

# YAWSTRING

NEWSLETTER OF THE BOEING EMPLOYEE'S SOARING CLUB

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## 1-26 coming Home for the Night



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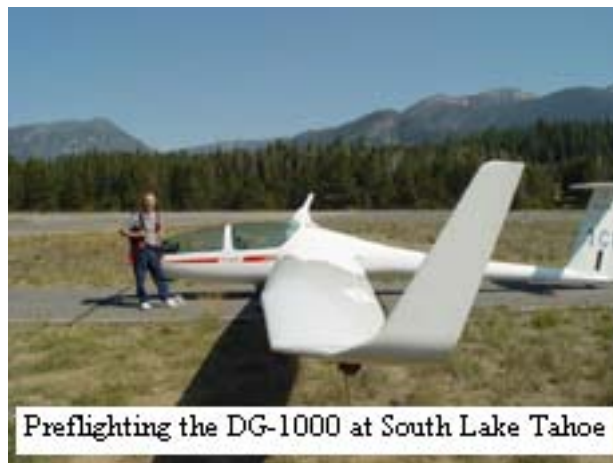
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## Flying the DG-1000

*by Stan Kasprzyk*

As the time for arrival in the Northwest of Lynn Weller's brand new DG-1000 came closer, I tried to look for an opportunity to fly a DG-1000 to help get myself acquainted. I wanted to get a good understanding of the DG-1000 and its flight characteristics, in order to provide a good transition plan and orientation for Lynn as he checked out in his beautiful new sailplane. Since the DG-1000 is so new, there are only a few of them in the states. I found out that Charlie Hayes owned one, and he offered flights out of Lake Tahoe airport, at the south end of Lake Tahoe. Since I was heading to California on business, I arranged for a detour to Reno, and drove out to South Lake Tahoe for an orientation flight in this impressive sailplane.

Charlie Hayes was quite proud of his DG-1000, and rightfully so - it's a beautifully built machine. Charlie and I walked through a detailed pre-flight, and I got familiarized with the exterior of the sailplane and then the cockpit setup. One unique feature on the DG-1000 is the solid ballast system, which consists of brass weights, totaling up to 26.5 lb, that are placed in a compartment in the vertical fin that is covered with a piece of clear plastic



Preflighting the DG-1000 at South Lake Tahoe

for viewing. In addition, a cockpit indicator light flashes after weights have been added, indicating the amount of ballast loaded. A good pre-flight will need to understand the intended pilot's weights, and the necessary ballast required.

The DG-1000 cockpit is laid out conventionally, with good shoulder and sitting height room in the front cockpit,

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and even more in back! The rear cockpit height adjustment is provided by an adjustable seat pan. Latching of the individual canopies is conventional, but some care must be taken in the front cockpit as the canopy frame often touched the spoiler handle as the canopy was being lowered. Rudder pedals are adjustable in front, but not in the rear cockpit.



DG-1000 ready to launch

The DG-1000 can be flown in an 18-meter configuration, but today Charlie had the ship outfitted with the upturned 20-meter tips, which still allowed for basic aerobatics and spins. The aerotow hook is fitted at the very front of the nose. We setup on the taxiway next to Lake Tahoe's runway 36, field elevation of 6264', and began a wing-low takeoff behind Lee Edling in the Cessna 182 towplane. The small wingtip wheels, just before the wingtip joint, were only needed for a short time as we turned onto the runway and quickly gained aileron control authority. We were careful to avoid the taxi lights with our 20-meter wingspan as we turned onto the main runway, and were soon airborne behind the tow. Pitch authority and control were quite normal, and Charlie's suggestion to use a

DG-1000 on tow over southern Lake Tahoe



takeoff trim position just slightly aft of the takeoff trim line proved effective. From recent descriptions in Soaring magazine and discussion of the new JAR rules for roll feel, I expected the aileron forces to be heavier than they

actually were. Instead, the DG had a feeling of stability on tow, seemed to take bumps and upset attempts in stride, while still having enough authority to handle requested inputs. Visibility was outstanding! We climbed over the south end of Lake Tahoe, then towed up into the Sierras to the southeast, hoping to find some thermal activity. Raising the gear on tow felt slightly heavy, but the leverage on the gear handle was quite good. A nice feature was an eyeball vent louver on the right side of the cockpit that provided nice ventilation.

Although Charlie said the previous week's soaring conditions were poor, I was able to connect with a nice thermal shortly after release from tow, and was able to crank the DG-1000 around very nicely and quite quickly climb to 14,300' in the local Sierras. I initially tended to thermal a bit too fast, then settled into a decent groove after resetting the trim to help out. The DG-1000 was very stable in 45 degree thermalling turns, and even seemed to thermal a bit better after using Charlie's suggestion of a bit of top rudder in the turn.

Thermalling in the Sierras south of Lake Tahoe



With decent altitude under our belt, it was time to check out the cross-country capabilities of this 47:1 glide ratio bird. We headed nearly due east from the Sierras across the Carson Valley south of Minden, Nevada to the Pine Nut Mountains. Using the indicated MacCready speeds, we smoothly dolphined across the valley, and I felt like I was back in a jet again. This bird can cruise! Hoping to find some thermals similar to the ones in the Sierras, we headed in nearly a straight line to Mt. Siegel, then headed north along the Pine Nut ridgeline to Mt. Como without finding much lift. We cruised back south to Mt. Siegel, then finally caught another decent thermal around 10,000', climbing back to 13,600'. It felt great to point west and smoothly cruise back at 45+ to 1 across the Carson Valley to the Sierras, hardly losing any altitude in the smooth glide back.

Cruising back across the Carson Valley, we headed back over the Sierras into the South Lake Tahoe area. I flew a number of straight ahead and turning stalls, which were quite gentle, with little tendency to drop a wing. Top

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rudder was quite useful in recovering from turning stalls. Charlie then flew one spin, and I flew a second, using the flight manual technique of full opposite rudder against direction of spin, pausing, then easing stick forward until rotation ceases, and then carefully pulling out of dive. For inexperienced pilots, the only concern might be the DG's tendency to pick up speed quickly when nose low, so recovery from spins should stress good pitch control in the recovery. We were able to recover with speed increasing only to 79 knots.

