

March 2006

# *GlidePath*



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[www.evergreensoaring.org](http://www.evergreensoaring.org)

# GlidePath

The Newsletter of Evergreen Soaring  
www.evergreensoaring.org

## EDITING AND LAYOUT

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Please consider yourself part of the GlidePath staff; you are encouraged to contribute artwork, photos, and articles.

## EVERGREEN SOARING 2006 BOARD OF DIRECTORS

### Elected Officers

President	Fred Hermanspann	206-525-5444
Pres Elect	Bruce Bullock	206-935-5927
Treasurer	Greg Garwin	425-743-8752
Secretary	Pall Grondal	360-647-9616
Ops Dir	Paul Adriance	360-659-7421

### Appointed Officers

Scheduler	Paul Adriance	360-659-7421
Bookkeeper	John Gilbert	206 283-4638
Chief CFG	Jay Pandya	501-551-5557
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 September 16,, 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 CFGs	\$75 (one-time insurance fee)	None
Tow Only	\$7.00 per day	None
Soaring Society of America:		
Required of all members		\$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

**Tow Surcharge \$1.25 /Thousand (Effective 09/16/05)**

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

Spring flying is here and has already given us opportunity for some spectacular soaring. So, while it is sometimes hard to imagine when the rain is pouring down, get ready for the good conditions that materialize on short notice. Shake off the rust, get the necessary checkouts and get current – any sailplane sitting on the ground on a good soaring day is a waste.

And let's also cultivate our relations with other clubs (WSSA, PSSA, SGC, etc.); we are a small community and we have to stick together. The upcoming annual Soaring EXPO at the Museum of Flight is traditionally the season opener as well as a social gathering – I hope to see everybody there. We have some updates about Westside soaring and we may get some more interest in common excursions and friendly competition like the Willy Burhen Cup.

## **Northwest Aviation Conference and Trade Show in Puyallup**

This annual show is mostly tailored to power flying but Lynn Weller was there with his DG-1000 and the Puget Sound Soaring (PSSA) association was there with a large and effective display. The PSSA booth was flanked by a PW-5 on one side and an L-33 on the other side and their members were out in force. Hopefully this will give them a boost as their membership is close to “critical mass”. If anybody wants to fly at Bergseth (their home field) they have to have a thorough field checkout, get a \$1 daily membership and provide proof of sailplane insurance. They seem to be interested in a common encampment at Ranger Creek (which used to be an annual affair but which has been discontinued for some time now).

Whidbey Naval Air Station was represented there. They don't mind private airplanes (sailplanes included) in their airspace as long as you contact them on 120.7 before (just in case you want to soar to Anacortes).

Horizon Air was also present; needless to say they were surprised to hear that we might occasionally get close to them. They stated that their minimum cruise altitude is 14,000 ft over the Cascades; coming from the East they usually descend from somewhat West of Stevens Pass to about 5000 ft near the North end of Lake Washington. So, let's keep that in mind when we get those days with really high cloud bases.

Bonnie Dunbar – our resident astronaut and new director of the Museum of Flight – gave a refreshing talk about her career, human space exploration and future plans for the museum. Let's hope that our (soaring) interests continue to be included in these plans.

## **XC Soaring – Beginning of Season**

Spring soaring started early this year, and with some spectacular conditions. Paul's weather forecasts made all the difference, as nobody would have otherwise noticed the conditions in time. As it was, Feb. 14, 16 and 23 provided fantastic thermal conditions for the lucky pilots that could fly during these weekdays. Paul Adriance, Brad Hill, Myles Bradley and Fred Hermanspann flew on all 3 days, Mark Nyberg and Bruce Bullock only one day each Feb. 16 was the most spectacular day, with maximum altitudes of over 11,000 ft reached. It was cold – despite warm winter clothing nobody flew longer than 3.5 hours even though the thermals lasted longer.

In the course of these 3 days the areas between Mount Baker, Sloan Peak, Stevens Pass and Mount Persis were explored with several flights of over 100 miles – not bad for this time of the year. Hopefully we get conditions like these also on weekends and hopefully the beginning of a great season!

*Fred*

# READ COMPLETELY BEFORE FIRST OPERATING VEHICLE!

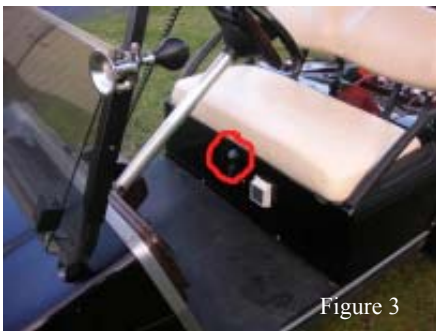
## Operation Checklist:



1) Verify key is in the off position (the battery gauge will be off), set the parking brake by depressing brake pedal and engaging the embedded lock on the pedal (See fig. 1), then move the forward/reverse switch to the neutral position (See fig. 2). Always perform these steps before working on or around the vehicle.



