



February 2008

# *GlidePath*



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Last Published Minutes of 'Old' ESI

[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 2008 BOARD OF DIRECTORS

### Elected Officers

President	Michael Moore	206-790-7949
Pres Elect	Fred Hermanspann	206-525-5444
Treasurer	Brian Hood	206-818-2521
Secretary	Merel O'Rourke	503-320-7059
Ops Dir	Noel Wade	425-818-4791

### Appointed Officers

Scheduler	Noel Wade	425-818-4791
Chief CFIG	Ron Bellamy	206-963-7789
Equip Mgr	Gary Paulin	206-236-3098
Chief TP	Howard Glover	425-455-0364
Webmaster	Noel Wade	425-818-4791
Bookkeeper	Dan Teifke	425-483-9347
GlidePath Ed	Gary Thayer	425-337-1817

**Arlington**  
**FOO Cell Phone/Hotline**  
**425-238-6617**

**P.O. Box 31034**  
**Seattle, WA 98103**



# Evergreen Soaring Fees

As of January, 2008

## 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

*Flight fees are pending review*

All 'regular' members flying club 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. Members not participating in the annual flight fee program pay \$40 per flight.

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

Demo Flights: \$80/3K, \$20/addtional K

## Tow Fees

Standard Tow - \$16.00 Hook-Up Fee/\$7.50/K Charged in 100' increments, minimum charge 1000'

Broken Tow (0'-1000') - \$16.00 (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 + hook-up



**Michael Moore**  
President

Dear Friends,

In my career with Seattle Opera (where I've managed their scenic studios for the past 29 years) I am routinely called upon to merge together the sometimes divergent interests of a "design/concept" with the attendant "reality" of resource limitations. But ultimately, through carefully considered priorities and choices, we strive to end up with a world-class product on the stage for the enjoyment of all. Of course, the assessment of choices is a situation familiar to all of us, and as we all know, this sometimes means compromise and it always means careful assessment and utilization of our available resources.

So it is has been with our flying clubs; both ESI and WSSA (formerly BESC) have both wrestled with issues of maintaining membership levels, equipment, adequate funds, and a level of volunteerism adequate to assure consistent and continuing operations. Our two clubs have worked side by side at our airports for years, each vying for these same resources, but fortunately, rather than continue in competition, we have now elected to merge our resources into one organization; thereby offering us all the opportunity to increase our resources, our options, and our long-term viability!

Subsequently, we are now beginning the process of sorting out how best to balance our needs with our resources; initially for our present 2008 soaring season, but also and more importantly, for the many subsequent years we expect to follow. With a careful eye toward our long-term viability, not only as an organization, but as a sport which we all enjoy and hold dear to our hearts, we must as a group examine the key aspects of our "concepts" and balance them with (or find additional sources for) our "resources".

The larger picture for us to envision includes not only the obvious and immediate aspects of our glider fleet, its tugs, our hangars, clubhouse, equipment, and volunteers, but also our situation at Arlington, Ephrata,

possibly other airports, our relationship with the surrounding communities, and our relationship with the FAA and other aspects of sport and commercial aviation. It is no longer possible for us to conceive of ourselves as existing outside of these, our neighbors, our regulators, and our fellow aviation partners. If we are to continue as a club and as a sport, we must be planning now for our future.

With these prospects in mind, and as President of our club, I have established the following groups comprised of members of the board, flight instructors, towpilots, and general members of the club; to each investigate our present situation in their assigned area of concern, assess our resources, and make current and future recommendations. These groups and current assignments include:

**Board of Directors:**

- Determine '08 Rates
- CFGI's & TP's cross-checked in all fleet ships
- Establish the following Committees:

**Glider Committee:**

- Review Glider Fleet Capabilities, Use, Assessments, & make Recommendations
- Concurrently, Develop Vision of Future Glider Operations & make Recommendations

**Tow Plane Committee:**

- Review Tow Plane Fleet Capabilities, Use, Assessments, & make Recommendations

**Airport Committee:**

- Review Airport Capabilities, Use, Assessments, & make Recommendations
- Review Hangars, Clubhouse, Ground-Support & Equipment, & make Recommendations
- Investigate Future Sites; AWO, EPH, & Other Possibilities & Equipment / Recommendations

**Outreach Committee:**

- Identify & Recommend Club Growth Opportunities
- Review Community Relations & make Recommendations

The Board of Directors is working to establish our 2008 Rates by the end February; to be in effect on the first of March. Until the first of March, (Continued, next page)

Michael Moore – Cont

the Board has voted to waive all glider use fees (although tow fees & monthly dues will remain in effect during that time).