As we descended into the Lake Tahoe pattern, I tested out the double-segmented top-surface airbrakes, which are very effective. A nice standard feature is the Piggot hook, which helps avoid inadvertent release of the airbrakes on takeoff. By rotating the handle slightly inboard, the Piggot hook is bypassed for normal airbrake operation. I used 60 knots for a slightly fast approach to Lake Tahoe's runway 36, and was pleasantly surprised by how easy it was to maintain my chosen pattern speed. Touchdown and rollout were quite pleasant, and we rolled to an accurate stop using the very effective brake, operated using the airbrake lever. Charlie's DG-1000 has an added small nose wheel, but Lynn's configuration only has the large main, so care will be needed to avoid pitching over when using too much braking.

In all, the DG-1000 is a fantastic two-place ship with great cross-country and aerobatic training capability, and I can't wait to fly one again here in the great Northwest!

Thanks, Charlie!

*Ed Comment: For full-size pictures see <http://soar76.home.comcast.net/dg.html>*



## BESC Newsbytes

### New Members

We have gained three great new members. Mr. Nestor Veronka is a certified commercial pilot and CFIG. Mr. David Marshall comes to us as a new pilot ready for our superb instruction. Mr. Bruce E. Byrnett has also submitted his full member application. We also received a trial member application from Patricia and Gary Atkins, Steve Scott, and from Roberto and Claudia Santos.. BESC extends a hearty welcome to our new members. Please don't be bashful; feel free to ask any of our members how we can help you.

### Return from Ephrata

Sunday, September 28 had been selected as the last BESC day in Ephrata. Jay Todd organized a group to go over there. The "movers and shakers" of the club, who lent hands and tow-vehicles, were Jay Todd, Michael Moore, Gene Albee, Don Banford, and Ron Bellamy. Everyone assisted in de-rigging both the L-26 and the L-33 with some valuable extra assistance from John Daily for the L-33. Ron towed back the L-33 and Gene towed back the L-26. Jay towed back 3D, while Michael Moore brought back Jay's motorhome. Don Banford had taken the L-23 trailer back on a previous day. On this weekend, he flew the

Pawnee back to AWO. As an aside, when the group arrived back on the westside, they discovered that batteries, chargers, 'chutes and all the support equipment was left at the EPH storage shed. Luckily, Keith Purves planned to go over the following weekend to tow back the Astir. He was able to pick up the batteries, chargers and parachutes for all of the airplanes without incurring and extra trip.

### Travis Nelson Resigns

After many years of being the BESC Scheduler, and recently not finding the time to do any soaring, Travis has decided to call it quits. Travis will continue to do the scheduling for us until we find a replacement. Please give Travis a call and thank him for the all the work he has done for our Club and wish him well an his new endeavours. Travis, we will miss you. Thanks!

### BESC Officer's Assistants

BESC would like to start training other members for some of the jobs that keep the organization running. Toward this end, openings are available for an Assistant Bookkeeper, an Assistant Treasurer, and an Assistant (and a new) Scheduler ( See above.) Contact the respective Office-holder if you are willing to help.

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## Scholarship Program

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

- 1) have been a member of BESC 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:

- 3) the Fundamentals of Instruction knowledge test;
- 4) the CFGI knowledge test; and
- 5) the CFGI practical test.

You will then be reimbursed, up to a combined total limit of \$500, for your CFGI Knowledge and Practical Test fees, and BESC glider and tow fees incurred during the pursuit of the CFGI 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 Michael Moore. The BESC Executive Board will award the scholarship.

## Fly a Motorglider

Chris Klix has made an arrangement with the owner of the Grob 109 Motorglider to make it available for \$65/hour dry. Keith Turner has agreed to provide instruction and do the checkouts. This means that Evergreen & BESC members can get Motorglider endorsements and fly the Motorglider without having management responsibilities and without having to pay the insurance up front. In addition, Keith is willing to fly with students in the 109. Contact him at: Keith Turner Tel 425-821-6634 or Email: [kturner@nwlink.com](mailto:kturner@nwlink.com). However, remember this is Keith's avocation. He still has to satisfy his day-job, and time comes dearly.

## BESC Board Minutes

### Meeting Minutes – April 12, 2003

Location – The BEFA classroom at the Renton Field venue

Officers and members present: Jay Todd, Gene Albee, Marty Gibbins, Keith Purves, Lynn Weller, Ron Bellamy, Heinz Gehlhaar

The meeting was called to order by President Jay Todd at 0840

#### Officer Reports:

**President** – Jay Todd

Jay reported that insurance for the trailers as separate vehicles is not included in our coverages. The trailers are currently covered when they contain gliders, but there is no coverage when they are empty and parked, or empty while out on a retrieve. These are two damage issues we discussed:

- On ground at Ephrata (EPH) and blown into another trailer/glider as an act of God – other owner's insurance would pay the bulk less any deductible which we may offer to pay;
- On tow with no glider (as in retrieve or transporting the trailer alone – tower's insurance would have to cover the trailer.

People who do towing would probably be wise to see that their insurance covers a trailer. (Ed)

**Vice President** – Michael Moore (not present)

No progress as yet on the golf cart.

**Secretary** – Gene Albee

The March minutes were approved by e-mail. Nothing further.

**Treasurer** - Marty Gibbins

Marty reported the financial status of the club. It is attached as a matter of record, and the original signed copy is in the records. The report was approved. Ron Bellamy moved the question, which was [seconded] by Keith Purves. The vote to approve was unanimous.

**Operations Officer** – Don Banford was not in attendance.

**CF&SO report** – Ron Bellamy

Ron reported nothing new for board consideration.

**Tow Plane managers' reports**

**Pawnee** – Pierre Parent (not present) –

N6917Z is operational at Wenatchee

**Super Cub** - Michael Moore (not present) –

N7474D is operational at Arlington. The intercom box will be moved to relieve interference with the control stick.

**Glider managers reports:**

**Astir** – Keith Purves –

In the box at EAT, and to be move to EPH in May.

**L-33** – Craig Funston – not present.

Glider is in the box and ready for annual. Annual to be attempted prior to move to EPH.

