspann, John G, Scott Imlay, Greg Garwin.

Agenda

Officer's Reports

Old Business: Ephrata encampment planning

New Business: Double-tow procedures

Volkslogger - clinic and write-up

Extended local flying - endorsed by chief CFI and allowing WBC participation.

Joe Patton award

Delayed start of operation with marginal weather - FOO discretion.

Possible new member - Don ?

Before 7:30, the meeting had started unofficially at the Tailgater Cafe and discussions had started about seat belts needing to be replaced in the Pawnee and the 14J. These discussions were resumed at the clubhouse meeting before the Officer's Reports.

The question was whether to replace or re-web the seat belts. The buckles are OK. Howard commented that the seat belts in the Pawnee were worn but OK. The belts in 14J are bad and need to be replaced. Scott Watson is going to investigate the cost of re-webbing the belts. It was considered important to get this done before the Ephrata encampment.

President's report:

Bruce asked officers to keep their reports short. He mentioned that Chad is refitting the L-13 trailer and that includes a spare tire. But do we have a jack?

Planning for the Montana encampment is going OK. Greg revealed that he has gotten five checks from non-members and only one from ESI member. Price is \$35.00. We need to contact members and encourage them to confirm their participation.

President-Elect's report:

We have been handicapped by the weather lately. The Apis was absent for three weeks. Fred mentioned that the landing clinic had taken place and was considered useful. We went to Green Valley and have had a double tow experiment. The Volkslogger is on line.

Secretary's report:

There is a considerable amount of e-mail going between members and Pall said he has difficulties deciding what needs to be kept on file. As an example, valuable informa-

tion has been communicated regarding double tow procedures and such information needs to be accessible to prevent reinventing the wheel later. Pall was contacted by a possible new member, Jamie Miller.

Treasurer's report:

Checking account balance is \$3,900.00. Savings account balance is \$10,700.00. 12 people have paid annual flight fees. Apis repair bills: \$633.00 for the wing root repair and Keith has received an e-mail asking him to take care of his part of the repair. The bill on the club is \$598.00 for the canopy. The hangar is going to be inspected by the fire department mid to late June. Greg had a list of things we were not supposed to do and it was handed over to Howard. There are now 39 active and paying members.

Chief CFIG's report:

Scott Imlay mentioned that we had conducted a landing clinic successfully, but not with a huge turnout. They ran a number of people through the assembly and disassembly of the Apis.

Director of Operations' report:

Paul Adriance was not present but had sent his report by e-mail.

My operations report for the meeting would be the following:

- First, to thank John for the fuel trailer work session he organized last Saturday. He's going to keep the fuel trailer in the bone yard and ready for us to use at any time. The lights are fixed and a new frame is built that will secure the tank during travel.

- Second, I would brief everyone who is not aware on the double-tow situation as it directly relates to operations and has been my little pet project for the last 6 months or so.

At this point in my briefing, I would do everything in my power to distract us from the rest of the meeting and just get this hammered out to the point that Scott and Carl and whoever else would be free to formulate the procedure and start checking people out. :-)

- Thirdly, a quick rundown of future operations, more trips to Green Valley, the upcoming Ephrata Encampment and Montana. I have a cell number for Pete @ Green Valley now who is our go-to guy to have the place mowed up for us whenever we want to head out there. I really think we all have a great time out there and I'm going to be pushing for more ops as weather permits.

- Concrete may be out again this weekend, but I think we can arrange it for another weekend between now and the Ephrata trip. It isn't that hard to fly over a few gliders and the important things can be transferred over in one vehicle. The main problem with trips is getting enough people that we have options for arranging carpools and aircraft transfers.

- Ephrata is looking good, I'll be attempting to call the Port and confirm our encampment out there as well as talk to Jim Simmons or John D to make sure there's nothing SGC-wise we need to know about. The dates have been published since February or March, so I'm going to start collecting names and vehicle information for people going over. If you are planning on being there, please send me a quick email on your free days, and you are available vehicle, whether you'd be willing to fly a glider over, etc. Hopefully, I can take the information and assist with carpools, trailer transfers, and pilot transfers for the week. As usual, people's plans can and will change at the last minute, so despite any planning I'm sure it will still end up as impromptu juggling that takes nothing more than elbow grease to solve. I'll be sending out an email on this in the next few days to the rest of the club

The operation from Ephrata to Montana and back to AWO is strictly in the hands of Chad and Eric, but I'll help them wherever they need it. Mainly I am stepping back because my family reunion is planned for the week before and I won't have the vacation time to ensure I can be around for the whole expedition or even part of it.

- Lastly, I've started thinking about getting a Skykomish operation together for later in the summer when the weather is more predictable. Chuck and some other members remember operating there in the past and if present maybe they could lend an opinion. It's got a 2000' runway surrounded by trees, like Darrington, so would be a similarly risky operation for the first few hundred feet as far as the tow-pilot is concerned. The drive time for most of our membership compared to Concrete is about the same and it possibly offers a better mountain experience. I'd rather have the discussion firmed up on double-tows before we spend time discussing Skykomish, however, so please just consider yourselves informed of my interest and leave it for a later meeting.

