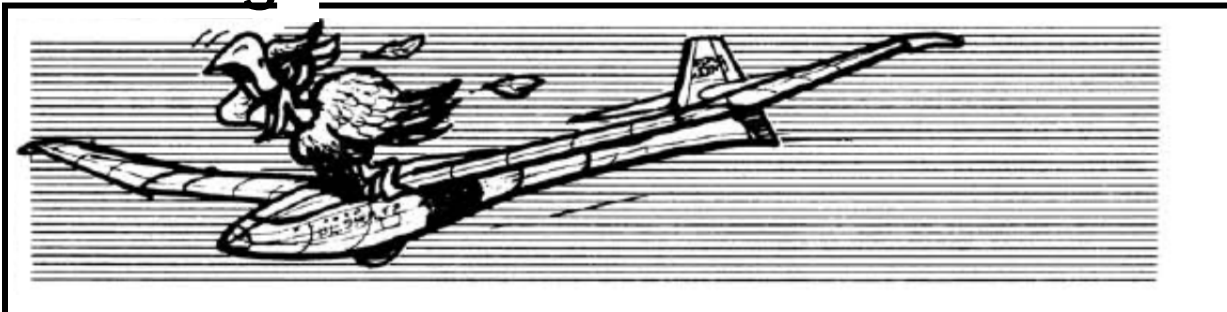




President: Harvey Jenkins **Contest Dir:** Eber Graham
Vice President: John Barr **Treasurer:** Bruce Aveson

Equipment Manager: Major Anderson

Soaring



Keith Kindrick August 2014

What's happening? Major is! Here is what he has been up to: I was invited by one of my former flying students to go to a meeting of the "QB's" which is a very select group of professional pilots who are mostly retired yet some remain active. He encouraged me to become an active member then volunteered to be my sponsor. After attending a few meetings I ran into another instructor that had worked with me at Air Executive at Ontario where I was the "Chief Pilot". It was really fun to meet with pilots in all types of aircraft once a month. My sponsor **Lane Leonard** was one of the students that went to work for Western Airlines who eventually was bought out by Delta Airlines. He retired from Delta about 7 years ago. He also is a paid SWSA member who never comes out to fly! My claim to fame is I signed him off for his instrument instructor rating. Most of these pilots have many thousands of hours logged. I currently have 4,000 hours logged in single and twin engine airplanes (*I did not know that – KK*) my pilot license says "Airline Transport – Single & Multi-engine Instructor Land" # 1695887

That is enough about me except for my great time at this year's QB-Shindig!!! This is a once a year day at FLA Bob Airport in Riverside. There were about 200 QB members from chapters all over the US and probably elsewhere! There were static displays of many new airplanes old and new. The main attraction was the "FLA Bob Express" which is a DC3. I was awarded the ride in the DC3 and was given the chance to fly it from the right seat for over 30 minutes. In my wildest dreams I never thought I would get a chance to fly a real airliner in my life. Thanks to Lane and being a candidate for membership I got to fly the "BIG BIRD". I was amazed at the difficulty in flying that airplane!!! It was a "real job" to fly that plane!! No altitude hold or heading hold was there I tell you. This was a fly it every minute by the minute pilot job! It trimmed out pretty good but if there was any kind of turbulence where it went some place you didn't want it you had to fix it!!! My hand goes out to the US Pilots who flew this



plane and the military version C47!!! Man
what a day I had!!!

Tight squeeze in-between seats



(Editor's Note – Love the CVRC shirt!)





Silent Wings Soaring Association

August 2014



Thank you Major! That was awesome!!

This summer is in full swing. We just had the first meaningful rain of the year with a huge thunderstorm traveling through the area on August 3, 2014. We needed it. How many times have we all wondered if the other pilots have landing problems like we do? I saw a series of post in response to the conversation Jerry started which might shed some light on this for the rest of us.

Jerry had his comment after he flew in the AMA Nationals: *"Just got back from the NATS and had a great time and did well for me, but my down fall is always landings. Twice I had great approaches and put it down just outside the tape. I think I missed three in the two days but points are not what they need to be. Now I know I'm getting old and maybe my depth perception isn't what it should be, but wondered if anyone has done anything to help themselves. I have tried moving the tape at different angles but straight always seems best for me. Need all the help I can get Jerry "*

Joe Wurts (USA/New Zealand Team Pilot & World Champion) : *"I can empathize with this... I was forcibly reminded recently about the skills of youth in the landing circle. Hard to*

compete against their fast reflexes!

When I was younger I could make my approach to the landing and easily gauge my position to the target via peripheral vision. This went away maybe 10 years ago. Oh well! Nowadays I use a lot of practice to compensate, and a few other things to help me to have situational awareness of the spot location. I always practice with a well defined landing pattern. With repetition in practice I can better tell when I am deviating from my normal pattern and make small corrections early rather than bigger corrections later.