**L-34** – Open – See new business

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**L-34** ctd --Sailplane is in the hangar apart and ready for annual. PS: Annual completed and the ship is on line at AWO ready to fly. Gene will try to do some clean-up work as time allows.

**1-26** – Open – See new business

Annual due before wave camp. Glider is apart and on the trailer. Jay reported that he would take the 1-26 home and repair the wing damage himself, as other sources were too expensive or not available/capable.

**L-23 – 4BA** – Lynn Weller – Operational at AWO.

Mic is broken again A stop bolt for the rudder needs to be installed and the radio needs to be addressed.

**L-23 – 5BA** – An airplane manager has not been appointed. Lynn Weller is looking after it, however this is temporary, and a new manager needs to be appointed. A new notebook has been provided, as the old one has fallen apart. Weight and balance has been recalculated and the form is in the new book. The other paperwork (ARRO) needs to be moved to the new book. The ship is operational at EAT.

## Old Business

**Two place glider scheduling**–There was a reprise of the two place glider scheduling – The board seems to have agreed to the concept Jay put forth the last two months. Jay’s suggestion: First person requesting gets first choice of time frame. Others requesting time on the same day must attach their time to the first person’s. That keeps large blank time spaces from happening. Times can be up to two hours long for BFRs or training. This should take care of field manager, instructor, and tow plane pilot issues.

To schedule a glider, call Jim McNeil or Travis Nelson. Alternate time slots not attached to already scheduled time slots are to be individually handled by the reserver, tow pilot, and instructor.

There was no vote to approve.

Encampment – The encampment will be the week of June 7-15. Lynn Weller has volunteered to conduct one or more cross-county seminars – times TBD.

**Clubhouse duty at Ephrata** - we have four weekends to provide the duty:

June 7/8 - 3 D will take this one

June 14/15

June 28/29

July 4, 5, and 6

## New Business

**1-34 Use** - Jay reported that a survey of instructors produced only one negative opinion on changing the 1-34 to a solo ship for student pilots. The one dissenter agreed to concede the issue if the rest of the instructors approved the notion. Jay conducted an e-mail poll a, to which there was enthusiastic approval – making consensus amongst the instructors. Therefore Gene moved to make the 1-34 a solo ship available to students upon instructor checkout (and anyone else wanting a solo ship at AWO during split operations). Ron Bellamy seconded, and the motion was carried unanimously.

**Glider Managers** - Jay brought up the dilemma we face on glider managers, with a suggestion that any glider without a manager would be grounded until someone took on that task. This suggestion went over like a lead balloon, but there was merit to it. In the interim, Heinz agreed to crew the 1-26 and Gene agreed to crew the 1-34 to keep ‘em flyin’. It was suggested that Jay (and other board members) approach individuals who fly the ships and try to get them to take the airplane manager jobs. So for the time being, here are the glider assignments

Astir – Keith Purves

L-33 Solo – Craig Funston

1-34 – Gene Albee

1-26 – Heinz Gelhaar

L23- 264BA – Lynn Weller (until his DG arrives around August)

L23-265BA – No one assigned, but John Mayton has expressed interest after his Private pilot checkout.

Meeting Adjourned at 10:23. Next meeting is May 10, 2003 at 0830 – same place.

Respectfully submitted,

H. Gene Albee,

Secretary

## Meeting Minutes – May 10, 2003

Location – The BEFA classroom at the Renton Field venue, after which we were kicked out to the hangar.

Officers and members present: Jay Todd, Michael Moore, Gene Albee, Marty Gibbins, Keith Purves, Lynn Weller, Ron Bellamy, Heinz Gehlhaar.

The meeting was called to order by President Jay Todd at 0837.

### Officer Reports:

**President** – Jay Todd – No report.

**Vice President** – Michael Moore

Kevin Griffin has made application for membership and has paid the requisite \$225.00. Lynn moved to accept the application and Ron seconded. Question was called without discussion and unanimously approved by the board.

The golf cart is in place in AWO and is being used enthusiastically and with great joy. A few details such as an amber light still need to be finished.

**Secretary** – Gene Albee

The April minutes were not approved by e-mail, as there seemed to be some confusion among half the quorum about an attachment which did not exist. That was

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clarified and the minutes distributed (along with the non-existent attachment) prior to the meeting, Jay made motion for approval and that was seconded by Heinz. Approval was unanimous.

Nothing further.

**Treasurer** - Marty Gibbins

Marty presented an interim report on the financial status of the club. It is **NOT** attached as a matter of record. A copy will be stored with these minutes on file.

**Operations Officer** – Don Banford was not in attendance. Jay reported that Don is working to secure our participation in the annual EAA fly-in this summer at AWO. Space has been allocated and we need to volunteer our services somehow to the feeding and care of the event. More to follow. The SSA will send materials and both SGC and Evergreen will participate. However, to promote BESC as the place to soar in the Pacific Northwest, we should plan on putting our best foot forward at the event. There was mention of an entry fee, however no one seemed to know what it might be. Michael moved to participate in the EAA fly-in and deal with any fee (after all, how much could it be?) And Heinz seconded that. Some discussion followed, mostly centered around a fee (if any) and the vote to participate was finally approved – again unanimously.

**CF&SO report** – Ron Bellamy

Ron would like to put a check ride preparation guide to be made from inputs by recent examinees. This would be useful in preparing examinees for the oral exam. Recent examinees should debrief Ron on their experience.

**Tow Plane managers' reports**

**Pawnee** – Pierre Parent (not present) – Airplane is alive and well at EPH.

**Super Cub** - Michael Moore

N7474D is operational at Arlington. The intercom box was moved to relieve interference with the control stick. There are a few minor squawks, including a loose trailing strut on the right wing and the need for a new or refabricated carb heat box.

**Glider managers reports:**

**Astir** – Keith Purves – In the box at EPH. The assembly manual notebook needs to be found and reunited with the ship.

**L-33** – Craig Funston – not present. Glider is on the ramp at AWO. Annual to be done at EPH. There was discussion on the advisability of it being out of the box. There had been some concern from members about that recently, as it usually is stored in the box. This led to extended discussion about securing canopy covers for the fleet. See new business.

