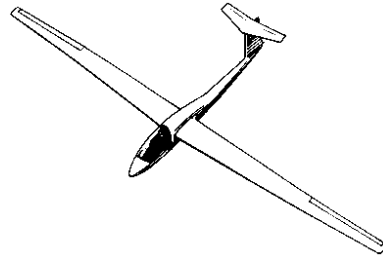


CLARENCE SILENT FLYAIR



BI-MONTHLY NEWSLETTER OF THE
CLARENCE SAILPLANE SOCIETY

Mar/Apr '03

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From the Editor

- Marty Timm

This month we have the usual features and a very informative article on thermal flying from Pete Carr. Thanks for the contribution, Pete! There are fine contributions from Jim Sonnenmeier and Bill Pike and belated Flyer of the Year results for 2002. We also have photos and results from the Building and Finishing contests. We also have a calendar of events from our sailplaning friends in Canada. Check it out - there are surprisingly few conflicts between their events and ours. I know I'll be making a few trips to Ontario this year. Final renewal notices have been mailed and all the folks that have joined or renewed for 2003 are listed in the

2003 Membership Roster at the end of the newsletter. Save that page so you can contact other club members when you need to.

I'm pleased to report that the Member Forum on the club web site is starting to get some use. We have some interesting discussion threads started. If you haven't checked it out yet, take a peek. It's under "Member

Info". Log in and participate in an online discussion about something important to the club or just ask a question and see who chimes in with an answer. Contact me if you've forgotten the password.

(Start Shameless Plug!)

Last but not least, look for the flyer for the Spring Opener contest. Once again we will be doing things to encourage newcomers to participate. There will be a Best Novice trophy. For the purposes of this contest, we will define "Novice" as anyone that has flown in 10 contests of fewer.

We will also be running a "2-meter - hi-start launched" class. This should give newcomers with

Upcoming Events

April 17	Meeting - Clarence Town Park
April 27 (rain - May 4)	Spring Opener Contest at ECC South CD - Marty Timm
May 15	On Field Meeting at ECC South
May 18	Balsa Dusters Sailplane Contest CD - Ernie Nikodem
May 26	Memorial Day Fun Fly at ECC South CD - Paul Bolis

smaller planes a chance to compete against similar planes and pilots with similar skills. We hope this encourages people who have never entered a contest to give one a try. There will be plenty of experienced pilots around to help the newcomers. We hope you'll come out and join us. You'll never know how much fun you can have until you give it a shot.

(End Shameless Plug!)

February Meeting President's Report

- Roman Paryz

Sorry about not being able to make it to the meeting. I was forced to go to Destin, Fl (about 30 miles east of Pensacola) to attend the annual International Test & Evaluation Association Weapons Compatibility Symposium. Believe you me, it's boring here at the Hilton resort on the gulf coast but I just want you to know that I will be thinking about you as I empty the sand out of my sandals ;-)

Welcome to the annual CSS Building Contest. From what I could see if I was there, you have been working very hard on getting your creations ready. Now just some quick notes and reminders:

→ The dues are due. Get your payments into Tom K. ASAP.

Paul Bolis Flying Indoor Heli

Photo courtesy of Bill Pike



Assuming a membership of 50, insurance accounted for 19% (\$2.80 / \$15) of the CSS dues we pay. Now insurance will account for 53% (\$8 / \$15) of our dues. As a minimum, we should consider raising the dues to \$20 per year to cover insurance cost increases.

(Note to self – remember to pay own dues before the club finds out)

→ The clubs annual charter kit is in. Please decide what flying venues we will insure for this year. What is important to note for this year is the cost of insurance. In 2002, the cost of insuring the fields listed below was \$140 (4 regular wording policies @ \$20 each and 2 special wording policies @ \$30 each). This year, the cost has skyrocketed to **\$400** for these same fields (4 regular wording policies @**\$60** each and 2 special wording policies @ **\$80** each).

- ECC South (plus Erie County)
- Clarence Soccer Fields (the Clarence School District also gets a policy)
- Herr Rd. Field
- The Slope Site at Rainbow Lake

→ Based upon the above insurance increase, we should have a discussion about the potential of increasing our dues.

→ The last item; as you may know I am the AMA District II Soaring Contest Board Member. I have to vote on 4 proposed rules changes for soaring. They are:

- SO-05-1 Arresting device (skegs) limitations
- SO-05-2 Elimination of arresting devices for RES sailplanes
- SO-05-4 Slope combat rules and safety standards
- SO-05-5 Add a new Nostalgia class (built as originally designed)

For details on these proposals please check out your March issue of Model Aviation.