I put the landing tape at 90 deg to the approach, this makes it easier to see the target for me. I also stand about 4 feet from the target, and try to stand at the same location relative to the target every time. I end up aiming for the same spot with respect to my feet. Again, repetition in practice makes for better success in a contest. Just place the plane relative to where you are standing... "

Michael Lachowski (US Team Pilot): *"I place the tape pointing to the left usually. I want to focus on the center of the spot and I find the landing tape is a distraction. You can be over the tape and decide to push over just because it's in the spot. If your "put it down just outside the tape" remark is that you landed short, then the landing tape is becoming a distraction and most likely loosing focus once you see the model near the tape, but not near the center of the spot. As a benefit, if it happens to be a big fat tape, there is less of a chance that you will skip on the tape if you happen to hit it.*



Silent Wings Soaring Association

August 2014

On flights with a lot of thermalling, especially at great distance, I like to bring the model in closer around 2 minutes and spend some time looking at the spot. Visualize what the final is going to look like. It also gets the old eyes used to focusing in closer rather than far away. And familiarize yourself what the grass or markings look like on the ground at the center of the circle.

To help with reflexes, also take some time to relax around 2 minutes. Take your hands off the sticks. Tense hands clenching a transmitter just don't work as well.

Practice helps the most. If you have plenty of time, wait a little longer between doing practice landings. Some day I'll have to try that.

Think about why you miss, and where. Sometimes there is just something a little wrong with the model setup or program. "

Jim Monaco (Past F3J Team Manager):

"For me - I use the Mike Verzuh approach... Drive the airplane all the way to the spot. The pattern is very important but most important is my final approach spot. I try to drill that spot in the sky into my head so I can get there regardless of the approach. This helps me adjust for broken patterns due to collision avoidance or straight in approaches because I am short on time for a normal pattern. Once I am at that spot in the sky it is a straight glideslope to the 100. I always prefer a high relatively steep approach as long as I am landing mostly into the wind. This way I have enough energy to account for poor air on the approach and avoid landing short.

My reflexes are not that good any more so trying to judge the worm burner approach and push exactly right and ensuring the stick seems to be a much harder problem for me. That means the downwind approaches need much more of my attention. I too like to have the tape to the side and focus on the 100 spot. I get excited and push too soon coming up the normal tape.

Practice and repetition are the keys. Mike V and I try to get some landing practice in every day at lunch time...

Good Luck...

Jim "

Daryl Perkins (USA team World

Champion F3B/F3J) :

I've never understood the reason some choose to fly a base leg. For my purposes, all it does is cause timing consistency issues. I fly a horseshoe or U turn approach.

The models have gotten so light, a slightly steeper approach seems to work well in some conditions. But I'm too old to make those kinds of changes. So now, instead of 40 to 60 degrees of flap on final, I tend to carry only about 1/4 to 1/2 flap stick. And like Joe, I have created a habit of always pulling the flaps up prior to touchdown.

As far as the tape orientation? I think whatever you practice will work fine. I like to fly down the tape and nose over at the end. It keeps me lined up.



Silent Wings Soaring Association

August 2014

Daryl Perkins *continued*

For me it's about proper positioning and energy at about 3 to go. If I'm about knee height at 3 to go, look out hundred's.

So there you have the words from the guys who do this activity best! Hope we all do better!



That is it for this month.

Thermals to all ~ Keith

Sunday,

Sept 14, 2014

SWSA CLUB

James **Smith**

Sunday

Sept 21, 2014

Wilson Cup

CVRC

Saturday & Sunday

Oct 4-5, 2014

VISALIA FSF

CVRC

Sunday,

Oct 12, 2014

SWSA CLUB

Keith **Kindrick**

Sunday,

Nov 09, 2014

SWSA CLUB

Edgar **Vera**

The 88th AMA Nationals is in the BOOKS

The event has passed but I attached the Soaring and Free flight news edition for your enjoyment on the next page.

If you have any events let me know



2014 Contest Schedule



Silent Wings Soaring Association

August 2014



July 29

Soaring
Free Flight

Walter Tomasch (IN)
whimsically trims his big
rubber model.



NatsNews

Free Flight



Our simple rubber models require a lot of gear. Bud Romak (CA) grinds away.



Bill Vanderbeek (CA) looks aloft with his C NosGas My Sin at the ready.



Left: A merry Dan Berry (AR) flew this 1/2A gas job to victory.



Right: Clark Darling (NY) and his big C NosGas Ramrod.

The 2014 Free Flight Nats got off to a *howling* start Monday morning. I say howling, because the winds were gusting up to 20-plus miles per hour. With the winds blowing hard out of the west and northwest, the drift of the models aloft was insane and retrievals a nightmare. Many 3-minute flights were blown miles off the field. (You often wonder what the neighbors think when they see all these scruffy guys walking around, waving weird-looking antennas in all directions.)

On the positive side, temperatures were quite nice during the day, barely cresting 80° in the afternoon. This made excursions into the corn and beans a much more pleasant affair.

All Free Flight events wind up being retrieval contests eventually, but this started early in the high-performance events like Moffett. Quite a few elected not to fly, so dire were the prospects. Still, 15 flew and the conditions produced low but hard-fought scores. David Sechrist (IN) won with a score of 780 seconds, usually just enough to make the middle of the pack.

