

YAWSTRING

NEWSLETTER OF *WASHINGTON STATE SOARING ASSOCIATION*

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January / February 2007

Issue #1

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Picture by Kasprzyk

Brian Hood and his beautiful DG-303.

Soaring in the DG-303

November 2006

Stan Kasprzyk

The good news is that Brian Hood is the proud owner of a DG-303 ELAN Acro. The bad news is that Brian purchased the DG-303 before he had any significant time in a sailplane, and before he even soloed! Brian smartly has been getting dual time in both L-23s and Lynn Weller's awesome DG-1000, which is a perfect lead-in ship for the 303.

Brian and I had discussed the expected differences between the DG-1000 and DG-303, and Brian suggested that he'd like me to fly his DG-303 to be able to give him a first-hand description of the differences. Not being one to ever turn down a flight in any airplane, especially a beautiful pristine ship like Brian's 303, I definitely agreed with Brian's suggestion.

Although we've had record November rains here in the great Northwest, Saturday dawned sunny and gorgeous, and Brian had already nearly completed rigging the DG-303 by the time I arrived at Arlington. Having studied the flight manual days before, I did a full checkout and walk-around with Brian, then got a signoff from Ron Bellamy, who's also hoping to try out the DG-303. I was quickly in line for tow, and got ready for launch into a decent November sky.

The DG-303 cockpit layout is amazingly similar to the DG-1000, even down to the fabric design and color on the seat cushions, which has been referred to as the "paintball spatter" design. Except for some reduced shoulder room, I could easily believe that I was in the front cockpit of the DG-1000. The only major difference is the stick mechanization, which is the parallelogram design in the DG-303, vs. the more conventional pivoting stick in the DG-1000. I'd recently flown the parallelogram stick design in the HpH 304CZ, and really enjoyed the feel and controllability.

After getting comfortable in the cockpit and connecting up to the CG hook (Brian's only current hookup), I began the takeoff roll using the flight manual recommendation of full forward stick. The tailwheel was quickly raised, and even with nearly calm wind conditions, I had no problem maintaining wings level on the initial part of the takeoff roll. Tow with the parallelogram stick was effortless, and I got a good feel for the light aileron forces while boxing the wake. Over-the-nose visibility on tow was quite good, with awesome side vis. Raising the gear was very easy, with even better leverage than the DG-1000. Off tow, I got a feel for speed at various pitch attitudes, and quickly learned that the DG-303 likes to move out! I walked through medium and steep turns, and was surprised at how little rudder was needed for coordination, and how smooth the aileron forces were. I tried a few stalls, which showed off the 303's even rigging, by

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not even dropping a wing at all, and quickly recovering with minor forward stick pressure. There were a number of small brush fires in the area, and I was able to gain some altitude even in those poor conditions while coring the tiny bits of lift.



Picture by Kasprzyk

Ready for the DG-303's first flight in the Northwest.

Overall, the 303 felt smooth, fast and quiet - a very delightful sail-plane. I flew one practice approach at altitude, and found that the spoilers had no "pop-out" tendency, and were easy to control throughout their range. I flew a conservative pattern on the first flight, and was rewarded with a nice smooth touchdown after just minor back stick pressure in the flare. I felt the full spoiler "get you down" capability is probably greater in the DG-1000, but the 303 was quite adequate. A second flight confirmed the smoothness and great feel of the DG-303 design.

Thanks for the great introduction, Brian. I'm looking forward to checking out some cross-country soaring in the DG-303 when the spring thermals start kicking off!

After the first DG-303 flight, Brian and I were able to fly a few dual L-23 flights, where I found he was quite ready to solo in the L-23, which he did in great style. Now for a few DG-1000 solos, and Brian will be ready to take advantage of solo flight in his own DG-303!



Picture by Kasprzyk

Brain Hood celebrating his first solo, thinking about his DG-303 solo!

WSSA Newsbytes

Missing: Harlan Hare's Heater

Harlan Hare writes that some long time ago, he loaned someone a propane heater (about 3 ft long, orange, with an external propane tank) for warming the hangar. Well, as it turns out, it was his neighbor's heater, and now the neighbor wants it back. Harlan went to the hangar to look for it, but could not find it.

Anyone who knows about this issue, please get with Harlan 360-435-2309 or Pierre and get it resolved.