I can see that [members are] already dozing off from this long dissertation so I'll let you get on with the rest of the meeting.

Have Fun!

Photos from the February Meeting



Bill Pike with pusher sp-400



Tom Koszuta with SR-3



Kurt Mandel, Star Flight DLG



Dominic Aradio with Super Sinbad



Gary Rasp's 4.35M EMS Composite

ECC Boosters Club Donation

At the January meeting, the club voted to support the ECC Athletic Boosters Club with a donation of \$100 as a token of our gratitude for their letting us use their athletic fields for our events.

Event Schedule Change!

Roman Paryz's F1.5B has been moved to June 14th with a rain

date of June 28th. Please update your calendars.

CSS' First Lifetime Member

Kudos to Kurt Mandel on becoming CSS' first lifetime member. Congratulations Kurt!

Slope Flyers' Donation

If you use the Rainbow Lake flying site for slope soaring, please see Uwe Ziegelmueller or Frank Zbytek and give them a donation towards the use of this site. The proceeds will be delivered to the owners of the land as soon as everybody's donation is in.

Flying Site Safety Resolutions

At the March meeting a discussion of safe flying habits

Photos from the March Meeting



Don Chudyk's Ryan STA Pilot



Richard Grady's Zagi Fixx



Richard Grady's Kurt Mandel Sloper

was held and the membership agreed to the following:

- It was agreed that there would be no specific altitude limit, but that a safe and prudent altitude be maintained at all times.
- A Non-flying spotter will be used to minimize any problems.
- An experienced flyer's judgment with regard to planes being too high should be heeded.

F3B Support Needed

To the soaring community,

We are beginning the serious preparations for the 2003 F3B World Championships to be held in Kirchheim unter Teck, Germany. The 2003 Team consists of Gavin Botha, Mike Lachowski, and Darrell Zaballos. These are the flyers that won spots on the team at the Team Selection Finals last Summer in Atlanta. Also traveling to the Worlds will be Daryl Perkins, our 4 time World Champion, Tom Kiesling and Michael Smith as ground support, and me as Team Manager.

We need the help of the soaring community to make this happen. A trip of this magnitude for seven people is expensive, and AMA is only able to help out financially to a limited extent. Our fundraising activities include offering T-shirts with this year's logo and team member names. Our first order of shirts is nearly sold out, with about 2 dozen shirts left (sizes L, XXL, XXXL). The price of these is \$20 (plus \$2 for shipping); all of which goes directly to the team. If you would like to order a shirt, please e-mail me or send a check to the address below; be

sure to include your size. Checks may be made out to "F3B Soaring" or to "Jim Thomas". After the first order is sold out, the second will be purchased, and will include all sizes.

We also could use donations from individuals, corporations, etc. If you need a letter from the team to support a donation, please let me know. We will list all donators as sponsors on the website when it is up. Sizable donations from corporations could also be recognized via patches on the team uniform jackets.

The F3B website is under development, and will be your window to the activities of the team. When up and running, we hope it will be informative and interesting to all US modelers. The URL is www.usaf3b.com.

Jim Thomas, Team Manager
482 Rockport Circle
Folsom, CA 95630

Thermal Flying, Some Thoughts

- Peter Carr

Last years' contest performance was disappointing so I set about looking for a fix. I'm very fortunate in that my oldest son is also a contest R/C sailplane pilot. While explaining things to him it helped me organize my thoughts and work though the problem. Jeff lives in Maine where thermals are hard to find. This may have been the reason he listened to me so attentively! The first step was to localize the problem. I decided that it could be split into four groups. These are:

- **The pilot.**
- **The air**
- **The aircraft.**
- **The radio.**

The aircraft: There are some very good articles on the Northeast Sailplanes Website dealing with sailplane trimming. I read these and others dealing with the Dive Test and decided that much of it did not agree with my experience. I use an Angle of Incidence meter to set the wing of the assembled sailplane to zero degrees. I then adjust the flying stab to +1 degrees relative to the wing. The transmitter elevator trim is set to middle-throw. I then balance the model to 30% of average chord being careful to check the math for multi-taper planforms. Once that's done I head out to the field for some hand-chucks. The idea is to adjust nose weight for a good glide without adjusting the elevator trim. When that's done it's time for the winch launch. Since hand-chucks are slow speed flights I expect a change in trim at thermal search speeds and there usually is. This is very true of cambered airfoils where there is increased downward pitch of the airfoil as speed increases. After a bunch of test flights, adding and removing nose weight, I find the "best" balance for overall performance for my conditions and flying style. Since the stab was trimmed for +1 degree of "up", it provides very little "up" or "down" force on the wing in level flight. This should translate into minimum wing drag as well as equal stab authority in either direction. However, in higher speed flight, like coming back upwind, up-trim adjustment is needed to keep the nose up while slow flight wants a bit of down-trim to keep the nose level. Since a typical flight is a series of compromises of speeds

and trim settings the object is to find a stab and nose weight combination that handles them all. In theory this combination should make the aircraft fall to the ground the slowest in conditions where there is no lift.

The radio: As you may know, I enjoy rebuilding radios. The goal is to make a transmitter that is comfortable in my hands, has all the controls in positions where I can operate them with minimum effort and are light-weight. I like to fly big sailplanes out to the limits of vision and take particular care about TX-RX tuning and battery care for solid range. The connections from the servos to the flying surfaces take extra attention. Ailerons and flaps are easy as long as the hinges have no play. The stab and rudder usually take some work both for the mechanics and throws. Pushrods must be stiff and straight and well supported through the fuselage. Many models call for a tape hinge at the rudder. I try to use pin-type hinges because tape works loose in hot weather and gives poor centering and reduced throw. This is also true of flaps and ailerons but I do compromise and use tape while being careful to inspect these hinge points frequently. The last item is receiver and battery installation. I've used foam rubber, white foam, and EPP foam. EPP is my favorite because it returns to original shape on impact (landing) while absorbing large amounts of energy. These helps preserve the cell and wire connections during my normally imperfect landings.

The pilot: I do just what you're doing now. I try to find every scrap of information about every aspect of soaring flight and read it. The videotapes from

RadioCarbonArt are very good. Resource pages of club websites such as the Dayton Darts, DownEast Soaring Society and the Charles River club are excellent. Unfortunately magazines available now are generally aimed at electric sailplanes but occasionally have article paragraphs about the thermal search. There is also information available using a Yahoo or Goggle search for "r/c sailplane trimming" or "r/c sailplane flying" and the like. Lastly, while it's fun to fly alone, never waiting for the winch or the pin, you can learn more in a shorter time by flying with other guys. You can pick the best of their methods and techniques and add them to your own.

The air: Finding thermals should be about gathering information. There are certain fixed pieces of information such as sun angle, amount of dew or water on the ground and degree of sky overcast. Then there are the variables. These include texture of the terrain (rocks, grass, forests, etc), asphalt streets and parking lots shaded for part of the day by trees or buildings, wind speed and direction. Rocks retain more heat than plowed fields, which hold more heat than grass. However, if the sun angle doesn't shine on the rocks they won't pop very many thermals. It's the ever-changing relationship of all these factors that make each flight such a challenge. Many times I've heard the Timer ask the pilot if he has a plan. Sometimes the response is a muttered cuss word and sometimes it's something like "I think I'll go left." I had the chance to fly with Larry Jolly at the Westover AFB Nationals a while back. He said that he watches the conditions a

full 20 minutes prior to launch in order to set a plan. He also mentioned that in some conditions thermals pop every 15 to 25 minutes from the same source. From his legendary success in R/C sailplanes it's hard to argue with his comments. I try to build on that by checking the Accuweather.com web site for hourly forecasts of cloud cover, wind speed and direction and temperature on flying day. I also have a thermometer on my transmitter to help spot thermals blowing through the flying field. And obviously, other sailplanes and/or birds in lift are a pretty sure sign of good air. There is a vast amount of information that needs to be weighed and analyzed to give the best guidance on where to find lift. Since all this information changes as the day ages it means that the pilot must be focused on the mission all the time. At contests where pilots are called to fly in flight groups it can be difficult to concentrate on the decision process with so much happening around you. This isn't quite so bad at contests where the CD calls a "round-per-hour" or such. You then have the option of picking your launch time for most favorable conditions. This is also a variable that must be processed!

