

YAWSTRING

NEWSLETTER OF *WASHINGTON STATE SOARING ASSOCIATION*

Volume XVI

December 2006

Issue #6

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Picture by Kasprzyk

Brian Hood has soloed!

Election Results

All the votes are in and the tally has been made and certified by the board. No hanging chats, but 4 write-ins were found. We sent 78 ballots. 50 were returned (64%). The results are as follows:

- VP Brain Hood – 48
Heinz Gehlhaar - 2
- Secretary Marty Gibbons - 48
Adrian Johnson - 2
- Treasurer Tony Puglisi - 50

The board congratulates the newly elected officers Brian, Marty and Tony!

ESI-WSSA Merger Efforts

The WSSA-ESI Merger Committee established 3 Sub-committees to work the details of a potential merger. These are:

- Business Committee
- Operations Committee
- Vision Committee

Business Committee

Tony Puglisi presented an approach to the merger whereby each club would achieve mutual standing as 501(c)7, normalize constitutions and operating rules, and merge into a new entity. Assets of both pre-existing clubs

would be donated to the Soaring Foundation which in turn would donate them to the newly formed organization. The plan would be reviewed by attorneys for legal and tax implications. Issues to be resolved include the WSSA \$150 deposits, SSA status, etc.

Marty Gibbons presented a budget for operations of a joint club. An income and asset analysis was presented.

Funding of professional legal and accounting services were discussed. WSSA has engaged services to achieve 501(c) status independently. Karen Funston will do the incorporation work with both clubs equally sharing expenses.

The Business Committee will continue to work these issues:

What is each member's stake?

How do we transfer assets?

Is 501(c)7 required?

What can be done to encourage membership enthusiasm and buy-in?

Operations Committee

The operation committees has worked to see how the two clubs could ease into joint operations such that the merger, when it occurs becomes a non-event as far as ops is concerned. We all agreed that our goal is to operate safely, and that we must recognize and abide by all FAA and Insurance rules. The committee focused on these issues:

1. Cross-qualifying CFIs and Towpilots
2. Joint Flight Rules
3. Combined scheduling

Cross-qualifying CFIs and Towpilots

ESI has a special membership class of *Towpilot* and *CFI*. Essentially upon approval by the ESI Board they are members of ESI at no cost to them. Costello Insurance has been notified and has determined that there is no issue. Basically the rule is: If you are a member of a given club, and follow the club rules, all is well, and insurance coverage exists.

As a result, six WSSA instructor and 5 additional WSSA Towpilots have started the cross-over process to become ESI members and help with ESI operations. Once accepted as special members by the ESI board and once officially qualified by Scott Imlay (for CFIs) and Howard Glover (for TPs) they can instruct or tow for ESI. This process will be completed shortly.

To complete this temporary Joint Operations Issue (it goes away once we are **one** club), WSSA must devise a similar means to have ESI CFIs and TPs cross over as special members at no cost to them.

Generation of Joint Flight Rules

The CFIs and TPs of both clubs will get together to review and integrate the flight rules of the two clubs. Issues to be addressed include

- Flight rules
- Progression of use of ships and sign-off
- Ground operations & flight scheduling
- Ground Launch signals
- Training Curricula
- Towplane Familiarization and sign-off

Combined Scheduling

General Scheduling: ESI is using a cell phone on the field along with a recording that is updated in "real-time" by Paul Adriance. This recording will include our WSSA pre-assigned Team info. Both ESI and WSSA can call (425)238-6617 and find out the latest Ops Scoop for both Clubs. Furthermore, you can call the field when operations are in progress. Also note that this phone is also used by the Midweek-flyers; however the last guy to launch may take the phone along.

As we get more "combined", the committee recommends we attempt to use to the current WSSA pre-assigned Team-Schedule approach. We might be able to fill the empty spots in the WSSA Schedule so that we can show an operation every Saturday and Sunday.

Brian Hood, Paul Adriance and Noel Wade have been asked to get together and devise a method of joint scheduling using any/all available technology. What is thought of here, is an Internet-based system where Instructors and Towpilots could have real-time read/write access to a schedule database which shows next weeks operation, and were students could add and delete their own names (only) in the student slots.

As we get more familiar with Joint Ops, we will have to do a lot more work in this area. One of the things the committee recommends is the cautious infusion of some

rigor into scheduling. Also some thinking out of the box: Examples are:

- Students show up at 8 to get the equipment ready, Towplane is ready to go at 9:00 sharp.
- If you do not call the Ops Team prior to Friday, you are last on the glider/towpilot/tow priority.
- The FOO (Flight Ops Officer) assembles a rotation table of folks who called in prior to Friday that they would be there. Walk-ons would only get tows/gliders/instructors as they become available.
- Folks in the FOO rotation-table have first priority until some time in the day (noon? After 2 or 3 or....Flights, ???)
- BFRs must be scheduled with a non-duty CFI, and may not use the training ship.
- The next tow is ready to go some time BEFORE the towplane gets back.
- Have a 2nd Towpilot on some sort of standby, so we could call him/her in case it gets busy and we could make use of a 2nd Towplane.
- Marry pre-assigned and the telephone-call scheduling scheme: One person from a group of folks can do the telephoning for each day or weekend. This task rotates in the group.

Vision Committee

The committee has floated a working draft of a Vision Statement for use of the New Club. Discussion are being held, minor revisions are being incorporated. A draft will be published on the 2 club's websites for member review.

WSSA Newsbytes

Brian Hold Solos & West Side Soaring

Saturday, November 18 was a beautiful, busy and eventful day. Although there was no thermal lift near Arlington, it was a clear day with an exceptional view of the Cascades.

WSSA was proud to add Brian Hood to the list of solo aviators! Brian has been honing his skills in both the WSSA L-23s and Lynn Weller's DG-1000, and was able to "slip the surly bonds" while solo in L-23 N264BA.

Cool weather made the ceremonial "dousing with water" a little more refreshing than usual, but Brian didn't seem to mind. Congratulations Brian.

Brian is now looking forward to soloing the DG-1000, in preparation for his first flight in his own DG-303.

To be able to give Brian the necessary instructions for that event, Brian asked Stan to check out his DG 303. *[Or was it the other way around? "Before you fly I must check out the 303! May I? May I?"—Ed.]* Anyway, Stan got 2 good flights in her and the DG-303 is now all check out.

We had lot of Joint Operations, in that both tow ESI and WSSA planes were kept busy towing both of the Evergreen Blaniks, one of WSSA's Blaniks, and John Gil-

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berts Std. Cirrus, Brad Hill's Apis and Brian Hood's DG 303.

WSSA's L33 was kept busy. Gary Paulin flew with Dave Owen, Craig Funston and his son flew twice, and then Gary flew his 5 back-seat flight with Al Gregg as a passenger, and finally Al Gregg got to fly with Gary as a passenger.

Chris Murray, Mike Clark, Bruce Bulloch, Dan King, Dan Houseler and Mark Nyberg all got as many flights as they wanted in Evergreen's Blaniks.

Saturday also was the first day of ESI-towing for Ernest Zwicki. Ernest made 11 tows and did very well. Angus gave one BFR, provided instruction flights and was the "CFIG with feet on the ground" for students to solo.

Pierre Parent was towing in the WSSA Pawnee with Ron Bellamy doing the last few tows of the day

Lots of **Thanks** go out to Towpilots Ernest, Pierre, Ron, and Instructors Stan & Angus and to Mike Clark who kept everybody in line as the FOO.

Brad Hill had the longest flight of the day by taking a long tow to Mt. Pilchuck and flying for hours in the ridge lift. He writes:

Paul's weather forecasting abilities were spot on yesterday; winds at altitude between 15 and 20 kts, South to South east.

I took a high tow to Pilchuck and was rewarded with almost 4 hours of airtime. Even though I was seeing winds up to 20, the east component reduced the amount of expected lift. I was able to max out at 6200' and at times dropped below the lookout by as much as 150'.

Overall a very fun flight and quite a challenge to remain in the sometimes elusive and variable ridge lift. -Brad, 199AK

Next Season Schedule

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

Here are the prime candidates that are being considered:

Soaring Expo: April 7-8 at the Museum of Flight.

EPH Ops: Start 14/15 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 site and make it happen?

EPH Closure: 1st W/E in October 2007.