Glider, Tow Plane, and Airport committees will be soliciting member input; please contact these committees with any ideas, concerns, and/or opinions you may wish them to consider. You are the Club; your opinion is critical to a complete assessment! After soliciting and considering member input, these committees have been asked to make their reports, recommendations, and proposed timelines for implementation, by April of this year. Once these reports have been received, the Outreach committee will then be formed as a part of and subsequent to the implementation process.

As a “new” club, we will likely see changes in our fleet and its usage. We will want to move forward with reasonable speed in implementing our unanimous committee and membership recommendations. However, we will *not* want to rush to make contentious changes which we may later regret. Should areas of general concern arise, I want to assure all members that I feel it is very important that we allow enough time for our new club’s use patterns to be recognized and confirmed prior to finalizing any such changes. In the long history of our clubs, such patience would be well warranted and entirely appropriate.

One of the first things I was taught as I began my pilot training was to always know “who you are, where you are, and what you want”... This seems good advice now, as it has always been, and this fairly well sums up what your board and its committees are engaged in at present. We are a fine group of aviators (and many other things as well!) with more than enough & varied talents to make the transition into an exciting future. I’m delighted to be a part of this club, and look forward to discovering together; “who we are, where we are, and what we want”.

See you at the airport!

*Michael Moore*

PS – As we move into our new year, I hope we can increase the number of “duty teams” out on the airfield; enough so to have a scheduled team of instructor, tow-pilot, and field manager for each weekend day of each month throughout the year! However, we are rather short of volunteers in these capacities at the moment; field managers in particular! The position of field manager has been perhaps the most underrated of the duty team, and we are actively seeking volunteers in this critical capacity! Please volunteer! We need you to come out and assure safe, smooth, and efficient operations! Thank you! – MM

The following is an excerpt from an interview with Neil Armstrong in 2005 on the occasion of Neil getting current again (in a G103)

[http://www.cbsnews.com/stories/2005/11/03/60minutes/main1008288\\_page3.shtml](http://www.cbsnews.com/stories/2005/11/03/60minutes/main1008288_page3.shtml)

Below is the section on gliding:

The man who once rode a 160-million horsepower rocket now flies a glider, a plane with no engine.

“Gliders, sailplanes, they’re wonderful flying machines. It’s the closest you can come to being a bird,” says Armstrong.

What does Armstrong get out of gliding? “Oh, it is self-satisfaction. A sense of accomplishment at trying to do a little better than you think you possibly can,” he says.



**Merel O'Rourke**

Secretary

**A Lighter Look at a Lesser Office**

Eighty percent of success is showing up. - Woody Allen

The position of Secretary is a lot like that.

Mostly, being the club Secretary is a matter of reliably showing up. But not just at the Board meetings. We are talking about showing up everywhere that the club is doing something. Already, you can begin to glimpse that the Secretary may not be quite like the other officers (my legendary limitations aside).

So let's look at that for a moment. The voting Board members are President (runs the club and especially the meetings); President Elect (President in training and special assistant to the President); Treasurer (The Money!); Operations Director (Schedule, Names on Schedule, Boots on Field, etc.); Chief Flight Instructor (herding the other cats, I mean, CFG's), Equipment Director (all the planes, nuclear powered and otherwise). Oh, and the Secretary.

All of the above are mostly concerned with things. It's obvious with the Equipment Director. Money is a thing. Schedules, names, etc. This is a deliberate caricature, a cartoon, but you get the idea. Objects. Things. Where they fit. That they are where they are supposed to be, when they are supposed to be and so on.