To wrap up: You've made sure the radio is right, the airplane is right and that you made it only a "two beer" night last night. Before leaving home or the hotel you checked the weather forecast and made notes of the highlights. Arriving at the field you swap lies with the other pilots, line up some timers and assemble your ship. From then on, it's work, work, work. Take a walk to the landing circles, check the likely flight paths into each one and the trees, poles or

wires that you will have to dodge. Then check the winches for different foot pedals, retriever lines and line size. If possible, you should get a test launch in order [to] discover any surprises with the winches. Once that's done you need to go sit down and watch the sky. Look for insects, blowing leaves, birds and watch the tree tops. Large fields of tall grass are excellent indicators of wind action. Survey the terrain for likely thermal generators like asphalt, buildings, and tree lines. Watch the sun angle, or try to gauge it from the weather forecast you looked at earlier. Then try to be the last of a group to launch. Every ship that launches ahead of you is a source of information about the upper air conditions. Even sailplanes that are sinking miserably are telling you not to go near them. Get the highest launch possible since this translates into more search time. Once clear of the line set the ship to best cruise and go get your thermal. After you've made the time and landed it's best to check over the ship for any problems before turning the transmitter back to Impound. If all is well, set the plane aside and go back to watching the changing conditions for the next round.

Time spent tossing a HLG is excellent for learning to read air. Nostalgia ships fly differently than modern glass birds or HLGs. A thermal sensing telemetry system is also a great way to learn thermalling. Whatever you fly, every minute of flight time on any ship will add to your knowledge

2002 Flyer of the Year Results

The 2002 Flyer of the Year points have been tallied and the results are in. If you missed the announcement at the December meeting, read on.

Expert Class

#	Pilot	Pts
1	Jim Roller	4883
2	Tom Koszuta	4484
3	Roman Paryz II	4426
4	Lyn Perry	4104
5	Jim Sonnenmeier	3360
6	Kurt Mandel	3354
7	Marty Timm	2985
8	Don Chudyk	2962
9	Roman Paryz III	1803
10	Dave Decker	-

Sportsman Class

#	Pilot	Pts
1	Frank Zbytek	1489
2	Marco Jurich	660
3	Bob Kellner	500
4	Dominic Aradio	167

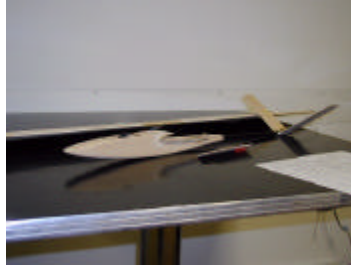
Congratulations to Jim Roller on another handy win and to Frank Zbytek for winning the Sportsman class and being promoted to Expert class in 2003.

Building Contest Results

- Marty Timm

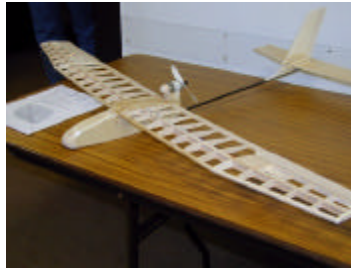
The February Building Contest was well attended with three fine entries.

Tom Koszuta brought in a plane of his own design dubbed the "SR-3" and destined for the slope. Featuring ailerons actuated by a single servo in the center of the wing and a V-tail mounted on a CF boom, the plane looks like it will really go and it took 3rd place in the contest.



Tom Koszuta's SR-3

Bill Pike entered his own-design electric speed-400 plane with ailerons and a pusher prop. The design borrows from several proven techniques and being nicely built, provided some stiff competition for the winner. Bill's plane took 2nd place in the contest.



Bill Pike's pusher speed-400

Dominic Aradio, one of the club's finest builders, entered a Berkely Super Sinbad. The design was originally developed before the advent of radio control and had an "auto rudder" which kept the plane circling. Having access to modern miniaturized equipment not available when the plane was designed, Dom has converted it to R/C. Featuring mahogany surfaces on the leading edge of the wing and the cowl, the plane was a beauty and took 1st place for Dom.



Dominic Aradio's Berkely Super Sinbad

Congratulations to all who entered their fine work in the contest. Results and photos are also posted on the club web site.

Finishing Contest Results

The March meeting Finishing (Covering) Contest was sparsely attended with only one entry. Don Chudyk brought in his beautifully finished SIG Ryan STA. Being the only entry, Don's plane won easily, but the plane was so nicely done that even if there had been competing entries, the results might have been the same. Photos appear here and in the "Results" section of the club web site.



Don Chudyk's SIG Ryan STA

Daffynitions

- Jim Sonnenmeier

Glide Time: The time between the engine falling out and the airplane hitting the ground.

