



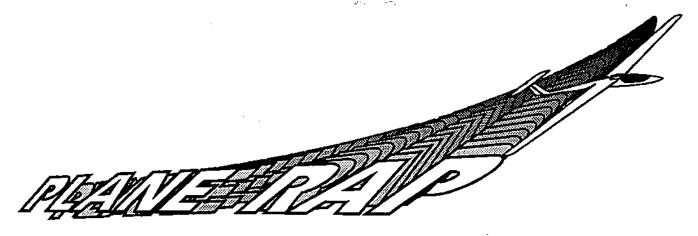




FIRST CLASS MAIL

WILL CONRAD 9359 SHRIKE AVE FOUNTAIN VALLEY, CA 92708

1992 MEMBERSHIP RENEWAL INCLUDED

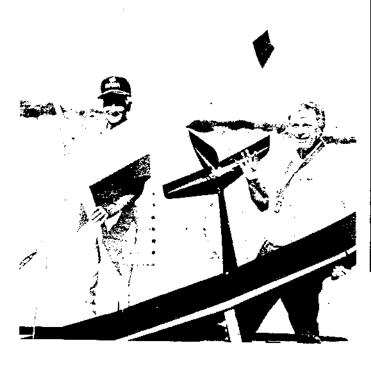


December, 1991

The Harbor Soaring Society Newslatter

Vol. 28 No. 12

MEN OF THE HOUR



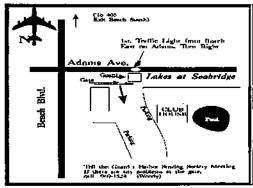
The winds have been kind lately to two H.S.S. members working on their League of Silent Flight Level IV requirements. Gordon Ritschke and Ross Thomas have both managed to accomplish their one-hour thermal duration flights. Interestingly, while both men have recently joined the growing brigade of Legend fliers, the sailplanes used in the hour flights were traditional polyhedral ships. Gordon achieved his flight with his big yellow Aquila XL while Ross chose his mainstay 3-meter Gnome. Congratulations to both pilots! By the way, there is no truth to the rumor that both pilots are having their right thumbs bronzed, soaked in Epsom salts for a while, maybe.

H.S.S. BOARD ME	MBERS
President: Norm Kutch	(714) 662-0182
Vice Pres.: Jim Parsons	(714) 636-9867
Secretary: Brian Germaine	(714) 241-3878
Treasurer:Frank Chasteler	(714) 545-2185
Contest Coord: Ben Clerx	(714) 721-8848
General Dir: Bob Sliff	(714) 895-1203
Newsletter Ed: John Ostrowski	(714) 847-4871
Assoc. Ed.: Pete Young	(714) 892-3473

The Harbor Soaring Society newsletter is published monthly. Editorial comments and articles are welcomed. Please provide all material for consideration by the 15th of the month prior to publication. Wordprocessed material is appreciated (any major IBM compatible disk format and program). Handwritten material must be clear and legible. The editor reserves the right to edit all material. Submissions should be made to John Ostrowski in person or by mail to: 8902 Lawrence Ave. Westminster, CA 92683.

MEETING LOCATION

You will need to check in at the gate. Tell the guard you are there for the HSS meeting. If there are any problems, call 969-1524



CLUB MINUTES

The meeting was called to order at 7:33 p.m.. The minutes were accepted as published. The treasurer's report was accepted as read. New faces included: Myron Roberts and Frank.

OLD BUSINESS

A big congratulations goes to our newsletter editor, John Ostrowski, for his nice work on the new newsletter. Morrey Smith discussed what is needed from a person, in the way of participation, who wishes to win a prize at the Lee Renaud Memorial.

NEW BUSINESS

Anybody that needs a new turnaround, should submit a request to the board. Morrey was alotted money for the purchasing of a new generator. Bob Sliff discussed the format for the November contest.

The meeting closed at 9:37 p.m.. Brian Germane, Secretary

CLUB OFFICERS - 1992

Elections were held at the November meeting. Officers for 1992 are listed below:

President: Ben Clerx

Vice President: Dick Johnson

Secretary: Woody Grosvenor

Treasurer: Frank Chasteler

Contest Coordinator: Ross Thomas

General Director: Pete Richardson

Newsletter Editor: John Ostrowski

In addition, Pete Young will serve as Associate Newsletter Editor and Keith McClellan will serve as Assistant Competition Coordinator. Thanks to all those who volunteered to run for office and those who attended the meeting and voted. The new officers will take office at the January, 1992 meeting.

PILOT OF THE MONTH

Our pilot of the month for December is the retiring H.S.S. president:



Norm Kutch

Occupation: Retired police officer, City of Costa Mesa. Selfemployed furniture finishing and repair.

Started flying sailplanes: 1960. Rekindled interest in 1980.

Reason for interest: Had a friend who built a full-size flying wing (Jim Marske) and he got me interested in the RC's.

First R/C Sailplane: An Aquila, and I'm still flying them even in contests.

<u>Favorite part of the hobby</u>: Spending hours in the fresh air and being with friends.

Goal for 1992: Help as many people enjoy the pleasure of flight as I can.

<u>Greatest flying strength</u>: To allow the plane to have control of the sky.

Advice for beginning flyers: Fly for fun -- the victory is in the flight -- or should I say, in the landings.

A WEIGHTY IDEA

A cheap source of lead weights for your airplane may be as close as the local tire shop. Most keep a box of discarded wheel-balance weights that you may be able to raid for free. (Thanks to George Siposs)

BASIC TECH TALK PART IV

CONSERVING ENERGY

by George Siposs

Energy has many forms. Chemical energy in the battery is converted into electrical energy in the winch motor which produces mechanical energy to high-start your model.

There are two kinds of mechanical energy: potential and kinetic. Potential energy (PE) is stored-up energy, ready to do work when released (e.g. a clockwork spring, or rubber band in a model plane). The energy due to physical location is also potential energy. A railroad car poised at the top of a hill has potential energy to run down on an inclined track. Similarly, the moment the winch line falls off your model's hook, the plane has PE because of its height. The energy is expressed in foot-pounds. for example, a model of 3 lbs. at a height of 300 ft. has a PE of 3 x 300 = 900 ft.-lbs.

Kinetic energy (KE) is due to the mass moving. The formula is more complex (KE=1/2W/g V²) but what you really need to know is that PE and KE are mutually interchangeable. When a bicycle rolls down a hill it gathers energy which helps it to go up the next hill ... minus losses due to air friction, mechanical friction, etc. There are always losses due to air drag, etc. otherwise we would have perpetual motion. When your plane swoops down at increasing speeds, it is converting PE to KE. As it climbs upward it is reconverting KE to PE ... minus some losses due to air drag. A parachute maximizes drag. A poorly finished model has high drag, so re-read Part III of this series!

The gravity force acting on the model is always constant because the weight of the flying model does not change. as the airfoil generates lift, the forward motion is opposed by drag. The relationship, the ratio between Lift and Drag is expressed L/D. This ratio determines how well your model will fly. Lift can be increased by choosing a good airfoil and by increasing airspeed. This is the numerator in the L/D fraction. Drag can be minimized by making the model smooth and trimming it to fly straight. A poorly aligned model will fly katty wumpus and thus bores a larger-than-necessary hole in the air, creating lots of drag. Because drag is the denominator in the L/D fraction, reducing drag increases the model's flight efficiency.

Basically, L/D determines the glide ratio of the model, i. e. how far it will fly for every foot of altitude lost. The higher the ratio the better. Obviously a 25:1 glide ratio is better than a 10:1.

Here we must differentiate between sinking speed and glide ratio. Sinking speed is expressed as feet of altitude lost per second. Now, you can have a glider that barely moves forward yet sinks slowly or, your glider can be a real bomb which flies fast but still loses the same altitude per second as the first example. The difference is that the first one has a poor glide ratio whereas the bomb has a great glide ratio. what is the advantage of each? The slow model will thermal best, the fast model covers a lot of sky to find thermals. The best model is the one you can control to fly fast (when nose down) or slow (pull up elevator) at will!

SWAP SHOP

Two Airtronics Vanguard 6 channel FM transmitters (1991 gold) with dual-rate settings. Includes matching receiver crystals. No receivers or servos. \$65 each O.B.O. Call John (714) 847-4871.

For Sale: foam and glass Legend wings, built to order \$200 and up. Call Phil, 589-9136

Synergy III, includes 4 servos in the wings, wire harness for Airtronics receiver. \$475. Legionair 100, polyhedral \$30. Call Pete at 557-4782, evenings.

Magic by Weston Aerodesign. 138" span with FX 60-100 airfoil. All glass, kevlar and grey foam construction. Flap servos installed. 72 oz. flying weight. \$450 o.b.o. Merlin by Roland Summer. 3.3 meter span FX 60-126 airfoil, molded glass wings and full flying V-tail stabs, glass fuse with slip-on nose cone. All 4 servos installed. Rare German glider, \$475 o.b.o. Contact Manny at (714) 778-5254.

Airtronics servos - 5141s plus 2 standards. Mounted in a slope racer (the Air Shark). You pay for the servos and get the airplane free. \$250 firm. With 7 channel RCD Rx and servo extensions - \$350. 75% finished slope racer. Very similar to Ed Resetar's and Dan Lair's Generators, 90" bagged wing (one piece). Ailerons are cut out and 2 Airtronics 501 servos with extensions are in place. Fuse has 2 std. servos installed with pushrod and linkage for t-tail elevator installed and cable for rudder \$200 firm. Ed Resetar designed Airtick - \$200 as is. some damage but basically just needs to be recovered. Includes 1 micro servo in the fuse and 2 in the wing. E-Z extra 230 - .25 sized with K&B .40 installed and Airtronics Vanguard 6 radio. Flies extremely well. Everything new. \$250 firm. Falcon 880 with all servos installed - \$325, with Vision radio - \$725. Call Keith at (714) 832-1099.

Place your ad in Swap Shop for the low, low price of FREE to H.S.S. members. Send your written ad to the editor at 8902 Lawrence Ave. Westminster, CA 92683 by the 15th. of the month. Ads must be renewed on a monthly basis.

NOVEMBER HSS MONTHLY

Pete Young

CD Bob Sliff welcomed an excellent turnout of 43 fliers in Open and 192-M fliers to the November HSS Monthly. The tasking was 3 rounds with the standard 3/5/7 flight time goals and precision landings into a graduated circle, but with a twist. Landing points, rather than being worth 300/200/100 points depending on the flight time, were scored at 1/10th the usual value on the landing tape; end result, after some algebraic manipulations, was that landings were worth 30/20/10 points per 1000 point round. With less emphasis on the landings, pre-contest predictions were that final scores would be high and tightly grouped - land on-field on-time seemed like the rational strategy to score lots of points. One of the most interesting sights of the season occurred early in the morning. A huge thermal blossomed over the field and detached, carrying thermalling seagulls to high altitude. For over five minutes, seagulls entered the thermal from all directions until well over 50 birds were thermalling away to the east. Bryan Joy released several multi-colored helium balloons which got sucked into the thermal core. Birds and balloons marking a giant thermal - what a visual image! Of course, this all occurred before the contest flying began - sob!

The first round saw good thermal activity with light drift from the west. The predicted adverse Santa Ana winds failed to materialize, but a steady westerly breeze starting in the second round made good air spotty and hard to find. Probably due to the wind, this monthly contest was plagued by an unusual number of line breaks - kudos to the winch crews for patiently working the problems. As the fliers found out, starting with this month's contest the school's bathrooms will no longer be available as in the past. Instead, the portable toilets down by the kite-flying area should be used.

In 2 meter, Ross Thomas (the birthday guy) and George Joy placed first and second with Gnomes; Norm Kutch placed third with a Sagitta 600. In Sportsman, Curt Nehring won first with his LJMP Pantera, and Jim Boese came in second with a new flat-winged Legend - welcome back, Jim. Brian Germane took Advanced with his Gemini, and Duane Gibbs placed second with a Falcon. In Expert, Tony Martin took first with his trusty Snipe, George Joy placed second with his Falcon, and NCCer Ken Meienberg took third place. Ably assisting Bob Sliff with the scoring and recordkeeping were Dave Nemecek and Dale Lemons. And, as previously mentioned, the numerous line breaks required lots of help to keep the winches operating - many thanks to the volunteer splicers and untanglers.

Following the contest, the fliers were treated to a terrific buffet luncheon, courtesy of Maxine Thomas, to celebrate hubby Ross's 500th (or is it 50th?) birthday. The club also took the occasion to bid farewell to George and Bryan Joy, presenting the Joys with a new battery charger. Overall, it was a nice finish to a well-attended monthly contest.

LEE RENAUD MEMORIAL SC² CONTEST

Pete Young

On a clear and comfortable Sunday morning, CDs Ben Clerx and Frank Chasteler welcomed 132 contestants to the Lee Renaud Memorial SC for November. The forecast of high winds did not materialize, and the flying conditions remained good for the entire day. The 132 entrants represented, it was reported, a new record for SC contests. The flight tasking was 3 rounds of 4 and 7 minute maxes, flier's choice, with runway centerline landings scored at 1 point per inch off centerline. In addition to Sportsman and Expert classes, a separate Youth division was established for AMA Juniors and Seniors - a nice touch - it protected many of the adults from those hot flying Juniors and Seniors!

With a great deal of support from the HSS club members, the contest ran fairly smoothly all day. Line breakages and winch malfunctions were not as much of a hindrance as the previous weekend, and all flying was complete by 2:15 PM. The enthusiastic volunteer efforts of the club members kept the flying moving along - all involved deserve a huge thanks!!

In the Youth division, Tom Akers from TOSS (a very impressive Junior Expert) took first with a Paragon, Ryan George flying for PSS took second, and HSSer Bryan Joy took third with a 3M Gnome. In Sportsman, HSS' Larry White took first with an Oly II, Pat Conway took second for TPG, and third was a tie between HSS' Duane Gibbs and ISS' Mike Petten. Expert was won by Joe Wurts flying for PSS, while Legends took second and third for Chris George and Tim Renaud.

At the end of the official flying, George Joy flew a Super Grand Esprit as a tribute to the memory of Lee Renaud. Once in the air, the Esprit flew as if it would fly forever, soaring majestically in the late afternoon sunshine. After a long and impressive flight, the V-tailer was deftly caught by George before it touched the ground - a fitting end to a well-flown flight. Barbara and Tim Renaud sponsored extremely generous merchandise awards on behalf of Airtronics. In the contestants' raffle, Al Cron won a Sagitta 900 kit, NCC's Ken Meienberg took home a Whisper prototype kit, and Steve Fink won a Legend kit. In the year end SC2 raffle, Blair Atwell (new father, season points champ, and all around good guy) won a Vision radio, and Don Zink won a Legend kit. Spectacular November weather, good flying, terrific prizes, and excellent competition - this is as good as it gets!

ARE AILERONS EASY?

by Bob McGowan

Reprinted from the 9/91 issue of TOSS-UP, newsletter of the Thousand Oaks Soaring Society

Not long ago I overheard two beginners discussing this complex question. One reasoned that aileron control must be easier because of the precise and instant response you would have compared to a slow responding, wishy washy, polyhedral ship. The other felt that aileron sailplanes are only for the expert of flyers and that beginners would surely crash. The answer must lie somewhere in between.