Except for the Secretary. Or less so, for the Secretary. Okay there's the minutes. But the minutes reflect how the meeting went. The minutes are really a story. Good minutes (ask a judge or corporate attorney) are a story based on the facts of what happened (important to take careful minutes) and in a form that tells how it all happened and why. Same with the agenda how the next meeting is going to go, generally. Memberships not the members themselves but the meanings and the relationships involved; how they fit into the club.

The Secretary is more about how than what. Or, look at it this way. In the last term of office I was the Student Ombudsman, representing the interests of students to the Board and the members. In many ways, the Secretary is everyone's ombudsman. How are we getting along? How are we doing? Does that make sense?

If you look at the description of the Secretary in our constitution (the whole document is only a few pages long-easy reading), there are other things I'm required to do. But they all boil down to quiet, background process. I'm supposed to help keep the under-story of the process of the business and pleasure of the club working as smoothly as possible. It's a people thing. It shows. It's a lot like soaring.

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**Brian Hood**

Treasurer

My goals for the 2008 include setting up sustainable systems for maintaining the finances, providing information that will help everyone make good financial decisions, and helping develop a clearer vision of what we want the club to become. This means combining past records of the two clubs in order to help predict the next few years, analyzing how resources are used or underutilized, and working to simplify dues and fees.



## Noel Wade

Operations and Scheduling

Some of you know me already; for others of you, I'm a new and relatively unknown face. I started training for my license (single-engine) in early 2006 with Galvin Flying. At the time I knew nothing of Gliders, other than my R/C hobbies (mostly ridge-soaring). In fact, soaring was far from my mind - I was eyeing a career change from computers to commercial aircraft. After getting my license, I intended to build a kit aircraft - but Brad Hill snuck onto the local EAA list and stole my attention away...



After one visit to Arlington, I was hooked! I tend to obsess with my hobbies - for example, I achieved PPL rating in 4 intense months, with just 46 hours of total time. So, like I had previously done with auto-racing and sailboat racing, I jumped feet-first into soaring, and discovered a new passion in life. The combination of scenic beauty, precise flying, and navigation challenges make this sport exciting and fulfilling, like no other!

I've now been flying with the club for one-and-a-half years, and have gone from a transition-trainee to a private-

owner. I've taken on the Operations & Scheduling duties, as well as helping out with the Website. I've researched a lot about local weather and prediction tools, set up a glider-simulator in our clubhouse (including rudder-pedals and a head-tracking device so you can "look around" the virtual world), and taken care of a few other odds and ends.

As I have settled into the local gliding scene, I have spent a lot of time looking at the strengths and weaknesses of our operations. While we have great people and some great processes, they aren't always being used to the fullest. We also have some areas where we've gotten lax, or need outright improvement.

But I hope that all of you are as excited as I am about the opportunities and energy that the merger has provided. NOW is the time that each of us can make a meaningful and lasting contribution to the club. The "takeoff roll" may be a bit bumpy, and the climb-out may involve a few twists and turns; but with careful, diligent control-movements and solid teamwork, we can truly make our club soar for a long time to come!

With eager thoughts and an open mind,  
—Noel

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### MOF Glider Expo Related Event:

**Mr. Einar Enevoldson,**  
**Holder of the glider altitude world record at 50,671 ft**  
**will mingle with the Seattle Glider Community**  
**at an informal Pizza 'n Beer session at the Hale' Ale Brewery.**  
**He will share his experiences on this record-setting flight**  
**and any other world records he holds.**

**When:** Saturday March 1, 7:00 PM

**Where:** Hale's Ales Brewery (206) 706-1544, 4301 Leary Way NW

**Fee:** \$20 via Check to: Heinz Gehlhaar, 4504 SW Roxbury Place, Seattle WA 98136  
\$25 at the door. (Any left-over funds after expenses go to the Seattle Glider Council Foundation)

## Editors Notes

We are one at last! It's been a long time coming through many meetings and diligent efforts of a few dedicated souls from WSSA and ESI, the merger has taken place; now the hard work for the new board begins. Integration of members from either of the 'former' clubs onto the new board is great solution to merging practices and policies of both clubs. Fine-tuning shall continue throughout the year and beyond.



