

YAWSTRING

NEWSLETTER OF *WASHINGTON STATE SOARING ASSOCIATION*

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Issue #6

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Wave on Mt. Rainier

Merging Status

The talking is done.
The planning is done.
The arguing is done.
The final meeting happened.
The vote is in progress. Ballots must be post marked by 11/6/07.
(As of 10/25/07 we have only some 50 votes returned?!?)
And on November 12 we will count ballots.
And then we will know!

Combined Club Operation

The web based operations and events calendar of the two clubs is at www.wastatesoaring.com/calendar/calendar.html. So now you can see who will be Towing, Instructing and Field Managing from both clubs. .

Dan Teifke, one of our main combined operations Guru (Guru = A person who does all the work to make it happen) best summarizes all of our efforts.

First, I'll comment that things are actually working fairly smoothly for the most part. I've been getting FOO sheets and tow cards on a regular basis, and they are usually pretty legible. So, there are just a few minor points I'd like everybody to remember.

Recording Flight Times for Club Ships

All flights in club ships (including the DG club) need to record flight times in some manner. If there is a running FOO sheet, this is the best way. However, during mid-week ops there is quite often not a FOO sheet, so you must communicate flight times in some other manner. Rather than enforce some heavy fisted process during mid-week ops, I'd rather just remind everybody that if you fly a club ship, you need to communicate the flight time to the flight log keeper (that's me). In WSSA, we just have people send me an email with their flight times if there is no FOO sheet. Another option would be to grab a blank FOO sheet, fill it in with your flights and send it my way. This information is not used for billing, but is used for fleet analysis and recording in glider log books each year at annual time.

Tow Card Numbering

One minor tweak we've made (back in April 2007) to our normal FOO operations process is Tow Card Numbering. The idea is when you fill out a tow card to mark the tow card (preferably upper left hand corner) and FOO sheet line with a unique number. There is a new "Tow Card#" column on the new FOO sheet for this. This allows us at the end of the day (or many days later) to easily tell which tow card goes with which flight on the FOO sheet. When entering data into our flight log database, this is a huge help. There is more information on this subject in the FOO Sheet Instruction document described below.

Helping with Data Entry

This part is optional. A couple people do this, but I still do the vast majority of the data entry. Any additional help would be greatly appreciated. The data entry form is described below and attached to the "Files" section of this group. You just need the FOO sheet and tow cards for the day, then you can fill in the data entry sheet and just email it to me. With the data entry sheet, I can very quickly verify the data and import it into our flight log database.

I've also uploaded the following three files to the "Files" section of the kawo_soaring group:

- FOO Sheet Instructions.doc
This is an instruction sheet describing how to use the new Combined FOO sheet. It does not describe all the duties of the FOO, only how to deal with the FOO sheet and data entry if you are so inclined.
- CombinedFOO-1.doc
This is our new combined FOO sheet, it should look familiar to everybody by now.
- FOO Data Entry Sheet.xls
For those of you interested in helping get the data from paper FOO sheet and tow cards to electronic form, here's a spreadsheet to input the data. The FOO Sheet Instructions describe how to use this spreadsheet. There is also a "Data Entry Sheet Help" worksheet tab with additional information about how to fill in each field.

If you have gotten to this point in this, I'd like to thank you for reading all this stuff. Compared to flying, this is pretty boring stuff, but it does keep the club running, and I appreciate everybody's help.
See you out at the field... Dan

Happy Halloween



Photo by Fred

Fred Hermanspan's New Glider

JD, John Daly

November 11, 1932 - August 31, 2007

After a bout with cancer, John Daly, a long-time soaring fixture in the Pacific Northwest passed away peacefully at home. John was a native Alaskan and had been a power pilot for years before becoming a soaring pilot. When he moved to Washington State from Washington, DC in 1994, he became active in the Evergreen Soaring Club and in the Seattle Glider Council. In both organizations he was very active, eventually serving in various leadership positions up to President. John was the kind of member any club is always short of. When there was work to be done, or stuff to be organized, John was right there. John's glider stable included a L-33 and then a 304CZ and finally a DG-1000. As the traded up, he sold his gliders to others at more than fair rates and, when his illness appeared, he donated his DG-1000 to the Seattle Glider Council Foundation, with a provision that any proceeds be used to obtain a glider field for the Pacific Northwest.