Rudder controlled polyhedral type models (multiple dihedral breaks in the wing) must be the easiest to fly, after all, a polyhedral model can free flight without radio or pilot. That's not to say that a gifted beginner could not learn to fly on an aileron ship, it's generally accepted that he'd be better off starting off with a polyhedral design.

So when is the best time to transition from polyhedral to a new high performance aileron ship? That's a tough question. I'll try to pass on some of the observations I've made as they pertain to thermal flying. I'm no expert at slope soaring but I think that most of the general ideas should hold true. First let me point out that when you switch, you will temporarily take a big step backwards in your ability to catch and ride thermals, land accurately, and just generally being able to handle your plane with confidence. It took me about one full season before I felt that I was back to the performance level that I had flying my Paragon. For some, it may take less time, for others it will take much longer. The new breed of aileron sailplanes have the potential for performance well beyond polyhedral designs, but it takes an experienced pilot and practice to capitalize on this potential.

Hoping to place high in contests isn't the goal of everyone wanting to give ailerons a try. Maybe it's a personal challenge, aerobatics, or just something new to spice up the sport flying sessions. I warned that a performance increase may prove to be clusive but the last thing that I want to do is scare anyone out of trying ailerons. It is not overly hard to fly an aileron ship safely (although sometimes I don't). What I mean is that if you can get your polyhedral ship up and down in a calm, relaxed, under control manner, then you should be able to fly your new aileron ship without crashing. You just won't be able to relax quite as much.

What to expect: speed is one thing that has to be mastered to fly your new aileron ship. You see, all these high performance planes come complete with a high wing loading and low drag airfoil which means fast. The fact that they turn with aileron control really does not play much of a factor in determining how fast the ship will fly. In addition to the faster flying

speeds, you'll need to learn to keep the wings level. It's not like your old polyhedral tricycle that would correct itself when trimmed out well. An aileron ship, no matter how well it is trimmed, will start a turn if you try to fly hands off. This turn will steepen into a spiral dive to its death if not corrected. It's sometimes hard to tell what direction you are flying without those big polyhedral tips sticking up for you to see. You have to use your head and remember which way you were going the last time that you could recognize the plane's orientation. Launching is not hard but you need to throw the plane somewhat more level to avoid tip stalling and to get air moving across the ailerons where they will respond; it's not like a poly ship you can just loft straight up. Landing has not surprises other than the plane just seems to keep going forever...leave lots of room. Nice slow thermal turns will require practice and some different techniques from turning with rudder only.

There are two paths you can take on the way to aileron control. You can jump directly from your Gentle Lady or Oly II and have two new things to master at once, speed and ailerons. The other way which makes the transition a little easier is to master speed first by flying a faster polyhedral design like a Cumic or Southwind for a while. Both ways will work but if you are still a little shaky on your basic soaring skills then you'd probably be better off with the second way.

When selecting your first aileron ship, I'd recommend staying away from the all out F3B designs, they are not just fast, they are very, very, fast. I would also stay away from 2 meter designs because they are super responsive with ailerons, so much that they are squirrely and hard to fly. For thermal soaring, you'd do best with the larger ships like the Falcon 880 or Legend. They respond better to control commands and their performance will be much better than a small 2 meter size ship.



EDITOR'S NOTES

I find it hard to believe that another year has almost past. This has been my first full year of flying with H.S.S. and it has certainly been a learning experience! I began the year flying a recently completed Paragon, which later suffered two serious, and one fatal wing-folding crashes. Lesson #1: BUILD STRONG WINGS!

I took over the club newsletter in February and found an

opportunity to use all that fancy software I've collected. Most newsletter editors will tell you that the task is a thankless one. You couldn't prove that by me. It has been very gratifying to hear the constant words of support and appreciation for what we try to do. Putting out this rag is far from a one-man job and I would like to acknowledge the people who really make it possible to put out a quality newsletter each month: Roger Lackey, without whom there would be no photos or even newsletter. Roger reproduces our photos each month and provides the printing ser-

provides the printing service for the entire newsletter, an invaluable service to the club! Frank Chasteler labels, stamps and mails the newsletter each month. This is a tedious and lengthy task. Pete Young writes our stellar monthly contest reports and scours other newsletters for all the good stuff. A first-class reporter. Ben Clerx and George Siposs have both contributed extended series of flying technique articles that have become the most reproduced articles in Southern California sailplane newsletters. Too bad we don't qualify for Pulitzer Prizes. Throughout the year other club members have contributed both articles and photos (as well as Curt Nehring's great cartoons) and all deserve a great thank you. Lesson two: Sometimes, a good effort is appreciated.

I'd like to think my flying improved during the year. I've moved from flying a classic polyhedral floater to a (semi) state-of-the-art aileron Alcyon (by the way, it is pronounced al-C-yon) which has opened up a whole new vista of techniques that I now need to learn. But then, that's why I'm in this hobby anyway. A number of our expert pilots have given me invaluable help in learning to set up and fly my new bird. Thanks to all of you for your help. Lesson three: listen to the

experts for they know what you do not!

Finally, to all the readers of PlaneRap and all your friends and families, the best of the Season. I hope Santa is kind and you all get that new plane, radio, or whatever. Happy Holidays!





1991 CONTEST SCHEDULE - Ben Clerx Contest Coordinator

DATE	CONTEST
_December 8	HSS Club Contest

DECEMBER CONTEST

C.D.: George Siposs

Date: December 8, 1991

Format: Standard 3-5-7. Landing circle/tape will be

used.

Schedule: Pilot's meeting at 8:45 A.M.

First round at 9:00 A.M.

Launch order: Open will fly first.



HSS VIDEO LIBRARY

NAME	COMMENT	RATING (0-5)
RC Video Magazine (Vol. 7 - 86)		
Striking Back	•	4
Foam, Fiberglass, Flight		4
Tournament of Champions (88)	i	
Monokote 1 & 2	Interesting	3
MIG Killers	_	3 .
Hook down, Wheels Down	Navy Aviation Hist	4
F3E - Bridgeman's Plane		
Electric Flight		none
Dawn Patrol	WWI Movie	4
Thunderbolt, Flight for the Skys	WWI Air Combat	5
F3E USA Finals 6 -22-88		

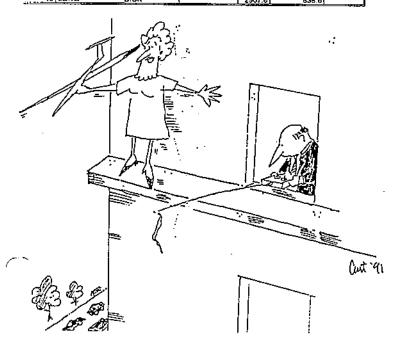
More tapes are being added all the time. All tapes are VHS format. For information about borrowing a tape, ask at the next meeting.