With the merger completed, there are a few members anxious for things to happen immediately including a major desire is to upgrade to a glass fleet. To some, the merger was all about consolidation with excess inventory being sold off and upgrade to a newer fleet. At the same time, the new board is working hard to getting its feet on the ground, discovering just what the 'merged' organization is all about, especially in the financials.

When moving up to glass, the 'new' club must consider acquisition hanger space to accommodate glass; setting up and dismantling two-place glass ships for weekend training operations simply does not work. Many of us have experienced sudden departure of fellow members at the end of the flying day and maybe becoming a committee of one to drag a Blanik to tie down. The club could compromise by upgrading the single place gliders to glass, retaining tin birds for day-to-day training operations.

### Credit Due

I feel we must recognize the incredible time and effort Noel has given in both of his roles as

Webmaster and Operations Director. One might feel we cannot do without his tremendous efforts. It should be noted, that Noel has consolidated two roles into one for he has also taken on scheduling as well as operations director; formerly two positions within ESI.

How about the tremendous work of Mark Nyberg and Tony Puglisi recognized for pushing through the last chapters in bringing the two clubs together? A large part of completing our merger has to do with dedicated souls staying on the topic transcending multiple administrations. Of course committee members and officers of either club had considerable involvement with this effort.

### X-C

Member involvement in X-C soaring is perhaps the greatest improvement in the future of the club, especially with the west side efforts, something rather new in the local gliding community. We are witnessing a number of owner-flown gliders venturing into the local mountains demonstrating opportunity can happen.

### Glider Maintenance

It's great to learn about the glider fleet getting it's annuals before the season begins. Thanks to the leadership of Equipment Manager, Gary Paulin and a few dedicated members braving inclement weather to complete the process.

A bit about myself, a former power pilot and a member of ESI for over twenty years, been on the board for a few of them. Editor of GlidePath for several years. While I may do some reporting, I find myself dependent upon your contributions.

*Gary*

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**A special offer;** Ronan is generously offering his Piper Pacer 135 to rent by ESI members wanting taildragger time and training with an intent to becoming a tow pilot to qualified club members, please contact Ronan directly for details.

## Notes from Ron Bellamy, CF & SO:



We have been refining our flight operations over the past year so that when/if the clubs merged our operations would have a minimal degree of disruption or confusion.

Now that we have merged there was an urgency to have those tow pilots and instructors who have been most currently involved in towing and instructing meet and make combined recommendations for a continued efficient and safe operation.

An action item was set to get all of our tow pilots and instructors current in all of the combined club ships as soon as possible. A suggestion was to have an instructor jamboree sometime soon to do this. We'll be looking into a way to do this. In the meantime, all instructors and tow pilots are encouraged to assist each other in getting checked out and proficient in any ships they are not familiar with as well as the preflight procedures for each. This should enhance the number of students that can fly with a minimum number of ships being brought on line. Closer attention can then be given to all of the students seeking instruction on any given day.

Discussion is in the works for getting a good handle on who our students are and what their needs are so that we can better link up with them and maintain better continuity in their training.

Neal Karman, our local examiner, gave an informative presentation that will help our instructors better prepare our students on their journey to their new ratings. He is a great asset to our instruction program here at Arlington. And, thanks also to Neal for the use of his spacious, and warm, hangar for our meeting on that snowy Sunday.

Mark Nyberg has coordinated another CFI Revalidation Clinic on February 2 & 3. He has an outstanding line up of presenters and has opened the clinic up to any pilots interested in attending. As always, hearing the wisdom of Bob Wander is invaluable. His materials are a primary source of information that we use with our students.

Another key point that came from the meeting was the value of having a Field Manager every day we have operations. This is an important position and hopefully we will get the volunteers we need to fill the slots.