Thanks! Paul

Scheduler's report:

June is a bad month for getting instructors and tow pilots to sign up. Scott sends E-mail to scheduled people to facilitate adjustments, but said that he does a lot of FOOing himself because of last minute cancellations.

Chief Tow Pilot's report:

Howard was reading the list from the fire department regarding the hangar and noted that our empty fuel tank was illegal and had to be moved out of the hangar. How much it will cost to install the new radio in the Pawnee is being investigated.

Old Business:

Towropes were discussed at length. Scott informed that we were out of ropes and discussed the various types of material available. Minimum braking strength vs. average, difficulty or ease to splice, and dark color difficult for tow pilots to see when taking up slack. We are not using weak links for the lighter ships. An interesting suggestion is to have two rings on both ends of the rope. One with a weak link for the single seater and the other for the heavier double seaters. There was mention of a lawsuit regarding a fatal accident where the rope turned out to be above the FAA limits.

We should buy the better quality rope and use appropriate weak links or double rings. Scott and John Gilbert were asked to investigate and make a decision.

Ephrata encampment planning:

The dates for the encampment are, July 8 - 15 for Ephrata, and July 16 - 24 for Montana. It is necessary to coordinate instructors. We should send letters to students and ask them to coordinate with an instructor. We have 10-12 students. Scott Imlay was not particularly enthusiastic about having students at Ephrata, which is more for advanced pilots.

- To complete the planning for Ephrata we need to decide which gliders go and which gets towed or trailered. We need to notify the airport at Ephrata that we are coming and Paul should make the contact.

- Howard informed that the 100 hr. inspection was coming up on the Pawnee, 83 hours are left. Should we have the inspection done before or after Ephrata and Montana? Paul could do the inspection during the first week in July. Maybe we should wait a couple of weeks and see how much we burn up of time before we make a decision.

- Fred thought the Volkslogger should be used during the encampment and offered to hold a meeting at his house this Monday for those interested and he and John Gilbert would demonstrate its use.

- We have 3 good parachutes. The Volkslogger has been calibrated. The barographs have to be checked but they are calibrated after a flight. They should be used before

the encampment to ensure they are working.

- Scott Imlay will put together a plan for those who would like to try for batch flights or cross-country.

Procedures for double tow:

The procedures for double tow were discussed at length. Instead of calling a double tow more dangerous than single tow, it should be called to have “reduced margin of safety”. Training? Authority? Who is in charge? The tow pilot should be in charge and then FOO. It should only be used for ferrying to Concrete or into the mountains. Two Blaniks with 2 on board would exceed the weight limits.

- John Gilbert showed video on his laptop of our double tow. Different aspects of the tow were discussed, separation horizontally and vertically, runway length during less favorable conditions, and the importance of the wing runner.

- Fred presented results from his research into official vs. club rules. They all differ widely. No official way to do it. We should have our own rules and choose one we are comfortable with and consider the best procedure.

- Scott Imlay and Fred were asked to come up with our procedures.

- Greg asked how a double tow should be billed. It was discussed but no decisions.

Volkslogger:

A Volkslogger is more expensive than a radio. Maybe we should set up a checkout system. Fred will set up some system for keeping track of users.

Extended local flying:

To allow people to do a little bit of mountain flying, the definition of extended local flying is, as an example, when a pilot does not make it back to Arlington and lands at Green Valley and gets a tow back. Before venturing out beyond the reach of Arlington, a pilot has to make sure that the tow plane is available and also that someone is standby at the phone.

Regarding Frontier airfield, they are absolutely against us using it for training. But in an event of an emergency, it is all right to fly out of there again.

- An unassisted takeoff was discussed. It is usually not a problem, but if grass at Green Valley is not cut short and no one there to assist, it might be a better option to disassemble and trailer back to Arlington.

Green Valley is the only airfield qualified for extended local flying, provided the pilot has been checked out from there.

Joe Patton Award:

This award is only for us and the west side of the Cascades. Instead of a competition, this could be considered an achievement award similar to the Silver C, as recognition for longest duration or distance flights.

Proposal:

Bruce made the proposal that the Joe Patton Award was awarded for Silver C distance on the west side of the Cascades. John seconded and it got approved.

Delayed start of operation:

Students do not usually phone in for reservation. It was considered feasible for the FOO to update the phone message if delayed start of operation was planned due to marginal weather.

The meeting was closed at 9:20 p.m.

Submitted by

Pall Grondal, secretary

Corrections and Comments in response to the minutes

Paul Adriance: A few quick comments on the meeting:

We actually have 4 good parachutes right now, but the rigger said the 4th one should be retired next year. There is a new trailer jack in the clubhouse in the file cabinet next to the fridge and I thought it was earmarked for the Blanik trailer.

Scott Watson: I think that the jack was for the 1-36 trailer, but each trailer should have one.



Chinook at Green Valley



Apis coming home by Brad Hill

GlidePath

P.O. Box 31034
Seattle, WA 98103-1034