The Small Mulvihill event produced similar results. Eight flew, and the victory went to Joe Williams (PA) with 549 seconds, again usually only sufficient to make modest results. The unofficial mass-launch Small Mulvihill event Sunday evening was won by this writer in that evening's breezes.

The stiff breezes made the gas-powered events very interesting. Again, a few elected not to fly, but most wouldn't be denied. The .020 Replica event, 1/2A Gas, and C NosGas were all contested by around a dozen fliers, mostly to close finishes. Brad Bane (NY) won C NosGas with 960 seconds, and Bill Schlarb won

.020 Replica with 348 seconds. Of the three events, Dan Berry's (AR) almost-3-minute margin of victory in 1/2A Gas was the most decisive.

The Payload event drew its usual panel of experts, all familiar with each other. The conditions made this one a real slog. Denny Dock (MI) eked out a narrow victory with 268 seconds.

One aspect of Monday's flying stood out, and that was the large number of kids on the field. About 40 kids and their parents came to attend their first Nats. Rocco Ferrario and Tim Batiuk, both from California, have been mentoring this group of well-motivated students from Connections Academy, holding model-building and flying sessions. Monday was a real eye-opener for them. They had a ball!

Quite a few kids flew well against the adults, too. Young Hayden Ashworth (IN) came in second against the grownups in B Electric—no small feat. It took an expert like Dick Ivers (MA) to beat him. Adding frosting to the cake, he beat his grandfather, Graham Slick (GA).

Hayden had company. Kyle Gerspacher (OH) placed second in Old-Timer HLG, no mean feat because a serious amount of arm strength and thermal-picking is required.

Tuesday's promised conditions will be less arduous. Winds are expected to moderate a little to the low teens. Monday's overnight temperatures produced a Muncie record low of 47°! Monster thermals are expected under clear, sunny skies once things warm up. We'll see what happens.

—David Mills



Young Kyle Gerspacher and his glider.
He won second against adults.



A smiling Rick Pangell (CO) and his 1/2A Gas Satellite.

Students and parents from Connections Academy, a K-12 virtual school, visited AMA to build Free Flight gliders Monday. With instruction from National Free Flight Society (NFFS) Vice President (western district) George Batuik, and Rocco Ferrario, NFFS scholarship committee chairman, the visitors had the opportunity to fly their gliders at the International Aeromodeling Center.

—Information and photos provided by Jim Mayes



Free Flight



Another victorious kid, Will Reuter (OH), won Junior 1/2A Gas.



The smiling winners in C NosGas.



The exuberant winners in .020 Replica.



The B Electric winners. The short one came in second.



The humbled winners in Old-Timer HLG. Again, the short one came in second.

Free Flight

The winners in Mulvihill were a well-traveled lot.



An overgrown kid, Robert Marier (GA), won Senior 1/2A Gas.

The winners in 1/2A Gas. After flying is done for the day, more than gas goes into winner Dan Berry's (AR) tank.



The hard-won winners in Payload. Denny Dock (right) eked out a close one.



Chuck Pinnell and Tom Broeski give a young spectator a flight lesson on the buddy box.

The combination of a train that blocked the course for almost an hour and the wind getting up to the low teens really put a hurt on Saturday's results. The successful runs posted involved getting real high and basically running the course with more or less good luck finding loft along the way.

Tons of 6- to 9-foot-high corn on the majority of the course really made for big swaths of sink. There were little bubbles of lift here and there from occasional house/barn/lawn parcels, but it's difficult to ride those bubbles up before the lift is sheared apart by the stiffening breeze.

Saturday mileage best flights:

Team Thick and Thin: 1.9 miles

Team Virginia: 3.9 miles

Team Michigan: 2.2 miles

Sunday conditions were even worse than Saturday. The teams fought to snag any lift at the launch and resorted to launching and getting on course. This added mileage to their Saturday runs, but didn't change the finishing order.

Tom Broeski and Chuck Pinnell's 2-mile advantage from the previous day proved to be insurmountable on Sunday where all the teams added another mile or so.

—Skye Malcolm



First place team: Tom Broeski and Chuck Pinnell.



Soaring



Third place: Team Thick and Thin, David Beach, Wally Adasczik, Anker Berg Sonne, and Alex Hall.



Second place team: Peter Baumeler with two students from the University of Michigan, Nate DeRoo and Kohei Harada.



Soaring



RES and Nostalgia models staged between flights.

The forecast of strong and steady winds held true for the Rudder-Elevator-Spoiler (RES) and Nostalgia-class Soaring pilots on Monday. These classes are run concurrently and Contest Director Jim McCarthy ably guided a combined 93 entrants through four rounds of each class before calling it quits for the day.

Thirty-five pilots posted scores in Nostalgia, 58 pilots made valid flights in the RES class. Not entirely dissimilar, each class predominantly features simple polyhedral design gliders with rudder and elevator control. Most also have spoilers for glidepath control, and there are some Nostalgia designs such as the Challenger that feature flaps in addition to spoilers.