Club Finances

Because of the poor flying weather earlier in the year our numbers of flights have been less than last year. This has reduced our income. We have also seen increased expenses in our ship maintenance. The Treasurer and the board are wrestling with what the dues and flight-cost structure ought to be next year. Marty has spent a lot of time looking at how other clubs do it, and he has done a ton of trade-studies to allocate fixed and variable cost-centers to minimize the impact. But however it is sliced, it looks like the cost is going to go up. Right now we are evaluating how much we could save by dropping insurance on the Cub during the winter months and by converting our commercial insurance to non-commercial. Stay tuned!

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.

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.**

Astir Cover Found

Travis Brown reported: While rigging the Astir last weekend, I noticed that the **access panel** (for the control hookups in the **'turtle deck'** was missing. Does anyone have an idea where that may be? Someone leave it in their car when they de-rigged last? Can anyone confirm that it isn't sitting out on the tarmac at EPH...?

Or-- maybe it is stowed somewhere that I wouldn't expect in the trailer? I looked all over the bird and the trailer but didn't see it.

Well, it was stowed somewhere that most folks wouldn't expect: neatly wrapped in the canopy cover in the trailer. All is well that ends well!

Need for Treasurer

Just shortly after the election, Tony Puglisi informed the club that a development at home is forcing him to resign his position as Treasurer of WSSA as of May 1. So ... we have a Board Position opening up for someone who might be interested. For the good of the organization, please call your favorite Board Member, and indicate your interest.

Astir Manager Need

We need a volunteer to act as maintenance manager for the Astir. Jim Dobberfuhr has been doing a great job on her and on the trailer; however his job is not permitting him to continue this. So, ... if you want to "own" a hi-performance glass-ship and learn how to take care of it,

call the Operations Managers, either Keith Purves or Lynn Weller, and they will “give” you a first-class ship.

Airport Upgrades

The Mound Grading Project was reviewed at the October Airport commission meeting. It consists of leveling the mound just north of *Taildraggers Restaurant* to approximately the same elevation as the surrounding taxiway while maintaining the current flow of storm water drainage. That is the area where we park our trailers. The Airport Commission appropriated \$16,000 for the project at the previous meeting and obtained bids from six contractors. The apparent low bidder was Olsen Backhoe, Inc. with a bid of \$19,692.75, which was accepted by the commission.

Board Meeting Notes

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

September 18, 2006 Board Meeting

Members in attendance: Marty Gibbins, Michael Moore, Ron Bellamy, Tony Puglisi, Keith Purves, Heinz Gehlhaar, and club member Brian Hood.

Secretary's Report – Tony Puglisi:

The minutes from the August meeting were read and approved with changes.

Brian Hood has stepped forward to run for VP. Marty is beyond the term-limit stipulations in the constitution, therefore, Tony will run for treasurer and Marty will run for secretary.

Aude-Marianne Bertucchi and Nicholas Constantine have been appointed to serve jointly as our liaison officer with the North Homeport Association (the hangar owner's association).

The board reviewed a proposed set of guidelines for donating flights for charitable organizations. Michael made a motion and Heinz seconded it to adopt the guidelines as revised. The motion passed. The result will be placed on the web.

We are on the SSA “Where to Fly” site, but there are errors. Tony has tried repeatedly to correct the errors. There are limits to the software so, we will have to settle on some errors such as listing two 1-26 types instead of the one ship we own and we can have only one “Months Open” season, not one per location, so we will show that we operate all year in EPH.

Vice President's Report – Keith Purves (acting):

Only one person has expressed interest in joining this month.

Keith will start work on a foldable pamphlet.

Treasurer's Report - Marty Gibbins:

Marty reviewed the monthly financial reports. Copies are available to members on request.

Marty has proposed we investigate another reserve fund that will cover the hangar. We currently have a 30 year lease for which we paid \$35000 up front and we continue to pay a maintenance fee. It is not clear what will happen at the end of the lease (it expires in 2021). Marty will contact Nic and Marianne to initiate a discussion on this subject.

Marty is investigating obtaining IRS status 501(a) status for a non-profit club. Some issues that this has raised are as follows: what to do in the event of dissolution of the club, in particular, the assets; we have to establish a value for each asset and the depreciation of those assets; we apparently have not filed a return to the IRS – ever, we will need to start doing this and we will need legal assistance to do this (Note: this is not the same situation that the SSA is in, but it is similar. We have no outstanding money owed the IRS that we know of at this time. We are up to date with Washington Sales tax which is our main tax liability.); we have multiple EIN numbers. Tony motioned and Keith seconded a proposal that authorizes Marty to contract with Clark Nuber, a consulting legal and accounting firm that specializes in these issues with clubs, to facilitate our move to obtain 501(a) status and to determine what the IRS will need now and in the future. The motion passed.