**F1-34** – Gene Albee – Sailplane is on the ramp and ready to fly. Mike Koehn, Lynn Weller and Keith Purves helped with final preparations for flight and did some needed polishing. It still could use some more polishing.

Suggest the new private pilots be initiated in this way. It flies nicely.

**F1-26** – Heinz Gehlhaar – Jay has completed the annual inspection. Jay and Raylene have repaired, painted and polished the wings. The ship is on the trailer at AWO awaiting transport the EPH.

**L-23 – 4BA** – Lynn Weller –

Operational at AWO. Mic is broken again and the grounding strap to the rudder needs to be fixed.

**L-23 – 5BA** – An airplane manager has not been appointed. The ship is operational at EAT.

**Parachutes** – Heinz to look into rebuilding some of the old chutes using their harnesses and getting rid of old canopies. He will talk to Paraphernalia about that. Strong chute is good to go and two are due for repack.

**Old Business** –

**Flying Rules** - Jay presented rewrite to the flying rules for consideration. This would make the 1-34 requirements read the same as the 1-26 requirements. No vote was taken as the change was approved by the board at the last meeting. Board agreed with the proposed changes to the flying regulations.

**New Business** –

**Contact information** in case of an incident (requiring an NTSB report [due to] major damage to an aircraft or an injury) is located in these places:

**Ephrata:**

- On the outside wall of the old clubhouse
- On the inside wall of the new clubhouse near the telephone
- On the door of the airport office next door to the new clubhouse

**Arlington:**

- On the airport manager's door.

**SSA initiatives for youth in soaring.** Jay feels that we have our own youth program and do not need to adopt the SSA brand as well. No arguments there.

**SSA to send silver badge information** for us to have as individuals if we want. We do not pay enough attention to cross country soaring, and this information will help us promote more of the sport.

**SSA and Sporty's Try Soaring promotion.** The Try Soaring promotion offers a coupon from Sporty's for half the regular ride fee up to \$30.00. The intent is to get pilots who fly power only to get into soaring as well. Our regular \$65.00 fee would be cut to \$35.00, as we would eat the value of the coupon. However the remaining \$35.00 would cover most of the costs associated with a ride. The question was moved by Ron and seconded by Keith. Discussion that followed was concerned mainly with costs and how we would collect the remaining fee. We came to consensus on the \$30.00 coupon along with a \$35.00 cash or check fee would be the most appropriate method. The question was called and the vote to approve was unanimous.

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**Canopy covers.** It was agreed to pursue getting canopy covers for the fleet Ron made the motion to do this and Keith seconded. The vote was unanimous to approve. There was no discussion on who would do the ordering and from whom, so I assume it will be covered later.

**Members who have not maintained good standing.** It was unanimously voted to remove those who have shown no intent to pay what they owe from membership. Gene moved the question and Michael seconded. That list is

attached to the permanent copy of these minutes, but will not be otherwise published. The roster will be adjusted as necessary to reflect the desire of the board.

Meeting Adjourned at 10:23. Next meeting is June 14, 2003 at 0830 – Ephrata.

Respectfully submitted,

H. Gene Albee, Secretary

## Meeting Minutes – June 14, 2003

Location – The SGC Clubhouse at the Ephrata venue.

Officers and members present: Jay Todd, Gene Albee, Don Banford, Pierre Parent, Keith Purves, Heinz Gehlhaar, Jim McNeil, Jim Simmons

The meeting was called to order by President Jay Todd at 0839.

### Officer Reports:

**President** – Jay Todd – Reviewed the encampment over the past week and declared our annual sun n’ fun thrash-about a relative success. These things were accomplished:

- 8-12 members on hand the entire week
- More than 50 tows with the BESC Pawnee
- More tows with the SGC Pawnee
- Six intentional land-outs at Eric’s Farm
- One cross country silver and two altitude silvers
- Two attempted silver cross-countries – one retrieve and one chicken-out
- Four BFRs completed
- One Demo flight

Jay indicated that next year’s encampment should have a better plan and be organized with attractions for more of the membership.

**Vice President** – Not in attendance

**Secretary** – Gene Albee indicated that the previous minutes had been e-approved. The treasurer’s report was available but ignored. Latest Roster is as of the end of May, and available to those who wish to see it.

Gene noted that we were halfway through the year, and the treasurer and VP office slots will be open for nomination and election by year’s end. We should make an effort to find people willing to take on office so there is a choice of candidates to present to the membership.

**Treasurer** – Not present but the report was available.

**Operations** – Don Banford:

**EAA Fly-in** is July 9th through the 13th. We are signed up, paid up, confirmed and assigned an area for the SSA booth. Participants will be BESC, SGC, and Evergreen. Set up date is Wednesday before the event. We will use the L-23 and possibly the 1-34 if room permits. Airplanes need to be spit shined and Don will call for volunteers. For the event, we will need coverage everyday, and Heinz

will set up a sign up sheet. We also volunteered ourselves to help with traffic control, and that reduced our expense by about half. Once we have signed up there will be exhibitor badges ready for the participants at the gate.

We discussed T-shirts for those of us to wear at the event. Jay will look into that. The idea is to have the SSA logo on the front and the names of the three soaring organizations on the back – or something like that.

Keith and Jay will provide for the brochures – about 500.

Volunteers should review and be familiar with the operating regulations and club rules before participating.

**The airport watch program** for AWO needs to be in place in case homeland security visits and asks about it.

We want to avoid having to take direction from federal meddlers, i.e. fencing off the airport, gate passes, etc. We need to show we are vigilant. We will need one member to sit in on the monthly Arlington airport users’ meetings and represent us. Don has volunteered to do that and Pierre has said he would back up Don, as they both live in the area.

**Don has a road map** on how to proceed with one individual for what he owes the club. Details are not included in the minutes. Don will begin the process forthwith.

**CF&SO** – Not present – presumably enroute with the VP.

### Tow Plane managers’ reports

**Pawnee** – Pierre Parent – Airplane is alive and well at EPH.

**Super Cub** - Michael Moore - N7474D is operational at Arlington. The minor squawks, including a loose trailing strut on the right wing and a new or refabricated carb heat box have received the appropriate attention.