Neil's Swan Song

Brian, Marty, and Tony got together with Neil Householder, our great Bookkeeper, on Wednesday, Dec 4 and formally passed the Bookkeeper-baton. The club now has 3 very capable people to carry on in Neil's absence.

Adios, Neil! And thanks for all the tedious work you did for our club. Forget about all the numbers and have a relaxing time in Mexico. We hope to see you in Ephrata a few times this summer.

New Astir Manager

Big thanks to Travis Brown for taking on the maintenance manager task for the Astir. Travis was instrumental in helping Jim Dobberfuhr to prepare and annual X3 last season.

Jim Dobberfuhr has been doing a great job on her and on the trailer; however his job is not permitting him to continue this in a way he would like to.

Next Season Schedule

Your Board is working on the schedule for next season. If you have any inputs, contact a Board Member.

Here are the prime schedule dates:

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.

X-C Weekend: May 26-28 with ESI

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: July 2-7. WSSA will support this with the Pawnee only. Cub stays at AWO.

EAA AWO Fly-In: July 11-15. AWO will be closed to soaring. WSSA plans on a Safari to XXX w/ ESI? WSSA needs a volunteer to select a site and to make it happen. Please call our Ops Manager.

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

Florida Soaring

By Gary Paulin

When it's cold and windy, head south.

I usually visit friends in Florida for the holidays. This year I got to incorporate a little soaring too. Before leaving Seattle I checked the SSA web site for clubs and

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found the Tampa Bay Soaring Associations web site. I called and found out temporary memberships were available and allowed the use of the club's fleet of various ships. Early Saturday December 16th I showed up at the Zephyrhills airport (about 20 miles NE of Tampa) to check it out. The fleet consists of 3 L-13s, a Schweizer 2-32, and a Grob 103 and a few singles. I met with instructor pilot Dennis Dix and arranged for a check ride in the Grob.

There are some interesting local operating procedures at Zephyrhills. The glider operation shares a runway with the busiest skydiving operation in northern Florida. Every 15 minutes or so a Twin Otter goes roaring down the runway to the North and 10 minutes later, comes roaring in the opposite direction after dropping the a dozen or so sky divers. You need to be mindful of wind directions as it dictates where the skydivers will be descending. Also they sometimes make a low pass right over the arrival end of the glider runway!



The check ride proceeded with a thorough pre-flight and discussion about steering and ground handling. The glider is staged off the runway until it's clear of twin Otters and the tow plane arrives. You're already strapped in and ready to fly as the ground crew tows you out to the center line and hooks up the tow rope. Once you start rolling, you pull back a little, to get the Grob off the nose wheel and tracking behind the Pawnee. A quick circle of the airport gives a good visual orientation to the IP, base, and final plus locations of the house thermals. (Why are so many thermals generated over Wal-Mart's?) The check ride consists of the standard drill of stalls, slow flight, thermal turns, etc. ending in a good landing. One more hop with a 250 foot rope break and I was now an official member of the club, at least for the next 30 days.



The club operates on Saturday, Sunday, and Wednesdays so I returned with my best buddy Terry to give him a ride a couple days later. Operations were surprisingly busy for mid week but it was the beginning of the annual migration of eastern Snowbirds, with many visiting pilots returning for a winter in the sun. With a nice cloud street blowing in from the east we took off to 3,000 and started hunting. After chasing wisps I clued in on one of the locals and started circling up to a 3,500' cloud base. The street dissipated so it was off to Wal-Mart to recharge, or at least loiter until it was time to wend our way amongst the rainbow of parachutes coming down from 14,000. The landing was uneventful and we taxied off the active right to our tie-down.



The club operation at Tampa Bay is casual and very friendly. They have their own club house and glider shop right on the field with plenty of places to relax under the shade trees. And the book keeping couldn't be simpler. After you're done flying you simply use the club's credit card machine and write your own bill for the tow!

If you find yourself in Tampa with a few days I strongly recommend a little side trip up to Zephyrhills. Things start to happen around noon so there's no need to rush.

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. And as of the end of December, the grading has happened.

