

YAWSTRING

NEWSLETTER OF WASHINGTON STATE SOARING ASSOCIATION

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Issue #5

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Picture by Gehlhaar
Cub (foreground) being escorted by C-182
on return to AWO.

Soaring in Poland

By Stan Kasprzyk
June 2006

I had never previously been able to visit my ancestor's, and my wife's ancestor's, homes in Poland, due to my NATO connections, and Poland's membership in the Warsaw Pact. After the fall of the Soviet Union, and Poland's recent admission to NATO, I arranged for a visit with my wife's family in the southern Poland area, near Krakow.

Poland has a long history in gliding, and was the winner of the World Class sailplane design competition that produced the PW-5. One of our Washington State Soaring Association members, Krys Kasprowicz, had obtained his initial soaring training in southern Poland, and recommended that I check to see if a soaring location southwest of Krakow was still open. As I was searching for soaring opportunities in the hilly southern region, I came across a website for the [Mountain Gliding School Zar](#), which was Krys' recommended site. I made an e-mail connection with one of the Zar flight instructors, Miroslaw Nawoj, and set up a flight opportunity.

The Zar airfield is located in the village of [Miedzybrodzie Zywieckie](#), situated in Southern Poland between the two towns of Kety and Zywiec, about 60 km southwest of Krakow. The current World Soaring Champion, Sebastian Kawa, calls Miedzybrodzie Zywieckie his home field. On my second day in Poland, my family decided to go sight-seeing in the southern mountains, which gave me a chance to check out the airfield. The grass runway is lo-

cated on the side of a hill, sloping upward toward Zar mountain, and surrounded by the village homes.



The location of Mountain Gliding School Zar in southern Poland.
Map courtesy GRID-Arendal

We drove through the village and up to two large hangars at the airfield. With translation help from my relatives, I found out that Miroslaw Nawoj was instructing that day, and was airborne in the gliding school's Puchacz, and should be available to fly with me when he landed.

The Puchacz has been getting some bad press lately, due to a higher than normal number of spin accidents. I've flown hundreds of spins in my flying career, and my research on the Puchacz seemed to indicate that, while somewhat aggressive spin recovery techniques were needed, it was overall a capable two-seater, and I looked

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forward to checking it out, along with this beautiful soaring site.

Mirosław and his student appeared to be doing well on the local ridge, where they climbed into some decent thermal lift, and began a fun series of loops and lazy eights, showing off the aerobatic capability of the Puchacz. After they landed, I introduced myself to Mirosław, who welcomed me and asked if I'd like to fly right away. Great question, easy answer, so I was quickly handed a parachute and we went over both the Puchacz and local area procedures, with only a little language barrier, since Mirosław was proficient in English. Mirosław described the takeoff process downhill, and noted that the Puchacz only needed a slight bit of forward stick pressure to raise the tailwheel, and then takeoff and tow should be conventional.



Ready for launch in the Puchacz with Mirosław Nawoj, at the Mountain Gliding School Zar.

We strapped in, hooked up, and were quickly rolling for takeoff behind the school's bright yellow Yakovlev Yak-12 towplane. After a few bumps, we were airborne, and I flew the tow as we maneuvered west to the ridge, over the lakes between the hillsides. Tow was normal, and I got a feel for the stick forces and trim. I also got used to airspeed indicator (in km/hr) and the altimeter (in meters). The ailerons seemed a bit less responsive than I expected, but overall the flight controls were pleasant. The Puchacz seemed to have flying characteristics between two other common two-seaters, the Blanik L-23 and the Grob 103, for feel and maneuverability.

I released as we approached the ridge at about 600 meters (1800 feet) AGL, and Mirosław took over to show me the sweet spots in the local ridge. While we searched for the best areas of lift on the ridge, I was able to take in the exhilarating views of the local mountains and lakes. Three dams on the [Sola River](#) form three beautiful reservoirs, which add to the beautiful mountain scenery. Since it was late in the afternoon, with decreasing winds, the ridge lift was slowing down. We were able to maintain our altitude on the ridge, and I was able to transition

to an area of ridge lift on a second slope to the south. The Puchacz was very comfortable on the ridge, and I now had a good feel for the required aileron forces to allow for quick turn reversals on the ridge to maintain us in the strongest bits of lift.



Mountain Gliding School Zar's Yakovlev Yak-12 towplane.