Aeromodeling: The art of turning precision cut and glued balsa wood and foam into toothpicks and confetti.

Crash: Method of seeing inside a model airplane.

Receiver: Part of the radio that picks up interference.

Tank: Temporary storage place for chemicals before they saturate the plane.

Elevator: Device to prevent level flight.

Mixture Screw: Device to meter too little fuel to the engine at critical moments.

Nose Wheel: Device that prevents an airplane from landing without bouncing.

Spinner: Critical part of landing gear

Luck: Very sparse on your side, but plenty with your flying colleagues only they refer to it as SKILL.

Tough Luck: This is what you usually have. Your flying colleagues refer to it as lack of skill.

Bad Luck: Same as TOUGH.

Good Luck: What you need the most, but rarely have.

Crash: Quick method of removing radio and engine from a model to fit them in your new one.

Crash: Also: Synonym for "rekitting" a model

Center Of Gravity: Point in which G-forces, dedicated to separating wing from fuselage, do their stuff.

Cyanoacrylate: Special glue, designed to instantly glue fingers to balsa structures.

Cyanoacrylate: Also: Special glue, instantly curing when parts are misaligned, will hardly (if at all) cure when parts are correctly aligned.

Dead Stick: Two of these can be found on your transmitter after failing to properly charge your batteries.

Engine: Device designed to make noise. Will suddenly stop making this noise when beyond glide-in distance.

Epoxy: The stuff that has replaced the balsa after the flying season.

Fail Safe: Option on PCM radio's that allows a pilot to choose whether to crash near him, or a long way away

Fuel Tank: Plastic bottle, designed to leak when placed in totally inaccessible locations.

Fuselage: Optional interconnecting structure between wings and engine.

Glitch: What you shout when you pull up elevator while flying inverted at 10 feet.

Landing Gear: Structure to separate fuselage from runway after landing. Does not always succeed in doing so.

Mixture Screw - Device to meter too little fuel to engine at critical moments.

Propeller: Handy tool to cut away excess skin on knuckles.

JETTIQUETTE

- Always inform the other pilots of your intentions, your intention to takeoff, your intention to land, and your intention to make a big crater in the middle of the runway (it's always hard taxiing around those fuselage tails sticking out of the ground).

- When walking up to the runway for landing, it is impolite to walk between two people using a buddy box.

- It's considered bad manners to yell at someone who's been tying up the runway, even for a substantial length of time. After all, that's what water balloon bombs are for.

- It is the ultimate in bad manners to run over someone else's plane when backing out of the parking area, unless that plane is the only one with half a chance at beating you in the next contest.

- If a fellow flier should be unfortunate enough to seriously injure himself at the field, common courtesy demands that you should lend any assistance necessary, such as helping him Super Glue the forty-two inch long gash on his forehead together, so he can get back to the serious business of flying.

- If your aircraft goes out of control, it is polite to warn other pilots of the fact by calling out "HEADS UP!". Diving under a table and yelling "YOU'RE ON YOUR OWN, SUCKERS!" is not considered appropriate behavior.

- It is not only rude but against club rules to buzz the pits, the road, or the parking area. On the other hand, the guy mowing the strip is always fair game.

- Always be considerate and patient with a beginner pilot who comes to the flying field with a trainer. Someday he'll be a reckless egotistical pilot, just like you.

AMA NEWS

Below is a special notice from the AMA Website. See www.modelaircraft.org for details:

Important Notice (03/10/03)

There has been much communication over the last few days stemming from an Internet-based online subscription intelligence news service release. This concerned the potential use of radio-controlled aircraft by terrorists.

One of the greatest threats facing our sport during these times of concern for our national security is not so much the "news items" that appear on the Internet, but more importantly, the seemingly endless exchanges of these items.

While the Internet is certainly a wonderful tool to facilitate communication, it is hard to verify accuracy. The impression may be given that these stories are factual even when they are not.

We have investigated stories concerning terrorists using model aircraft and rockets and have found them to be inaccurate due to translation errors or from the reporter looking for shock value to "sell" the message.

It is important that we not contribute to this proliferation,

particularly when the accuracy of the information may be in doubt.

AMA Headquarters is working diligently to maintain our flying activities. Should you encounter information you feel is important, please relay it to us. Please do not broadcast the information on the Web to thousands who may stumble upon it without fully appreciating the potential impact.