2) Check maintenance log on hangar whiteboard. Complete **ALL** items out of date before operating golf cart (See maintenance sheet). Call the golf cart manager for clarification on items you are unsure about.



3) **ALWAYS** unplug charger (fig. 3) from the wall before disconnecting from the battery pack. When connecting & disconnecting some light arcing may occur. When reconnecting charger, be sure to plug into battery pack **FIRST** and then into the wall. **DAMAGE** may occur unless these instructions are followed. Be sure to gently tuck charging plug into the receptacle. **ALWAYS** leave the cart on the charger when not in use – verify the extension cord is actually connected to charger and wall outlet.



4) Remove wooden bar propping up the seat and stow in right hand glove box. It is important the seat and rear battery cover are open during charging to prevent hydrogen gas build up. Arcing in the solenoid or circuit breaker could create an **EXPLOSION** if care is not taken to vent the batteries before operation.

4) Replace plastic cover on rear batteries (see fig. 5).

5) Locate 12v power supply circuit breaker (see fig. 6 & 7 below) underneath and behind the seat. The switch is mounted on the forward end of the breaker and when facing the driver's side position is off, the passenger side position is on. Make sure key is off and only use one hand near batteries for safety. When stowing cart at the end of the day, switch this off to prevent parasitic loads from drawing down the batteries during the float stage of the charging cycle.

Continued On Reverse Side



Figure 5

6) Flag is stowed in left hand glove box. Do not use in windy conditions or during sustained high-speed operation. Flag should be cleaned when dirty with a mild detergent in warm water – Do not let it soak more than 5 minutes as the colors can run. To use the flag, locate small grey cap in the glove box and place it over fiberglass pole, then slide flag over the pole and secure it with the clip at the bottom. Take care to recover cap when stowing flag and place both in glove box.



Figure 6

7) To operate, gently push in key and turn approx 45° to the stop and note battery charge indicator lights. Set forward/reverse switch as appropriate (a buzzer will sound while in reverse) and gently depress accelerator. The parking brake will automatically release, but it is easier to maintain low speed control by depressing the brake pedal to disengage the brake before using the accelerator. **IMMEDIATELY** return the golf cart to the hangar and put it on the charger when the battery indicator displays 30% charge or less. Failure to comply **WILL** damage the batteries and reduce capacity.



Figure 7

8) When operating around the airport, please use the beacon. Verify it is plugged in and activate the 12-volt accessory jack by using the switch underneath it on the dashboard.

9) The knob to the left of the steering column on the dashboard is for the lights. Pulling it out one detent will turn on the parking lights; the second detent will turn on the headlights. Don't forget to turn these off; they use a lot of power.



Figure 8

10) Fully depressing the accelerator from a stop will provide extremely rapid acceleration; avoid this while towing or in confined areas. To prevent a runaway golf cart, please leave the key OFF when not sitting in the driver's seat. **DO NOT** hold steering wheel against the stops in either direction as it will prematurely wear out steering hardware.

11) Always re-stow the towrope in the same fashion you removed it, clip utility end to the frame mounted ring using the bungee hook (fig. 8). Do not use this hook for towing, appropriate Tost & Schweizer adaptors are available on the ring. Take care to slide shackles in such a way they don't put pressure on sensitive glider components or surfaces when hooking up.



Figure 9

12) The windshield is best left in ½ open position (fig. 9) or removed completely. When fully extended, don't operate cart at full speed.

## Tow Fees

For your average soaring pilot an aero tow is a critical link between him and the sport he loves. It also represents one of the biggest holes in his wallet. So it's no surprise that rising tow fees are the source of a fair amount of frustration.

We at Evergreen Soaring have had a pretty frustrating year as well—trying to keep our tow fees as low as possible. We spent a lot of time at the beginning of 2005 going over costs and cutting our rates to the bone and we still had to raise them. There was a time when the tow plane was a source of revenue for the club but now we barely keep pace of costs.

Our tow rates are based on three costs: short-term maintenance, a reserve fund to cover the inevitable rebuild of the Pawnee engine, and, of course, fuel costs. Those costs eat up every cent (and more) of our tow rates.