I crossed over the lake/reservoir area, and began working some small areas of thermal lift on the eastern foothills, and played around over the village of Miedzybrodzie Zywieckie and its red-roofed homes. As we began descending toward pattern altitude, I did some pylon turns over the airfield, both to get a feel for the steep turn capability of the Puchacz, and also to get a better lay of the land for the airfield environment.

As I settled in on a long downwind, Mirosław and I made sure we understood the correct language and meaning of "closed" and "open" for spoilers, and I crossed over the water on the base leg. Since this was my first landing attempt in a Puchacz, and also my first landing in awhile on a significantly uphill slope, I set up for a final that looked decent to me, and used Mirosław's "hints" on spoiler use for aimpoint control. Mirosław's hints were right on, and I flared, touched down and rolled right to the planned rollout spot.

Mirosław and I discussed the flight and the local soaring area for awhile, and then he jumped back in the Puchacz for a short flight with a student, but a lowering cloudbase made that the last flight of the day, and I helped the ground crew move the Puchacz into the hangar. Mirosław invited me back when I can soar longer, and I plan on taking him up on that invitation!

The next day, our ladies went for some local shopping, and our family driver then drove the guys to another gliding operation south of Tarnow, at [Lososina Dolna](#). Operations at the local field were slow due to preparations for a large carnival, but I was able to talk to a number of the local soaring pilots and check out their two hangars full of sailplanes. In addition to the sailplanes, there was a Polish [Iskra jet trainer](#) that was being restored, along with

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a huge Antonov [AN-2 biplane](#), which I saw at a number of airfields during my visit to Poland.

Two days later, I was able to visit the impressive [Polish Aviation Museum](#) in Krakow. Besides a stunning collection of MiG-21s and other Cold War era fighters, the museum had an impressive array of sailplanes suspended from the ceiling of the museum's hangar. The Poles have a long and impressive aviation history, and it was very enjoyable to sample that aviation character both in the museums and in the air!

For more pictures see: <http://flightlog.seven-alpha.com/>

New World Record

On Aug. 30, 2006 Steve Fossett and Einar Enevoldson flew to a new world record with an altitude of 50,700 ft. The glider is a DG-500/22m, which originally had an engine. But instead they installed big oxygen bottles in the engine bay and flew in space suits from the NASA.

Here is their email from the day after:

Hi Folks

We did it! 50,700 ft yesterday afternoon. Great flight - all worked beautifully. Flew mostly south of El Calafate, Argentina in vicinity of Torres del Paine, Chile. Fantastic scenery!

Lots of hard work flying in the pressure suit. Had great cooperation from both Argentina and Chile air-space controllers. We were above 40,000 feet for an hour and a quarter. -73 deg F was coldest at around 36,000 feet, warming to about -65 F as we went higher. Flew in the first wave behind the Andes up to about 33,000 feet, then when not getting higher tried downwind and found strong second harmonic up to high point, then on the way home found third harmonic.

Could have gone higher in a third harmonic but were cold and tired so came home - happy.

Actually, the weather was far from ideal for the flight. We flew mainly to check out the suits and sailplane systems to be sure all was ready when a good day would come. On a good day we should be able to whiz right through this altitude and keep going up up up!!

Love to all, Einar

See their website at <http://www.perlanproject.com/> for more info.

WSSA Newsbytes

Glider Grope

The Glider-Grope planned for October 8 has sort of degenerated due to the conscientious action of some diligent members. First, Steve Northcraft got the 1-26 disassembled and put on the trailer. He pulled her over the pass

to his house. Gary Paulin will get her to AWO in the next few days.

Then Bruce Byrkett volunteered to bring the Astir back on September 30. So all that is left is the L-33 and a quick last check in both EPH Sheds for loose ends, and the Eph-rata season is over. Thanks for all the extra effort.

Tie down

It has been noticed that some folks are tying the aileron gust locks to the wing tie-down assembly. A better way is to tie the gust-locks to the wing-hardpoint instead. That way, should the tie-down ever part from the wing (shudder the thought), it will not damage the trailing edge also.

Billing Note

As you probably know, WSSA is doing all billing via email to those members who are on the internet. All members who are not internet-connected still get their WSSA-Billing via snail-mail. **If you are not receiving your billing, please contact our Secretary with your correct billing address.**

L-23 Trailer

The bent tongue of the L-23 Trailer has been repaired, courtesy of Bruce Byrkett. Thanks Bruce!