For more detailed information about plans about the Arlington Airport See

<http://www.ci.arlington.wa.us/index.asp?NID=117>

Board Meeting Notes

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

November 13, 2006 Board Meeting

Members in attendance: Marty Gibbins, Michael Moore, Tony Puglisi, Keith Purves, Neil Householder, Bruce Byrkett, Ron Bellamy, and Heinz Gehlhaar.

Secretary's Report – Tony Puglisi:

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

Election results were reported and Tony presented the ballots for certification by the board. 78 ballots were mailed, 50 were returned. Brian Hood won the vice presidency with a vote of 48. Heinz Gehlhaar received 2 write in votes for the position. Marty won the secretary's position with a vote of 48 of the 50. Two votes were cast for Adrian Johnson. Tony Puglisi won the position of treasurer with a vote of 50 of 50 ballots.

After the election results, Tony announced that he can not stay on as treasurer for very long because of family commitments that were recently brought to his attention. Tony agreed to stay on through the merger or the May board meeting, whichever occurs first.

The board reviewed the proposed new articles of incorporation and made some suggestions for change. Tony will collect all suggestions for change received on or before 20 Nov and incorporate them as appropriate. Once consolidated, a notice of a general member meeting will be sent out to vote on the new constitution/articles of incorporation. Included in the meeting will be an agenda item covering fee increases for next year.

Vice President's Report

– **Keith Purves** (acting VP): There are no new member inquiries this last month.

Keith will continue to work on a club brochure and coordinate his efforts with ESI.

Bookkeeper's Report

– **Neil Householder:** No new billings were sent because Neil will not be in town to collect the proceeds. Until a new bookkeeper can be found, we will use the PO box. Michael will begin calling members to attempt to find a new bookkeeper.

Certain members of the board will meet with Neil before he leaves so we understand how the billing is conducted. We will also see if there is a way to speed up the data entry.

Glider Manager's Reports:

L-23's – Bruce Byrkett was authorized to purchase one ship set of trim cables which will be installed at the next annual. Both ships are in AWO and are ready to fly.

L-33 – The glider is flyable and in AWO.

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

1-26 – The glider is in AWO and is ready to fly. All pilots are encouraged to check tire pressure before flight since we suspect a small leak in the tire. Heinz will get a new tube and see if the old one can be repaired.

G-102 Astir – The glider is flyable and in AWO. The access cover was found wrapped in the canopy cover in the trailer. We need a volunteer to act as maintenance manager for this glider. A work party will be needed before the new season to fix the floor in the trailer.

Tow Plane Reports:

PA-18 Super Cub (Michael) – The airplane got an oil change and is ready to fly.

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

CFSO Report

– **Ron Bellamy:** The operation is moving along safely and the joint operations committee is meeting regularly.

Operations Report

– **Keith Purves:** We have some more tow rope to be used as existing tow ropes are consumed.

Keith will talk to Paul Nyenhuis to schedule the annuals for the gliders in January.

Webmaster Report:

No report.

Old Business:

We have lost the revised flight regulations. This effort needs to be renewed in light of the impending merger.

Marty needs to get with Nic and Marianne to get an estimate of new fees we can expect to pay for the hangars.

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President's Report

- **Michael Moore:** A call to Costello revealed that ESI and WSSA members must belong to each other's club in order to use their equipment. Mark Nyberg asked them another few questions regarding joint operations, but the reply has not been received.

Treasurer's Report

- **Marty Gibbins:** So far, Marty's research leads him to believe we may need to charge sales tax or B&O tax on most everything. It either falls into retail or service categories. Each category is charged differently. For example – aero tows would be a service, but dues could be either service or retail.

Based on a projected 2007 budget covering a joint operation, Marty came up with the following cost structure: dues \$24/month; inactive dues remain at \$5/mo; glider flights remain at \$10 per flight; tows increase to \$12 hook up fee and \$0.90 per hundred feet; and, charge a \$12 fee to tow non-members.

The changes described above were tabled until Michael checks with Costello to see how much we can save by dropping insurance on the cub seasonally (winter months) and by converting our commercial insurance to non-commercial.

New Business:

Ron Bellamy proposed a motion to allocate \$500 to cover legal fees to assist in merging ESI and WSSA. The motion was seconded by Tony and it passed.

Joint Operations Report

- **Ron Bellamy:** Insurance to cover non-member tow pilots and instructors is still in question. We are awaiting replies from the insurance company.