Just to give an idea: we had one maintenance bill with Aviation Inspection and Repair (Paul Nyenhuis) during 2005 of about \$4,300. Evergreen did about 450 tows last year. That means that almost \$10 of every tow fee was spent on that one maintenance bill. We had other maintenance bills, of course, and replaced the radio; the money went pretty fast.

When we did our rate recalculation in the beginning of 2005 we had three club members get bids for an engine rebuild on the Pawnee so we would know what we had to save for. The average bid was about \$28,000 dollars; the lowest bid was for about \$23,000 from a mechanic in central Oregon.

The way we had kept our rates lower before 2005 was to not put any money aside for the engine rebuild. That put us at risk of not being able to afford the rebuild when the engine gave out. If that happened our local soaring community would lose another tow plane—a critical resource for us all.

Now we put aside about \$14 for every tack hour.

Fuel prices have been frustrating for everyone. We calculated our tow rates based on the cost of fuel in January of 2005. Last summer prices soared and we found ourselves eating into our engine-rebuild reserve once again. So, on September 17 Evergreen's board approved a fuel cost surcharge.

The way the surcharge works is this: When the bookkeeper does the billing he takes the fuel prices for that month and calculates the plus-cost over the January 2005 price. He puts that into a formula for fuel consumption of that individual tow and comes up with the fuel surcharge. When the fuel price goes down to the January 2005 level the fuel surcharge comes out at zero.

The members of Evergreen Soaring take our responsibility to provide aero tow access to local soaring pilots very seriously. We are committed to providing a towing capability that is safe, reliable, and as cheap as possible. Our current rates and surcharge are the one way we've found to make sure we accomplish all three.

*Bruce Bulloch*  
President-elect, Evergreen Soaring

A note from Douglas Kylo

*Greetings from the Chicagoland area!*

*I think of you and the other members from time to time. I must tell you, I do miss the soaring out West. The soaring out here does not give up near the amount of fun, as near as I can determine. However, I really have only been up once since my move to Prospect Heights, IL. I guess the allure here is not as great since it is all "flat-land" flying, with relatively low cloud bases.*

*Today I opened the ESI website, and enjoyed the newsletter as well. I am so glad that I checked it out and that the clubhouse combination still remains the same.*

*I was saddened by the news of Joe Patton....guess that's been a couple of years now.*

*I hope all is well with you, and I will look forward to hearing from you sometime.....*

*Regards,*

*Douglas Kylo*



ES APIS, Flown by FredHermanspann

Brad hill, APIS, Paul Adriance in Libelle



Libelle photo by Brad Hill



Mid-Week Soaring, photo by Fred Hermanspann

## Editors Notes

Not all is written by my trusty contributors, so I'll attempt to fill in here and there.

- We owe a big thank you to Eric Shahan for being on the ball with alerting everyone regarding the pending windstorm last month (January). While the storm did not materialize to our worst fears, Eric marshaled people to make certain our fleet was in a survivable condition.
- The board is considering another go at encampment at Ephrata this coming summer; if you have interest and are time critical, best to approach the board to influence your optimum time for attendance.
- Museum of Flight (MOF), it's getting to be that time for our annual participation at the Glider Expo; March 25 and 26. Please make yourselves available to lend a hand. We need volunteers (or draftees) to set up and tear down, to staff the ES display. The latter usually involves a shift of three or four hours, your choice of morning or afternoon. This is a great opportunity to view glass sailplanes and to meet other glider guiders, plus meet the public and to hopefully recruit members. Bruce Bulloch is heading up