WSSA is on the SSA Page

Tony Puglisi worked with SSA and got our club listed on the SSA page. See www.ssa.org/sport/wheretofly.asp

Next Season Schedule

The board is working on getting the major schedule items for next season established. If you have any inputs, contact your favorite Board Member.

Here are the prime candidates that are being considered. Pencil them in on your calendar too.

EPH Ops: Start mid-April, with 1-26, L-33 and Astir each with trailer.

EPH Encampment: May 26-June 4 (Memorial Day to following W/E). Add one L-23 with trailer, and Pawnee to equipment. Return L-23 with trailer, and Pawnee on June 3.

Region 8 Contest: TBD, somewhere around July 4. Support with Pawnee only. Cub stays at AWO

AWO Fly-In: Time TBD. WSSA plans on a Safari to XXX.

Who will volunteer to select a sit and make it happen?

EPH Closure: 1st W/E in October.

SSA and WSSA Membership

If you are a club member and fly our ships, or have your own ship and want to be towed by our tow plane, the SGC tow planes, or Evergreen tow planes, you will be asked to show proof of SSA membership. The new batch of Tow Cards will ask for that info also (SSA #, Exp. Date, email address)

Tow Cards

We need your tow cards filled out in legible writing; especially where the Name and Address goes. Please print in block letters. We would also encourage the wing-runners and Towpilots to reject unreadable cards.

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2006 Schedule info

- September 30 Dave Seymour's Glider Pilot's Ground School, Clarion Hotel, Seatac,
- October 1 Last Scheduled SGC Tow Pilot at Ephrata
- October 8 WSSA Glider Grope: Club Trip to EPH to retrieve 1-26, L-33, Astir and all other WSSA equipment.
- November 1 All gliders, trailers and RVs to be removed from EPH
- November 4 SGC Awards Banquet. All Glider Pilots are invited.

Cub Returns from EPH

Michael Moore and Ron Bellamy took time out from their busy schedule to get the Cub back from EPH. I was fortunate enough to ride along, first as ballast and sight-seer, and then in the backseat of the Cub as student, and finally more student-time in the right seat of Michael Moore's Cessna 182 back to Renton. CFI Bellamy and instructor Moore showed me the ropes about cross-country power flight.. What an experience! This was my first ever low-level flight ever over the Cascades. What a beautiful state we have. See some Pictures on the last page.

Board Meeting Notes

Board meeting minutes are formally published and deposited on our website. This section gives a summary of the salient points.

Board Meeting of Monday, July 12, 2006

Members in Attendance: Gary Paulin, Neil Householder, Marty Gibbins, Michael Moore, Pierre Parent, Ron Bellamy, Tony Puglisi, Bruce Byrnett, Keith Purves, Dan Teifke, Heinz Gehlhaar, W. Lynn Weller, and club member Brian Hood.

Secretary's Report – Tony Puglisi:

- There were no minutes from the June meeting due to the absence of the secretary at that meeting.
- Arthur Nation has resigned. The Treasurer was instructed to refund the deposit..
- The board opted that WSSA opted will not be an SSA chapter. We are continuing to pursue the SSA status for some members.
- There was a safe deposit box in the Georgetown Sea-First Bank which may have the leases to the hangars. We will contact Dave Ducette to trace it further.
- We still need to place a space in the tow cards for the SSA number.
- We need to find the glider that matches the mysterious canopy. (See the 1-34 report below.)
- A warning about the 1-34 canopy unlocking was put in Yawstring
- All updated FAA registrations have been distributed.

- Stan Kasprzyk will get the Twin Astir operating manual for our website.
- We are pursuing to be on the SSA "Where to fly"-page.

Vice President's Report:

No report.

Treasurer's Report - Marty Gibbins:

- Marty presented a copy of the financial reports. Copies are available to members on request.
- The highlight of the report was the news of the increased maintenance costs on the gliders and tow planes. This will cause a loss for the year of \$6504. This could affect the rates that the club charges, but we will be discussing rate changes at the end of the year. Other reasons for the shortfall are that we flew 80 flights less compared to this time last year. We also need to examine tow plane utilization.