Another movement at hand is the creation of a safe, effective syllabus for helping our club members explore the realm of Cross Country soaring on the west side. There are many opportunities during the year for cross country flights and many of our club members are looking forward to exploring them. Hopefully, we will have many more tales of great flights this coming season.

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## Accomplishments!

Last year, ESI soloed two students: Chuck DeGraffenried and Mike Reid.

Three of our students earned their PPL-G certificate or related endorsement:

- Mike Clark (special arrangement with Gordon Schmidt for his power-glider rating after soloing at Moriarty, NM)
- Dan King (Arizona Soaring)
- Noel Wade (Sky Sailing)

## Committees

*Noel Wade*

On Jan. 5, we had our first Board Meeting of the new club. It was long, but very productive, and attendance was good. All members are welcome to come and voice their opinions!

With the completion of the merger, our club must now assess how it wants to move into the future. We are on solid financial footing, we have great assets, and we have a large (though aging) fleet of planes.

To help define our goals and direction, Michael Moore has proposed forming a small set of committees to perform study and recommend action over the first few months of 2008. We had several people volunteer to be on these committees, but we are interested in making sure that the entire membership provides input.

We are trying to keep the committees themselves small to ensure that they can make active progress - but if you have a strong interest in joining one of these committees, please e-mail me. You may contact committee members or heads (denoted below by two asterisks) to share your opinions.

The committees are as follows:

Glider Committee -

- \*\* Gary Paulin
- \* Noel Wade
- \* Kevin Finke
- \* Roy Parzyk
- \* Fred Hermanspann

Tow Plane Committee -

- \*\* Howard Glover
- \* Brian Hood
- \* Ron Bellamy
- \* Michael Moore
- \* Carl Niedermeyer

Airport Committee (both developing AWO and looking at alternatives) -

- \*\* Mike Reid
- \* Nick Constantine
- \* Brian Hood
- \* Roy Parzyk

Constitution, By-Laws, and Flight Rules -

- \*\* Merel O'Rourke
- \* Miles Bradley
- \* Ron Bellamy
- \* Michael Delaney

Thanks, and I hope you all share the ESI Board's excitement at our future possibilities!

## Another note from the Editor

The above article is hijacked from an already posted e-mail message. When I feel the message has merit for being repeated in Glidepath to share, remind, or to focus the attention of readers, I shall take liberty to include such.

Photo's - Please forward your photo's with at least 800 kb or greater for credible print quality.

# Mount Rainier Flight

(Cover Photo)

Fred Hermanspann



July 30 was not predicted to be a particularly good soaring day for the Westside but the cumulus clouds started early and by noon the cloud base seemed to be high enough to venture out from Arlington. The mountains were still obscured but the lowlands looked inviting. As we had not come up with any really long flights yet this year I decided to go for distance, flying South in the direction of Bergseth (home of PSSA) as long as advisable and then coming back; in case conditions still allowed it, I could then still try to continue North to Northeast.

Phil Andersen gave me a nice tow straight North (to allow getting to a safe working altitude and some distance while still in gliding range of AWO) and I was off at 12:15. With a starting altitude of 3300 ft I worked my way past Green Valley and Monroe finding good predictable lift and making good progress. I reached 4000 ft for the first time when passing Duvall and 5000 ft some 10 miles North of Bergseth. Mount Rainier began to loom ahead between the clouds and I decided to get as close as prudent with the available cloud bases. Maximum altitude reached was 5400 ft and at 3:10 pm, some 17.5 miles from the mountain and with the terrain rising into the clouds, I turned around. Even at this distance Mount Rainier with its massive size had an overwhelming presence, rising majestically above the layer of clouds.

The flight back was very similar to the outbound flight until I come close again to Duvall. Brad, who

had taken off behind me and had spent most of the time in the Threefinger Mountain area, had just established radio contact again, asking me whether I was going to make it back. I foolishly said “Easy!” and from that point on it became a struggle. I had trouble finding workable lift and drifted down to 2200 ft near Monroe, just not enough to safely continue to Green Valley, especially with the increasing Northwesterly wind. The AWO weather report listed 10 kts from the Northwest and it was probably more at altitude. How often have we faced this situation of trying to come home against a substantial headwind and dying thermals? Meanwhile Brad was also getting very low near Green Valley and it began to look pretty blue to the West. In the end Brad sniffed out a thermal to get home and I scratched my way to near Granite Falls. Lo and behold, Brad’s thermal was still there and I too made it back. That was optimum use of the available thermalling window!