Nostalgia models must be designs that

were kitted or published before 1980 and few modifications are permitted. The majority of these models feature just rudder, elevator, and spoiler control, as was the standard for the time. The RES class allows only these control surfaces but there are no restrictions on design or construction methods and materials. Generally similar in appearance, an RES model offers greater performance through increased strength, less weight, and modern airfoils.

In addition to the CD, there is a group of dedicated volunteers from the League of Silent Flight that coordinates the Soaring events and performs event director, timing, scoring, flightline, and winch duties. Without these people, the Soaring week just couldn't happen and

they deserve special mention for their efforts. Indeed, before the first group could be sent out, the wind direction required the winches and landing zones to be reset, which the LSF crew plus some pilots performed quickly so that the day could get started.

Nostalgia got the day going and six groups later the first round was in the books. There are few pilots who do not recognize most of the Nostalgia designs and have some personal attachment to at least one of them. In fact, their choice of model is often because of their fond memories of their first or second sailplane, choosing it over something of perhaps higher performance.

Not that any of the Nostalgia designs have a particularly startling performance compared to modern sailplanes. The cutoff date for designs intentionally limits. The early-1980s Sagitta is considered the next leap in performance so this and all later designs are deliberately excluded.

While all pilots have competitive intent, Nostalgia is the least cutthroat of the Soaring disciplines; the experience and memories both past and present being of greater meaning than the placing on the score sheet. Throughout the day it was common to hear the spectators alternately cheering or groaning in sympathy as the pilots wrestled Sailaires, Paragons, and Challengers back to the landing zone in gusty winds. So often what appeared to be a good approach would be sent awry by a gust of wind leaving the model short of the landing tape or flipped inverted next to the landing tape. After four rounds Kevin, Gillette holds the top spot, with Mike Lachowski second and Jack Strother third.

Bob Sowder timing for Rick Bothell.



Peter Baumeler waiting to launch Tom Kallevang's Ava.



Soaring



Flying 30-plus-year-old designs is not without risk, even with structural reinforcement, and unfortunately the strong winds took their toll on a few Nostalgia models. It is always sad to see the demise of a beautiful model and the time and effort it represents. Monday saw at least two Challengers and a Sailaire fly their last flight, but their owners will be back with new models.

The RES class has a larger number of entries than Nostalgia, largely because competitive models can be bought in an almost-ready-to-fly (ARF) form, where Nostalgia aircraft must be built from plans or a kit—or perhaps found on the used market. Fortunately, there are still newly built Nostalgia models that appear each year, adding to the population.

One of the new models this year was Barry Andersen's Challenger. It is great to see Barry return to Soaring after a several-year break, and his old Sailaire was also in attendance in the hands of a new owner.

Avas dominate the RES class, although there are several other designs, such as the Precision RES and Eagle, sprinkled among them. Some pilots choose to have their Nostalgia model perform double

duty and fly it in the RES class also, so it's not unusual to see an Ava circling in a thermal with an Olympic or Paragon.

For most of the morning, thermal activity was weak and it was unusual to see the light lift being chased downwind. Those who did, more often than not, had difficulty getting back to the landing zone and out landings of various distances were seen. After the lunch break, thermal intensity increased and following lift became comfortable. It was now possible to gain enough altitude to allow even the slowest Nostalgia models to make the run home.

With lift comes sink, and there were still a few groups that could not escape the descending air, and flights of 4 or 5 minutes were enough to win the heat. On a few occasions, a pilot would be scraping into the landing zone to shoot a landing after a 2-minute flight, while those from the previous flight group were coming home after a leisurely 10-minute ride.

Such is the fickleness of nature and why each flight is scored only against the other pilots in that group, not the entire round. Called man-on-man scoring, this offers the most level playing field for



Free Flight legend Larry Davidson visited the Soaring site for the afternoon.

a competitive event that occurs in such a dynamic medium. Enough rounds are flown and the pilot draw randomized such that each competitor should fly against each other at least once. This format will continue through Wednesday and Thursday's Unlimited competition, and ALES on Friday and Saturday.

After four rounds, the ever-consistent Mike Lachowski holds the lead in RES, with Jerry Shape second, and Jeff Carr holding down third. Tuesday promises milder conditions but there is still plenty of opportunity for moving and shaking on the leaderboard. Stay tuned for more pictures and final results.



Arthur Markiewicz flying with Don Richmond assisting.

Flightline boss Jim Thomas launches an Ava for a competitor.



Soaring

Eight-year old Camden Greening returning a line to the winch.



An RES flight group gathers and readies its models prior to being sent to the winches.