Bookkeeper's Report - Neil Householder:

- Electronic billing results are favorable and it will continue, but we may be losing some billings due to spam killer software.
- No one is in arrears this month.
- We have a few miscellaneous billings that need tracking that appear to come from the contest.

Glider Manager's Reports:

L-23's – (Bruce) Both L-23's are in AWO and are flying. The L-23 trailer was damaged and needs some major repair.

264BA – The canopy needs a locator pin for the canopy. Pierre and Bruce will handle it.

The rear PTT switch needs to be fixed.

265BA – The forward edge of the canopy was damaged on a land out. It will be fixed during the annual inspection.

L-33 (Dan) – The glider is operable and in EPH.

There are some minor squawks which will wait for the winter annual. The wheel brakes are out of adjustment.

1-34 (Gary) – The glider is flyable and in AWO. The patched canopy is working well. The spare canopy is a bubble-canopy which does fit the 1-34. It is useable and will cost \$900 to install and \$700 for a new window frame to fit the canopy. The change will be made latter in the year to keep the glider flying for the season. We may be able to do this job ourselves.

1-26 (Heinz) – The glider is flyable and in EPH. The radio works and the total energy probe was re-mounted. Upon a preflight inspection, Heinz found 3 of the 4 spar pins loose. This was probably caused by errors in assembly. He will post a notice in YAWSTRING regarding inspection of spar pins.

G-102 Astir – The glider is flyable and in EPH. The PTT switch needs replacing and we have the part. It will be done as soon as possible. The radio was re-

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paired. Trailer issues: The forward bracket on the elevator retainer is coming out of the floor, and the trailer floor need replacing. Only one of two batteries is in EPH. The other battery and the charger are in AWO. Tony will get the battery and charger on his next trip to EPH.

Tow Plane Reports:

PA-18 **Super Cub** (Michael) – The airplane is in good condition and ready to fly. It is in EPH.

PA-28 **Pawnee** (Pierre) – The airplane is flyable and is in AWO.

CFSO Report (Ron Bellamy):

- Ron is reviewing the need for more instructors and tow pilots. Both are in short supply.
- Some tow pilots are taking full flights even after the glider releases early or on pattern shots. We will be discussing this practice with the individuals involved.

Operations Report:

AWO (Keith) – AWO has a used and new tow lines.

EPH (Keith) – Two links for the 1-26 were made. We need a place to store items that degrade in the heat such as tape.

Webmaster Report (Dan Teifke):

The site is running and up to date.

President's Report (Michael Moore):

- There will be no Twin Astir this year. Far too much work is needed to get the glider flying this year.
- John Carson is offering his L-13, parked in EPH. If members are interested in flying a two place in EPH, contact Michael Moore. (A/C was subsequently sold –ED)

New Business:

Brian Hood was in attendance at the meeting concerned with the inefficient operations on weekends with students flying. Brian noted it is hard to get in the air and students are frustrated. Brian and Ron Bellamy proposed to organize the students to have more compact operations.

Board Meeting Monday, August 28, 2006

Members in Attendance: Gary Paulin, Marty Gibbins, Michael Moore, Ron Bellamy, Tony Puglisi, Bruce Byrkett, Keith Purves, Heinz Gehlhaar, and club member Brian Hood.

Secretary's Report – Tony Puglisi:

- The minutes from the July meeting were read and approved with changes.
- We need a list of nominations for some of our elected offices including the Vice President and Secretary. The President has one more year to serve as does the Treasurer. However the Treasurer is in his third term, which is prohibited under the constitution, so the board would entertain nominations for this position as well.

- Tony will continue to monitor SSA membership status of the membership. We are still awaiting the new tow cards that will ask for the SSA number.
- Tony continued to pursue the status of the safe deposit box in the Georgetown SeaFirst Bank. He will contact Dave Ducette to trace it further. The hangar leases are still missing.
- We are on the SSA "Where to Fly" site, but there are errors which Tony will try and correct.
- The WSSA continuation fee listing is now consistent. We also clarified how much of the \$65 trial membership fee will go to the initiation fee if the trial member becomes a full member within 90 days.

Vice President's Report –

Keith Purves (acting VP):

Alex Barclay was voted in as a member.