We want to assure you that AMA, as a result of the September 11th incident, has been communicating with several federal government agencies concerned with terrorism.

Due to these efforts, there currently are no plans by the authorities to increase the level of restrictions placed on model aircraft activities.

Should any significant changes occur concerning this situation, we will immediately provide factual information updates from AMA Headquarters and through the AMA Web site.

- Jay Mealy
Programs Director

AMA Announces New Liability Insurance Carrier (3/25/03)

The AMA Executive Council on Monday night, March 24, reviewed several liability quotes offered for consideration. They approved an offer from Westchester Surplus Lines Insurance Company, AM Best Rated as A IX. This coverage is identical to the expiring 2002

policy with another company. The annual premium as compared to last year went up by 70%. There will be no lapse in liability coverage for clubs that have re-chartered. Also coverage will continue for additional insureds (site owners).

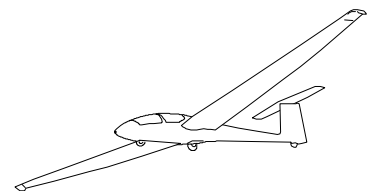
The AMA Headquarters operations is focusing on getting various documents printed and customized for both club and property owners. Documents will be mailed as soon as possible. While you might experience a delay in receipt of the documents, rest assured that coverage is in force!

- Carl Maroney
Special Services

Steaming dents

- Tip from the AMA National Newsletter

No matter how hard you try to protect a model airplane, there always seems to be some hangar rash before you are finished. Here is a fix for a mild dent. Get out the iron, set it to steam, cover the dent with a damp rag, and get to work. The steam will cause the wood to expand, in effect, swelling the dent out. If the wood fiber has been crushed, put the iron away and get out the wood filler or be prepared to cut away the damaged part and replace it.





Spring Opener

A Thermal-Duration R/C Sailplane Contest

Date April 27, 2002
(Rain Date - May 4)

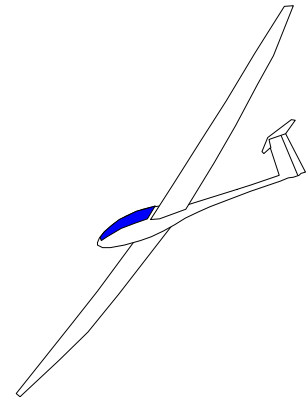
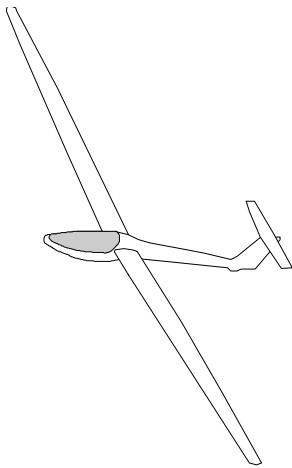
Time 9:00 Registration opens
9:45 Pilots' briefing
10:00 First plane off

Location Erie Community College
South Campus Athletic Field
(Near Ralph Wilson Stadium)

Classes Open
RES (Rudder/Elevator/Spoiler)
2 Meter - hi-start launched

Awards Top 3 positions in class
Best Novice

Entry Fee \$5 per plane per class



For additional information contact
Marty Timm
(716) 592-9520
mtimm@alcom.net

Clarence Sailplane Society
2003 Club Roster
(as of 3/28/03)