Scores

Contestant					
	Round 1	Round 2	Round 3	Round 4	Round 5
1 MICHAEL LACHOWSKI	1,094	1,070	1,069	908	
2 JERRY SHAPE	940	1,015	1,093	955	
3 JEFFREY CARR	1,030	1,000	1,057	895	
4 PETER GOLDSMITH	1,089	981	896	1,000	
5 JOHN IAFRET	1,000	852	1,000	1,023	
6 NORM POTI	997	770	998	1,000	
7 CRAIG GREENING	992	934	696	1,075	
8 CHARLES PINNELL	674	1,000	843	972	
9 DOUG PIKE	515	626	1,027	1,084	
10 WILLIAM CHRISTIAN	881	1,000	473	849	
11 RICHARD BOTHELL	958	539	1,053	631	
12 THOMAS BROESKI	821	998	277	1,010	
13 JOHN LINDSAY	982	429	839	781	
14 ANKER BERG SONNE	783	491	868	862	
15 WILLIAM CUNNINGHAM	1,000	674	932	393	
16 SKYE MALCOLM	1,000	722	521	696	
17 RICHARD RENNECAMP	995	690	720	512	
18 DAVID BEACH	485	1,000	973	435	
19 ARTHUR HILL	978	571	467	868	
20 ARTHUR MARKIEWICZ	417	1,047	1,089	323	
21 BERNARD STROTHER	560	475	935	878	
22 KENNETH SHAW	894	995	515	443	
23 SCOTT SHAW	0	856	1,000	965	
24 THOMAS SCULLY	123	951	735	988	
25 GAVIN TRUSSELL	973	353	1,000	438	
26 DON CLEVELAND	510	746	496	1,000	
27 MARK GROVES	674	728	538	742	
28 ALEXANDER HALL	493	747	983	450	
29 RANDALL EVERLY	988	998	0	658	
30 KENNETH BATES	674	782	380	770	
31 DAVID CORVEN	563	621	408	982	
32 ROBERT ROBINSON	1,069	0	806	658	
33 CHARLES BAIR	898	594	403	634	
34 DONALD RICHMOND	1,000	614	497	366	

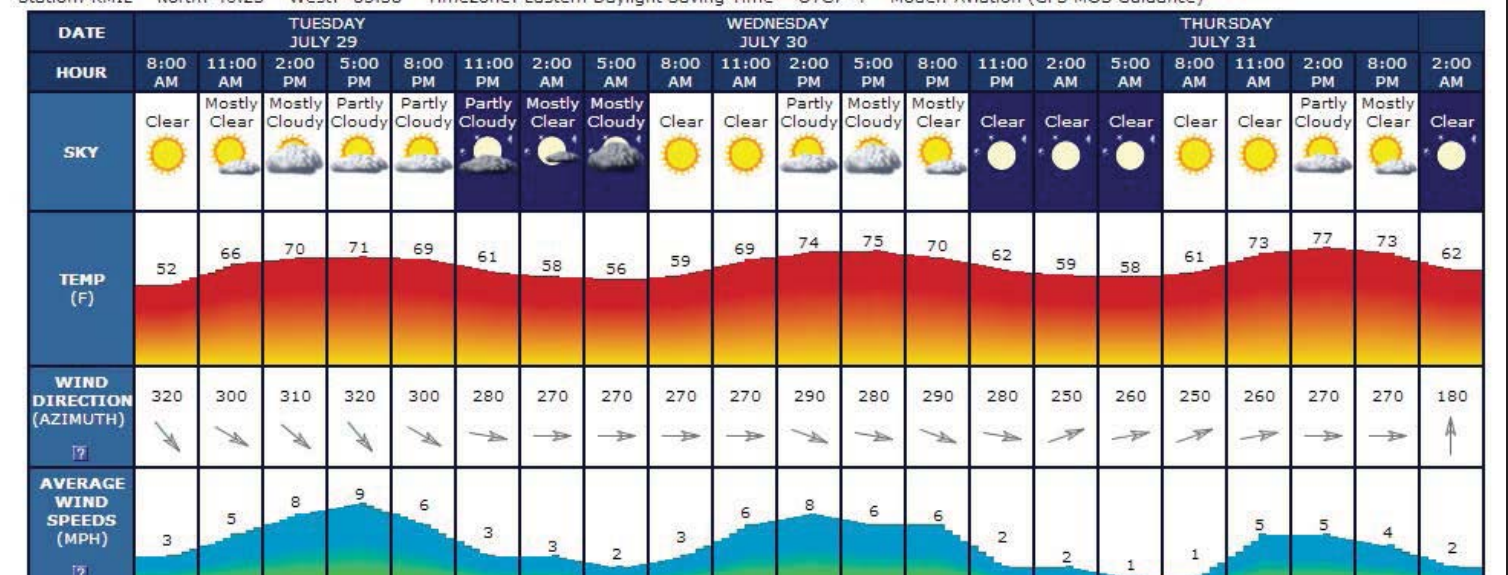
35 PAUL PERRET	1,000	0	788	652	
36 POH KHAW	474	603	347	1,000	
37 KEVIN GILLETTE	611	407	1,000	405	
38 JERRY GROSS	389	564	978	489	
39 WALTER ADASZIK	554	702	702	455	
40 JERRY GRIFFITH	0	1,000	604	774	
41 EDWIN RAU	456	770	412	714	
42 STEWART SWANSON	513	915	279	643	
43 RICHARD CHRISTIAN	592	222	492	1,000	
44 THOMAS KALLEVANG	619	292	428	934	
45 NEVILLE NEWMAN	300	656	283	1,000	
46 PETER SCHLITZKUS	331	580	608	585	
47 L KENT NOGY	988	1,000	0	0	
48 JERRY ROBERTSON	0	1,084	210	678	
49 JERRY TRUSSELL	990	0	439	338	