Treasurer's Report - Marty Gibbins:

- Marty presented a copy of the financial reports. Copies are available to members on request.
- Our revenues are down this year due to fewer flights flown (93 year to date) and due to the maintenance on 265BA.
- Marty reduced a lot of data and compared WSSA to the other clubs in Washington and Oregon. He found that we have average tow fees. An average training flight is about \$10 less a flight. Our dues are about \$80 less a year than the average club. We also have the largest fleet and the most members. Some clubs offer member training packages while we do not.
- Reviewing the profit and loss statement, we find that our income from towing is down. This is due to the fewer flights flown this year, this lead to a long and involved discussion of the root cause of this lower activity. We reviewed the training schedule and confirmed that we have at least one instructor every weekend and, once a month we have two. What the club needs is tow pilots. We discussed various ways to increase our tow pilot cadre including training our own. Michael Moore will investigate the cost and changes to insurance that will be necessary to use the Cub for training. Ron Bellamy will assess the possibility of establishing a tail dragger training program.
- Marty will review the data that he compiled for his report to assess sensitivity of the numbers so the board can assess the possibility of a rate adjustment next year to address our revenue shortfall.

Glider Manager's Reports:

L-23's – (Bruce) Both L-23's are in AWO and are flying. The L-23 trailer was damaged and needs some major repair.

264BA – The canopy needs a locator pin for the canopy. Pierre and Bruce will handle it. The rear PTT switch was fixed.

265BA – There were reports of a loose horizontal stabilizer. This was checked and found to be normal.

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Both ships underwent an AD inspection in this area during its annual and were found to be within limits.

L-33 (Tony) – The glider is operable and in EPH. The wheel brakes are out of adjustment and the glider uses a lot of runway after landing.

1-34 (Gary) – The glider is flyable and in AWO.

1-26 (Heinz) – The glider is flyable and in EPH.

G-102 Astir – The glider is flyable and in EPH.

Tow Plane Reports:

PA-18 Super Cub (Michael) – The airplane is in good condition and ready to fly. It is in EPH. We expect to get the airplane back to AWO within a week. (Subsequently, the airplane was returned to AWO.)

PA-28 Pawnee (Pierre) – The airplane is flyable and is in AWO.

CFSO Report (Ron Bellamy):

- The Region currently does not have an FAA examiner, but Gordon Smith has been identified as a candidate. He should be FAA-approved momentarily.
- Ron and Michael have talked to some tow pilots who were taking full flights even after the glider releases early or on pattern shots. We have received reports that the tow planes are returning more expeditiously.
- Tony reported that he met both Angus McKinnon of ESI and Rich Edgerton, both associated with CAP. During their summer encampment, nine cadets were soloed in gliders and several more in power planes. At this point, the cadets have no where to go to continue flying. Mr. Edgerton suggested that the glider clubs put together some brochures that describe our costs. Keith Purves stated that he would make an ef-

fort to do this so we can have something before the soaring expo next year. Meanwhile, Tony will send Richard a copy of our membership packet and web site address.

Operations Report:

AWO (Keith) – AWO has six tow lines and 3 Schwitzer adapters.

EPH (Keith) – All equipment needs to be out of EPH by 1 Nov. We will send a work party of 2 or 3 people to bring stuff back on 8 Oct.

President's Report (Michael Moore):

- Michael proposed a donation of a flight to Sail Sandpoint. They work with handicapped children. At this point everyone was reminded that we need to develop a coherent policy regarding charitable donations. Tony will write a draft for review at our next board meeting.
- John Carson offered his L-13, parked in EPH for the use by our members. Unfortunately, since the last board meeting, John was forced to sell this glider and it is no longer available to us.
- We need someone to represent our interests at the Arlington Hangar Association meetings. Heinz will attempt to seek a volunteer from our membership that lives close by.

New Business:

None

Good & Welfare:

We will need to talk to Dave Owen to put a longer rope on the golf cart.

Hangar Condo Association

By virtue of owning part of the AWO Hangars (on leased Land) WSSA is a member of the NORTH END AVIATION HOMEPORT ASSOCIATION. At the September Board Meeting Nick Constantine and Marianne Bertucchi were appointed to serve jointly as our liaison officer to the Northern Aviation Homeport Condominium Association, and become an appointed WSSA Board member.