A memorial service was held for John in the Ephrata SGC Club-House. John had been a big influence in get-

ting this fine facility for us. Roy Clark led us in recognition of John and his service to all of us. Several people added their stories about John: how John had influenced their lives. In conclusion, Michael Moore towed Jim Simmons and Roy Clark in John's DG-1000 with his ashes to be spread in the sky that John so often.

Here is Jim's description of the event:

We made two containers and split the ashes. The first one was dropped over Erik's farm, about 10 miles west. John made a lot of retrieves from there and he also landed there once. I could see the container go over the left wing and open up. There was a white streak of ashes.

The second container was released over the "Pig Farm". John spent much time there. I again saw it go over the wing, but I did not see it open. I turned the DG to the left and there the contents were in a thermal. We joined for a couple of turns before we returned to the airport.

I was very happy to know that John's last flight in the DG, resulted in him in a thermal to cloud base.



Good-Bye to Flying

At Al Gregg's 90th Birthday Party he got a letter from a long-time friend and relative of his Wife Inge, Horst Pomsel. Over the years, Al and Horst had traded flights over in Germany and here in the USA. Some 2 years ago, Horst had to retire from flying. Al and Inge thought that the feelings expressed in this letter might help some of us old-timers, when our retirement-time comes up.

Even though Horst wrote this letter in English, I took the liberty to replace some the raw translation into idioms that we are more used too.

Here is the letter:



Hello Al,

I hope this letter will be in time to congratulate you at your home. All the best to you, to reconstruct your health And I know for sure, that the first time, that you can leave your house, you will be looking for some aero-plane. But everything needs its time, so you have to go little by little, to be again - or nearly so - the old man flying. And if that does not happen exactly, remember the old piloting time, and have fun with it as a remembrance.

That's what I do now for a couple of years. Up there, at the top of this letter I copied one of my pictures, when I took off for the last time, five years ago from the airfield of Merzbrück. You surely know Merzbrück. We both went off from there up to the Eiffel-mountains. So I did that, ... one day, ... alone. There was an excellent view. I was able to see 70 kilometers eastwards, where I could see the hills beside the Rhine River. It was marvelous. Shortly before I had to do the long approach to Merzbrück, I was accompanied by a big bird circling as a good neighbor to me: right near to my wings. And when I got the first contact with the Merzbrück tower, the bird made a turn and vanished into the blue air.

I thought, this certainly was a last greeting from all my flying comrades: From comrades of the first sailing-planes we had to reconstruct, as we came to the hut, where they were dismantled; or those comrades, who had to assemble before a mission and had to form a squadron of some Me-109's to try to defend Berlin in the last weeks

of the war; or those comrades, who I met in the Netherlands airfield of Maastricht, where in the fifties I had the first opportunities to fly again; or that one comrade who went with me in summer of 1990 to cross past the Iron Wall into the former DDR, to Rostock, who boldly contacted the control-tower in Berlin, which had to coordinate the first civilian air traffic with that of the Red Army Airforce, which was on the flight back to Moscow.

Now, on the long approach to Merzbrück, I remembered all of this, (and, by the way, I am lucky to have been allowed 64 years of piloting), when I got my landing instructions. Shortly after that, I stopped at the apron. There was nobody at the airfield so I took my camera, positioned it on one wing and made the upper snapshot by remote automatic. The last flight alone, as I was used to, ... as a pilot of the single-seater Me 109, even in night-time. What could I be more than thankful for the time in the bright skies or in, what we called the "wash-kitchen"?

Dear Al, surely you must have similar memories. Use them like I do, and be happy.

Those are the wishes from me to you. Be happy with Inge and your family.

All the best to you

Your piloting friend

Horst

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.