Contestant					
	Round 1	Round 2	Round 3	Round 4	Round 5
1 KEVIN GILLETTE	844	681	1,025	1,000	
2 MICHAEL LACHOWSKI	970	1,000	558	928	
3 BERNARD STROTHER	1,000	679	774	960	
4 NORM POTI	722	534	1,000	1,000	
5 ED WILSON	1,025	1,000	902	300	
6 DONALD HARRIS	688	705	1,000	749	
7 JERRY SHAPE	633	992	353	1,000	
8 JOHNNY BERLIN	1,025	612	289	1,000	
9 RAY HAYES	1,000	1,025	891	0	
10 DONALD RICHMOND	925	970	675	338	
11 CRAIG GREENING	0	804	1,025	998	
12 KENNETH BATES	706	1,000	1,025	0	
13 DAVID BATEY	824	762	503	611	
14 JOHN IAFRET	763	414	498	998	
15 CHARLES PINNELL	410	1,010	651	575	
16 SKYE MALCOLM	0	1,000	1,000	646	
17 POH KHAW	626	1,000	501	371	
18 MARK GROVES	619	903	571	389	
19 PETER GOLDSMITH	1,000	876	0	579	
20 DOUG PIKE	948	723	254	495	
21 JERRY GRIFFITH	952	0	487	1,000	
22 BEN PITCHKITES	573	421	383	987	
23 THOMAS SCULLY	1,000	881	460	0	
24 STEWART SWANSON	403	799	368	699	
25 ROBERT ROBINSON	575	1,025	309	311	
26 RYAN WOEBKENBERG	494	546	320	860	
27 DAVID BEACH	741	0	437	1,000	
28 THOMAS BROESKI	622	930	360	196	
29 KENNETH SHAW	435	558	555	522	
30 ALEXANDER HALL	427	497	267	388	
31 TIM HOFF	0	753	266	63	
32 NELSON WHYTE	782	0	0	0	
33 PAUL WIESE	756	0	0	0	
34 Scr-BARRY ANDERSEN	736	0	0	0	

35 Scr-PETER SCHLITZKUS	502	162	0	0	
36 SCR - JACK WALLNER	0	0	0	0	
37 Scr - LOUIS GLAAB	0	0	0	0	
38 Scr - LUKE GLAAB	0	0	0	0	
39 Scr-JEFFREY CARR	0	0	0	0	
40 Scr-ROBERT MORGAN	0	0	0	0	

Aviation Weather Forecast at Muncie, Indiana

Station: KMIE North: 40.23 West: -85.38 Timezone: Eastern Daylight Saving Time UTC: -4 Model: Aviation (GFS MOS Guidance)