Safety

The SSA Soaring Safety Foundation (SSF) will cooperate with our Seattle area soaring community to present a gliding safety seminar. The SSF will provide an instructor to present four to six hours' worth of presentations to help you and your fellow pilots identify and reduce risk factors in soaring. All we need is organize it and ask. Organize means:

- Select a suitable date for the Safety Seminar with SSF
- Publicize and promote the event
- Provide a meeting room suitable for lecture/PowerPoint presentations,
- Fill the meeting room with glider pilots, glider pilot wannabes, and towpilots.

To request a Safety Seminar please visit the SSF website www.soaringsafety.org and click on the "Outreach Activities/Safety Seminars" tab in the navigation bar.

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Training

CFIG Scholarship Program

WSSA is continuing the offer of a CFIG Scholarship Program. To qualify for application to the Scholarship Program, you must

1. have been a member of WSSA for 1 year or more, and
2. have a Glider commercial rating.

Once approved for the program, you will qualify for reimbursement after you have passed:

1. the Fundamentals of Instruction knowledge test;
2. the CFIG knowledge test; and
3. the CFIG practical test.

You will then be reimbursed, up to a combined total limit of \$500, for your CFIG Knowledge and Practical Test fees, and WSSA glider- and tow-fees incurred during the pursuit of the CFIG rating. In return, you are obligating yourself to be the flight instructor on the field for a minimum of 12 days over the next two years. Eligible members may apply to our Vice President. The WSSA Executive Board will award the scholarship.

Our Fleet Status

Check WSSA Fleet Status on the BESC Web at <http://www.wastatesoaring.com> in the *Members Area*

Aircraft	Current Location	Maintenance Manager	Next Annual Due	Status
Pawnee N6917Z	Arlington	Pierre J. Parent	2/28/07	Available for towing service
Super Cub N7474D	Arlington	Michael E. Moore	1/31/07	Available for towing service
Schweizer 1-26 N7742S	Renton	Heinz Gehlhaar	1/31/07	To be moved to AWO soon
Schweizer 1-34 N7644	Arlington	Gary Paulin	1/31/07	On the ramp ready for use
Blanik L23 N264BA	Arlington	Bruce Byrkett	1/31/07	On the ramp ready for use
Blanik L23 N265BA	Arlington	David Marshall	1/31/07	On the ramp ready for use
Blanik L33 N355BA	Ephrata	Dan Teifke	1/31/07	In Trailer ready for use
Grob Astir N141SS	Arlington	Jim Dobberfuhl	1/31/06	In Trailer ready for use
Parachutes	1 @ AWO/ 2 @ EPH	Michael Clarke	Due in Dec 2006/ Nov 2006	In Shed. ready for use
Golf Cart	Arlington	David L. Owen		Available for use

Last updated 6/23/06.

Proper Tie-Down Practice

Please make sure that you use Carabiner hooks at the end of the tie-down straps. Use of the open-end hooks is too dangerous (unless they are bolted to the wire). If slack develops in the strap, it is just too easy to loose the hooked connection. And then our precious glider lifts her wing and blows away. Please note that we keep spare carabiners on the wall above the workbench in the hangar.

Also, if you move the glider to a different spot on the flightline, it is your responsibility to also move the ground tackle. This includes getting a wrench and unbolting the hooks from the wire and rebolting them in the new place.

Finally, it is good practice to have a major and a backup wing tie-down on each wing. The secondary tie-down may be just a rope, as long as it is not too ratty.

"If you're faced with a forced landing. fly the thing as far into the landing as possible."

- Bob Hoover, renowned aerobatics and test pilot supposed to have said this.

Don't we do this all the time.

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WSSA Board

It is election time: So far we have one person who volunteered to run for VP. The current Secretary will run for the Treasurer's position and the current Treasurer will run for the Secretary's position.

In the meantime, we were informed that our very capable bookkeeper is resigning in two months.

Please consider nominating yourself for one of these positions. In particular, we have no one to cover for bookkeeper. This is a position that is non-elected and is highly automated. The financial health of your club depends on having a reliable, steady bookkeeper.

Please submit a name or YOUR name as a candidate by 8 October to our Secretary Tony Puglisi.