HISS NOVEMBLE CONTEST - - OPEN DIVISION

LACE		ME	CUASS	TSCORE	NORMALIZED	THOPHY
	MARTIN	TONY	EXPERT	2990,1	1000.0	1ST, EXP.
2	JOY	GEORGE	EXPERT	2968.4		2ND. EXP
3	MEIENBERG	KEN	QUEST	2982.7		3RD, EXP
4	LACKEY	ROGER	EXPERT	2981.2	997.0	
- 5	KUTCH	NORM	EXPERT	2975.9	995.8	
6	FINK	STEVE	EXPERT	2975.9	995,3	
	RITSCHKE	GORDON	EXPERT	2974.0	994.6	
8	THOMAS	ROSS	EXPERT	2973.9	994.6	
9	CHASTELER	FRANK	EXPERT	2972.7	994.2	
	CRON	AL	EXPERT	2969.1	893.0	
11	GERMANE	BRIAN	ADVANCED	2965.8	992.2	1ST, ADV
	KARRIS	PHIL	EXPERT	2964.9	991.6	101,721
13	GIBBS	DUANE	ADVANCED	2964.6		2ND. ADV
	SMITH	MORRY	ADVANCED	2959.4	989.7	ZIID. ALV
	ZINK	DON	EXPERT	2958.9	989.6	
	RICHARDSON	PETE	EXPERT	2957.4	989,1	
	SLIFF	ВОВ	EXPERT	2955.8	986.5	
	NEHRING	CURT	SPORTSMAN	2954.1		13T, SPT
	YOY	BRYAN	ADVANCED	2948.8	986,2	101, 071
20	BOESE	JIM	SPORTSMAN	2945.5		2ND. SPT
	DUNCAN	BILL	SPORTSMAN	2934.6	981.4	END. SF
22	PANTZAR	DICK	EXPERT	2928.7	979.5	
	CLERX	BEN	EXPERT	2918.8	976.2	
	POULSEN	GORDON	EXPERT	2915.3	975.0	
	WHITE	LARRY	EXPERT	2908.5	972.7	
	GARNER	RICH	EXPERT	2901.4	970.3	
	MILLS	ARCHIE	SPORTSMAN	2896.0	968.5	
	BONANNO	TONY	ADVANCED	2885.6	965.1	
	RESETAR	EDWARD	SPORTSMAN	2884.0	964.5	
	LONG	DICK	ADVANCE	2877.5	962.3	
	FINK	DAN	GUEST	2870.6	960.0	
32	BUZOLICH	NICK	SPORTSMAN	2795.0	935.1	-
	NEMECEK	DAVID	EXPERT	2779.1	929.4	
	PUCHALSKI	MARK	GUEST	2734.6	914.6	
	FAMSAY	DON	SPORTSMAN	2682.4	697.1	
	PARSONS	JIM	ADVANCED	2882.0	897.D	
	KIELTYKA	MAC	SPORTSMAN	2671.4	693.4	
	LAIR	DAN	SPORTSMAN	2637.4	882.0	
	YOUNG	BRETT	SPORTSMAN	2531.0	847.5	
	GROSVENOR	WOODY	SPORTSMAN	2479.0	829.1	
	HENDRY	STEVE	EXPERT	1974.1	660.2	
	DANRICH	DAN	ADVANCE	997.6	333 6	
	MCLELLAN	KEITH	SPORTSMAN	986.0	330,4	

HSS NOVEMBER CONTEST -- TWO METER DIVISION

PLACE		ME	SCORE	NORMALIZED	TROPH
	THOMAS	ROSS	2990.4	1000.0	IST.
2	JOY	GEORGE	2981.0	996.9	2ND.
. 3	KUTCH	NORM	2960.2	989.9	3RD.
4	SLIFF	вов	2957.9	989.1	
	MARTIN	TONY	2957.4	989.0	
6	JOY	BAYAN	2935.5	991.6	
7	(FINK	STEVE	2908.4	972.6	
	IDUNCAN	BILL	2902.0	970.4	
	WHITE	LARRY	2898.1	969.1	
	RICHARDSON	PETE	2889.8	956.4	
11	LACKEY	ROGER	2884.4	964.6	
12	CONRAD	WILL	2879.9	963.0	
13	JLAIR	DANIEL	2831.2	946.6	
14	BUZOLICH	NICK	2798.0	935.7	
15	PARSONS	JIM	2752.3	920,4	
16	NEHRING	CURT	2694.0	900.9	
17	YOUNG	PETÉR	2689.3	899.3	
18	FINK	DAN	2682.6	897,1	
19	LONG	DICK	2507 B	838.6	



HSS OPEN CLASS STANDINGS YEAR-TO-DATE BLS1 / OF 11

PLACE		ΊE	CLASS	SCORE	CONTESTS
11	MARTIN	TONY	EXPERT	6996.2	7
2	CHASTELER	FRANK	EXPERT	6910.3	7
3	JOY	GEORGE	EXPERT	6818.9	7
4	SLIFF	BOB	EXPERT	6812.0	7
5	ZINK	DON	EXPERT	6753.4	7
	GARNER	RICH	EXPERT	6744.6	7
	LACKEY	ROGER	EXPERT	6723.5	7
. 8	KUTCH	NORM	EXPERT	6566.2	7
	JOY	BRYAN	ADVANCED	6662.2	7
	RICHARDSON	PETE	EXPERT	6654.8	,
	POULSEN	GORDON	EXPERT	6647.5	-
	THOMAS	ROSS	EXPERT	6558.2	7
	FINK	STEVE	EXPERT	6531.4	7
	GERMANE	BRIAN	ADVANCED	6481.4	7
	PANTZAR	DICK	EXPERT	6384.0	
	WHITE	LARRY	EXPERT	6260.6	7
	NEMECEK	DAVID	EXPERT	6256.4	7
	CRON	AL	EXPERT		7
	SMITH	MORRY	ADVANCED	6242.5	,
	RITSCHKE	GORDON	EXPERT	6187.4	7
	RESETAR	GRAWGE	SPORTSMAN	6120.7	
	NEHRING	CURT	SPORTSMAN		7
	DANRICH	DAN	ADVANCED	6052.5 5915.7	7
	HENDRY	STEVE	EXPERT	5901.9	7
	LAIR	DAN	SPORTSMAN	5892.3	7
	YOUNG	BAETT	SPORTSMAN	5888.6	7
	PARSONS	JIM			
28	BUZOLICH		ADVANCED SPORTSMAN	5749,4	7
		NICK	EXPERT	5089.6	7
	MILLS	ARCHIE		4907.9	5
31	COLLETT		SPORTSMAN	4882.6	6 7 7
		MATT	SPORTSMAN	4821,4	
32	LONG	DICK	ADVANCED	4803.0	7
33		HUGO	ADVANCED	4470.9	5
34	BOESE	JIM	SPORTSMAN		5
35	GEABIN	HOBERT J.	EXPERT	3800.0	4
36	GERBIN	808	EXPERT	3741.5	
37	GATES	MATTREW	ADVANCED	3600.6	4
38	DUNCAN	BILL	SPORTSMAN	-	4
39	HARRIS	PHIL	EXPERT	3337.1	4
40	BONANNO	TONY	ADVANCED	3209.3	4
41	RAMSAY	DON	SPORTSMAN		- 4
421		DON	EXPERT	2978.5	3
		ПМ	EXPERT	2892.4	3
44		JOHN	EXPERT	2779.7	3
45	STOKER	PAT	EXPERT	2668.9	3
46	McLELLAN	KEITH	SPORTSMAN	2645.2	4
47	GIBBS	DUANE	ADVANCE	2554.8	3
46	AZVEDO	GEORGE	SPORTSMAN		3
49	GROSVENOR	WOODY	SPORTSMAN		3
50	CHAMBERLIN"	BALPH	SPORTSMAN		1 3
51	STALLS	JARED	EXPERT	1846.2	2
		STEVE	SPORTSMAN		2
		PETE	SPORTSMAN	1506.3	2
	OSTROWSKI	JOHN -	SPORTSMAN		2
54		ED	SPORTSMAN		2
54 55	HAWLEY .				2
	VON GROTE	BRAD	ISPORTSMAN	1 1317.9	
56	YON GROTE	WAYNE	SPORTSMAN		
56 57	YON GROTE	WAYNE	SPORTSMAN	1095.2	. 2
56 57 58	VON GROTE ROWELL HARVEY	WAYNE	SPORTSMAN SPORTSMAN	1095.2 961.0	2
56 57 58 59	VON GROTE ROWELL HARVEY STOVALL	WAYNE TIM LEE	SPORTSMAN SPORTSMAN SPORTSMAN	1095.2 961.0 915.5	2
56 57 58 59 60	VON GROTE ROWELL HARVEY STOVALL KIELTYKA	WAYNE TIM LEE MAC	SPORTSMAN SPORTSMAN SPORTSMAN	1095.2 961.0 915.5 693.4	2
56 57 58 59 60 61	VON GROTE ROWELL HARVEY STOVALL KIELTYKA BYRNE	WAYNE TIM LEE MAC JIM	SPORTSMAN SPORTSMAN SPORTSMAN SPORTSMAN SPORTSMAN	1095.2 961.0 915.5 693.4 655.7	2 1 1
56 57 58 59 60	VON GROTE ROWELL HARVEY STOVALL KIELTYKA	WAYNE TIM LEE MAC	SPORTSMAN SPORTSMAN SPORTSMAN	1095.2 961.0 915.5 693.4 655.7 769.6	2 2 1 1 1 1