### Glider managers reports:

**Astir** – Keith Purves – Is on-line at EPH. The assembly manual notebook needs to be found and reunited with the ship. It needs new tail wheel rubber and some clean-up

**L-33** – Craig Funston – not present. Glider is on the ramp at AWO. Jay has done the visual inspection and needs to complete the annual AD research and paperwork.

**F1-34** – Gene Albee – Sailplane is on the ramp and ready to fly.

**F1-26** – Heinz Gehlhaar – Jay had added a new tail wheel puck, which does not spin. It is flat, but only on one side.

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**L-23 – 4BA** – Lynn Weller – Not present, and will need new manager when his DG1000 arrives. Sailplane is operational at AWO.

**L-23 – 5BA** – An airplane manager has not been appointed. The ship is operational at EAT.

**Old Business** – None noted

**New Business** –

**Microphones** - We discussed the need to provide new microphones for all the gliders. We discussed the merits of new hand-mics (not safe in several opinions) and boom mics – (somewhat expensive in other opinions). We did not resolve the issue, but agreed that we need some new

equipment. Glider managers are tasked to look into the issue for their charges.

**Batteries** - Also discussed common batteries and installations – to be accomplished next winter.

**Barographs** - Keith is taking the barographs in for calibration and refit if necessary.

Meeting Adjourned at 0950 due to thermals. Next meeting is July 12, 2003 at 0830 – Renton venue. Respectfully submitted,

H. Gene Albee, Secretary

## Meeting Minutes – August 9, 2003

*Editors Note: July 12 meeting was cancelled*

Location – The BEFA venue, Renton

Officers and members present: Jay Todd, Gene Albee, Keith Purves, Heinz Gehlhaar, Lynn Weller, Michael Moore, Marty Gibbins.

The meeting was called to order by President Jay Todd at 0844.

### Officer Reports:

**President** – Jay Todd – Reviewed the encampment lessons learned. Need to set up books with things to do for the next and all encampments, as well as general club operation for the next group of fools officers to use. This should include the EAA/ fly-in operation, the Museum of Flight operation, and others we can think of. For the EAA fly-in, we need an outdoor display. We need to define the cart operating guidelines as in sharing expenses, persons allowed to use it, etc.

Varig VIP guests to be in town for the following weekend (16th). Jay to handle glider rides for them – cost on Boeing

**Vice President** – Announced Mr. Steve Gray as a new prospective member. There are also two trial memberships paid: Mr. Timothy Towey, a BEFA member and Mr. Albert Armstrong. (All shown on new roster; ed.) Steve Gray has enthusiastically paid to join and for rides. He has paid 3 X \$65 for rides and \$225 to join the club. We agreed to mitigate his expenses by applying funds appropriately to cover normal member costs and to credit his account. The club then voted to accept him as a member. Heinz moved the question and Keith seconded. All were in favor.

Two trial memberships for Mr. and Mrs. Santos on the 19th of July were paid for, but the check (\$130) was not cashed. (I looked into that – Dave found the check in the field records for the day and was to have cashed it; Gene)

**Secretary** – Gene Albee presented the previous minutes for approval. Marty moved approval, Lynn seconded and there was no dissent

**Treasurer** – Marty presented the report for board review. There followed a discussion on trailer tabs and the need

for a fleet license this year. The master of the minutes has the non-profit corporation annual report, which was filed 7/23/2003.

**Operations** – Don Banford - not present. Don and Jim Doberfuhr aero-towed 265BA back to AWO for the SPLASH event. It will stay at AWO for the rest of the season. Jay will pull its trailer back later. We will do tow-backs and other airplane movements as a group grope on Sept 27th.

**CF&SO** – Not present

### Tow Plane managers' reports

**Pawnee** – Pierre Parent - not present – Airplane is at EPH. Has a right brake problem.

**Super Cub** - Michael Moore - N7474D is operational at Arlington.

### Glider managers reports:

**Astir** – Keith Purves – Is In the box at EPH.

**L-33** – Craig Funston – not present. Glider is on the ramp at AWO. Discussion on leaving the ship tied out.

**F1-34** – Gene Albee – Sailplane is on the ramp and ready to fly.

**F1-26** – Heinz Gehlhaar – Trailer is in need of rehab this winter.

**L-23 – 4BA** – Lynn Weller – Sailplane is operational at AWO. Aft forward canopy pin is missing. Rudder screws need to be installer for the rudder stop. Boom mic still broken.

**L-23 – 5BA** – An airplane manager has not been appointed. The ship is operational at EAT. There are instrument problems that need addressing.

**Old Business** – Discussed common batteries and installations – to be accomplished next winter.

**New Business** – There is need to confer with Evergreen and discuss joining forces -seriously. Jay and Michael have said they would pursue the matter.

Keith is taking the barographs in for calibration and refit if necessary.

Meeting Adjourned at 1043. Next meeting is SEP 13, 2003 at 0830 – Renton venue.

Respectfully submitted,

H. Gene Albee, Secretary

# YAWSTRING

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## Meeting Minutes – October 11, 2003

Location – The BEFA venue, Renton

Officers and members present: Jay Todd, Gene Albee, Keith Purves, Heinz Gehlhaar, Michael Moore, Marty Gibbins, Ron Bellamy, Don Banford, Pierre Parent, Raylene Todd, and guest Ted Rogers.

The meeting was called to order by President Jay Todd at 0833.

### Officer Reports:

**President** – Jay Todd –

We voted to sell the tricycle to an interested party for \$15.00. A motion by Gene to give it away was not seconded. Don moved for the sum of \$15 – that was seconded by Marty and carried.

The Glider grope of two weeks ago was a resounding success and all ships and tow planes are back in their winter hibernation venue. The group retrieve was great way to get the job done, and we should do the dispersal next spring in the same way.

We continued a discussion on a possible merge with Evergreen. Jay has said he will schedule a joint board meeting before he wanders off to Australia. Details of thoughts are not included here.