Marty will ask Clark Nuber about conducting future audits.

Bookkeeper's Report

Neil has announced his intention to step down as bookkeeper effective December 06. Tony will send out a notice requesting that someone from the membership steps forward.

Glider Manager's Reports:

L-23's – (Michael) Bruce volunteered to repair the L-23 trailer on his own, Thanks Bruce!

264BA – The canopy needs a locator pin for the canopy. The glider is in AWO ready to fly.

265BA – There were questions regarding the reliability of the electric vario. We will ask Dave to check this out. The glider is in AWO ready to fly.

L-33 (Dan Teifke) – The glider is flyable 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.

Steve Northcraft will bring her back from EPH.

Tow Plane Reports:

PA-18 Super Cub (Michael) – The battery was replaced, and the airplane is in good condition, ready to fly at AWO.

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

CFSSO Report (Ron Bellamy):

Michael received a letter from an area club stating that a certain licensed pilot in their club (not a WSSA mem-

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ber) has been asked not to fly with that club even if he is accompanied by an instructor. They feel that he does not fly safely and is a hazard to himself and those around him. Michael and Ron will make it known to instructors and towpilots that this individual is not to use WSSA equipment. His name will be added to the "Do not fly" list kept in each tow plane.

Operations Report:

AWO (Keith) – There is nothing to report.

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.

Webmaster Report (Dan Teifke via e-mail):

Flight logs are up to date through August and have been sent to Neil.

Envelopes and flight logs have been stocked in AWO.

The web calendar has been extended through fall and winter. Linda has taken several open tow spots.

The roster is up to date.

The Web hosting package was renewed for another year. This costs \$120 per year.

President's Report (Michael Moore):

Michael contacted the insurance company to see if we can train tow pilots on in our airplanes. In the process he has found that Costello will now require that a commercially rated pilot will be needed to tow in the contest. SGC has a similar problem.

On the positive side, Costello says they will work with us to allow training in our towplane if we apply for a rider naming specific pilots. We may also have to amend the flight regulations to allow non-glider pilots to tow.

Michael will publish the new flight regulations shortly.

Michael will host a general forum on 7 Oct to discuss club merger with ESI.

Old Business:

The next step with re-incorporation is to modify our constitution/by-laws. This will wait until we understand the fate of the merger proposal.

New Business:

The board has settled on dates for the coming year's activity:

- Encampment at EPH will be the week of the Memorial Day Holiday.
- Equipment moves: Starting 14/15 Apr. We will move the 1-26, the L-33 and the Astir.
- During encampment we will add one L-23 and one tug.
- We will contribute 1 tug to the contest this year which is usually held on or about the week of July 4th.
- During the EAA AWO Fly—we opt for a safari at a west side location. We need an Organizer,
- All equipment will be returned from EPH to AWO by the first week of October 07.
- Tony will contact Cascade to see if we can coordinate a wave camp in Wenatchee.

- Michael and Marty will have a proposal for new club rates in October.

Good & Welfare:

The Board will meet on 2nd Mondays until Dec. 31

October 9, 2006 Board Meeting

Members in attendance: Marty Gibbins, Michael Moore, Tony Puglisi, Keith Purves, Pierre Parent, Neil Householder, Bruce Byrkett, and club member Kevin Finke.

Secretary's Report – Tony Puglisi:

The minutes from the September meeting were read and approved with changes on a motion from Marty, seconded by Michael.

We lost two members, Gene Bornholdt and Mehregan Kassebzadeh. Mehregan complained that the training operation was too inefficient. Gene wishes to tow only for ESI.

An appeal to the membership for nominations for expiring offices was sent out and no replies were received. Therefore, we will send ballots out with Brian Hood, Marty and Tony appearing on the ballot. Another space for write-in candidates will also appear.

The board made a final review of the proposed set of guidelines for donating flights for charitable organizations. The board approved the policy as written on a motion from Tony, which was seconded by Marty. The motion was passed and the policy will be placed on the web.