TWO METER YEAR-TO-DATE BEST 7 OF 11

PLACE	NAK	Æ	SCORE	CONTESTS
1	MARTIN	TONY	6886,6	7
2	RICHARDSON	PETE	6818.2	7
3	JOY	GEORGE	6744.6	
4	SUFF	908	6700.5	
5	KUTCH	NORM	8664,5	
- 6	WHITE	LARRY	6632.9	
7	THOMAS	ROSS	5528.4	
8	JOY	BRYAN	8502.5	
9	FINK	STEVE	6455.6	
10	LACKEY	ROGER	6171.3	
11	NEHRING	CURT	5035.4	
12	LONG	DICK	4579.0	
13	PARSONS	JIM	4289.7	5
14	BUZOLICH	NICK	4171,4	7
15	DUNCAN	BILL	2529,1	
16	CONRAD	WILL	2476.8	
17	CHAMBERLIN	RALPH	2464.4	3
18	YOUNG	PETER	2265,2	3 3
19	EDBERG	DON	1958.5	2
201	LAIA	DANIEL	1869.6	
21	ZINK	DON	1850.4	2
22	McLELLAN	KEITH	1699.3	
23	HENDAY	STEVE	1608.1	2
241	STOKER	PAT	1540.6	2
25	ANKENBAUER	STEVE	1294.1	2
	MILLS	ARCHIE	1086.3	
27	HALL	HERMAN	942.1	
28	BONANNO	TONY	863.5	1
29	DONAT	KURT	855.9	1
30	YOUNG	BRETT	836.8	
31	OSTROWSKI	JOHN	683 9	2

PLACE	N/	UME	ecus_	CLASS	i setol. i s	NORMALIZE	TROPHY
	WURTS GEORGE	JOE CHRIS	PSS PSS	EXPERT	2966.0	1600.0	187. EXP. 2ND. EXP.
- 3		TIM	H83	EXPERT	2971.0	866.0	JAD. EXP.
6	KUTCH ANDERSON	MARON	HS8	EXPERT	2964.0 2964.0 2903.0	842.6 842.3	
7	TELLMAN	NORM LARRY XX	NCC HBS	EXPERT SPORTSMAN	2929.0 2926.0	979.9 979.4	187. SPT8
	EDBERG	DON	H88 DUST	EXPERT	2921.0 2914.0	879.2 876.9	100,100
111	LACKEY	ROGER KEITH	H33 NCC	EXPERT EXPERT	2913.0	976.4 972.5	
13	REAGAN SLIFF	MKE BOB	TOSS HAA	EXPERT EXPERT	2669.0	967.8	
15	MORAN	MYLES	TOSS	EXPERT	2572.0	961.6	
17	JOY	GEORGE	SULA H53	EXPERT EXPERT	2066.0 2869.0	957.5	
10	POULSEN	FRANK GORDON	H33 H33	EXPERT EXPERT	2557.0 2554.0	164.0 168.0	
	GEORGE SHELBY	STEPHEN RICH	P63 I33	EXPERT EXPERT	2849.0	958.5 954.1	
33	HODRIGUEZ THOMAS	JOE ROSS	(88 H33	EXPERT	2642.0 2636.0	949,4	
24 25	RATNER BRATRUD	RANDY	P88 NNE	EXPERT EXPERT	2824.0 2814.0	948.4 942.4	
26 27	VALDES	AARON	TPG	SPORYSMAN EXPERT	2007.0 2781.0	940.1 932.0	2NO. 6F13
29	ZINK	DON THOMAS	HBB_ TOBB	EXPERT YOUTH	2782.0	901.7 907.0	JST. YTH.
	RICHARDSON GISBS	PETE DUANE XX	Rôs Hôs	EXPERT SPORTSMAN	2764.0 2760.0	925.7 924.3	ano, ents
22		MICHAEL XX	185 TPO	SPORTSMAN SPORTSMAN	2760.0 2764.0	904.3	SPO. BPTS
34	SPITZER HARRIS	GEORGE PHIL	P88 H58	SPORTSMAN EXPERT	2748.0 2747.0	990.0	
36	ROSERTS SNEDDEN	QLARY JERRY	P83 163	SPORTSMAN SPORTSMAN	2748.0 2743.0	919.3	
38	NORENBERG GUARISON	LOWELL,	SFVF EDSF	EXPERT SPORTSMAN	2732.0 2726.0	914.0 912.0	
40	SCHNEIDER RITSCHKE	GORDON XX	TPG HS3	SPORTSMAN SPORTSMAN	2700.0 2700.0	907.2 901.9	
42	DOKS NIGG	AL DOM	NCC BULA	EXPERT EXPERT	2000.0	900.9	
. 44	FRK	STEVEN XX	DUST TOSS	SPORTSMAN	2688.0	900.9 900.8	
. 46	WEISMAN STOKER	PAT	SULA	EXPERT EXPERT	2674.0 2673.0	995.5	
48	KRELTYKA SAGE	MAC FRED	H58 NCC	EXPERT	2000.0	697.2 690.6	
150	BOESE CONDON	STEVE	HSS TPG	SPORTSMAN SPORTSMAN	2650.0 2637.0	647.6 602.1	
52	MacKENZJE McNAMEE	ART	SFVF TOSS	EXPERT	2637.0 2627.0	963.1 879.6	
64	NEHRING GEORGE	RYAN	H88 P66	SPORTSMAN YOUTH	2618.0 2602.0	879.6 875.4	2HD, YTK.
54	MATSUMOTO VICKERS	BEN DON	P66 BULA	EXPERT EXPERT	2601.0 2686.0	971,1	
57 58	WLBON BLEDGOE	DAN RIÇH	EDSF TPG	EXPERT	2600 0 2600 0	969.4 967.0	
	CRON	AL XX	HSS EDSF	EXPERT SPORTSMAN	2579.0	943.7 963.0	
61 62	CONDON	SCOTT	TPG HSS	SPORTSMAN SPORTSMAN	2677.0 2673.0	963.0 961.7	
63	BURNS DEVIJN	AICHARD ED	P58	EXPERT SPORTSMAN	2663.0 2654.0	566.3 567.0	
65	VAN GUNDY DUNCAN	MILLIAM	TPG SULA	EXPERT BECHTBALAN	2644.0 2634.0	662.6 844.6	
67	PANTZAR LEPPLA	OKK FRANK	H88 P33	EXPERT EXPERT	2623.0 2620.0	844.6 643.0	
6.9	CONDON JOY	BRYAN XX	TPG. HSS	SPORTSHAN YOUTH	2613.0	841.4 830.2	BAD, YTH.
'n	BUTOVICH GARNER	DAVID RICH	P33 H83	SPORTSMAN EXPERT	2484.0	836.9 826.8	Jan. 1919.
73	TAU DANRICH	MANNY	H33	SPORTBAAN SPORTBAAN	2474.0	820.5	
75	AVESON	DAVID	SWSA	EXPERT	2472.0 2462.0	827.9 824.5	
77	PAYMOND	KEN .	NONE NGC	SPORTSMAN EXPERT	2463.0 2440.0	817.1	
79	HALLFORD LEVOE	PHILIP MARK	P33 P33	SPORTSMAN EXPERT	2437.0	816.5 816.1	
- 61	PUCHALSKI MATTINGLY	MARK BARRY	BULA BWSA	EXPERT SPORTSMAN	2429.0 2418.0	#13.6 800.8	
	OLSEN FARLESS	DAVID	PSS	EXPERT	2409.0	806.8 804.4	
	FRANZ STAIRS	RAY PETER	TPG TOSS	SPORTSMAN SPORTSMAN	2367,0 2369.0	792.7 790.0	
86	CHASTELER RODGERS	TOM JOHN	H68 P65	EXPERT EXPERT	2360.0	769.7 768.7	
M	BOTKIN AVESON	VINCENT XX	183 5W8A	SPORTSMAN SPORTSMAN	2337.0	782.7 782.7 770.6	
90	KEL BONANNO	DAVID XX TONY	NCC SULA	6PORTSMAN EXPERT	2292.0 2296.0	770.6 767.6	
92	FAULKENHAM	RON XX	(58	SPORTSMAN	2274.0	761.4	
94	MEININGER RESETAR GERMANIE	EDWARD BAIAN	P68 H68	SPORTSMAN SPORTSMAN	2264.0 2264.0	788.6 786.6	
96	BAYES	JEFFAEY XX DAN	300	YOUTH SPORTSMAN	2220.0	783.6 743.6	
90	FINK FORREY	BAL	50 165	EXPERT EXPERT	2180.0 2176.0	733.4 728.4	
100	мнитегояр Уошна	BAETT	H66	SPORTSMAN YOUTH	2174.0 2163.0	726.1 724.4	
102	BUIGHPAN LEDUC	ROBERT PETER	POS NCC	SPORTSMAN SPORTSMAN	2079.0	718.3 664.2	· · · - · · ·
104	DOUGLAS OLSEN	ROBIN	SWSA SWSA	EXPERT YOUTH	2078,0 2082.0	664.9 667.2	
106	WAGER	ARCHIE MARVIN	SULA TPQ	SPORTSMAN	2016.0 2001.0	676.2 670.t	
107	WESON LONG	DENNIS	EDSF DUST	YOUTH SPORTSMAN	1863.0	664.1 683.0	
100 110	KLÁTŠKIN VAN GUNDY	BLL 6VE	BULA TPQ	SPORTSMAN SPORTSMAN	1829.0	646.0 634.0	
111	STOVALL PARSONS	LETE Jahk XX	M83 М88	SPORTSMAN SPORTSMAN	1860.0	633.0 921.#	
113	MARKLE PEETERS	JeM BOB	BUCA EDSF	SPORTSMAN SPORTSMAN	1842.0	4163 4122	
116	ARNOLD MEDENBERG	ALAN	100 100 100 100 100 100 100 100 100 100	BPORTSMAN EXPERT	1800.0	002.0	
117	EICKENHORET	EMMETT	SULV_	YOUTH	1701,0	876.0 500,7	
1101	SKONNER COLLETT SANDERS	MATT MATT ANDY	EDSF HS8 HS8	BPORTSMAN BPORTSMAN BPORTSMAN	1662.0	663.3 603.7 466.7	<u> </u>
121	GOODWIN	BROWNE	HACS	SP CRYSMAN	1395.0	447.2	
123	GABRIEL COOPER	PINA KEDINY	PS8	BPORTSMAN EXPERT	1233.0 144.0	412.9 323.2	
125	NEMECEK SWET	DAVE BOB	H3S TDSS	EXPERT EXPERT	\$14.0 66 1.0	272.6 221.4	
	STAFIK BUZOLICH	YÓNI NHCK	P63 H65	EXPERT SPORTSMAN	437.0 316.0	213.3 106.0	
					-		