**Vice President** – Michael announced and delivered checks and applications for full members Nestor Veronka and David Marshall. Mr. Veronka is a licensed commercial pilot and CFGI. Mr. Marshall comes to us as a new pilot ready for our superb instruction. Also we received a trial member application from Patricia Atkins. Checks went to Marty Gibbins and the secretary has the application forms. Michael also mentioned there were perhaps two additional interested parties. The club then voted to accept Nestor Veronka and David Marshall as members.

**Secretary** – Gene Albee presented the previous minutes for approval. Michael moved for approval, Ron seconded and there was no dissent.

**Treasurer** – Marty presented the report for board review. The paper version will be attached to the original of these minutes. There followed a discussion how to smooth out procedures for new and trial members, particularly where a new or prospective member shows up with money and an application and wants to fly. Marty was tasked to come up with a procedure.

**Operations** – Don Banford is making new tow ropes for the club and has replaced the gas cap on the golf cart.

**CF&SO** – Ron Bellamy asked for a list of instructors and if Skip Gregoire is a club instructor. Jay indicated he will see that Skip is on the web roster as club instructor. We need to acquire manuals for instructors and students for next year. Ron will order them. Also we had a discussion on student checklists and student progress notebooks. No decision was made, but we all felt that some sort of standard way of tracking student progress to a syllabus

was a good idea. Log books don't show what is needed to complete a syllabus.

### Tow Plane managers' reports

**Pawnee** – Pierre Parent - Airplane is at AWO. Has a right brake problem and needs the right wheel cylinder to be rebuilt. Also an oil change is due.

**Super Cub** - Michael Moore - N7474D is operational at Arlington. The generator was rebuilt after self-destructing. We will check on the condition of the (now spare) battery, although there is a new one installed.

### Glider managers reports:

**Astir** – Keith Purves – Is In the box at Arlington.

**L-33** – Craig Funston – not present. Glider is in the box at AWO. There was discussion on making special assembly book containers for the gliders, as all members have not seen the rig/de-rig procedures. We had a time de-rigging the L-33 for transport back to AWO because the manual was not available.

**F1-34** – Gene Albee – Sailplane is on the ramp and ready to fly. Trailer will need some work this winter

**F1-26** – Heinz Gehlhaar – Glider is at AWO on the trailer in its parking spot on the line. Trailer is in need of rehab this winter.

**L-23 – 4BA** – Lynn Weller – Not present - Sailplane is operational at AWO. Aft forward canopy pin is missing. Rudder screws need to be installer for the rudder stop. Boom mic still broken. Need new manager.

**L-23 – 5BA** – An airplane manager has not been appointed. The ship is operational at AWO. There are instrument problems that need addressing.

### Old Business

**Common Batteries** - Discussed common batteries and installations – to be accomplished next winter. Jay will trailer each of the gliders to his hangar for annuals this winter, and for work on the ships and trailers.

**Two place glider scheduling** was brought up again. Jay to look into using the BEFA scheduling tools to add 264BA and 265BA to their system, and see if we can use that in lieu of an (as yet unavailable) interactive web site.

**Trailer Registration** - Jay has all the VIN and license numbers for the trailers. He will arrange for common addresses on all the registrations and arrange for fleet registration this winter.

**Canopies** - Jay will get information the Marty on the Jaxida canopy covers for the gliders. Gene to get the acquisition data for the 1-34 canopy to Marty. Marty will order and send the checks to the appropriate vendors.

**Glider Flight Logs** - Discussions on glider flight logs being in the gliders for pilots to fill out after each flight. We are losing information due to the lack of a field manager any more during operations.

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## New Business

Travis Nelson has resigned. We need a new scheduler, but Travis will continue as best he can until we find someone for the job.

Meeting Adjourned at 1033. Motion made by Gene and seconded by Marty. Carried. Next meeting is to be announced.

Respectfully submitted,

H. Gene Albee, Secretary

## Our Airplane Fleet Status

Thanks to Jay Todd, Michael Moore, Gene Albee, Don Banford, Ron Bellamy and Keith Purves all equipment and aircraft are back at Arlington.

Check BESC Fleet Status on the BESC Web at <http://www.boeingsoaring.com/fleet.html> for details.

Maintenance Managers are needed for both Super Blanik L23s N264BA and N265BA.

Aircraft	Current Location	Maintenance Manager	Next Annual Due
Pawnee N6917Z	Arlington	Pierre Parent	Next annual - Feb 2004
The Pawnee towplane is operational.			
Super Cub N7474D	Arlington	Mike Moore	Next annual - Jan 2004
The SuperCub towplane is operational.			
Schweizer 1-26 N7742S	Arlington	Heinz Gehlhaar	Next annual - May 2004
On trailer and available for use..			
Schweizer 1-34 N7644	Arlington	Gene Albee	Next annual - April 2004
The 1-34 is rigged on the ramp.			
Blanik L23 N264BA	Arlington	L. Weller OPEN	Next annual - Feb 2004
N264BA is on the ramp ready to fly.			
Blanik L23 N265BA	Arlington	OPEN	Next annual - Mar 2004
L33 Solo N355BA	Arlington	Craig Funston	Next annual - June 2004
In trailer and available for use.			
Astir N141SS (X3)	Arlington	Keith Purves	Next annual - Feb 2004
In trailer and available for use..			
Parachute Status	Arlington	Michael Clarke	One. Due 12/9/03 Two. Need repack

Last updated Oct 12, 2003.

Los Angeles Center received a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a SR-71 driver), responded, "We don't plan to go up to it, we plan to go down to it." He was cleared .

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## BESC Board

Here are the persons who spend a lot of their time to make the Organization run. If you see a problem, which you can't solve, or if you want to participate in running BESC, please bring it to the attention of any of them.