The flight took 4.6 hours and covered 164 miles as free distance around three turn points (even though it was almost a straight out-and-return flight). Except for the last stretch home it was a smooth flight without any major problems, and with lift in the order of 2 to 4 kts. I never had to deviate too much from a straight course to find lift and I always managed to stay in gliding range of the major airfields along the way – Green Valley, Monroe (Firstair), Fall City (Campbell Field) and Bergseth. It helps to have flown out of these airfields before because most of them are hard to recognize from the air.

Altogether it was a reminder that you don’t need a super day to go XC on the West side and that flying over the flatlands along the foothills of the Cascades has some nice potential.

I got my first glider ride at the tender age of ten and have been hooked on aviation and gliding in particular ever since. After retiring from a long career in aerospace several years ago I enjoy soaring my home built Chinook more the ever and hope that the newly reborn Evergreen Soaring Club will provide the same kind of experience for all members.

## Parachutes

Nick Constantine



With a newly merged club we now collectively share a multitude of equipment, part of which includes our club parachutes. I'd like to take a few minutes to give everyone a quick overview of the club parachute equipment and as well offer some quick advice on emergency bailout parachutes in general.

For all of you who do not know me, my name is *Nick Constantine*. Aside from being a glider pilot within the club, I am also an avid skydiver and an FAA Senior Parachute Rigger.

At the present time, our club now has **8 emergency chutes** along with another **2 for the DG-1000**. I anticipate that all 10 of these chutes will eventually make their way to live in the ESI clubhouse. I also have plans to label each of the bags and harnesses with a permanent number to allow for quick identification.

Each of these parachute assemblies is worth approximately \$1,700 new. So please treat them with respect and care. More importantly, these are the pieces of equipment that you may possibly call upon to save your life one day. And I think that a lot of us know that this is an all too real statement. When not in use, the parachutes should be stored in the associated container bag and placed in the appropriate storage location. They should not be kept inside of the glider or within the glider trailer, even for transportation.

As the regulations are written currently, our club chutes need to be packed every 120 days to be legally brought onboard of an aircraft within the pilot's reach (even if you just plan to use it as a back cushion). This is also the time that a certified rigger will inspect each parachute and harness to identify any deficiencies that would preclude either temporary or continued use.

Proper wear and use of the parachute system are also critical aspects that will increase your chances of survival in an emergency situation. The parachute harness should fit snugly on your body. There are three main adjustment points that allow for some minor sizing; the leg straps, the chest strap, and as well the shoulder adjuster slides. Care should be taken with the parachute harness each time your get into and out of your glider cockpit. Preflight

them as if they were another portion of your glider. These are not seat cushions attached to your back!

As important as my last statement, you should also mentally prepare to use the device each and every time you get into and out of the glider. Repetition and muscle memory are critical devices for dealing with emergency situations. They can and will save your life. But it is up to you to train your mind to work quickly when the time comes. As Alan Silver instructs each year at the parachute seminar hosted by Para-Phernalia, "**CANOPY – BELTS – BUTT.**" Say and learn those in that order. They will help you get out of a disabled aircraft safely. And once you have gotten your butt out of the cockpit, **LOOK FOR YOUR RIPCORD, GRAB IT SECURELY and PULL.** Those simple steps will get you under a fully functional parachute. You can now steer it as best you can with the small yellow or red toggles above your head on each riser. Turn into the wind (just like in your glider), keep your feet and knees together and prepare to land.

More information on proper wear and use of the parachute can be found at the following web URLs. I encourage each of your to read over some of this information. It explains in more depth what I have attempted to squeeze into this newsletter:

[http://www.silverparachutes.com/wst\\_page11.html](http://www.silverparachutes.com/wst_page11.html)

[http://www.softieparachutes.com/html\\_files/maintenance.html](http://www.softieparachutes.com/html_files/maintenance.html)

If you have any questions or would like some more instruction on the use of the emergency parachutes that we have within the club please do not hesitate to ask.