UCE		ALE:	BUTATE	8CORE	CONTESTS
1	ATWELL CLERX	BLAIR BLEN	EXPERT	6666.P	
2	EDBERG	DON	EXPERT EXPERT	9911.4 9992.1	7
	REAGAN	MRCE	EXPERT	6470.6	
	JOY	GEORGE	DOPERT	9444	÷
_	CHASTELER	MANK	PYDPST	0004.4	7
7	MORAN	MYLES	EXPERT EXPERT	0,0004.0	7
•	SAGE	PRED	DOPERT	6461.3	7
	LACKEY	ROGER	EXPERT	9929.7	7
10	ANDERSON BLEDSOE	RICH	EXPERT EXPERT	9540,8 9573.4	7
	TULKAN	NORM	EXPERT	6540.6	,
13	RODAIGUEZ	JOE	EXPERT	6634.6	;
	LEVOE	MARK	EXPERT	6431.2	7
	VAN QUNDY	DOH	EXPERT	6424.8	7
	VICKERS	DON	EXPERT	6420.5	7
		BIEVEN XX	BPORTSMAN	6267.5	7
	THOMAS	RÓSS	EXPERT	6365.3	7
- !!	WEISHAN OHELDY	EDGAR RICH	EXPERT	63621	7
-	MCNAVEE	ARY	EXPERT	6326.7	÷
	JOY	BAYAN XX	SPORTSMAN	9212.0	÷
	DOIG	AL	EXPERT	\$167.4	Ť
34	CHKD	MARK XX	BPORTSHAR	4146.8	7
重	DOCUMENTS.	IAN .	EXPERT	£121.1	7
	BPITZER BUTOVICH	GEORGE	SPORTSMAN	9074.1 9096.5	7
		DAVID RICH XX	SPORTSMAN SPORTSMAN		7
	RAYMONO	RICH XX	EXPERT	6000.7	7
30	KEL	DAVID XX	EXPERT SPORTOMAN	5000,4 5003,5	;
31	CONWAY	PATRICK XX	SPORTAMAN	8400.4	7
#2	WURTS	JOE	EXPERT	B000.1	
	AKERS	YHOMAS	EXPERY	8040.0	7
-24	PETTEN	MCHAFI.	EXPERT EXPERT	8040.8 8807,8	7
36	GERMANE	BRIAN	SPORTSMAN	1829.2	7
37	RICHARDSON	PETE	EXPERT	501 5.7	7
38	CAON	AL	EXPERT	6792.3	7
	ZHAK	DON	EXPERT	8680.1	7
	PARSONS	JAM XX	SPORTSMAN	8821.8	7
	WAGER MARTIN	MARVIN TONY	SPORTSMAN EXPERT	8612.1 6533.0	
	LONG	DICK	SPORTSMUN	8448.2	7
-~	HENDAY	ATEVE	EXPERT	\$425.6	- 4
45	CONDON	BTEVE	SPORTSMAN	#346.9	•
46	GARHER	яюн	EXPERT	8310.4	
	FARLE68	DAVID	EXPERT	#11B.7	
	MILLS	ARCHIE	SPORTSMAN	8068.5	7.
49	RATHER	MKE	EXPERT	8059.0 5026.4	۰,
	SANDRONI NEHRING	HUGO CURT	SPORTSMAN"	5026.A 5016.0	7
6.9	DANRIGH	DAN	SPORTSMAN	4646.9	
F	SI IFF	BOB	EXPERT	4819.2	
67	POULSEN	GORDON			
**			EXPERT	4447.7	8
	CHASTELER	TOM	EXPERT		
76	GERSIN J	ROBERT	EXPÉRT EXPÉRT	4647.7 4060.7 3662.0	4 4 4
8	GERBIN J	ROBERT	EXPERT EXPERT EXPERT	4447.7 4000.7 3692.0 3379.3	
55 53	GERBIN JI GATES YOUNG	ROBERT MATT BRETT	EXPERT EXPERT EXPERT SPORTSMAN	4447.7 4000.7 3692.0 3379.3 3206.6	4
80 80	GERBIN JI GATES YOUNG HARRIS	RÓBERT MATT BRETT Pral	EXPERT EXPERT EXPERT SPORTSMAN EXPERT	4447.7 4060.7 3692.0 3379.3 3286.4 2819.2	4
80 82 80 106	GERBIN J GATES YOUNG HARRIS GERBIN	RÓBERT MATT BRETT PHIL ROBERT	EXPERT EXPERT EXPERT SPORTSMAN EXPERT EXPERT	4447.7 4080.7 3682.0 3379.3 3286.6 2819.2 2226.0	4
62 60 106 117	GERBIN JA GATES YOUNG HARRIS GERBIN BRANDT NEWECEK	AOBERT MATT BRETT PHIL AOBERT OENNIS	EXPERT EXPERT EXPERT SPORTSMAN EXPERT EXPERT EXPERT	4447.7 4060.7 3692.0 3379.3 3266.4 2619.2 2226.0 1832.1	6 4 4 8 3
80 80 100 117 119	GERBIN J GATES YOUNG HARRIS GERBIN BRANDT HEMECEK WHITE	ROBERT MATT BRETT PHIL ROBERT OCHNIS OAVE LARRY	EXPERT EXPERT BYPERT BYPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT	4647.7 4060.7 3692.0 3379.3 3266.6 2619.2 2226.0 1832.1 1861.6 1602.2	4 4 4 5 2 2 2 2
82 80 106 117 119 124 126	GERBIN J GATES YOUNG HARRIS GERBIN BRANDT HEMECEK WHITE RESETAR	ROBERT MATT BRETT PHIL ROBERT OENING OAVE LAPRY EDWARD	EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT	4647.7 4060.7 3692.0 3379.3 2266.4 2819.2 2226.0 1832.1 1861.8 1802.2 1843.6	3 3 3 3 3 2 2
60 60 106 117 119 124 126 136	GERBIN JA GATES YOUNG HARRIS GERBIN BRANDT HEMECEK WHITE RESETAR PANTZAR	ROBERT MATT SHETT PHIL ROBERT OENHIS OAVE LARRY EDWARD DICK	EXPÉRIT EXPÉRIT EXPÉRIT BPORTSMAN EXPÉRIT EX EX EX EX EX EX EX EX EX EX EX EX EX	4447.7 4060.7 3692.0 3379.3 2266.6 2619.2 2226.0 1832.1 1861.6 1843.0 1843.0	4 4 4 5 3 2 2 2 2
80 80 106 117 119 124 136 149	GERBIN JI GATES YOUNG HARRIS GERBIN BRANDT HEMECEK WHITE RESETAR PANTZAR TAU	ROBERT MATT SIETT PHE. ROBERT OENIS CAVE LARRY EDWARD DICK MANNY	EXPERT EXPERT SPORTSMAN EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT SPORTSMAN EXPERT	4647.7 4060.7 3692.0 3379.3 2266.6 2619.2 2226.0 1102.1 1861.6 1602.2 1631.4 1286.0	4 4 4 3 3 2 2 2 2 2