### Officers:

Office	Name	Phone	Mail	E-mail
President	Jay Todd	W 206-662-7624 H 253-847-0377	20-73	<a href="mailto:james.h.todd2@boeing.com">james.h.todd2@boeing.com</a>
Vice President	Mike Moore	H (206) 790-7949	--	<a href="mailto:mmore@attglobal.net">mmore@attglobal.net</a>
Secretary	Gene Albee	W 206-662-8059 H 253-854-5835	20-73	<a href="mailto:phlyre@attbi.com">phlyre@attbi.com</a>
Treasurer	Martin Gibbins Assistant needed	W (206) 655-2727 H (425) 644-4696	4E-11	<a href="mailto:martin.n.gibbins@boeing.com">martin.n.gibbins@boeing.com</a>
C.F.&S.O.	Ron Bellamy	W (425)-338-5175 H (425)-827-8672		<a href="mailto:ronbellamy@msn.com">ronbellamy@msn.com</a>
Operations	Don Banford	(H) (425) 828-6553 (Cell) (206) 619-7201	--	<a href="mailto:donbanford@msn.com">donbanford@msn.com</a>
Pawnee Tow Plane Manager	Pierre Parent	W (425) 294- 1904 H (360) 653-2613	04-JU	
Super Cub Manager	Mike Moore	H (206) 790-7949	--	<a href="mailto:mmore@attglobal.net">mmore@attglobal.net</a>

### Sailplane Managers

Office	Name
Maintenance	N7742S (1-26) Heinz Gehlhaar 206-932-5428, <a href="mailto:heinz@foxinternet.net">heinz@foxinternet.net</a> N7644 (1-34) –Gene Albee 206-662-8059 (w) 253-350-9793 (h) <a href="mailto:phlyre@comcast.net">phlyre@comcast.net</a> N355BA (L-33) Craig Funston 206-795-9092[w] 360-671-8913[h] N264BA (L-23) Lynn Weller 206-662-3216[w] 425-235-1610[h] New Volunteer needed N265BA (L-23) New Volunteer needed N141SS (Astir)Keith Purves206-205-8554 [w] 425-255-7452 [h]

### Non-Officers:

Office	Name	Phone	Mail	E-mail
Bookkeeper	David Owen Assistant needed	W (425) 342-4737 H (360) 653-8928	03-16	<a href="mailto:david.owen@boeing.com">david.owen@boeing.com</a>
Newsletter	Heinz Gehlhaar	H (206) 932-5428	--	<a href="mailto:heinz@foxinternet.net">heinz@foxinternet.net</a>
Webmaster	Jim McNeil	W (206)-662-4214 H (425)-827-1834	19-HJ	<a href="mailto:james.w.mcneil2@boeing.com">james.w.mcneil2@boeing.com</a>
Scheduler	Travis M. Nelson New Volunteer needed	H (425)-392-6044	8K-32	<a href="mailto:travis.m.nelson@boeing.com">travis.m.nelson@boeing.com</a>
Librarian	Tony Puglisi	W (425) 294-0096 H (206) 367-6980	04-EC	<a href="mailto:anthony.j.puglisi@boeing.com">anthony.j.puglisi@boeing.com</a>
Hot Line	Travis M. Nelson New Volunteer needed	W (253) 657-2510 H (425)-392-6044	8K-32	<a href="mailto:travis.m.nelson@boeing.com">travis.m.nelson@boeing.com</a>

### Hot Line & Other Addresses

**Hot Line Changes or Set-Up:** Travis M. Nelson

**Hot Line.** - The Cell phone is in place and ready for use. The number is (206) 618-0108. This has a voice mail feature. Club officers can read the voice mail using the security code.

Any other questions can be directed to Vice President Mike Moore

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## Instructors & Tow Pilots

### BESC 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.

Steve Baker  
Ron Bellamy  
Rich Blow  
Bornholdt, Gene

Chuck Flora  
Al Gregg  
Skip Gregorie  
John Hope

Stan Kasprzyk @  
Kapi Parks  
Dave Reusch  
Ragnar Smith

@ Denotes SSA Instructor

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

### BESC Tow Pilots

Here is the list of BESC's active Tow Pilots. These individuals are glider pilots AND tail-dragger power pilots who take time off from glider-flying, to get our flights started. Kudos and lots of thanks to them. Remember, like all volunteers, they always welcome a hearty Thank You.

### TOW Pilots

Allan, Bill  
Banford, Don\*\*  
Bellamy, Ron+  
Flora, Chuck\*\*  
Funston, Nelson

Hope, John\*\*  
Johnson, Eric+  
Kasprowicz, Krzys  
Koehn, Mike  
McNeil, Jim

Moore, Michael+  
Niedermeyer, Carl+ \*\*  
Northcraft, Steve\*\*  
Parent, Pierre\*\*  
Smith, Ragnar\*\*  
Todd, Jay

+ Denotes Commercial Power Rating, \*\* Denotes BECS Check Pilot

Rich Blow has entered the Tow Pilot Candidate School. He is working hard to become our newest Tow Pilot.

## For Sale / Want to buy

Members can post ads here. Send them to Heinz

**For Sale:** Low Mileage, like new Pace Arrow 34 L Motorhome.

This non-smoking motorhome is in excellent condition. Chevy 454 chassis with Banks Intake/Exhaust System. Less than 16,000 miles. Michelin 8R19.5 tires (Tread depth 8/16 on front, and 5/16" on rear duals). Wheels with stainless steel liners. Mor-Ryde Suspension system. Car- and 2 roof-ACs, and ducted furnace. Hi-capacity 6.5 KW Onan generator. Main Entry and a drivers door. Queen size bed in rear, electric step, and hitch with wiring for towing, color TV, VCR, microwave and coffeemaker. Runs and drives beautifully and is ready to tow your glider.

Asking Price \$32,000

See more info and pictures at: [http://www.rvxchange.com/ad\\_details.asp?ad=2386](http://www.rvxchange.com/ad_details.asp?ad=2386)

Contact Heinz or Eileen at 206-932-5428 or [heinz@foxinternet.net](mailto:heinz@foxinternet.net)

The Hutch Cancer Research Center and The Moyer Foundation is raising money for the  
The Hutch School by selling 2004 Calendars under the title: **What cancer cannot do**. Each month consists of a kids drawing expressing that theme, - as seen through the kids eyes. Very poignant!

For a \$10 contribution, Heinz will give you one of those Calendars.