First	Last Name	Address	City	St	Zip	Phone	E-mail	AMA #	Frequencies
Dominic	Aradio	94 Mayberry Dr. W.	Cheektowaga	NY	14227	668-1983	wolfarado9@aol.com	715438	36, 52, 58
Jack	Archibald	281 Girdle Rd.	East Aurora	NY	14052	652-4412	jackarch2@aol.com	192711	53.1
Harold	Becker	82 Siegfried Dr.	Williamsville	NY	14221	633-7155	becker82b@aol.com	569673	11, 51 52
Paul	Bolis	20 Traceway	Lancaster	NY	14086	683-8269	paulystar@netzero.net	175150	12
Frank	Calvarese	37 Willow Ridge Lane	Lancaster	NY	14086	656-9646	thermol20@aol.com	564752	17
Don	Chudyk	69 Weigand St.	West Seneca	NY	14224	674-6728		15434	25, 27
Tom	Cimato	57 Hawthorne Dr.	Orchard Park	NY	14127	662-5651	tcimato@localnet.com	413856	34, 37
Al	Closser	6 Sunset Terrace	Tonawanda	NY	14150	694-7515		252884	40
Richard	Grady	536 Beach Rd.	Cheektowaga	NY	14225	634-1687	planegrady@surfnet.com	20761	18
Joan	Grigg	6387 Badger Dr.	Lockport	NY	14094	434-3955		20	
Bill	Hauth	100 Milford St.	Hamburg	NY	14075	649-8582	toolmkr@adelphia.net	7003	12,14,16,18,22,28,40,56
Bob	Jaques	188 North Wrexham Ct.	Tonawanda	NY	14150	836-1032		28953	17, 26, 28
Bob	Kellner	79 Hawthorne Dr.	Orchard Park	NY	14127	662-4769	rjak_6@yahoo.com		42, 48
Rita	Kirk	99 Keller Ave	Kenmore	NY	14217				
Thomas	Koszuta	4 Elkhurst Dr.	Cheektowaga	NY	14225	896-6393	sliderule@adelphia.net	645505	54, 59
Leslie	Kuntar	100 Carriage Drive, #6	Orchard Park	NY	14127	662-2080	lkuntar@gaymar.com		24, 54
Warren	Laufer	230 Warren Ave.	Kenmore	NY	14217	876-2475		583904	55
Andy	Luchowski	80 Hawthorne Drive	Orchard Park	NY	14127	662-0505	ajl@buffnet.net	756304	
Fred	Maier	60 West Balcom St.	Buffalo	NY	14209	886-1970		32070	34, 57
Kurt	Mandel	174 Roswell Ave.	Buffalo	NY	14207	873-7819	kurt.mandel@verizon.net	543902	48
Everett	McQuaid	1757 Staley Rd.	Grand Island	NY	14072	773-5999	evmcquaid@aol.com	583218	37, 51
Fran	Miller	414 Washington Hwy.	Amherst	NY	14226	839-5616	gliderguy134@aol.com		30
Michael	Miller	180 Fredrick Rd.	Tonawanda	NY	14150	962-3785		238540	48
Mary	Moynihan	5212B Magnolia Dr.	Lockport	NY	14094	438-2264		692	
William	Neumann	44 Glenhurst Rd.	Tonawanda	NY	14150	835-5376		108508	38, 42, 48
George	Pack	940-C Hopkins Rd	Williamsville	NY	14221	689-0586	marthapack@juno.com	83992	50,52,56
Gary	Pajak	4306 Clinton St.	West Seneca	NY	14224	674-8234	gpajak@aol.com		26
Roman	Paryz II	59 Steinfeldt Rd.	Lancaster	NY	14086	684-4177	zyrap@buffnet.net	3077	30
Roman	Paryz III	6408 Wildwood Circle S. #906	Fort Worth	TX	76132	684-4177	rparyz@charter.net	477896	41,42
Lyn	Perry	123 Park Place	East Aurora	NY	14052	655-0775	PERRYL@ecc.edu	75617	44
Bill	Pike	21 Regency Court	Amherst	NY	14226	836-1833	w.j.pike@att.net	652359	44, 49
Gerald	Piscitello	5581 Meadow Dr.	Hamburg	NY	14075	649-6216		12696	28, 30, 34, 50
Gary	Rasp	1848 Center St.	East Aurora	NY	14052	655-0613	autobahn@bluemoon.net	647347	

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Vince	Rasp	69 Hybank Drive	West Seneca	NY	14224	674-2882	vrr287@aol.com	27101	02, 08, 32
Michael	Richards	7858 Feddick Rd.	Hamburg	NY	14075	648-6821	mrgctc@aol.com	36072	52, 54
Jim	Roller	2084 Old Crittenden Rd.	Alden	NY	14004	937-6427	Rolj98@aol.com	213410	19, 26
Charles	Schummer	11 Kingswood Dr.	Orchard Park	NY	14127	675-1531	chucks1072@yahoo.com	670764	57, 58
Richard	Shenton	82 Foxpoint Dr.	Williamsville	NY	14221	689-2053		320452	50, 56
James	Sonnenmeier	5274 Rome Court	Erie	PA	16509	(814) 824-4760	jrs36@psu.edu	170227	25, 28, 40, 42
Daniel	Szurgot	82 Sullivan Dr.	Elma	NY	14059	652-7204	danszur@buffnet.net	671022	46, 49, 52
Marty	Timm	PO Box 246	Glenwood	NY	14069	592-9520	mtimm@a1com.net	541232	16, 34, 58
W. Neil	Watson	23 Snug Haven Court	Tonawanda	NY	14150	835-6101	whipper@adelphia.net	98050	25, 45
Bill	Wilcox	66 Elmview Drive	Tonawanda	NY	14150	874-4432	capnbilly@juno.com	586960	53
Ronald	Wilczek	342 Traverse Blvd.	Buffalo	NY	14223	876-4665	wilczek@digicon.net		12, 40, 52, 54
John	Wisniewski	6708 Utley Rd	Akron	NY	14001	542-4075	jjwis52@aol.com	618926	38, 58
Ronald	Wojcik	75 Carriage Dr. #8	Orchard Park	NY	14127	662-4043		599587	12
Frank	Zbytek	5775 Ellis Rd.	Orchard Park	NY	14127	662-3139		66514	32, 48
Uwe	Ziegelmueller	3181 Transit Rd	Elma	NY	14059	656-7925			29