AOPA MEMBER WINS NOBEL PRIZE

How do Nobel Prize winners spend their free time? AOPA member Oliver Smithies, who won the 2007 [Nobel Prize in the category of physiology or medicine](#) on Oct. 8, flies his Grob 109B motorglider. In fact, Smithies, who joined AOPA in 1977, had just gone flying over the weekend before he learned he was a Nobel Prize winner. The Chapel Hill, N.C., resident shares the prize with Mario R. Capecchi and Sir Martin J. Evans "for their discoveries of principles for introducing specific gene modifications in mice by the use of embryonic stem cells." Read more on [AOPA Online](#).

WSSA Newsbytes

Al Gregg

As I reported last issue, Al Gregg, our long-time CFIG, is finally on the mend. He and his wife Inge have moved to The Marymoor, on W. Lake Sammamish Pkwy NE in Redmond to continue his mending. He can be reached at 425-867-1430 (Home) or on his Cell at 206-713-9866

On October 13, Al celebrated his 90th Birthday. His family organized a great party at the Kirkland Women's Club. A lot of his friends and his family gathered for food, drink and tall stories. A good time was had by all.

L-23 New Seats

Thanks to Michael Moore and Gary Paulin new seats for the Blanik L-23's are in work. Both rear seats and one front seat are already done at AWO. The final front seat will be done soon.

Soaring_(NOT) Schedule

Here are the remaining schedule dates for this season:

EPH: Closed until next season.

SGC Banquet

Ivar's Salmon House November 3, 6:00PM

Happy Holidays to all !

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	2/28/08	Available for towing service
Super Cub N7474D	Arlington	Michael E. Moore	2/28/08	Available for towing service
Schweizer 1-26 N7742S	Arlington	Heinz Gehlhaar	1/31/08	On the ramp ready for use
Schweizer 1-34 N7644	Arlington	Gary Paulin	1/31/08	On the ramp ready for use
Blanik L23 N264BA	Arlington	Bruce Byrkett	1/31/08	On the ramp ready for use
Blanik L23 N265BA	Arlington	David Marshall	1/31/08	On the ramp ready for use
Blanik L33 N355BA	Arlington	Dan Teifke	1/31/08	On the ramp ready for use
Grob Astir N141SS	Arlington	Travis H. Brown	Flyable, In Trailer.	
Parachutes	Arlington	Nick Constantine	Nick keeps track	In Hangars, ready for use
Golf Cart	Arlington	David L. Owen		In Service

Last updated 10-31-07.

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	Gary Paulin	H 206-236-3098	paraglider@msn.com
Secretary	Martin Gibbins	W 253-773-1064 H 425-644-4696	martin.n.gibbins@boeing.com
Treasurer	Brian Hood	W 206-709-8123 H 206-818-2521	brian@hoodlight.com
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	danteifke@gmail.com
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)	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	danteifke@gmail.com
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	danteifke@gmail.com
Librarian	Tony Puglisi	W (425)-342-0501 H (206)-367-6980	tonypam@comcast.net

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 CFGs almost none of us would be flying.

Please note that our board voted to waive the monthly dues for any instructor giving at least one day of instruction in any given month. We know that paying monthly dues for the opportunity to voluntarily give instruction has been a concern of our instructors. Instructors provide a valuable service to our club members in such a very special form that is not attainable from any other source. Instruction is a primary life function of our club and we don't want to lose such a valuable resource.

Ron Bellamy
Rich Blow
Chuck Flora

Skip Gregorie
John Hope
Stan Kasprzyk @

Kapi Parks
Dave Reusch
Lynn Weller

@ Denotes SSA Instructor

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

WSSA Tow Pilots

Please note the newcomers to our Towpilot Cadre: Bruce Byrnett, Petr Fencl, and Keith Mclean. We WSSA members surely want all the towpilots to know that we have high regard for your skill and your contribution to WSSA. May you always be 200 feet ahead of us!