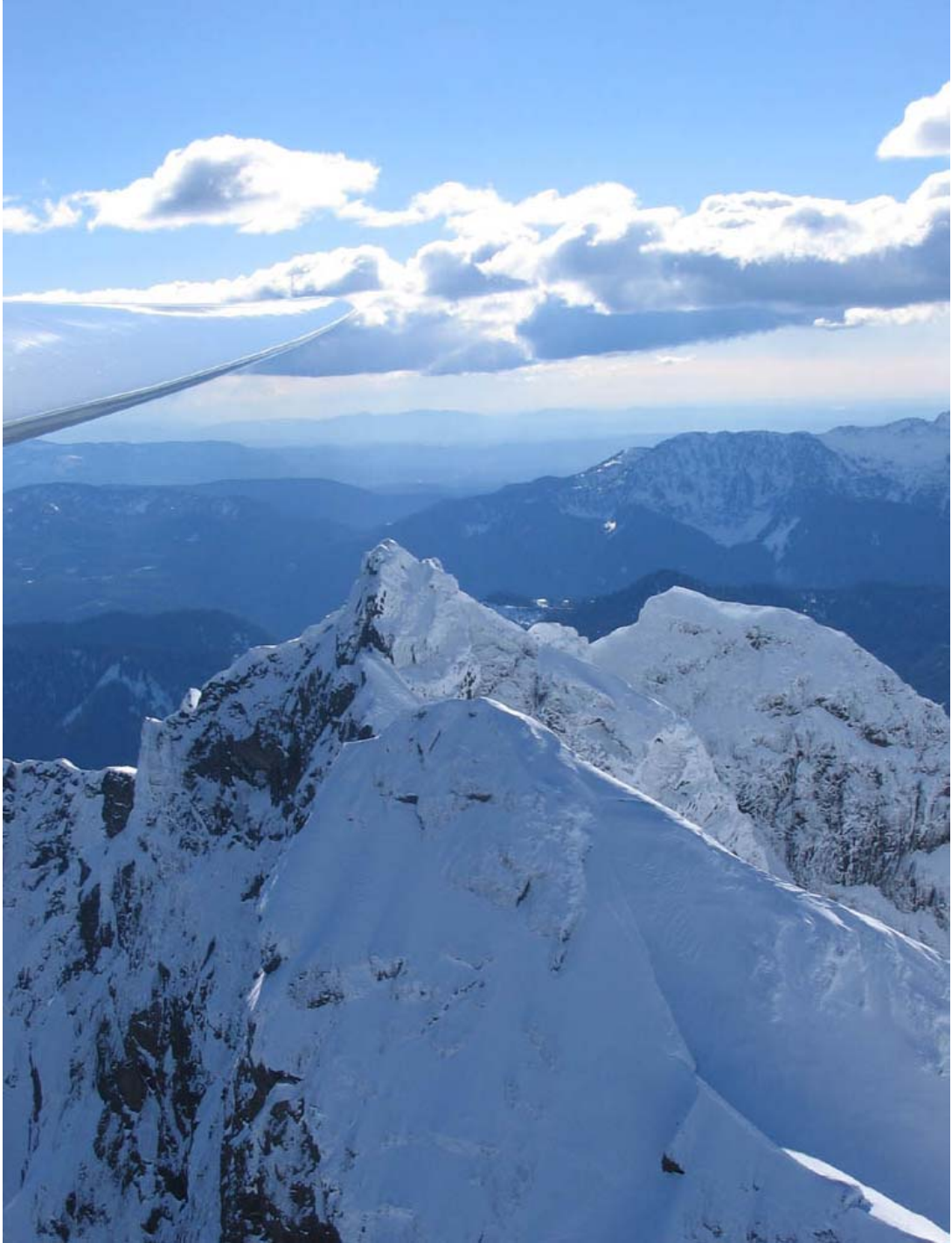


Photo by Paul Adriance

**Evergreen Soaring, Inc.**  
**Board Meeting, Saturday, February 18<sup>th</sup>, 2006**

The board meeting was called to order by the president, Fred Hermanspann, at 9:05 a.m. at the clubhouse in Arlington. Present besides Fred were, Bruce Bulloch, Greg Garwin, Gary Thayer, Roy Parzyk, John Daly, John Gilbert, Paul Adriance, Pall Grondal, Howard Glower, Jay Pandya.

**Agenda**

**Officer's Reports:** President, President-elect, Secretary, Treasurer, Director of Operations, and Director of Equipment, Chief CFI.

**Manager's Reports:** Bookkeeper, Chief Tow Pilot, Tow plane manager, Glidepath Editor, Website manager.

**Old Business:**

Future of 1-36  
Encampments, excursions and expeditions in 2006

**New Business:**

Apis trailer  
Support for SSA representation at Oshkosh in 2006  
XC Breakfast  
Insurance limitations  
New members

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**President's Report:**

In view of the successful breakfast in January, Fred wanted to make the club more sociable, stimulating, and safe, and we might want to think of another breakfast again.

The CFI clinic went well and a few of our members attended.

Last week we saw the best conditions of the season. It starts early this year.

**President Elect's Report:**

Bruce Bulloch pointed out a map composite that he had put together and put up on the wall in the clubhouse. Some members pointed out that 3D topographical maps were available and would be better for terrain orientation. Bruce has modified the club brochure and made 100 flyers.

The March, Arlington Airport will fill up the cracks in the glider tie-down area and while that goes on, the gliders have to be parked elsewhere.

The annual event at the Museum of Flight takes place in March 25 and 26. We should plan some event like last year as a Saturday night event.