Officers:

Office	Name	Phone	Mail	E-mail
President	Mike Moore	H (206)-790-7949	--	michael.moore@seattleopera.org
Vice President pro temp	Keith Purves	W (206)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
Secretary	Tony Puglisi	W (425)-294-8140 H (206)-367-6980	03-RE	tonypam@comcast.net
Treasurer	Martin Gibbins	W (206)-655-2727 H (425)-644-4696	4E-11	martin.n.gibbins@boeing.com
C.F.&S.O.	Ron Bellamy	W (425)-338-5175 H (425)-827-8672	--	ronbellamy@msn.com
Operations-EPH	Keith Purves	W (206)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
Operations-AWO	Lynn Weller	(425) 235-1610		williamlynnw@msn.com
Pawnee Manager	Pierre Parent	H (360)-653-2613	--	pierrejparent@earthlink.net
Super Cub MGR	Mike Moore	H (206)-790-7949	--	Michael.Moore@seattleopera.org
Hangar-Condo Liaison officer	Marianne Bertucchi Nicholas Constantine	H (360)-403-0448 W (425)-252-3236		constantine@alum.rpi.edu

Sailplane Managers

Glider	Name	Phone	E-mail
N7742S (1-26)	Heinz Gehlhaar	H (206)-932-5428	soarboy@comcast.net
N7644 (1-34)	Gary Paulin	H (206)-236-3098 W (425)-254-4361	paraglider@msn.com
N355BA (L-33)	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
N264BA (L-23)	Bruce Byrkett	H (425)-222-6895	byrkett@yahoo.com
N265BA (L-23)	David Marshall	H (206)-406-8046	david.s.marshall@boeing.com
N141SS (Astir)	Jim Dobberfuhr	W (425)-655-3827 H (425)-741-8001	james.p.dobberfuhr@boeing.com

Non-Officers:

Office	Name	Phone	E-mail
Chief Tow Pilot	Mike Moore	H (206)-790-7949	Michael.Moore@seattleopera.org
Bookkeeper	Neil Householder	H (425)-382-5435	householderneilf@qwest.net
Flight Log Keeper	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
Newsletter	Heinz Gehlhaar	H (206)-932-5428	soarboy@comcast.net
Golf Cart Manager	David Owen	H (360)-654-0462	mylodao@yahoo.com
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YAWSTRING

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Instructors & Tow Pilots

WSSA Instructors

This is a list of our Instructors. When you fly with them, worry about their well-being; like getting a break, getting something to drink and getting lunch. If it were not for the CFIGs almost none of us would be flying.

Steve Baker
Ron Bellamy
Rich Blow
Chuck Flora

Al Gregg
Skip Gregorie
John Hope
Stan Kasprzyk @

Kapi Parks
Dave Reusch
Lynn Weller

@ Denotes SSA Instructor

Thanks a lot to all those CFIGs who sign-up weekend after weekend. The students do appreciate your time and effort.

WSSA Tow Pilots

Remember the last time when soaring was grounded until a tow pilot could be found to replace the one who did not sign up or forgot to show up? Then you really find out how much our tow pilots mean to us!

While they do love and live to fly, we subject them to long hours in often not too nice conditions and we grumble when they take a break to take on fuel, food and to exchange liquids. Because our tow pilot pay schedule is quite low (very close to zero, I'd say) we WSSA members surely want the below-named folks to know that we have high regard for your skill and your contribution to WSSA. May you always be 200 feet ahead of us!

TOW Pilots

Bellamy, Ron+
Blow, Rich+
Bornholdt, Gene
Chism, Linda
Flora, Chuck**

Funston, Nelson
Griffin, Kevin
Hope, John+**
Johnson, Eric+
Kasprowicz, Krzys

McNeil, Jim
Moore, Michael+**
Niedermeyer, Carl**
Northcraft, Steve**
Parent, Pierre**

+ Denotes Commercial Power Rating. ** Denotes WSSA Check Pilot

YAWSTRING Masthead

YAWSTRING

Newsletter of *Washington State Soaring Association*
Available at <http://www.wastatesoaring.com/newsletter.shtml>
Newsletter editing and layout: Heinz Gehlhaar
soarboy@comcast.net

The newsletter is published whenever the editor gets "a round tuit". Some serious attempts are being made to publish it once every 2 months. Usually it gets out sometimes in the middle of the month. Please send round tuits!
Also, **Please Please** send me any errors you see in the Newsletter. Call me at 206-932-5428.