Tony reported after discussions with John Roscoes, president of Cascade Soaring, that there are no known barriers to conducting a wave camp in Wenatchee.

Vice President's Report – Keith Purves (acting VP)

There are no new members.

Bookkeeper's Report

We have some small past due bills. Neil will send a paper bill to them before we decide to take any action since it is possible that they are not receiving electronic bills.

A non-member has a large bill. He will be contacted.

We are still in need of a bookkeeper to take over in December. The job consists of billing the club every two months (it takes 8-10 hours) and some small amount of frequent bookkeeping as we receive funds. **Please send your volunteer-request to your favorite Board member.**

Glider Manager's Reports:

L-23's – Both ships are at AWO and are ready to fly. The trim cables may need replacing at the next annuals.

264BA – The canopy locator pin will be installed during the annual. Pierre has the part. The glider is at AWO ready to fly.

265BA – One Elevator trim tab was loose. Paul Nyenhuis did the repair and returned 265BA to service.

L-33 – The glider is flyable and at EPH. Michael will attempt to pick it up on 15 October 2006.

1-34 – The glider is flyable and at AWO.

1-26 – The glider is at AWO and is on the trailer.

G-102 Astir – The glider is flyable and at AWO.

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Tow Plane Reports:

PA-18 Super Cub (Michael) – The airplane needs an oil change and a repair to the headset connector.

PA-28 Pawnee (Michael) – The airplane is flyable and is at AWO.

CFSO: No report.

Operations: No report

Webmaster: No report

President's Report (Michael Moore):

Future contests require commercially rated tow pilots.

Tail dragger pilots would be the only folks qualified to take advantage of future club efforts to qualify pilots for training. Bruce Byrkettt may be qualified to become a tow pilot.

Treasurer's Report - Marty Gibbins:

Marty discussed the financial reports. Copies are available to members on request.

A review of the profit and loss statement shows us that due to less flying and high maintenance costs, we are \$10000 behind in income.

Marty and Michael will develop a budget for 2007 which will most likely include changes in rates.

Status of pursuing 501 (c)7 filling is as follows:

- ESI and WSSA will need this status which is for a social organization. To do this we will need new articles of incorporation. Tony to consult with Phil Grate to understand why we went from a constitution and by-laws to just a constitution. The new articles must have a plan for dissolution. It is not clear how our club would distribute assets now that we are no longer part of Boeing.
- We currently have a State-EIN for BESC and one for WSSA. We may need to retire one.
- We need to change the name on the hangar leases to WSSA. Tony will look into this.
- We need the original price on all our significant assets. The FAA may have this information as part of the registration, otherwise the original bills of sale is probably in the hangar.

- We must segregate changes to non-members vs. members since they may be treated differently for tax purposes.
- We need to pay Washington B&O taxes. This is a small charge, but needs to be done.
- Marty will contact Jim Simmons to understand the agreement he got with the state regarding sales tax on SGC services.
- Marty found out that outside audits would cost about \$12000. This would seriously affect our cash reserves, therefore, when all these issues are settled, we will begin annual internal audits and visit a CPA once every few years.
- We have been sending in Washington State sales tax regularly, but have not filed federal income tax. We have never filed either before or after Boeing affiliation. We must file this year. We are in little danger of major economic impact since we have lost money or broke even every year going back to the statute of limitations. Therefore, the board feels that there will be no adverse consequences.
- A future club will have to drop any form of free memberships, so honorary membership will have to be dropped.
- All these actions will be needed before a merger with ESI can be accomplished.

Old Business:

Tony needs to review the incorporation articles for the club and attempt to compose a revision.

Michael will publish the new flight regulations shortly. Marty needs to get with Nic and Marianne to get an estimate of new fees we can expect to pay for the hangars.

New Business:

The board will attend the ESI board meeting on 14 Oct to discuss merger with ESI. Kevin Finke would also like to be involved.

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 to do, is organize it and ask SSF to come. 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	Arlington	Heinz Gehlhaar	1/31/07	On the ramp ready for use
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	Arlington	Dan Teifke	1/31/07	In Trailer ready for use
Grob Astir N141SS	Arlington	Jim Dobberfuhr	1/31/06	In Trailer ready for use
Parachutes	Arlington	Michael Clarke	Watch Repack-Dates!	In Hangar, ready for use
Golf Cart	Arlington	David L. Owen		Available for use

Last updated 11/20/06.