Michael Moore



Ron Bellamy



Brian Hood



Merel O'Rourke



ESI dinner gathering at the Museum of Flight Restoration Center



Tony Puglisi being awarded his MVP cap from Michael Moore



Mark Nyberg receiving his 'Most Valuable Person' award cap from Bruce Bulloch

## Annual SGC Awards

Fred Hermanspann

At the annual SGC awards banquet at Ivar's. The SGC has long ago become an umbrella organization for soaring in Washington and even Region 8. While attendance was down this year, ESI was well represented in the awards:

Ron Bellamy received the Safety Award for his long standing efforts as Chief CFI for WSSA and now ESI as well as for organizing this year's XC seminar in Ephrata.

Mike Reid got the Student Achievement award for his speedy transition from first training flight to solo to accumulating flight time.

Keith McLean earned the SGC Towpilot of the Year award with 250 tows (!).

John Daly received (posthumously) the SGC Honor award for his long-standing contributions to the SGC and in particu-

lar for donating his DG-1000 to further XC soaring.

JC earned a Clodbuster award for landing just behind DK in Ephrata on an attempted XC flight.

Fred Hermanspann got a Cross Cascade award.

Additionally our State governor, Bob Wallach, recognized JC for setting a 200 km speed record (of 37.5 mph) in the PW-5 class.

Mark Nyberg deserves a perseverance award for getting his Silver badge after 22 years of trying if there was such an award.

So, set your sights on the next season!

*Fred*

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## Work Party – Annuals

Gary Paulin, Equipment Manager

We got a break in the weather and completed annuals on L-13 029, the 1-34, and the 1-26. Both L-23's were completed a week earlier week. That leaves only the L-33 to be done in order to have all ships on line. (We'll do the L-33 in February).

Both our L-13's are subject to a new AD, which must be completed by April 7<sup>th</sup> and requires a dye inspection of the "control bridge" which attaches the sticks to the control rods. We're awaiting detailed inspection instructions. Both L-13s are okay to fly.

Thanks again to Merle, Fred, Noel, Heinz, Angus, Kevin, and others who helped with the inspections and cleaning; their efforts benefit all of us.

See photos next page

**All-Weather ESI work party striving to annual our glider fleet in spite of the elements.**



**Evergreen Soaring Incorporated  
Board of Directors Meeting Minutes  
Nov. 3, 2007**

The meeting was called to order at 9:38 a.m. in the clubhouse by president Bruce Bulloch. Also in attendance were Mark Nyberg, Myles Bradley, Fred Hermanspann, Noel Wade, Merel O'Rourke, Brooks Johnson, Angus Mackinnon, George Lundgren, and Roy Parzyk.

President's Report: Bruce announced that the WSSA board will be meeting on Nov. 12 to count the votes on the merger. The Evergreen board will also attend the meeting to conduct any business that needs to be done as a result of the vote. The club annual meeting is scheduled for Dec. 8 at the Museum of Flight Restoration Center at Paine Field. Election of club officers for the upcoming year will be conducted at the meeting. The year-end pancake breakfast is tentatively scheduled for Dec. 31 at the club house.

Treasurer's Report: Mark has been making good progress on getting the finances in order but there is still much to be done. Nonetheless, the club is in good financial shape. **A motion was made to put \$24,000 into a riskfree CD as a set-aside for tow plane engine replacement. The motion was passed.**

Equipment Director's Report: Fred reports the 1-36 is now out of annual. There will be a work party after today's board meeting to get the inspection done with the help of Paul Nyenhuis. Two of the parachutes need to be repacked. Some more formal procedures need to be developed for managing and

storing the parachutes. The Volkslogger needs to be recalibrated if it is going to be used for flights submitted to the On Line Contest. There was some question as to whether the Apis has a mount for the Volkslogger. Fred also proposed having an orientation class in the use of the Volkslogger to encourage its use.

