

# APS NEWS

*The official Publication of the Auxiliary-powered Sailplane Association, Inc.*

Volume XVIII Issue #114

ASA Web Site: <[www.motorglider.org](http://www.motorglider.org)>

March - April 2007



## **In this Issue:**

**Tech Talk - Gel Coat Cosmetic Repairs**

**Parowan Camp 2007**

**Check that Trailer Axel !**

**Board of Director Minutes**

**Next Month: Soaring in Bitterwasser (photo above)**

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## **Newsletter by E-Mail?**

No More Snail Mail.

Opt-in

Send an email to:

[asa\\_electronic\\_news@mindspring.com](mailto:asa_electronic_news@mindspring.com)

## President's Corner

The soaring season is here. I checked the OLC results for the last weekend of April and there were 183 flights posted. Pilots are flying from the Northeast to California.

The planning is complete for Parowan. I expect to see about 35 gliders flying there from the 12<sup>th</sup> to the 24<sup>th</sup> of June. The Malcolm D. Stevenson trophy will be presented to the pilot who excels at the fly-in this summer. This trophy was presented to the winner of the Motorglider Nationals for many years. The last two years it was presented to the highest placing motorglider flying in the 18 Meter Nationals. We have now brought the trophy back to this fly-in because there is more participation by members of the ASA. The scoring will be by OLC and the points of each pilot's best three flights will be totaled to determine the winner.

Please have a safe flying season and if you are just getting started make your "First Flight" with an instructor.

Rick "FD" Howell

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### AUXILIARY-POWERED SAILPLANE ASSOCIATION

#### BOARD OF DIRECTORS MEETING

**Feb. 9, 2007, SSA Convention, Memphis, TN**

Meeting called to order by Pres. Rick Howell at 10:05am

The following board members were in attendance

Howell, Rick  
Greenwell, Eric  
Edmonds, Terry  
Dyer-Bennet, Oliver  
Dee, Steve  
Atwell, Lloyd, Skip

The first order of business was to address changes in the ASA By-Laws.

By-laws title ASA will heretofore be known as a "Division of the Soaring Society of America"  
Page 1, Art.1, the address should read "or at the address of the current President."  
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Page 3, Art. III, Sec. 5, A Quorum is 17 based on present membership totals.  
Page 5, Art. V, Sec. 3 Change Chairman to President  
Sec. 6. Interject E-mail but should require a response.  
Page 6, Art. V, Sec. 10, Remove the whole paragraph.

Discussed the distribution of revised documents (re. by-laws) to the remainder of the BOD.

Discussed 1. Pete Williams induction into the SSA Hall of Fame.

**Board Cont. pg. 7...**

# SAFETY COLUMN

**Oliver Dyer-Bennet, CFI/CFIG**  
**Safety Director ASA**

Devoted to the enjoyment and safety of the sport of high performance powered sailplanes and motorgliders.

Most powered sailplanes come with a complete POH, pilots operating handbook, from the manufacturer.



This book is usually broken down into three sections;

1. Flight Manual For The Powered Glider.
2. Maintenance Manual For The Powered Glider.
3. Repair Manual For The Powered Glider.

The flight manual covers the aspects of flying the glider.

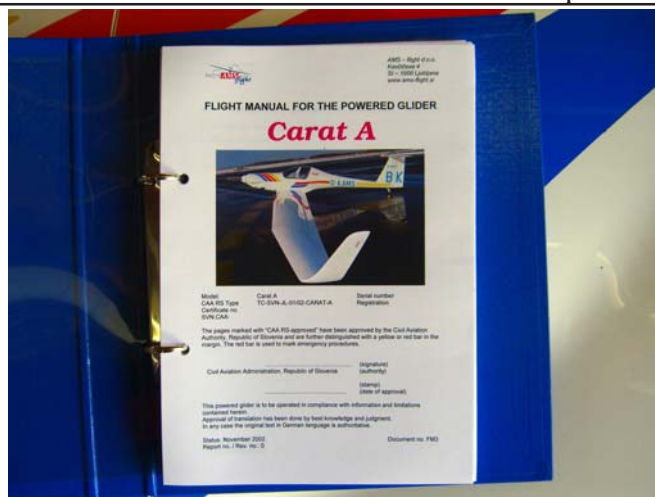
The maintenance manual covers the mechanical aspects of the glider.

The repair manual covers the repair aspects, usually composite, structural repairs and laminate layups.

In today's safety column we will talk about the flight manual.

In the Carat flight manual, on page 0.7, is a flight manual table of contents.

0. Organization of the manual.
  1. General.
  2. Operational limitations.
  3. Emergency procedures.
  4. Normal procedures.
  5. Performance.
  6. Mass and balance.
  7. Description of the powered glider and its systems.
  8. Handling, service and maintenance.
  9. Supplements.



Most of us fly our gliders very little, or not at all, during the winter. It's a good idea to review the flight manual before the first flights of the new soaring year.

Start first with the normal procedures and then go to the emergency procedures. When going through the normal and emergency procedures, in the flight manual, imagine flying the glider and actually going through the procedures.

The focus should be on the normal & emergency procedures. However a light reading of the other sections of the flight manual, at least once a year, is a good idea.

The review of the normal and emergency procedures can be accomplished in the comfort of your easy chair, at home in front of a warm fire. After a good home review in front of a toasty fireplace, a 2nd review, in the cockpit, engine not running and glider not moving, helps to safely smooth the glider pilot back into the early spring and summer flying.

Oliver Dyer-Bennet





## TECH TALK

by Gary Evans

### Gel Coat Cosmetic Repair

All sailplanes with gel coat finishes will suffer some cosmetic damage during their lifetime unless it never comes out of the trailer. It takes nothing more than a dirt rope or electrical cord pulled across a wing to leave scratches that require sanding to remove. You can either let the surface slowly deteriorate or try your best to keep it looking like new. The choice is do it yourself or pay someone else for the work. While the process of gel coat repair is simple in concept it does require using the correct tools and materials. It also requires very careful work as the gel coat typically isn't very thick and you can easily worsen the situation if care isn't taken. If you don't feel capable or lack the correct tools leave it to someone else. Everyone else read on.

You need a real buffer for this work with an rpm of about 1750. Don't waste your time trying to buff gel coat with automotive style polishers or a small buffing pad on a pistol drill because it isn't going to work.

The 1750-rpm combined with 8 inch diameter pads will give you the required speed at the edge of the pad. All buffing is done using the edge of the pad not the whole surface.



I use Simtec #2481 HD White Gel Coat and catalyst for clip repair. This gel coat is pure white and if your finish is noticeably yellowed they also have yellow coloring that can be added (a drop or two) for matching. I have found that in some cases the yellowing is just on the very surface and can be removed easily with 1000 grit wet sanding.

However if you need to do the entire glider your talking about a lot of sanding and buffing. For small chip/scratch repairs I use 1 drop of catalyst to 1.6cc of gel coat. This provides a pot life of about 10-15 minutes.

Liquid gel coat is pretty thin since it's normally sprayed so it is best to have the surface to be repaired horizontal to prevent run off.



3M rubbing and buffing compounds are, although expensive, about the best you can buy. Heavy Duty Rubbing compound is used as the first step after wet sanding (if needed) and Finesse is used for bring out

the final high gloss. Each compound needs its own pad and Velcro style pads and backing plate make for easy switching back and forth.



These are the refinishing steps used from start to finish. 400 grit wet/600 grit wet/1000 grit wet/rubbing compound/finesse polishing compound. If you can see or feel the surface roughness you will need to do some amount of wet sanding before moving to compounds. Start with the mildest (1000 grit) and only go courser if needed.

All sanding should be done wet (water with a trace of liquid soap added) and using a sanding block. Be very careful during sanding to not go through the gel coat by watching for any surface color change, which means you getting close to the substrate.

Buffing is as previously mentioned done with the edge of the pad. The work should be done in the shade and with as cool of a surface as possible. Apply a small amount of compound to the surface, run the buffer slowly (prevents throwing compound and over you and the surroundings) to put compound on the edge of the pad and proceed to buff. **The pad must be kept moving constantly or it will burn the gel coat.** Continue with rubbing compound until the surface is perfect then switch to Finesse for the final polish.

### CLIP REPAIR EXAMPLE

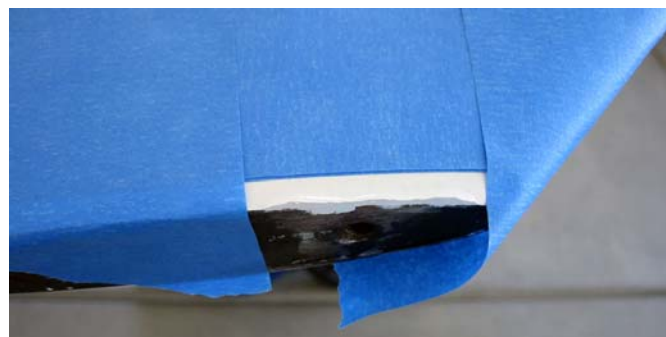
This is an example of clip damage although scratch repair would be done the same way.



First the damaged area was cleaned with solvent. Then the damaged area and slightly into the surrounding edge the surface was scuffed with a medium 3M pad followed by another solvent cleaning. Tape was then applied to ensure a flat surface on the edge and gel coat was applied using a toothpick. Try to avoid trapped air bubbles. You want the fill to be slightly above the surround surface and run just over the surround edge.

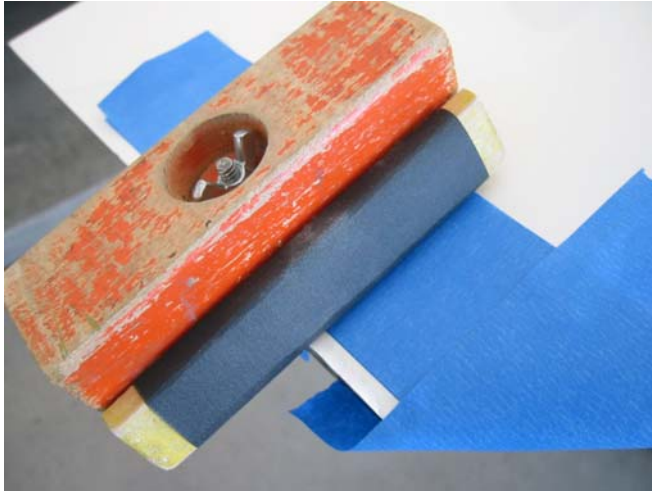


After allowing the gel coat to cure over night masking tape was applied around the repair to prevent sanding into the original surface before the repair area is leveled.



### Tech Talk cont....

Wet sanding was carefully done using a flat block to bring the raised repair down to the surrounding surface. When the repaired area was down to the level of the surround area the masking tape was removed so final sanding would blend the repair into the original finish. **This is the most likely point to sand through the gel coat – be careful and sand no more than absolutely necessary.** The finished part after buffing.



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## AUXILLARY-POWERED SAILPLANE ASSOCIATION

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The following board members were in attendance

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Greenwell, Eric  
Edmonds, Terry  
Dyer-Bennet, Oliver  
Dee, Steve  
Atwell, Lloyd, Skip

The first order of business was to address changes in the ASA By-Laws.

By-laws title ASA will heretofore be known as a “Division of the Soaring Society of America”  
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Page 5, Art. V, Sec. 3 Change Chairman to President  
Sec. 6. Interject E-mail but should require a response.  
Page 6, Art. V, Sec. 10, Remove the whole paragraph.

Discussed the distribution of revised documents (re. by-laws) to the remainder of the BOD.

Discussed 1. Pete Williams induction into the SSA Hall of Fame.

Reasons: Development and maturation of the ASA

2. Re-publication of Pete Williams book, “Self-Launch! Retractable Engine Sailplanes”
  - a. May need up dating
  - b. Ask Gary Haynes to put information on CD's
  - c. Oliver will check with Charm Williams to get the necessary information for Gary Haines

- d. Updating will be discussed at a later time.
- e. Moved by L. Atwell and Seconded by T. Edmonds to endorse Oliver Dyer-Bennet to accomplish the above. Motion carried.

Discussed, the stepping down of John Sullivan, and the placing of Gary Haynes in that position.

Rick Howell made a motion to make the cost the same for both US and Foreign Membership

1. \$20.00 per year
2. Discussion had to do with the effect on the treasury
3. Motion carried

Discussed the dissolution of contract between John Lawton and Lambada Urbana Air, Czech Republic

1. Discussed ASA 's legal position ( we have not heard both sides)
2. We will recommend the person take the problem to the SSA and Rec. Aviation to warn a larger audience.
3. B. