

Off Tow Newsletter

Puget Sound Soaring Association, Inc.

Editor: Dave Kremers

March, 2006

Seattle, WA

Upcoming Events:

Bergseth:

By the time you are reading this PSSA has launched its 2006 soaring season. With the return of the Blanik L-13 to the flight line on Saturday the 11th, pilots were getting back into old familiar routines and shaking off the cobwebs. Thanks to maintenance honcho, Curt Bryan, the new runway of the same name was humming with activity again.

As Glenn Chouinard reports: "The (first) day was a success for Curt Bryan who with inspirational training from Mark Allen earned his ten tows and sign-off as the newest PSSA Tow pilot. Grant Smith gave spring checkouts to just about everyone who flew, demonstrating a PSSA commitment to safer soaring in 2006. Sunday was an incredible day of soaring...although only 4 flights were taken, they all just about met the 60 minute rule! It was an uplifting day for all and...on a positive note, guests showed up both days to discuss our club and returning for their rides in the next few weeks."

We hope to see as many of you as possible out early on to get those checkout flights under the belt. We look for this to be our safest season yet and that means *currency* is the word of the day.



PSSA gets it together



MG kicks off 2006

MOF:

We've got another chance coming up to snag a few potential soaring enthusiasts this month at the Museum of Flight Glider Expo, March 25th and 26th. Due to some new space constraints we won't be displaying a glider of our own this year, but will have the space to do our usual thing with static displays, video, handouts, etc. What we will need from our members, or course, is some volunteer presence to meet and greet the public passing through. Your editor will be coordinating things again this year and will be wanting to hear from anyone who can spare a couple of hours to man (or woman) the booth. I will be sending out a special e-mail to allow you to select your favorite time slot. We had such a successful result at the Puyallup event, we'd like to follow up with even more contacts at this last event of the preseason.



Charlie Long, Month of February Top Producer, sells PSSA at Puyallup

Alvord:

This is looking a little further into the summer, but we've received word that Willamette Soaring is again planning an Alvord safari and we are invited. Here's the message we have received:

The Willamette Valley Soaring Club is again putting together their annual trek to the Alvord Desert. This year's date is July 17-21. Steve Rander stever@schoonercreek.com <<mailto:stever@schoonercreek.com>> will be this year's coordinator. This tradition began many years ago starting out with just a few avid soaring enthusiasts venturing across Oregon from Portland and Seattle during the height of the summer to brave the elements of the Steens Mountains. This adventure has grown in popularity to the point that last summer there were 28 souls at this encampment.

It may seem a bit early to start putting this encampment together but the BLM requires the typical reams of paper work and permits before allowing a group to utilize their pristine reserve. It is also first come, first serve so we need to get our reservation in early as we will be limited to 25 souls. This year the fees will be \$50.00 per person for the five days. Again this year, Steve will be the Master Chief and if you wish to participate in the feed lottery, a contribution of \$120.00 to Steve's food program will be required for three square meals each day. Otherwise you're on your own for vittles.

The Alvord it is a hot, dusty environment with boomer thermals to 18,000 . You need to be prepared to exist in a hostile environment and bring lots of bottled water. There is a fresh water spring at the edge of the desert (not potable water) and a nice hot spring to bath in every night. Trips to Fields are often coordinated for staples. There is a small restaurant in Fields, gas station and small store. We usually load everyone into a couple cars and go down one evening for dinner, ice cream and water. There is more general info in the attached Alvord Desert Campout document.

This safari is a WVSC club function permitted by the BLM and therefore all attendees must be WVSC members. If you are not a member of WVSC, you can get a temporary membership for \$25.00 for that week without use of club ships or \$50.00 with the usage of the club ships after a proper check-out. A temporary membership may be obtained by filling out the attached Alvord Reservation Form and submitting along with the fee(s) to the Steve Rander. There will be several CFG's available for check-outs and instruction. WVSC will have one or two club ships available, usually a 2-33 and the Junior, for member usage.

Besides the club equipment, Gary Boggs, CFG, will have his 2-33 there which will be available for rides and rental. Tows will be provided by a wire tow for \$5.00 per tow or you can get a tow from Gary's pay-out winch mounted on the back of a pick-up (Gary will bill you separately). Each attendee is also required to bring a 5 gallon can of gas for the tow car.

If you would like to reserve a place on the Alvord, confirm with Steve Rander stever@schoonercreek.com <<mailto:stever@schoonercreek.com>> and submit the attached Reservation form.

Steve Rander

Steve has provided two documents, one which gives more details on the area and required gear, the other an application form, both of which will be posted to the Yahoo Users Group page for those who have an interest

Ephrata:

In the more foreseeable future, Memorial Day weekend in fact, SGC will be presenting a Cross Country Camp at Ephrata again. Several of our group took part last year and found the experience to be very valuable. This would be a wonderful opportunity for some of our developing pilots, especially as a follow-up to some of PSSA's own plans which will be mentioned below.

The SGC announcement read as follows:

From: Ron Bellamy [<mailto:ronbellamy@msn.com>]
Sent: Wednesday, March 08, 2006 12:28 PM
Subject: XC Seminar Memorial Day Weekend at Ephrata

We are still in the planning stages but it looks like we will have XC Seminar on the Memorial Day weekend. I am thinking we should start out on Sunday morning since last year many of the pilots were still traveling to Ephrata on Saturday. We would have an open forum round table discussion from 9:00 - 10:30 about the "Real Stuff".

The topics to be covered will be: Weather, Navigation, When to Leave, Where to Go, Thermaling, Landing Out, Emergencies.

Then, given the conditions of the day, we will plan a short course with a high probability of success so pilots can go out and practice.

We will pair up students and mentors to plan the flight more specifically and will give priority launch status to those in the seminar. Pilots can then fly the course as many times as desired knowing that there will be others out there helping mark the way and willing to give helpful guidance while on course.

We will have a course syllabus suggested to us by Roy Clark that is from the St. Louis Soaring Association Website. Here's the link to the XC Training Manual:

<http://www.stlsoar.org/news.htm>

Their Club Member Willie had provided them with 2 volumes of a cross country training manual written by Kai Gersten. Adobe Acrobat is required to open or read the files.

Also, it was suggested that those wanting to attend the X-C weekend, get *Breaking the Apron Strings* by Phil Petmecky, published by Bob Wander [www.bobwander.com].

Pilots who have questions or are interested in participating either as a presenter, mentor, or mentee should contact me, Ron Bellamy, at: ronbellamy@msn.com.

Recent Events:

TTS:

For the past two months we have had some very congenial gatherings, once in Factoria and once in Federal Way. Along with the renewal of flying we plan on continuing the Table Top Soaring throughout the year trying to alter the venue to accommodate the most members, north and south, as possible. We feel it's been a great way to share our soaring experiences in a convivial atmosphere.

Our last few events have not been so heavily attended, but there have been some conflicts in scheduling which made it difficult for some to attend. It has been suggested that we move the night around so those who have had a conflict on our scheduled Tuesday night will find a chance to join us. Whether we simply move to another night of the week or try a revolving pattern of some sort is the question. We would appreciate hearing from members on this. Please contact Dave or J.C..

CFIG Refresher Clinic

Glenn Chouinard filed the following report on this highly valuable clinic which both he and CFGI, Mark McIntyre recently attended:

The 16 hour, two day seminar is intended for the recertification of Certified Flight Instructors but the content is of great value and suitable for any glider pilot. The infamous Bob Wander teamed with Rich Carlson to make the seminar truly worthwhile. If you have not been in a Bob Wander seminar do not miss the next opportunity, perhaps in two years. With safety, and reduced glider incidents as the underlying theme there were interesting discussions. One of those involved the way glider students are taught to worry about entering the landing pattern at the Initial Point. If that is what is taught, then what happens when there is not enough altitude to make it? The statistics indicate that low approach accidents could have been avoided if the pilot forgot about going to the IP and headed for final approach instead.

Another highlight was provided by Bob Wander in an excellent demonstration of how he teaches aerodynamics using a NERF glider with removable parts. He and Rich Carlson also made very persuasive arguments about the need to teach spin recovery, before it is needed. Coupled with great Weather presentations by Rolf Hammerstein this seminar was well worth the \$150 and the weekend. DON'T MISS THE NEXT ONE!! If you'd like to see the presentation materials some of them are available on WWW.SOARINGSAFETY.ORG /presentations/FIRC or talk to Glenn and/or Mark

Board News:

In an effort to keep members more up to speed on the doings of the Board Of Directors, it has been decided to each month publish the agenda the board has worked on for that month. The board meets the

first Thursday of each month and would be glad to consider anything that members bring to the attention of the board in advance of that date. Be aware that the sooner the board gets a request, the sooner we can gather the facts to address that concern.

Puget Sound Soaring Association Board of Directors Meeting March 2, 6:00 PM

Agenda (actions taken are noted in parentheses)

Review and Approve Minutes from previous meeting

Officers' Reports:

Financial Report - Mark Allen

Maintenance Report - Curt Bryan

Safety & Training - J.C. Hauchecorne

Operations - Stefan Perrin

Facilities - Glenn Chouinard

Presidents Report - Tim Heneghan

Financial Business:

- **Problem of member accounts in arrears** {Mark A. will study and report on possible solutions available)
- **Maintenance set-asides** (Tim H. will supply board with costs on all aircraft so Mark can purchase appropriate CDs for his purpose)
- **Price of tows** (Tim H. will study actual costs of operating tow plane and report on need for adjustment)

Maintenance Business:

- **Status of gliders** (All annuals complete, 2-33 waiting on new seat belts to be operational)
- **Status of Cub** (annual completed)
- **L-13 assembly/disassembly** (Stefan P. will create laminated checklists. It has been suggested we designate qualified "crew bosses" for assembly/disassembly)
- **Readiness of radios and batteries** (Stefan P. and Glenn C. will coordinate on seeing that all are ready for field operations)

Safety & Training Business

- **Club attitude toward safety** (J.C. cited concerns to BOD re consistent field procedures, use of radios in all operations and maintenance policies)
- **Need for more explicit experience, currency and proficiency requirements for Bergseth operations** (J.C. will report to BOD with a comprehensive plan)
- **Availability of instructors** (Tim cited lack of consistent coverage of student training. Tim and J.C. will study alternatives and report to BOD, Glenn will canvas area instructors for interest and ideas)

Operations Business:

- **Field manager preparedness** (J.C. will include this topic in his plan and will recommend any changes to existing procedures)
- **Bylaws update** (BOD will study again and submit any proposed changes with rationales to

members for vote)

- **Pilots available for demo rides** (Board has list of 12 pilots indicating interest, some will need back seat checkout)

Facilities Business:

- **Where to commit limited funds available to suggested projects** (Options re Ops Center vs. hanger - financing plans will be under study)

- **Status of mower/tug and shed** (New location with available power for battery charging will be pursued with Walt)

- **Training Center** (Will need cleanup but could be needed for equipment storage in short term)

- **Single Seat Glider** (The board is awaiting the recommendation of the committee studying the option of acquisition of a 1-26, other more suitable options are under consideration)

Other New Business:

- **Gift certificates** (Glenn C. will report on procedure for distribution and accounting with subsequent outline of plan to members)

- **Need for updated PSSA brochure and reprint of same** (Board approved cost of printing-about \$500)

- **NW Aviation Expo in Puyallup** (Board members critiqued and judged very successful in reaching prime target audience - commended Tim on an excellent display)

- **MOF Glider Expo** (Mar. 25/26) (BOD voted to participate, Dave K. will coordinate volunteer effort)

- **PSSA web site** (Tim will work with Stefan to update and redesign)

Reports From Members:

Glenn C. comments on his new role on the PSSA Board of Directors:

The Board has agreed to having the VP serve as Facilities Manager. As such, I will be focusing on continuing the cleanup of the remnants of our past as we move to the future.

This includes moving the tractor shed to the north side of the field, as well as finding an interim storage solution, now that the Rat's Nest is no longer. In addition we are continuing to investigate the possibility of a hangar to compliment and help preserve our fleet, save the fees from Crest AirPark, and allow us to pursue a modern era single seat glider. The Bergseth's seem receptive to our planning so we are looking forward to working together to make our home at Bergseth Field for years to come with facilities that help attract new members as well as protect our investments.

Although the idea of an operations center was well received by the members, the Board feels that the \$4000 investment should be postponed until we have a handle on the priority of buying a single seat glider. How do you feel about that as a member?

All of this (planning) does mean that members will be asked to contribute time to work-days as well as a commitment to mowing weekly.

Stay tuned for future calls for volunteers and scheduling of approved mower operators. WELL there is no time like the present...If you are willing to be trained in the use of Walt's BIG RIG please let Glenn know ASAP. PSSST...there were several volunteers at our meeting in December.... It's time to commit!

Glenn Chouinard

And now a little something from Safety and Training Officer, J.C.:

The Link

Let me introduce my new column "The Link". The intention of this column is to expose the links that lead to an accident, but more importantly, how you can recognize those links and what needs to be done to break that link before the chain leads to an accident.

No accident just happens. There is always a chain of events that leads to an accident. Let's analyze such a chain of events. This specific example is not aviation related. The principal of an accident chain applies to every accident!

Audrey's parents live in Anacortes. We try to visit them every other week. I like to go to Anacortes, because it gives me a good excuse to ride my mountain bike on my favorite trail network on Cranberry Lake. On this specific day, I was late getting back doing errands. Because of the still short days, I had to be on the trail by 4pm, otherwise it would be dark by the time I get out of the forest (link one: in a rush).

A few days ago, while I was away, Audrey rearranged our storage room where I keep my biking stuff. She bought some shelves etc., and did a real nice job arranging all of our sports equipment, a place where the sports bags go, a place to hang up our helmets, etc... I am used to having all my stuff for one sport in one bag, including safety equipment (such as helmets). That way I just have to grab one bag and go (link two: change in routine).

Finally, rushing around, grabbing our stuff we are on the road to Anacortes. It was a great day, sunny, but it was 4:30 by the time we got to the trailhead at Cranberry Lake. Hurry, hurry, time to go! That's when I discovered that I forgot my helmet. Not just that, I also forgot/lost my maps. My thoughts, ah, so what, I know the park, if I don't go now it will be dark before I get out of the forest (link three: biking with no safety helmet; link four: no maps).

I started on the trail, but because I knew I was running out of daylight, I decided to take some short cuts which were unfamiliar to me and of course I got lost (link five: unfamiliar trails and no maps.)

I finally got back on familiar turf, but it was getting dark. I like to avoid biking in the dark, but I do have a headlight in my backpack. Unfortunately when I stopped to install the headlight, I discovered the batteries were dead. So what, lets hurry up and get the heck out of here (link six: continue to bike, despite the fact it was too dark to see the trails. Also signs of resignation, nothing I can do to change the situation.)

I raced down the track using the last of the fading daylight to get out of the forest turning around a sharp corner, not able to see the log lying across the trail and.....

Yes, I am now lying in the hospital, completely immobilized typing this column with my big toe of my left foot. Why? Because I failed to recognize the links that lead to the accident, and I did not take any steps to break any links.

Lets review those links, so we may be able recognize and break those links.

Link one, rushing: Whenever you feel rushed, step back. Take a deep breath and think. Is it really that important that I push so hard to meet this self-imposed deadline? In most accidents, rushing or cutting corners always have a major role to play. It is for that reason I believe the addition of the new take-off runway at Bergseth is such a major safety improvement. No more rushing trying to get going before the next glider comes in and lands. Rushing is a major factor in most accidents. Be aware of that. This link is easy to recognize, easy to break, but most of the time overlooked.

Link two, change in routine: Never change your routine. If you change your routine for a valid reason, make sure that until this new routine has been memorized you follow a checklist. If not, you may put yourself at a great risk. This is also a relatively easy link to recognize and to break. If a routine becomes unfamiliar, stop, get the checklist and start all over.

Link three, safety equipment: Safety equipment left at home, or not purchased, left sitting on the store shelf, will not save your life. In our sport, a safety parachute should be worn by every pilot. If you are serious about the sport of soaring, go and buy a parachute. They are made right here in Arlington and you are supporting the local aviation commerce. A parachute is good for 15 years, so the initial

capital outlay, plus yearly packing will cost you 200 bucks a year. If you and I ever go flying in a two-place glider, I will wear my chute. I don't know what you will do. Do you have to wear a chute, NO, YOU DO NOT. There may be times I will fly without a chute, but this is definitely a link to recognize and easy to break by saying no to this flight.

Link four, maps: Maps left in your car will not help you find your way home. Is this a big deal? Maybe yes, maybe no. The Feds may have some questions why this flight was made without all the relevant information pertaining to this flight. Missing maps is more a sign of a deeper problem, being rushed and not properly prepared.

Link five, unfamiliar trails: Unfamiliar terrain again points to a deeper problem, not being properly prepared for the flight. If you are not ready, say no; stay on the ground until you are ready.

Link six, not prepared for all eventualities. You should be prepared for every possible situation you could encounter on a specific flight. Make a list of things you need for your specific flight, make sure it's properly stowed on board and ready for use. If not, again, break that link by saying STOP, move the glider to the back of the line, go through your checklist and be really ready for that flight. You may miss a day of flying, but you will be back tomorrow. At the worst, that was it, you played your last card

J.C. Hauchecorne

Your editor now reports on a recent clinic that he and J.C. attended:

I was able to sit in on a fine clinic presented on March 4th on emergency bailout procedures for pilots, including sailplane pilots, of which there were many present. It was given in conjunction with Dan Tarasivich of Para-Phernalia of Arlington and parachute guru Allen Silver at the Out Of The Blue FBO at Arlington airport. I wanted this chance to share some very good information with our members who couldn't be there. Be advised, this is only a checklist which I have made up for my own use from information gleaned from Allen's fine presentation and not in any way a full discussion which would serve as the last word on the subject. I would heartily suggest that, if possible, you try to make it to one of Allen's lectures, which I'm sure will be on the agenda at the coming EAA Fly-In at Arlington this summer (early July).

Being Ready To Use The Chute

- Take good care of your chute. Keep it in a carrying case and protect it from moisture, dirt, sunlight and heat. Be sure it is repacked regularly by a reputable, qualified rigger familiar with your type and make of chute.

- Have the right mental attitude about using your chute. Be convinced that you can and will use the chute in an emergency. Know that, if you're prepared, it can save your life.

- Work hard to get out of your glider. Once the decision is made (as soon as possible), act decisively. In the face of obstacles, keep trying and **don't give up.**

- Review the correct order for egress often: Canopy, Belts, Butt, in that order. (Here, I've decided on going through the motions my hands need to remember: the motion for releasing my canopy, the motion of releasing my seat belt/shoulder harness, and the motion of placing both hands on the rails of my cockpit to push myself out.) And don't unbuckle or remove your chute before exiting the glider after routine landings, but only when outside (otherwise you could be creating a very bad habit which could become a disastrous automatic impulse).

- Know proper procedure for using the ripcord: Once the glider canopy is gone, push, climb, crawl clear of aircraft, and only then reach for the ripcord. With legs together, look for and fasten your eyes on the D-ring, grab and pull/push out with both hands in line with ripcord cable housing. Make sure both hands are gripping the ring, not one hand over the other(hook the second thumb through the ring).

- **Practice, practice, practice.** Before and after each flight. Go through the mantra and the motions of egress and locating and pulling the ripcord (hands off, of course).
- **Preflight your chute:** Ripcord pins seated properly, ripcord handle seated properly in its pocket, ripcord cable unobstructed, any sign of damage to harness, case, snaps, etc.
- **Always fasten the top chest strap first** when getting into your chute. (It would be disastrous if this were forgotten and you bailed out of your chute.)
- **Use left and right shroud handles to guide your descent clear of any dangerous obstacles, especially power lines,** once under the chute canopy. **Don't pull on both shroud handles at once** (this could cause precipitous and deadly descent). Land into wind on balls of feet, with legs tight together. On landing, tuck in chin and elbows, especially through trees and brush.
- **Work hard to collapse chute in any wind:** grab only one or two shroud lines and climb hand over hand up the line to collapse the chute canopy.
- **Get out of the harness as quickly as possible - Release top chest belt first** (if leg straps are released first, you could be strangled by a dragging chute).
- **Carry a survival kit on your person** which includes a means of summoning help (mirror). Allen sells one which fastens to your harness and contains a nifty cutter for severing the overhead shroud straps should you be dragged and unable to shed your rig.

Again, I present this only as my own version of a "chute ready" checklist. one I hope I will only need to use as a review,

Dave Kremers

Training:

Flight Instruction:

Grant Smith, George Strosahl, and Mark McIntyre are available to instruct this year. Unfortunately none are able to commit to every weekend, 8AM to 5 PM. If you are in need of instruction please do not hesitate to call and make some arrangements with them so that their trips to the field are purposeful. They are all willing to instruct, but the luxury of the last couple of years when we were just about guaranteed a full time instructor is no longer available.

On another front, we are openly soliciting a regional approach to instruction with the newly independent Washington State Soaring Association (formerly the Boeing Employees Soaring Club) and the Evergreen Soaring Association to form a pool of instructors operating at Bergseth and Arlington. This could prove to be a boost for all 3 clubs, as well as open up training and the soaring experience at different airports. If you know of members in those clubs, please talk this up. The unofficial instructor total appears to be between 15 and 20 for the 3 clubs. With two airports it seems that this should be feasible, if WSSA and ESA are willing to partner with us.

Cross Country:

There have been several attempts and much talk about what we as a club can do for our fledgling licensed pilots who have a hankering to get out on the old Cross Country Trail, especially right here at Bergseth. It's not that we haven't had serious intentions in the past, we've just had some fits and starts, lately mostly fits.