**2003 Contest Calendar/Soaring Events
for South Central & Eastern Ontario**

Contest Schedule S.O.G.G.I 2003

May	Sat. 10th.	CD	Bud Wallace&Cliff	ONE Design Olympic	S.O.G.G.I club only	905-274-3177
May		CD	Jim Blum Jr.	Aerotow	Dansville NY	716-335-6515
May	18th.	CD	Steve Cole	2 Meter	C.O.G.G	416-466-4574?
May	Sun.11th	CD	Stan Shaw	Electric fun-fly	S.O.G.G.I Club only	519-763-7111
May	24/25th	CD	Bill Woodward	Aerotow season opener	C.M.A.S Fergus	519-653-4251
June	8th.	CD	Doug Pike	Open Men on Men	C.O.G.G	905-451-0791
June	13/14/15th	CD		JR.Aerotow	Champaign, Illinois	
June	Sat. 14th.	CD	Bud Wallace&Cliff	ONE Design Olympic	S.O.G.G.I club only	905-274-3177
June	Sun.22nd.	CD	Stan Shaw	Golden Oldies	S.O.G.G.I open	519-763-7111
June	28/29th	CD	Bill Woodward	Possib. Aerotow(Vintage	comp.) C.M.A.S Fergus	519-653-4251
June	29th	CD	Mike Kucera	2 Meter Triathlon	G.N.A.T.S open	905-354-7750
July	5/6th	CD	Jack Nunn	Duration Task open	C.O.G.G /2Classes	705-728-4467
July	Sat. 12th.	CD	Bud Wallace&Cliff	ONE Design Olympic	S.O.G.G.I club only	905-274-3177
July	Sun. 13th.	CD	Stan Shaw	OB Memorial Club Day	S.O.G.G.I club only	519-763-7111
July	19/20th	CD	Landray/Woodward	Can/Am Aerotow	C.M.A.S/G.N.A.T.S(Comp)	905-468-3923
July	27th	CD	Mike Thomas	Electric	C.O.G.G	416-748-2833
Aug.	3th	CD	Larry Literovich	2 meter Open	G.N.A.T.S	905-646-7559
Aug.	9/10th	CD	Frank Pilih	Aerotow	Oakville	614-251-1619
Aug.	Sun. 10th.	CD	Werner Klebert	2 Meter	S.O.G.G.I open	905-578-9431
Aug.	Sat. 23rd.	CD	Bud Wallace&Cliff	ONE Design Olympic	S.O.G.G.I club only	905-274-3177
Aug.	Sun. 31st.	CD	Werner Klebert	Big Bird Bash	S.O.G.G.I open	905-578-9431
Sept.	6/7th	CD	Gudmund Thomson	Aerotow	Ottawa	613-837-0648
Sept.	7th.	CD	Tony Boothman	RES class	C.O.G.G	705-722-8630
Sept.	7th.	CD	Bob Sherliker	Open F3J	C.O.G.G	905-820-2799
Sept.	14th.	CD	Vladimir Livardic	H/L Glider	C.O.G.G	905-501-1893
Sept.	Sat. 20th.	CD	Bud Wallace&Cliff	ONE Design Olympic	S.O.G.G.I club only	905-274-3177
Sept.		CD	Jim Blum Jr.	Aerotow	Dansville NY	716-335-6515
Sept.	27/28th	CD	Bill Woodward	Season End Aerotow	C.M.A.S Fergus	519-653-4251