Operations Director's Report: Noel is still working on organizing the scheduling for the CFGs and tow pilots.

Old Business: Myles was asked to review the election procedures and requirements for the upcoming elections. Ronan Murphy is organizing the Annual Meeting and has received a \$200 donation from the Everett Jet Center to help offset the cost. **A motion was made to give Ronan authority to book the caterer and otherwise act on behalf of the club to organize the annual meeting. The motion passed.**

New Business: David Fandel and James Stoffel were approved as new student members.

The meeting was adjourned at 12:30 p.m.

Respectfully submitted  
*Myles Bradley*  
Secretary

We are now the **largest chapter west of Boulder** (they have over 200), and probably the third or fourth largest in the country behind Houston (over 240) and Cedar Creek (over 150).

**Soaring Expo 2008** is scheduled for March 1 & 2, 2008 at the Museum of Flight.

**Evergreen Soaring Incorporated  
Annual Meeting Minutes  
Dec. 8, 2007**

The meeting was called to order at 7:30 p.m. by president Bruce Bulloch in the Museum of Flight Restoration Center at Paine Field. Also in attendance were Treasurer, Mark Nyberg, Secretary, Myles Bradley, Operations Director, Noel Wade, President-elect, Michael Moore, Chief CFGI, Ron Bellamy, and Equipment Director, Gary Paulin. In addition, a host of club members and their guests were present.

Bruce opened the meeting with a brief recap of the club's activities during 2007 and commented on the challenges for the year ahead. He then introduced proposed candidates for the open board positions for 2008:

Fred Hermanspann for President-elect,  
Merel O'Rourke for Secretary,  
Brian Hood for Treasurer,  
Noel Wade for Operations Director.

The meeting was thrown open for nominations from the floor but none were proposed. The election was carried out by secret ballot as specified in the club constitution.

While the votes were being tallied, Mark Nyberg and Tony Puglisi were recognized for their great contributions in support of the club merger.

Final vote count showed the proposed candidates to be elected unanimously. The 2008 board of directors will consist of the following:

President: Michael Moore (from President-elect)  
President-elect: Fred Hermanspann  
Secretary: Merel O'Rourke  
Treasurer: Brian Hood  
Chief CFGI: Ron Bellamy  
Operations Director: Noel Wade  
Equipment Director: Gary Paulin

The meeting was adjourned at 8:00 p.m. Dinner was served

Respectfully submitted  
*Myles Bradley*  
Past Secretary

**A special board meeting was held on Nov. 17, subsequent to the approval and acceptance of the Evergreen/WSSA merger agreement.**

The meeting was called to order at 9:43 a.m. by president Bruce Bulloch. Also in attendance were Fred Hermanspann, Michael Moore, Gary Paulin, Ted Goble, Keith Maclean, Pierre Parent, Brad Hill, Myles Bradley, Nick Constantine, Noel Wade, and Mike Delaney.

**The board officially approved Ron Bellamy as the new Chief CFGI.**

Official notice of the annual meeting will be sent out by the secretary via e-mail. The board will propose a slate of candidates for the open board positions.

Those identified as willing to run are:

Fred Hermanspann- President-elect  
Brian Hood- Treasurer  
Merel O'Rourke- Secretary

Gary Paulin agreed to take over the Equipment Director position from Fred.

The next issue of Glidepath will focus on the merger. It was suggested that it include short bio's of our new board members, an article from Noel on how things might change operationally, and something from Ron on check-out procedures for flying the "new" gliders. Nick also will provide some information on the parachutes.

Now that the clubs have merged, there will be some transition issues. Michael Moore will coordinate at with Howard Glover to insure the cross-checkout of our tow pilots. Ron Bellamy is setting up a meeting of CFGIs and tow pilots on Dec. 9 to discuss the transition and identify any significant problems.

Bruce is organizing the pancake breakfast, scheduled for Jan. 1 at the clubhouse.

The meeting was adjourned at 11:00 a.m.

Respectfully submitted  
*Myles Bradley*  
Secretary