Many WSSA instructors and tow pilots are willing to take ESI students and use ESI equipment.

ESI has a special member status for tow pilots and instructors. We do not. For us to change that, we will need a change in the constitution which requires a member vote. We will consider placing this special status into the new constitution/by-laws.

December 11, 2006 Board Meeting

Members in attendance: Marty Gibbins, Michael Moore, Tony Puglisi, Keith Purves, Neil Householder, Bruce Byrkett, Ron Bellamy, Dan Teifke, Gary Paulin, Brian Hood and Heinz Gehlhaar.

Secretary's Report

- **Tony Puglisi:** The minutes from the November meeting were read and approved with changes on a motion from Heinz, seconded by Keith.

A final review of the articles of incorporation was made. Most of the changes proposed by Heinz were in-

corporated. Tony will type it up and send it to the board for a look see before sending it to Karen for review.

Brent Stillings has asked for a change of status from active to inactive status. Keith so motioned and it was seconded by Heinz and approved by the board.

Bookkeeper's Report

- **Tony Puglisi/Brain Hood:** We reviewed past due billings and assigned certain board members to follow up with individuals to see if we can get these bills paid.

Brian Hood will take up bookkeeping duties for the next six months with an eye on speeding up the process.

Glider Manager's Reports:

L-23's – (Bruce) Both airplanes are ready to fly and in AWO. The trim cables have arrived and we will install them during the annual inspection. Bruce will buy an inner tube for the landing gear. One glider is collecting water during the rain and needs to be drained before the day starts. We will ask Paul Nyenhuis about making a drain hole.

L-33 – (Dan) The glider is in the trailer at AWO and is flyable.

I-34 – (Gary) The glider is flyable and in AWO. We need to plan for the canopy replacement. We will do it at the Seattle Opera Shop and have it inspected by Paul Nyenhuis.

I-26 – (Heinz) The glider is in AWO and is ready to fly. The leak in the tire has disappeared. It was probably a faulty valve.

G-102 Astir – The glider is flyable and in AWO. This ship needs a maintenance manager. Tony will approach Travis for the job.

Operations Report

- **Keith Purves:** We have an adequate amount of tow ropes.

There was a discussion of where our trailer spots are. Keith will resolve any open issues with the airport.

Annuals will be scheduled for Saturday 13 Jan 07.

Tow Plane Reports

- **Michael Moore:** PA-18 Super Cub – The airplane is flyable and is in AWO.

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

Michael announced that Bruce will be our newest tow pilot.

CFSO Report

- **Ron Bellamy:** The board has received a letter from a student regarding solo sign off. Our instructor core had determined earlier that three of them must agree to sign this individual off due to the inconsistency of flying. Ron stated that he will talk to the other instructors, and work more closely with the student, so progress toward solo would be possible.

All WSSA instructors and tow pilots are now qualified to instruct and tow with ESI.

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Webmaster Report

– **Dan Teifke:** Dan has renewed the web site rental for one more year.

Dan took the action to place the new joint field number on the web site.

Old Business:

We have lost the revised flight regulations. This effort needs to be renewed in light of the impending merger.

Marty needs to get with Nic and Marianne to get an estimate of new fees we can expect to pay for the hangars.

Treasurer's Report

– **Marty Gibbins:** We reviewed the 2007 budget. It is available to any club member that requests a copy.

It is clear we will need an increase in fees. Several combinations were discussed. We will make a statement to the membership for the reasons for the increase and what the proposed increases will be. So far the new fees may look like the following:

- * Initiation and continuation fee: from \$125 to \$150.
- * Tow membership: from \$3 a day to \$15 a tow.
- * Trial membership: from \$65 to \$75.
- * Dues to rise to \$25/month
- * Inactive dues will not change.
- * Glider fee is unchanged.
- * Hook up fee rises to \$12 from \$10.
- * Tow fee per 100 feet increases to \$0.90 from \$0.80.

The board will formally act on these increases during the Jan 2007 meeting.

Tony proposed and Ron seconded a motion to bring our tax charging in line with a formal correspondence the club received in 1997. The motion passed.