Scores

NATS-2014																		
	Name	1 Prt	2 5x2	3 Lddr	4 L1x5	5 L3x3	6 L2x4	7 L2x4	8 30x6	9 3200	10 Lddr	11 L2x4	12 3200	13 ALUp4	14 30x6	15 L1x5	Penalty & Rnd	Score
1	Gavin Trussel	1000	854.8	741.4	822.8	1000	1000	1000	1000	1000	1000	1000	926.6	964.9	1000	1000	100/10	13,469...
2	Craig Greening	1000	1000	1000	977.1	1000	695.7	970.3	1000	1000	1000	469.1	980.2	881.6	1000	356.2		12,973...
3	Oleg Golovidov	1000	835.3	1000	956.4	570.7	547.0	811.7	991.5	991.5	1000	989.2	1000	902.2	1000	1000		12,604...
4	Bruce Davidson	625.0	847.4	771.4	1000	1000	668.5	921.5	861.4	944.1	771.4	872.6	1000	1000	959.8	1000		12,381...
5	Ivan Mackenzie	818.2	887.6	1000	794.9	850.0	677.7	1000	997.5	976.5	771.4	834.7	814.4	842.1	927.2	767.8		12,109...
6	Patrick Mackenzie	681.8	965.1	1000	338.5	583.2	1000	1000	815.9	913.0	771.4	896.7	997.2	959.0	971.6	247.9		11,893...
7	Ryan Thompson	750.0	890.7	1000	533.3	807.6	972.8	997.8	543.2	893.4	1000	1000	609.1	829.6	747.1	257.0		11,574...
8	Frank Dumas	775.5	1000	700.0	889.9	662.8	739.9	898.3	709.1	873.6	771.4	832.8	823.4	921.1	800.8	446.7		11,398...
9	Peter Goldsmith	947.4	1000	1000	789.9	831.5	1000	826.5	709.1	954.5	771.4	525.3	1000	598.7	628.8	536.7		11,329...
10	Alex Parkyn	642.9	682.7	1000	677.2	520.3	721.7	932.1	1000	891.3	740.7	1000	663.4	971.6	789.6	264.7		11,234...
11	Alex Trussel	665.9	839.8	750.0	980.0	735.5	469.6	952.9	1000	1000	771.4	854.1	944.6	828.9	921.7	264.7		11,228...
12	John Ferguson	1000	1000	771.4	1000	570.3	656.1	872.3	963.2	1000	771.4	620.8	754.0	636.8	588.7	264.7		11,205...
13	Jeff Carr	398.0	773.1	1000	702.6	811.1	766.3	818.7	804.5	948.1	771.4	987.5	973.5	561.4	880.0	356.2		11,196...
14	Ryan Gonsoulin	636.4	772.1	771.4	596.7	890.6	1000	769.8	1000	930.0	1000	596.2	853.2	612.1	764.4	264.7		11,192...
15	Doug Pike	833.3	893.2	771.4	449.5	1000	659.6	851.5	643.1	861.4	1000	914.9	692.9	1000	598.4	258.3		11,169...
16	Kyle Clayton	677.6	988.0	771.4	455.8	693.4	456.5	778.5	708.2	957.1	1000	1000	756.2	722.4	608.6	1000		11,118...
17	Ben Roberto	947.4	791.2	571.4	386.7	942.7	491.3	1000	770.2	934.8	571.4	738.6	877.1	657.9	1000	687.2		10,981...
18	Scott Zastoupil	791.7	736.6	700.0	1000	951.9	304.3	849.3	700.0	901.2	771.4	556.2	1000	666.7	761.0	264.8		10,690...
19	Charles Thomas	522.7	853.0	1000	949.4	748.3	622.7	745.0	810.6	758.5	771.4	656.4	768.7	1000	860.0	265.4		10,563...
20	Tom Scully	907.9	813.1	1000	387.7	805.6	526.3	852.0	853.3	798.4	571.4	826.6	612.0	372.2	925.7	571.4		10,436...
21	Garth Kelterjahn	681.8	801.1	771.4	1000	753.5	626.1	761.9	574.6	804.4	771.4	775.3	577.4	252.2	674.3	496.7		10,069...
22	Robert Olson	947.4	679.2	700.0	350.3	661.5	871.8	389.6	818.7	624.7	571.4	556.6	753.5	1000	881.8	676.5	100/5	10,012...
23	Wayne Wimbish	710.5	908.2	700.0	860.8	613.0	650.4	809.4	569.4	796.4	771.4	656.5	651.1	587.4	500.0	248.5		9,764.6
24	Richard Watulonis	819.4	702.3	571.4	448.6	565.1	567.8	523.8	493.2	812.4	740.7	459.6	589.3	845.3	522.1	722.7		9,322.1
25	Ray Munro	875.0	780.4	700.0	441.0	805.2	967.4	662.1	823.2	663.8	400.0	504.7	573.5	199.6	631.2	331.8		9,179.4
26	Matt Mabry	605.3	674.7	700.0	328.2	254.5	652.0	648.4	640.6	684.7	571.4	683.9	973.5	552.6	435.7			7,949.8
27	Michael Witznajtys	734.7	823.3	771.4	433.3	618.5	395.7	704.4	891.4	870.3	571.4	181.8	523.5	452.9				7,704.0
28	Rick Johnston	766.7	774.5	700.0	220.0	817.7	538.5	770.4	618.6	622.5	333.3	379.9	633.7	381.6	728.0	180.0		7,698.7
29	Ryni Gonsoulin	357.1	674.7	400.0	697.4	709.3	445.6	392.7	414.1	614.8	257.1	325.8	420.1	744.0	473.2	227.5	100/10	6,309.6
30	Barney Bauer									665.2	400.0	514.1	349.0	571.0				2,499.4
31	Robert Morgan	83.3																83.3
32	Jim Carlton																	
33	Richard Maccleery																	
34	Noah Myers																	
35	Scott Myers																	
36	Chris Parkyn																	

Scores

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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1/2AGasJ

31

1	Reuter*	Will	952825	North Olmstead	OH	160
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<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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020Replica

52

1	Schlarb	Bill	14425	South Bend	IN	348
2	Bane	Ruth	63176	Lyndonville	NY	341
3	Oliver	John	557832	Pierceton	IN	284
4	Vanderbeek	Bill	853	Altos Hills	CA	283
5	Blake	Simon	20644	Toronto	ON	242
6	Pangell	Rick	16165		CO	241
7	Firster	Ted	3524	Riverside	CA	222
8	Abriss	Alan	53207	Rego Park	NY	204
9	Kelly	Jim	37564	Yorktown	VA	181
10	Romak	Bud	27032	Lincoln	CA	157
11	Erridge	Roger	20953	Saranac	MI	100

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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1/2AGasS

32

1	Marier**	Robert	842547	Roswell	GA	581
2	Vucovich**	Daniel	844281	Lititz	PA	252

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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SMulvhillRubber