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.

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WSSA Board

Your WSSA Board spends a lot of time to keep us all flying. Step up and volunteer to be an understudy. Surely, there is an area of the Club which you can improve. Please come forward. The Club can use all the help it can get.

Officers:

Office	Name	Phone	Mail	E-mail
President	Mike Moore	H (206)-790-7949	--	michael.moore@seattleopera.org
Vice President pro tem	Keith Purves	W (206)-296-0647 H (425)-255-7452	--	purvesk@quixnet.net
VP-Elect	Brian Hood			
Secretary	Tony Puglisi	W (425)-294-8140 H (206)-367-6980	03-RE	tonypam@comcast.net
Secretary Elect	Martin Gibbins			
Treasurer	Martin Gibbins	W (206)-655-2727 H (425)-644-4696	4E-11	martin.n.gibbins@boeing.com
Treasurer-Elect	Tony Puglisi			
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

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 Byrnett	H (425)-222-6895	byrnett@yahoo.com
N265BA (L-23)	David Marshall	H (206)-406-8046	david.s.marshall@boeing.com
N141SS (Astir)	Please Apply!	Thanks Jim Dobberfuhl, for doing a great job!	

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
	Neil going to sunbird in Mexico starting in December. We need to find a new Volunteer. Please Apply for this position.		
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	mylodoao@yahoo.com
Webmaster	Dan Teifke	W (425)-201-2022 H (425)-483-9347	soar@teifke.net
Librarian	Tony Puglisi	W (425)-342-0501 H (206)-367-6980	tonypam@comcast.net

YAWSTRING

December 2006

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

<h3>YAWSTRING</h3>

Newsletter of <i>Washington State Soaring Association</i>

Available at http://www.wastatesoaring.com/newsletter.shtml
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Newsletter editing and layout: Heinz Gehlhaar soarboy@comcast.net
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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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December 2006

Schedules

WSSA

(Updated 11/20/06)

DATE	LOC	FOO	TOW	CFIG
11-26-06	AWO			
12-02-06	AWO	Albee	Blow	Hope
12-03-06	AWO	Gehlhaar	Kasprowicz	Baker
12-09-06	AWO		McNeil	Bellamy
12-10-06	AWO		Johnson	
12-11-06	Renton	BOD Meeting, 6:45PM, Seattle Opera Shop		
12-16-06	AWO			Weller
12-17-06	AWO	Owen	Parent	Kasprzyk
12-23-06	AWO	W. Moore	M. Moore	Reusch
12-24-06	AWO			Flora
12-30-06	AWO		Chism	
12-31-06	AWO			
Jan 6	AWO	Albee	Blow	Hope
Jan7	AWO	Gehlhaar	Kasprowicz	Baker
Jan 13	AWO		McNeil	Bellamy
Jan 14	AWO		Johnson	
Jan 20,	AWO			Weller
Jan 21	AWO	Owen	Parent	Kasprzyk
Jan 27	AWO	W. Moore	M. Moore	Reusch
Jan 28	AWO		Chism	Flora

ESI

(UPDATED: 10/5/06)

DATE	LOC	FOO	TOW	CFIG
11-26-06	AWO	John Elliott	Howard Glover	
12-02-06	AWO	Paul Adriance		
12-03-06	AWO	Michael & Justin Glaser		
12-09-06	AWO	Fred Hermanspann		
12-10-06	AWO	Tom Hilton		
12-16-06	AWO	Dan Housler		
12-17-06	AWO	John Gilbert		
12-23-06	AWO	Greg Garwin		
12-24-06	AWO	Dan King		
12-30-06	AWO	Theresa LaRue		
12-31-06	AWO	George Lundgren		

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Schedule Instructions

Do you see all the **empty** boxes on our schedule? Please either contact 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 or the ESI website www.evergreensoaring.org/schedule.htm or call (425)238-6617, Field Phone and recording device.

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 towpilot 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 dou-

ble 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 towpilot 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 towplane suffers a mechanical breakdown, or some glider is not flyable.

"If the wings are traveling faster than the fuselage. it's probably a helicopter -- and therefore. unsafe."



A Merry Christmas to all of you!