Effective with the next billing and the 2006 tax year the club will pay state taxes as follows:

- a) Rental of gliders – Subject to sales tax and retailing B&O tax.
- b) Demo rides – NOT subject to sales tax, but subject to the services B&O tax.
- c) Purchase and maintenance of gliders – NOT subject to sales tax.
- d) Per foot altitude charge – NOT subject to sales tax, but is subject to the services B&O tax.
- e) Purchase and maintenance of the tow planes – subject to sales tax at time of purchase.

The letter is silent on dues. Thus they are not subject to tax.

President's Report

– **Michael Moore:** Michael needs to call Costello to investigate canceling insurance on the Cub on a seasonal basis.

The merger is still on, but momentum has slowed while we get our tax status stabilized.

Jim Simmons was informed that the board has allocated \$500 to spend on legal fees associated with the merger. Along with an identical ESI amount, this will

pay for Karen Funston's services. Karen is the attorney the two clubs are using to assist in the merger.

Old Business:

We are still in need of new flight regulations.

New Business:

We will attempt to convene an all member meeting for February to discuss the constitution change and subsequent merger.

The Soaring Expo is scheduled for 7/8 April 2007 at the Museum of Flight. Heinz and Gary are directing this effort. We will try to have the L-33, Lynn's DG, Lind Edvinson's motor glider and Jim Simmons will coordinate with the RC people. Keith will have our brochure and business cards ready by this time. Bob Wander will also be included.

Good and Welfare

ESI will have their pancake breakfast on 31 Dec at their club house.

January 8, 2007 Board Meeting

Board members in attendance: Marty Gibbins, Michael Moore, Brian Hood, Tony Puglisi, Bruce Byrkett, Dan Teifke, Keith Purves, Heinz Gehlhaar, Gary Paulin, Ron Bellamy.

Secretary's Report

– **Tony Puglisi:** Minutes were presented for review and corrections noted. Motion to accept as corrected, seconded and approved.

Action Item review from December meeting:– see the table at the end.

Articles of Incorporation: Tony presented the last draft. Reviewed new additions. Revisions are noted on the marked-up draft submitted. Gary moved, Heinz seconded, and the vote passed to accept the Articles for submittal to the membership at the annual meeting.

Also need to revise the by-laws and provide the membership a preview of these documents prior to voting on them at the February all members meeting.

Vice President's Report

– **Brian Hood** New potential Members are: Carl Beringer - expressed interest in joining; Brian will keep in touch.

Tom Troutman – May be a potential tow-pilot member.

Treasurer's Report

– **Marty Gibbins:** Preliminary 2006 Financial Report submitted. Member receivables in December nearly bring us to a break-even for the year, although we did not receive all payments in 2006. We will complete the deposit cycle for current receipts and apply them to 2006. Also not included in this break-even are the set-asides for tow plane engine replacement and for the hangar long-term lease renewal.

Tony will investigate opening a money market account with BECU.

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Bookkeeper's Report

– **Brian Hood (Interim):** Dan and Brian worked out an improved procedure for computing tow fees and entering the data into QuickBooks.
Next billing anticipated to go out end of January.

Glider Manager's Reports:

L-23s – Bruce Byrnett - 65BA boom mike may be inoperable. Check and repair during annual.

L-33 – Dan Teifke. - The glider is flyable and in the trailer at AWO.

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

1-26 – Heinz G. - The glider is in AWO and is ready to fly.

G-102 Astir - Travis Brown - Annual due in March.

Travis plans to take the trailer home to refurbish it prior to the annual. Travis should estimate the cost of materials if more than \$150.

Annuals will be conducted January 13, 2007. Glider managers must update logbooks with the latest hours and flights available from Dan Teifke's summary.

The date of the last annual should be noted in the pre-flight signoff note book in each glider. This is important for examinations and FAA ramp checks as the log books are kept in our hangar file cabinets rather than in the gliders or tow planes. Perhaps we should also include this information in the operators' manual held in each glider.

Tow Plane Reports:

PA-18 Super Cub (Michael Moore) – The airplane is in AWO and flyable.

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

CFSO Report

– **Ron Bellamy:** Joint Operations Update: Discussions have started with ESI on joint operations procedures.

Operations Report

– **Keith Purves:** We have 5 good tow lines, but no TOST rings in reserve.

Webmaster Report

– **Dan Teifke:** Web page is current with new officer names.

President's Report

– **Michael Moore:** We have received a request for donating a flight for the Little Red School House, a charitable organization. Moved and seconded, passed unanimously. This consumes one of our flight donations for January.

Old Business

Merger business – Interpretation from Karen Funston: Individually we do not own a share the gliders, the club owns the gliders. As members of the club we are permitted to use them.

Soaring Expo – We will require club member volunteers to staff the display, so we need to begin recruiting now.

New Business

Vice President (Brian Hood) will report next meeting on requirements and life limits for TOST mechanisms in the gliders.

General Membership meeting – need someone to organize. Heinz will phone Tail Draggers to determine the potential deal for 9:00 am February 10.

Gary Paulin regaled us with tales of flying with the Tampa Bay Soaring in a Grob 103.

Action Items List

AI#	Assigned	Action Item	Accepted
1	Puglisi	1) Revise articles of incorporation and send it to Karen. - The articles were revised and changed again to respond to Steve Northcraft's input. We may wish to have an e-mail vote on the acceptability of these changes. -	11-Dec
2	Puglisi	2) Send e-mails to those with delinquent bills. -	11-Dec
4	Bellamy	1) Contact Don Banford	11-Dec
6	Bellamy	3) Need to get joint or new flight regulations negotiated with WSI. -	11-Dec
10	Purves	1) Sort out our parking spaces in AWO. – new space opening up in January 2007.	11-Dec
11	Purves	2) Arrange for annuals for 13 Jan. – will re-confirm with Nyenhuis.	11-Dec
12	Purves	3) Compose brochures and business cards before Soaring Expo.	11-Dec
13	Moore	1) Add Bruce to tow plane policy. – will contact Costello Insurance.	11-Dec
14	Moore	2) Ask Costello about dropping the Cub seasonally. – delay because we need to train new tow pilots.	11-Dec
15	Gibbins	1) Prepare a statement to the members regarding the increase in fees.	11-Dec
16	Gibbins	2) Revise the by-laws with all the updates desired from 1996 version.	8-Jan
17	Gibbins	3) Complete final revision of Articles of Incorporation	8-Jan
18	Puglisi	Investigate opening a money market account	8-Jan

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		with BECU				and tow planes.	
19	Glider Managers	Record the date of the last annual inspection in aircraft signoff book.	8-Jan	22	Gehlhaar	Investigate use of Tail Dragers for Members Annual Meeting at 9:00 am February 10.	8-Jan
20	Purves	Recruit club member volunteers to staff the WSSA Soaring Expo display.	8-Jan				
21	Hood	Determine requirements and life limits for TOST mechanisms in the gliders	8-Jan				

Safety

By Heinz Gehlhaar

Here is an environment that slowly sneaked up on us because of the technocrat age we live in. We all have fancy gadgets that are **advertised** to make us better pilots or at least let us stay up longer; and we fill our cockpits with them. Please read this report from England, and make sure you don't fall into this trap:

Aircraft Type: Scheibe SF27 glider and Schleicher ASW 19B glider

Location: Sutton Bank, North Yorkshire

Date of occurrence: 02 October 2006

Summary:

The aircraft were both soaring in the vicinity of Sutton Bank, at a height above the airfield of about 1,500 ft, near to the base of cloud. The surviving (SF27) pilot recalled suddenly seeing the other aircraft coming towards him, very close, and attempted to manoeuvre to avoid collision. However, the two aircraft collided almost head on. The SF27 pilot abandoned his aircraft and made a successful parachute descent. The ASW19B pilot's body was found close to the remains of his glider. His harness had been unfastened, and the canopy jettison control had been operated, but his parachute had not been activated. A GPS, logger, and palm-top computer, had been fitted to the canopy surround. These items were attached by wiring to the rear of the instrument panel. It appeared that these wires may have prevented successful jettisoning of the canopy

Please ensure that nothing interferes with the correct operation of your canopy jettison systems.

Also, please keep your eyeballs out of your cockpit. I need you to be alert and look out for me, because I am busy looking at my PDA-Flight computer.

Get a Tow for just Oats

Heinz Gehlhaar

Walter Mirasso from Club Planeadores Rafaela in Argentina sent an interesting picture of launching a glider.

Effective technique? Looks a lot less expensive than the use of 17Z. Keeps Costello out of our Treasury too. Ought to get the Board to investigate this. The horse could graze on the glider-strip.



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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	Sched for March 5	Available for towing service
Super Cub N7474D	Arlington	Michael E. Moore	Sched for February 12	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 Byrnett	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	Travis H. Brown	Outstanding AD	In Trailer - Grounded
Parachutes	Arlington	Michael Clarke	Watch Repack-Dates!	In Hangar, ready for use
Golf Cart	Arlington	David L. Owen		Available for use

Last updated 1/22/07.

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	E-mail
President	Mike Moore	H 206-790-7949	michael.moore@seattleopera.org
Vice President	Brian Hood	W 206-709-8123 H 206-818-2521	brian@hoodlight.com
Secretary	Martin Gibbins	W 253-773-1064 H 425-644-4696	martin.n.gibbins@boeing.com
Treasurer	Tony Puglisi	W 425-294-8140 H 206-367-6980	tonypam@comcast.net
C.F.&S.O.	Ron Bellamy	W 425-338-5175 H 425-827-8672	ronbellamy@msn.com
North End Aviation Homeport Liaison	Aude-Marianne Bertucchi & Nicholas Constantine	W 425-252-3236 H 360-403-0448	constantine@alum.rpi.edu
Operations-EPH	Keith Purves	W 206-296-0647 H 425-255-7452	purvesk@quixnet.net
Operations-AWO	Lynn Weller	H 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)	Travis H. Brown	H 206-795-9092 W 425-466-8892	travisbrown73@yahoo.com

Non-Officers:

Office	Name	Phone	E-mail
Chief Tow Pilot	Mike Moore	H (206)-790-7949	Michael.Moore@seattleopera.org
Bookkeeper	Brian Hood	W 206-709-8123 H 206-818-2521	brian@hoodlight.com
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
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

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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+
Byrkett, Bruce
Chism, Linda
Flora, Chuck**

Funston, Nelson
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

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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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Schedules

WSSA (Updated 1/22/07)

DATE	LOC	FOO	TOW	CFIG
Jan 20,	AWO			Weller
Jan 21	AWO	Owen	Parent	
Jan 27	AWO	W. Moore	M. Moore	Reusch
Jan 28	AWO		Chism	Flora
Feb 3	AWO	Albee	Blow	Hope
Feb 4	AWO	Gehlhaar	Kasprowicz	Baker
Feb 10	AWO	9:00 AM All Member Breakfast Meeting @ Taildraggers		
Feb 10	AWO		McNeill	Bellamy
Feb 11	AWO		Johnson	
Feb 12	AWO	6:45 Board of Directors Meeting at Opera Shop		
Feb 17	AWO			Weller
Feb 18	AWO	Owen	Parent	Kasprzyk
Feb 24	AWO	W. Moore	M. Moore	Reusch
Feb 25	AWO		Chism	Flora
Mar 3	AWO	Albee	Blow	Hope
Mar 4	AWO	Gehlhaar	Kasprowicz	Baker
Mar 10	AWO		McNeill	Bellamy
Mar 11	AWO		Chism	
Mar 12	AWO	6:45 Board of Directors Meeting at Opera Shop		
Mar 17	AWO			Weller
Mar 18	AWO	Owen	Parent	Kasprzyk
Mar 24	AWO	W. Moore	M. Moore	Reusch

ESI (UPDATED: 1/22/07)

DATE	LOC	FOO	TOW	CFIG
01-27	AWO	Bruce Bulloch		
01-28	AWO	Mike/Cassandra Clark		
02-03	AWO	Paul Adriance		
02-04	AWO	Chuck/Tucker Degraffenreid		
02-10	AWO	John Elliot		
02-11	AWO	Greg Garwin		
02-17	AWO	Mike/Justin Glaser		
02-18	AWO	Fred Hermanspann		
02-24	AWO	Tom Hilton		
02-25	AWO	Dan Housler		

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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 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 tow plane 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 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.
-

For Sale / Want to buy

Members can post ads here. Send them to Heinz

Glider for Sale

Half partnership in Grob G-102 Astir, "Unicorn". Asking \$9,000 OBO.

Excellent condition, oxygen, parachute, enclosed trailer, many extras, all AD's complied with plus a great partner!

For more information please contact Steve Baker at 425-432-0107 or bakersns@ix.netcom.com

Wanted

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