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## BESC Ops Schedule

### October 2003 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	25	--	--	Mike Moore (W) --- (H) (206) 790-7949
SUN	26	--	--	Nelson Funston (W) --- (H) (425) 232-9416

### November 2003 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	1	--	--	John Hope (W) (206) 662-7606 (H) (206) 772-6588
SUN	2	--	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	Krzysz Kasprowicz (W) --- (H) (425) 641-3267
SAT	8	--	Ragnar Smith (W) -- (H) (206) 283-5024	Mike Koehn (W) (425) 342-1252 (H) (425) 462-8307
SUN	9	--	--	Mike Moore (W) --- (H) (206) 790-7949
SAT	15	--	--	Jim McNeil (W) (206) 662-4214 (H) (425) 827-1834
SUN	16	--	--	Carl Niedermeyer (W) (425) 266-5465 (H) (425) 337-1506
SAT	22	--	--	Pierre Parent (W) --- (H) (206) 653-2613
SUN	23	--	--	Don Banford (W) (206) 619-7201 (H) (425) 828-6553
SAT	29	--	--	Chuck Flora (W) --- (H) (425) 562-1484
SUN	30	--	--	Nelson Funston (W) --- (H) (425) 232-9416

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

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Student: "When I was number one for takeoff".

## December 2003 (Arlington-AWO)

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	6	--	--	--
SUN	7	--	Steve Baker (W) (425) 603-8608 (H) (425) 226-8207	--
SAT	13	--	Ragnar Smith (W) -- (H) (206) 283-5024	--
SUN	14	--	--	--
SAT	20	--	--	--
SUN	21	--	--	--
SAT	27	--	--	--
SUN	28	--	--	--

## Operations Team Sign-Up

Please sign up with Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk)

Email [travis.m.nelson@attbi.com](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto:travis.m.nelson@boeing.com) (wk)

### January 2004 Arlington Sign-up

Day	Date	Field Manager Arlington	Instructor Arlington	Tow Pilot Arlington
SAT	3			
SUN	4			
SAT	10			
SUN	11			
SAT	17			
SUN	18			
SAT	24			
SUN	25			
SAT	31			

### Auto-Scheduling Process

**Please see the note at the bottom of this Section.**

- 1) Three months prior to the start of the Active Schedule Period, a blank Operations Schedule is published with notification of a one-month open signup period. Members can sign-up via phone or e-mail or snail-mail to the Scheduler.
- 2) At the end of that month, the remaining openings are auto-scheduled.
- 3) All volunteers are confirmed of their impending commitments via email or phone by the scheduler by the end of the second month.

Date swapping after each Open Signup period is the responsibility of each individual. Use the current YAWSTRING or Web schedule to help you find a person to swap with. In **extreme emergency**, the scheduler Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email [travis.m.nelson@attbi.com](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto:travis.m.nelson@boeing.com) (wk) may be able to help. Please, DO NOT MIS-USE THIS OPTION!

### 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 obtaining your own substitute if unable to support the schedule.
- Coordinate with the towpilot and instructor to determine details of operations for the day

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- Start and maintain the Flight Operations List, track aircraft, times, etc.
- Ensure all paper work is in order, especially waivers for trial membership flights.
- Ensure trial members pay in advance prior to launching.
- Crack the whip if necessary, to have the glider ready to launch when the towplane arrives.
- Keep vigilance on the changing conditions and ensure safe operations are being practiced.
- Ensure the gliders are properly tied down and secured at the end of the flying day (this simply means double check the gliders after they have been secured for flight control locks, 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.
- Ensure the Flight Operations List and the Tow Cards (from the Towpilots) get mailed to Linda Chism, the Flight Log Keeper or to James H. Todd, M/S 20-73. Linda Chism (even though inactive) is still the BESC log-keeper. If stamped addressed envelopes are available in the BESC hangar, send tow cards, logs and all data relative to flying activities to Linda at:

Linda Chism  
5422 46th Ave SW  
Seattle WA 98136  
e-mail: linda.chism@gte.net

The club will reimburse all mailing costs (receipts helpful, but not mandatory).

- Report any incidents, accidents or unsafe activity to a board member as soon as practicable.
- Notify the scheduler, next-scheduled towpilot instructor & Field Manager, the Maintenance Manager and other relevant person(s) of issues which affect the operations of the following day or weekend; i.e. towplane suffers a mechanical breakdown.

#### **Operations Reminder to everyone:**

- 1) **Everyone, students and rated pilots alike, are requested to call or e-mail the Field Manager or Instructor or Tow Pilot at least 48 hours before you intend to fly.**
- 2) Arrive by 9:30 AM for operations at Arlington and 10:30 AM at Ephrata.
- 3) "--" indicates a volunteer required. Call Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email [travis.m.nelson@attbi.com](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto:travis.m.nelson@boeing.com) (wk)
- 4) Call the Field Cell phone at (206) 618-0108 for revisions and updates to the schedule.

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Specific scheduling questions can be directed to the BESC scheduler, Travis M. Nelson, 425-392-6044 (hm), 253-657-2510 (wk) or Email [travis.m.nelson@attbi.com](mailto:travis.m.nelson@attbi.com) (hm), or [travis.m.nelson@boeing.com](mailto:travis.m.nelson@boeing.com) (wk)

**Please Note: Travis has resigned from the club due to other commitments. Out of the goodness of his heart he will continue to manage our scheduling until we find a replacement. Please call Travis and offer to let him escape.**

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## Comments to the Editor

Your YAWSTRING Editor will gladly receive comments from anyone. Write or Email to [heinz@foxinternet.net](mailto:heinz@foxinternet.net) or 4504 SW Roxbury Place, Seattle WA 98136. Most of them will get printed.

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## YAWSTRING Masthead

<p style="text-align: center;"><b>YAWSTRING</b> Newsletter of the <b>Greater Seattle Soaring Club</b> aka BESC Available at <a href="http://www.boeingsoaring.com/yaw.html">http://www.boeingsoaring.com/yaw.html</a> Newsletter editing and layout: Heinz Gehlhaar, <a href="mailto:heinz@foxinternet.net">heinz@foxinternet.net</a> Conversion to PDF Format: Brent Stillings</p>
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The newsletter is published whenever the editor gets "a round tuit". Serious attempts are being made to publish it once a month. 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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#### **Wanted**

<p style="text-align: center;">The editor is looking for "round tuits". No "round tuits" means no YAWSTRING.</p>
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YAWSTRING  
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Please see the masthead for further information