Bellamy, Ron+
Blow, Rich+
Byrnett, Bruce
Chism, Linda
Fencl, Petr

Flora, Chuck**
Funston, Nelson
Hope, John+**
Johnson, Eric+
Kasprowicz, Krzys

McLean, Keith
Moore, Michael+ **
Niedermeyer, Carl + **
Northcraft, Steve**
Parent, Pierre**

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

Field Schedules

AWO Soaring Ops Team

Please note that we are operating as a common WSSA/ESI Team with shared Field Manager/FOO responsibilities. Also merged the operations and events calendar of the two clubs. The common web based calendar is at (www.wastatesoaring.com/calendar/calendar.html), and it includes the ESI duty roster as well. So now you can see who will be Towing, Instructing and Field Managing from both clubs. The WSSA and ESI duty roster is still shown separately during this somewhat interim phase, but with a single FOO-Sheet we working as a joint, single operation. When and if we actually merge, the calendar will be updated again to show a single duty roster for the merged club.

November

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	<p style="text-align: center;">3</p> <p>WSSA Instr - Hope Tow - Blow Fld Mgr - Teifke</p> <p>ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN ESI BOD Meeting</p>
<p style="text-align: center;">4</p> <p>WSSA Instr - OPEN Tow - Kasprowicz Fld Mgr - Gehlhaar</p> <p>ESI Instr - OPEN Tow - Painter Fld Mgr - OPEN</p>	5	6	7	8	9	<p style="text-align: center;">10</p> <p>WSSA Instr - Bellamy Tow - Byrkett Fld Mgr - OPEN</p> <p>ESI Instr - Turner Tow - Hauchecorne Fld Mgr - OPEN</p>
<p style="text-align: center;">11</p> <p>WSSA Instr - Kasprzyk Tow - Johnson Fld Mgr - OPEN</p> <p>ESI Instr - OPEN Tow - Hauchecorne Fld Mgr - OPEN</p>	<p style="text-align: center;">12</p> <p>WSSA BOD Meeting 6:45PM Seattle Opera Shop</p>	13	14	15	16	<p style="text-align: center;">17</p> <p>WSSA Instr - Weller Tow - Parent Fld Mgr - OPEN</p> <p>ESI Instr - OPEN Tow - Flora Fld Mgr - OPEN</p>
<p style="text-align: center;">18</p> <p>WSSA Instr - Hope Tow - Fendl Fld Mgr - Owen</p> <p>ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN</p>	19	20	21	22	23	<p style="text-align: center;">24</p> <p>WSSA Instr - Reusch Tow - M. Moore Fld Mgr - W. Moore</p> <p>ESI Instr - Turner Tow - Bornholdt Fld Mgr - OPEN</p>
<p style="text-align: center;">25</p> <p>WSSA Instr - Flora Tow - Chism Fld Mgr - OPEN</p> <p>ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN</p>	26	27	28	29	30	<p style="text-align: center;">1</p> <p>WSSA Instr - Hope Tow - Blow Fld Mgr - Teifke</p> <p>ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN ESI BOD Meeting</p>

December

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2 WSSA Instr - OPEN Tow - Kasprowicz Fld Mgr - Gehlhaar ESI Instr - OPEN Tow - Painter Fld Mgr - OPEN	3	4	5	6	7	8 WSSA Instr - Bellamy Tow - Byrnett Fld Mgr - OPEN ESI Instr - Turner Tow - OPEN Fld Mgr - OPEN
9 WSSA Instr - OPEN Tow - Johnson Fld Mgr - OPEN ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN	10 WSSA BOD Meeting 6:45PM Seattle Opera Shop	11	12	13	14	15 WSSA Instr - Weller Tow - Parent Fld Mgr - OPEN ESI Instr - OPEN Tow - Flora Fld Mgr - OPEN
16 WSSA Instr - Kasprzyk Tow - Fend Fld Mgr - Owen ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN	17	18	19	20	21	22 WSSA Instr - Reusch Tow - M. Moore Fld Mgr - W. Moore ESI Instr - Turner Tow - OPEN Fld Mgr - OPEN
23 WSSA Instr - Flora Tow - Chism Fld Mgr - OPEN ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN	24	25	26	27	28	29 WSSA Instr - OPEN Tow - OPEN Fld Mgr - OPEN ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN
30 WSSA Instr - OPEN Tow - OPEN Fld Mgr - OPEN ESI Instr - OPEN Tow - OPEN Fld Mgr - OPEN	31					

Schedule Instructions

Do you see all the **empty** boxes on the Joint Schedule? Please either contact Dan Teifke (425-483-9347; 425-466-8892; danteifke@gmail.com) and tell him that you would like to see your name in one of those boxes.