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WSSA Schedule

October

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Field Mgr - OPEN Instructor - OPEN Tow Pilot - Kasprovicz	2	3	4	5	6	7 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
8 Field Mgr - OPEN Instructor - Baker Tow Pilot - Johnson	9 BOD Meeting, 6:45PM, Seattle Opera Shop	10	11	12	13	14 WSSA - ESI Merger Discu- sion, 9AM, ESI Clubhouse, AWO Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
15 Field Mgr - Owen Instructor - OPEN Tow Pilot - Parent	16	17	18	19	20	21 Field Mgr - OPEN Instructor - Weller Tow Pilot - OPEN
22 Field Mgr - OPEN Instructor - Flora Tow Pilot - OPEN	23	24	25	26	27	28 Field Mgr - W. Moore Instructor - Reusch Tow Pilot - M. Moore
29 Field Mgr - OPEN Instructor - Kasprzyk Tow Pilot - Chism	30	31				

November

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4 Field Mgr - Albee Instructor - Hope Tow Pilot - Blow
5 Field Mgr - Gehlhaar Instructor - Baker Tow Pilot - Kasprovicz	6	7	8	9	10	11 Field Mgr - OPEN Instructor - Bellamy Tow Pilot - McNeil
12 Field Mgr - OPEN Instructor - OPEN Tow Pilot - Johnson	13 BOD Meeting, 6:45PM, Seattle Opera Shop	14	15	16	17	18 Field Mgr - OPEN Instructor - Weller Tow Pilot - OPEN
19 Field Mgr - Owen Instructor - Kasprzyk Tow Pilot - Parent	20	21	22	23	24	25 Field Mgr - W. Moore Instructor - Reusch Tow Pilot - M. Moore
26 Field Mgr - OPEN Instructor - Flora Tow Pilot - Chism	27	28	29	30		

Schedule Instructions

Do you see all the boxes labeled **OPEN** on our schedule? Please either call or e-mail Dan Teifke (425-483-9347; 425-466-8892; soar@teifke.net) and tell him that you would like to see your name in one of those boxes.

For updated schedules see the WSSA Website.

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Instructions for Field Managers:

Field managers have the following duties and responsibilities.

- Show up on time at the start of operations (9:30 am at the latest). Please obtain your own substitute if unable to support the schedule.
- Coordinate with the tow-pilot and instructor to determine details of operations for the day.
- Start and maintain the Flight Operations List, track aircraft, times, etc.
- Ensure all paper work is in order, especially waivers for trial membership flights.
- Ensure trial members pay in advance prior to launching.
- Crack the whip if necessary, to have the glider ready to launch when the towplane arrives.
- Keep vigilance on the changing conditions and ensure safe operations are being practiced.
- Ensure that Canopy Covers are properly stowed. Be sure they are folded up carefully and put in back of a car or in the Golf-cart. (Not on or near the ground. Wind will blow sand and dust into the soft inside fabric, which then will scratch our \$1000+ Canopies.)
- Ensure the gliders are properly tied down and secured at the end of the flying day. (This means simply double check the gliders after they have been secured. Check for flight control locks, Carabiner hooks (not open hooks, on the tie-straps and proper tie down practice, etc.)
- Ensure the hangar lights are turned off and the hangar is secured.
- Ensure all combination locks are hangar are reset to 0-0-0-0.
- Using the stack of addressed, postage paid envelopes available in our hangar at Arlington (on top of the filing cabinet and well marked), mail the Flight Operations List and the Tow Cards (from the Towpilots) to:
Dan Teifke
17110 105th Ave NE
Bothell WA 98011
- Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
- Notify the next-scheduled tow-pilot and instructor & Field Manager, the Maintenance Manager and other relevant person(s) of issues which affect the operations of the following day or weekend; e.g. the tow-plane suffers a mechanical breakdown, or some glider is not flyable.

"The Piper Cub is the safest airplane in the world; it can just barely kill you."
- Attributed to Max Stanley (Northrop test pilot)

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Wanted
The editor is looking for "round tuits".
No "round tuits" means no *YAWSTRING*.

YAWSTRING
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Here are some of the pictures your editor took during retrieve of the Cub
Its a hard job, but some one has to do it.



Michael and Ron at engine run-up, Renton



The faster Cessna is catching the Cub



**Snoqualmie Pass
The Ski Areas**



**Michael snuck around the Cub's back, and
up on the other side**



Lake Keechelus in the distance



Our Mountains in the sunset! Just great!