92

1	Williams	Joe	247709	Brookville	PA	540
2	Perkins	Frank	16827	Tuscaloosa	AL	516
3	Sneed	Ed	556614	Columbus	OH	447
4	Sechrist	David	574560	Bristol	IN	336
5	Powell	Chuck	465518	Benton	KS	268
6	Coffin	Jim	163	Annandale	VA	78
7	Ringlen*	Larson	865223	Cgarkitte	NC	60
8	Tomasch	Walter	539559	Mishawaka	IN	4

Scores

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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PayloadJSO

2

1	Dock	Denny	514011	Stevensville	MI	268
2	Kane	Dan	9192	Marion	OH	265
3	Berry	Daniel	79311	Benton	AR	251
4	Sperzel	Hank	80586	Bellevue	NE	152
5	Stalick	Bob	26731	Albany	OR	4

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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OTHL

56

1	Hale	David	35667	Wilmington	OH	191
2	Gerspacher*	Kyle	885651	Centerville	OH	176
3	Wilson**	Claiburne	1014271	Atlanta	GA	161
4	Ringlien	Andrew W.	76902	Charlotte	NC	131
5	Marier**	Robert	842547	Roswell	GA	130
6	Ringlen*	Larson	865223	Cgarkitte	NC	128
7	Batiuk	Tim	L135	San Juan Capistr	CA	120
8	Langelius	Jan	32138	Haslet	TX	116
9	Powell	Chuck	465518	Benton	KS	108
10	Gerspacher	David	762428	Centerville	OH	98
11	Schlarb	Bill	14425	South Bend	IN	81
12	Pangell	Rick	16165		CO	61
13	Lewis	Jim	119	Macon	GA	60
14	Powell	Linda	977828	Benton	KS	18

<i>Event</i>	<i>Last Name</i>	<i>First Name</i>	<i>AMA #</i>	<i>City</i>	<i>State</i>	<i>Time</i>
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Moffett

3

1	Sechrist	David	574560	Bristol	IN	780
2	Konefes	Ed	53758	Wauconda	IL	673
3	Hardin	Edward	312473	Kingston	TN	545
4	Hanford	Robert M	7272	Broken Arrow	OK	489
5	Kothe	Herb	6910	Boukter	CO	480
6	Sneed	Ed	556614	Columbus	OH	365
7	Romak	Bud	27032	Lincoln	CA	365
8	O'Reilly	Jim	9729	Wichita	KS	360
9	Mills	David	7717	Atlanta	GA	342
10	Williams	Joe	247709	Brookville	PA	341
11	Vanderbeek	Bill	853	Altos Hills	CA	298
12	Marier**	Robert	842547	Roswell	GA	293
13	Bowis	Thurman	428725	New Smyrna Bea	FL	120
14	Allen	Carrol	8395	Copake	NT	111
15	Brown	Gerald	79269	Henderson	TX	69

Scores

Event	Last Name	First Name	AMA #	City	State	Time
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cNosGas

51

1	Bane	Brad	54695	Lyndonville	NY	960
2	Wicks	Gene	5898	Normal	IL	937
3	Marsh	Jack	99723	South Bend	IN	578
4	Dock	Denny	514011	Stevensville	MI	480
5	Fulmer	Keith	31552	Mishawaka	IN	438
6	Smith	Gene	9584	Stillwater	OK	412
7	Vanderbeek	Bill	853	Altos Hills	CA	323
8	Erridge	Roger	20953	Saranac	MI	261
9	Hall	Dick	299	Athens	AL	228
10	McGinnes	Dean	17788	Lakeland	FL	189
11	Sperzel	Hank	80586	Bellevue	NE	120
12	Darling	Clark	125532	Carmel	NY	120

Event	Last Name	First Name	AMA #	City	State	Time
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ElectricB

4

1	Ivers	Richard	683557	West Newton	MA	475
2	Ashworth*	Hayden	1006636	Indianapolis	IN	425
3	Selick	H. Graham	12064	Athens	GA	354
4	Hooke	Drake	2426	Newfoundland	PA	323
5	Gewain	Matt	2433		CA	303
6	Covatt	Richard	32551	Anderson	IN	299
7	Elder	Dale	L76967	Orlando	FL	298
8	Murphy	Jack	941945	SLC	UT	287
9	Coffin	Jim	L163	Annandale	VA	239
10	Lacey	David	25895	Alexandria	VA	86

Event	Last Name	First Name	AMA #	City	State	Time
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1/2AGasO

33

1	Berry	Daniel	79311	Benton	AR	995
2	Hanford	Robert M	7272	Broken Arrow	OK	785
3	Parker	Faust	15980	Houston	TX	722
4	Mollendorf	Joseph	25875	Amherst	NY	584
5	Hall	Dick	299	Athens	AL	427
6	Thompson	Ronnie	327893	Athens	AL	356
7	Sowder	Bob	22179	Troutville	VA	355
8	Brown	Gerald	79269	Henderson	TX	351
9	Morris	Gil	94509	Columbus	OH	340
10	Smith	Roy E.	7759	Kingston	ON	304
11	Jones	David	34983	Pittsburgh	PA	303
12	Blake	Simon	20644	Toronto	ON	253
13	Smith	Gene	9584	Stillwater	OK	120