**Secretary's Report:**

Pall Grondal submitted a ring binder with printed copies of meeting minutes for the year 2005, and minutes

for 2006 will be stored there also as we go along. He is continuing to re-title electronic documents and printing out meeting minutes from 1995 to date. He will research and compile in a separate document all motions and agreements that have been made during earlier board meetings.

**Treasurer's Report:**

Greg Garwin announced that we had \$10,750.00 in savings and \$8,200.00 in checking accounts. Lots of bills are outstanding, \$7,600.00, among them insurance and Pawnee annual. There are un-cashed checks to the amount of \$1,235.00.

The tow plane reserve fund is now \$1,762.00, which is included in the above savings figure. We put aside \$14.00 per tach hour for this fund. It was suggested that, in addition to the tow cards, we should take down the number of the tach on the engine.

On Monday, February 27<sup>th</sup>, the gate at our airport entrance will be locked. The code number for entrance is 1937.

The budget for 2006 is being prepared.

**Director of Operations' Report:**

Paul Adriance announced that the dates for the annual contest are June 25<sup>th</sup> to July 2<sup>nd</sup>. He attended a WSSA (formerly BESC) board meeting and suggested

Minutes, continued

that we do that regularly. Joint activities should be encouraged. WSSA members are unhappy about our surcharge and it has not been communicated to them what this is about. The general perception is that we are more expensive.

WSSA does not make SSA membership mandatory. An insurance claim will be denied if a tow-only member is not SSA member. (We make sure our members are SSA members) How shall we check?

Sales tax was discussed at length. State informs that there is no sales tax on towing gliders. Shall we reimburse members for collected sales tax? Interpretation varies and we may need another written opinion to go by. Should clubs unite to deal with tax issues?

John Gilbert moved:

#### **Refund sales tax to tow only members for 2005**

This was passed with 4 yes and 3 no votes.  
(This turned out to be unnecessary since no taxes had been collected during 2005. JG)

Weak links. We have to be sure to use correct weak links. The towrope is too strong for the Apis and 1-36. During the next WSSA (BESC) board meeting they will be testing weak links.

Managers for equipment. We need managers for individual equipment. Paul volunteers to be the manager for the Cart. The Cart needs to be provided with means to tow the FOO cart. The Golf Cart expenditure went \$680.00 over budget, to the total of \$3,680.00. Paul was willing to pay this out of his own pocket, but Fred made the motion, seconded by Pall, to reimburse Paul.

Fred moved:

**Paul Adriance to be reimbursed \$680.00 that he spent on the Golf Cart.**

All in favor, no one opposed.

#### **Director of Equipment's Report:**

Roy Parzyk mentioned that repairs on the L-13 are in progress.

Regarding the 1-36, cosmetic improvements are needed, such as, equipment pouch, radio installed, position for barograph, and cleaning. Some paint has come off. We may not need a new canopy, but the fairing can be improved.

Installation of the Volkslogger in the Apis is needed.

The Apis trailer was discussed. It is very tightly fitted and if one is not familiar with it, damage may easily occur. Batteries need to be secured better with solid straps. Shoulder straps need to be tied together in the back – they tend to fall off shoulders.

Whether to take the weight out of the tail of the Apis was discussed.

#### **Chief CFIG's Report:**

Jay Pandya informed that there are 5 instructors. He recommended to set up ground rules for extended local flying, mountain flying, and XC flying.

Bruce moved, seconded by Paul:

**That Christopher J. Murray be accepted as new member.**

Approved by all.

#### **Bookkeeper's Report:**

John Gilbert touched on many issues. What defines an active CFIG? Should they be required to render 10 instruction days a year? John suggested to Jay Pandya to write up a policy about this.

A student does not need to be a member of SSA. John asked for an E-mail with the SSA number.

FOO needs to check for the SSA card

It is necessary to write off some members who have not paid their bills.

The surcharge should go down and be changed monthly. The FOO could take the fuel receipt from the tow pilot and submit it with the operations report.

#### **Chief Tow Pilot's Report:**

Howard Glower mentioned a possible new tow pilot, Kirk Kleinholz.

A tow bar and a winch to facilitate getting the tow plane into the hangar was discussed. A tow bar seems to be enough for one man to operate.

#### **Glidepath Editor's Report:**

Gary Thayer informed that a deadline for the next issue of Glidepath was a week from Monday, or February 27. He encouraged members to submit material. The work of editing the Handbook is progressing.

A membership application by John Elliott was discussed. As he was not present, this was not pursued any further.

The meeting was adjourned at 11:40 a.m.

Submitted by  
*Pall Grondal*, secretary

# *GlidePath*

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