Well, there's an effort afoot to change all that. In concert with Safety and Training officer, J.C. Hauchecorne, Dave Kremers is working up the outline for a PSSA X-C Program. It will be designed for

the small group of neophytes among our group as well as for those who have some experience and just need that nudge to push out further. With your patience all will soon be revealed but at present rest assured, we are planning a more comprehensive approach than ever before. Stay tuned.

Operations:

A message from PSSA Operations Officer Steve Perrin

Check-out rides:

For those of you planning to begin flying, we are strongly encouraging everyone to take a re-familiarization ride with an instructor just to shake the dust off, since I would guess most of us have not flown gliders since last season. In addition to being a bit rusty, PSSA wants to ensure we conduct the safest operations possible, which means we all have to do our parts to ensure this.

We also want to demonstrate our commitment to safety at all times so that it is readily apparent to prospective members visiting the field. Remember, each introductory ride is a prospective member. During the off-season this winter, we have done our part as a club to ensure we provide safe and airworthy equipment. It is now up to all of us to ensure we are safe pilots.

I hope to see a good turnout this weekend and safe flying.

Stefan H. Perrin

President, Tim Heneghan, would like to add some comments about our field operations:

Man's Best Friend:

A note for those that bring dogs to the airport. Dogs and airplanes really do not mix well, especially airplane with propellers. Please do not let your pets run free when aircraft are in operation, and please don't tie them where they could be in harm's way. Also, we ask that you bring along a few plastic bags to clean up after Fido. Dog feces on glider pilots feet or in the wheel well of a glider could make for a pretty miserable glider ride. Your cooperation with this is much appreciated.

Ground Handling of Gliders:

A reminder to everyone when moving gliders on the ground. Please, do not push or pull on control surfaces or areas on the gliders where you have excessive leverage such as horizontal stabilizer, vertical fin or canopies. Pushing in the wrong place can easily cause unseen and expensive damage to a glider. LET (manufacturer of the Blanik) specifically calls out, DO NOT PUSH on the vertical fin. Also, if a person such as a passenger wants to help out be sure you keep an eye on them and give them proper direction. And finally, keep glider canopies closed when the glider is not attended.

Thanks,
Tim Heneghan

Field Manager schedule:

The following is the current list of assignments from the web page. Always refer to the web page to see what changes might have been made. And, always notify Stefan of any changes you have made with another member.

Sat. Mar. 18 John Ennes
Sun. Mar. 19 Wayne Ginther

Sat. Mar. 25 Charlie Long
Sun. Mar. 26 Tom Graham
Sat. Apr. 1 Tim Heneghan.
Sun. Apr. 2 Dave Kremers
Sat. Apr. 8 Dean Gittleman
Sun Apr. 9 Branislav Mikulik
Sat. Apr. 15 Kejni Ominato
Sun. Apr. 16 Stefan Perrin
Sat. Apr. 22 Kim Sears
Sun. Apr. 23 Dariush Zand

Special Notice:

There are some of us who have yet to sign up for the PSSA USERS GROUP on Yahoo. THE PSSA USERS GROUP WILL SERVE AS THE OFFICIAL MEANS OF REGULAR COMMUNICATION TO THE MEMBERSHIP, SO IT IS VERY IMPORTANT THAT YOU SIGN UP! Our PSSA website will soon get a new face and a new emphasis as our face to the general public while we members can carry on our business behind that public face through the Users Group.

There is a misconception out there that you will ace increased spam as a result of being in the Users Group. This is not the case! The Users Group is essentially a protected e-mail forwarding system that only allows e-mail to be sent from members of the group, through the Users Group site. That is unless you ask YAHOO to give your YAHOO address to others. We suggest that you do not do that! If you do not use YAHOO e-mail you will not be spammed as a result of joining the Users Group!

The following members have yet to sign up:

This is not intended to humiliate any one individual, but ... **Mark Allen, Van Chaney, Demitri and Vladimir Chmelev, John Edwards, Wayne Ginther, Mark Hudgins, John Naubert, Joe Salz and Grant Smith - shame on you all!** (If any of us have contact with any of these recalcitrant soles, please encourage them in polite tones to do so ASAP). If you or they need info about how to do this please contact Dave Kremers, Tim Heneghan or Glenn Chouinard.

Note re. newsletter contributions:

As always, your input to this newsletter is very important. Please let us know if you have new information, valuable experiences, constructive comments, even gripes which will help to make this a better club, offering the safest and most cost effective soaring opportunity in the area. Send items to Dave Kremers (dkremers@earthlink.net).