62 62 106 117 119 124 136 146	GERBIN JI CATES YOUNG HARRIS GERBIN BRANDT HENECEK WHITE RESETAR PANTZAR TAU BUZOLICH	ROBERT MATT SPETIT POBLERT ROBERT OENNIS OAVE LARRY EDWARD DICK MAUNIY MCK	EXPERT EXPERT EXPERT BPORTSMAN EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT BPORTSMAN BEORTSMAN	4647.7 4060.7 3692.0 3379.3 5266.6 2619.2 2226.0 1802.1 1801.6 1802.2 1843.6 1286.0 1184.1	5 4 4 5 3 2 2 2 2 2 2 2 4
62 62 100 117 124 126 136 140 165	GERBIN & COATES YOUNG HARRIS GERBIN BRANDT HEMECEK WATE RESETAR PANTZAR TAU BUZOLICH RENAD GERBS	ROBERT MAIT SIGNIT PHE ROBERT OENNIS OAVE LARRY EDWARD DICK MANNIY HICK TIM DRIAME XX	EXPERT EXPERT EXPERT BPORTSMAN EXPERT EXPERT EXPERT EXPERT EXPERT EXPERT BPORTSMAN BEORTSMAN	4667.7 4000.7 3000.7 3000.6 3379.3 3200.6 2619.2 2228.0 1802.2 1803.6 1803.2 1843.6 1831.4 1266.0	4 4 8 3 2 2 2 2 2 2 2
90 100 117 119 126 136 140 160 160	GERBIN A GATES YOUNG HARRIS GERBIN BRANDT NEWECEK WHITE RESETAN PANTEUR TAUI BUZCICH ABNASO GRESS GRESS GRESS GRESS MITSCHEE	AOBERT MATT BRETT PHE ROBERT OENING OAVE EDWARD DICK MANNY HICK MANNY HICK TIM DUANE XX 2GRADON XX	EXPERT EX	4667.7 4060.7 3692.0 3379.3 2206.6 2619.2 2226.0 1602.1 1802.2 1843.6 1831.6 1286.0 1184.1	5 4 4 5 3 2 2 2 2 2 2 2 4
62 62 106 117 124 124 136 149 165 169 173	GERBIN A GATES YOUNG HARRIS GERBIN BRANDY HEMEGEK WHITE RESETAR PANTZAR TIAN BUZOUCH REMAND GREBS RITEGORK KENTON REMAND	AOBERT HAATT SNETT SNETT SNETT SNETT OFFINIS OAVE LANRY EDWARD DICK HANNY HICK TIM OUANE XX GORDON XX MAC	EXPERT EX	4667.7 4060.7 3892.0 3379.3 2266.8 2819.2 2226.0 1802.2 1801.8 1602.2 1831.4 1289.0 1184.1 966.0 804.3	4 4 4 3 2 2 2 2 2 2 2 1 1 1 1
90 106 117 119 124 136 146 166 169 173 173	GERBIN 3 OATES YOUNG HARRIS GERBIN BRANDT HEMEGEK WHIE RESETAN TAU BUZOUCH AENAD GIEBB BUZOUCH AENAD GIEBB RIBOTHE ROBOTHE ROB	ROBERT MATT SPETT PRIL ROBERT OENING CAVE LARRY EDWARD DICK MANNY HCK TIM CRANC TIM CRANC TIM CRANC CARRO XX CAGROON XX MAC WGL	EXPERT EX	4667.7 4000.7 3090.2 3379.3 2206.8 2218.0 1802.1 1803.1 1804.0 183.4 184.0 184.0 184.0 186	4 4 5 3 2 2 2 2 2 2 3 1 1 1 1 1 1 1 1 1 1 1 1
100 117 119 124 126 136 166 166 173 173 162 173	GERBIN A GATES GAT	ROBERT MATT SPET PPS. ROBERT OPNIS OAVE LARRY EDWARD DICK MAMMY INC COLONE TIM OCIANE XX GORDON XX MAC WILL DAM DAM DAM DAM	EXPERT EX	4667.7 4660.7 3692.0 3579.3 2206.8 2219.2 2226.0 1602.2 1851.4 1851.6 1851.6 1851.6 1865.0 804.3 807.3 807.3 807.3 807.3	2 2 2 2 2 2 2 2 2 1 1 1
80 80 106 117 119 124 136 140 165 166 173 173 173 173 173 173 173 173 174 175 176 177	GERBIN 3 OATES YOUNG HARRIS GERBIN BRANDY HEMECEK WHITE BRANTA HEMECEK WHITE BRANTA HEMECEK WHITE BRANTA HEMECEK WHITE GERBIN BRANTA HEMECEK WHITE GERBIN BRANTA HEMECEK WHITE GERBIN BUZOLICH ADMIND GIRBB GIRBG GIRBB RITBCHEE NOELTYKA CONRAD LAIR STOVALL	ROBERT MATT BIETT PINE ROBERT CIENNIS CAVE LARRY EDWARD DICK MANNEY HICK TIM DUANE XX GORDON XX MAC WILL DAN LEFE	EXPÉRIT EXPÉRI	4487.7 4687.7 3892.0 3379.3 2286.0 2818.2 2228.0 1801.4 1802.2 1831.4 1941.0 1951.4 986.5 804.3 801.3 8 801.3 8 801.3 8 801.3 8 801.3 8 801.3 8 801.3 8 801.3 8 8	4 4 4 5 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
90 106 117 119 124 136 149 149 165 173 175 183 184 173 175 183 184 185 173 185 186 207 213	GERBIN 3 GATES GATES GATES YOUNG HARRIS GERBIN BRANDT HARRIS GERBIN BRANDT HARRIS HARR	ROBERT MATT BIEST PINE. ROBERT GENNIS GAVE LEARNY EDWARD DICK MANNY HCK TIM TOWN MAC WILL DIAM LEE DOM ROBERT ROBERT	EXPERY EX	4487.7 4687.7 3892.0 3379.3 2286.0 2819.2 2228.0 1802.1 1803.1 1803.1 1831.4 1848.0 1949.0 804.0 804.0 804.0 805.2 805.2 805.3 805.2	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
90 92 90 100 117 119 124 136 140 165 160 173 178 160 173 178 163 173 178 164 173 178 186 186 186 186 186 186 186 186 186 18	GERBIN & GATES CANTES COLLETT CONLETT CANTES CEX CONTRACT CANTES CONTRACT CANTES COLLETT CANTES CANTES COLLETT CANTES CANT	ROBERT MATT BIEST PIPE. ROBERT GENNIS GAME LARRY ELWARD DICK MOUNTY NICK TIM DUANE XX GORDON XX MAC WILL DAN LEE DON MATT	EXPÉRY EX	4887.7 4887.7 4882.0 3379.3 2286.0 2819.2 2228.0 1892.1 1893.1 1893.6 1294.0 804.5 8	4 4 4 5 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
60 62 80 100 117 118 124 136 149 160 173 163 160 173 163 163 173 163 173 163 173 184 185 123 123 123 123 123 123 123 124 125 125 126 127 127 128 128 128 128 128 128 128 128 128 128	GERBIN & GATES GATES YOUNG HARRIS GERBIN BRANDT NEWICCEK WHITE RESETAN PANTEAN TAN BUZCICH GIBBS RITACH RITACH GIBBS ROUNG GIBBS RITACH ROUNG GIBBS ROUNG GIBBS ROUNG GIBBS ROUNG GIBBS ROUNG GIBBS ROUNG COLLETT COLLETT COLLETT COLLETT COLLETT COLLETT CHAMBERLIN	ROBERT MATT BIEST PINE. ROBERT GENNIS GAVE LEARNY EDWARD DICK MANNY HCK TIM TOWN MAC WILL DIAM LEE DOM ROBERT ROBERT	EXPERY EX	4467.7 4667.7 3692.0 3379.3 2206.6 22110.2 2226.0 1102.1 1102.1 1102.1 1102.1 1102.1 1208.0 1	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
60 62 80 106 117 119 128 136 146 165 166 173 173 160 173 160 173 160 207 213 220 220 221	GERBIN 3 GATES VOLNIG HARRIS FYOLING HARRIS GERBIN BEMECEK WHATE RESETAN PANTZIN TAU BUZGUCH REMAD GIBBS RITGOHE ROUND GIBBS RITGOHE LAIR STOVAL RAMSAY COLLETT CHAMBERIN OSTROWS GIBPOSS RIPOSS RIPOSS	ROBERT MATT BIEST PINE ROBERT GENNIS GAME LARRY EDWARD DICK MUNITY HCK TIM DICK MUNITY HCK TIM MAC WILL DIAN LEE DON MATT LEE DON MATT MATT JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MER	EXPERT EX	4887.7 4887.7 4882.0 3379.3 2286.0 2819.2 2228.0 1892.1 1893.1 1893.6 1294.0 804.5 8	6 4 4 4 6 6 7 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3
90 92 90 110 117 119 124 136 140 166 173 175 186 186 277 223 229 229 220 221 222	GERBIN & GATES CANTON CONTROL	ROBERT MATT BIETT PISE. ROBERT GENNIS GAME LURRY EDWARD DICK WANNY NICK DUMME XX GORDON XX MAC WILL DAM LEE DON MATT RALPH JOHN GEORGE GEORGE	EXPERT EX	4447.7 4690.7 3479.3 3290.6 2419.2 2296.0 1100.1 1100.1 1100.1 1100.1 1531.4 160.2 1531.6 160.3	
60 60 60 60 60 60 60 60 60 60 60 60 60 6	GERBIN 3 GATES VOLNIG HARRIS FYOLING HARRIS GERBIN BEMECEK WHATE RESETAN PANTZIN TAU BUZGUCH REMAD GIBBS RITGOHE ROUND GIBBS RITGOHE LAIR STOVAL RAMSAY COLLETT CHAMBERIN OSTROWS GIBPOSS RIPOSS RIPOSS	ROBERT MATT BIEST PINE ROBERT GENNIS GAME LARRY EDWARD DICK MUNITY HCK TIM DICK MUNITY HCK TIM MAC WILL DIAN LEE DON MATT LEE DON MATT MATT JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MELPH JOHN JOHN MATT MERCH MER	EXPERT EX	4447.7 4687.7 3882.0 3379.3 3280.6 2818.2 2286.0 1882.1 1802.1 1802.1 1803.1 1804.0 18	4 4 4 6 6 7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2

NOVEMBER CONTEST TEAM SCORES

H55 41	P38 20	TPG 13	10587	188 7	NCC.
. B95.0	1000.0	962.3	867.5	964.1	979.6
_ PP4.3	805.0	940.1	B61.8	861.8	872.5
992.6	966.5	902.0	927.0	B24.3	800.8
979.0	946.4	\$23.6	846.5	916.4	890.1
3061 B					
	4097.0	9778.0	3761.4	3/46.8	3744.1
	EDS# s		DUST 3		MRCS 1
	EOSF s			SFVF 2	
SULA 12	EDSF s	BWBA 6	DUST 3	SFVF 2	MACS 1
8ULA 12	EDSF 9 912.4	8W8A 6 824.8	DUST 3	SF√F 2 914.9 843.1	MACS 1
SULA 12 968-8 900-8	EDSF 9 912-9 968-4	824.6 824.6 808.8	DUST 3 976 9 900.5	SF√F 2 914.9 843.1	MACS 1

FINAL TEAM &	STANDINGS
H88	39,126
P88	34,792
f#Q	34,467
TO88	34,172
NCC	33,436
SILA	32,364
DUST	42,024
106	27,704
SHBA	34,210
EDSF	20,927
8FVF	14,165
MRCS	12,410