For an up-to-date Joint Schedule see the WSSA Website 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.

Flight Ops Duties and Responsibilities

1. Start the day by sync'ing up with the Field Manager from ESI (aka FOO) and coordinate starting a single **Flight Log Sheet** (ESI calls them FOO Sheets) for the day.
2. This **Common Flight Log Sheet** should record **ALL** flights regardless of which club is towing and regardless of whose glider is being towed. All ESI and WSSA club gliders require flight times (launch and landing times) to be recorded on the Flight Log Sheet (private ships do not require time recording).
3. Ensure all paper work is in order, especially waivers for trial membership flights.
4. Ensure trial members pay in advance prior to launching.
5. Crack the whip if necessary, to have the glider ready to launch when the towplane arrives.
6. Keep vigilance on the changing conditions and ensure safe operations are being practiced.
7. 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.)

End of Day Duties and Responsibilities

1. 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.)

2. Collect tow cards from **BOTH ESI and WSSA** tow planes and bring them together with the Flight Log Sheet for the day.
3. Write your name on the bottom of the Flight Log Sheet.
4. Send the Flight Log Sheet and all the tow cards to Dan Teifke (use the postage paid envelopes in the WSSA hangar and/or the ESI clubhouse).

If you do step 4) here, you are done.

If you'd like to try your hand at a little data entry, continue with step 5).

5. Collate the tow cards to match the flights from the Flight Log Sheet
6. Open the Flight Log Data Entry Sheet (xls spreadsheet found on the WSSA and ESI web site).
7. For each flight, fill in the fields using the Flight Log Sheet and tow cards for the day. One row in the Flight Log Sheet should result in one row on the Data Entry Sheet.
8. When all the data is entered, save the Data Entry Sheet, and send it to Dan Teifke - danteifke@gmail.com
9. Take the Flight Log Sheet and tow cards and send them via US Mail and the prepared envelopes in the WSSA hangar and/or ESI clubhouse to Dan Teifke.
10. Ensure the WSSA hangar lights are turned off and the hangar is secured.
11. Ensure all combination locks are reset to 0-0-0-0.
12. Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
13. Notify the next-scheduled towpilot, instructor & Field Manager, the Maintenance Manager and other relevant persons 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.

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

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.

Flying at the Long Mynd

From an English Gliding club

At the Midland Gliding Club we specialize in training pilots at all levels from beginners to advanced cross country soaring. Full flying membership of the club confers access to all of the club's facilities, including use of the gliders at competitive rates. Except on holiday courses (where instruction is included in the course fee), instruction is free to all club members, and those under 21 benefit from half price flying charges and discounted membership rates.

On our extensive airfield (about 134ha), the club buildings include hangar, glider workshops, winch garage and workshop, heated parachute storage, battery charging, a comfortable clubhouse with dining room, tv room, lounge, bar, office, briefing room, and overnight accommodation in centrally heated bunkrooms and private rooms with modern showers and toilet facilities

The club operates 7 days a week from mid-March until the end of October and from Thursday through Sunday and other suitable flying days throughout the winter. In summer, evening flying takes place on most days, with evening courses for club members held on several evenings each week .



The ancient art of bungee launching as practiced at the Mynd since 1934. We use this launch method whenever the wind is westerly and above 20kts. There are not many places left in Europe, or indeed the world, where you can try this.

Merry Christmas and a Great New Soaring Year
From the Editor of YAWSTRING



Photo by Carl Donohue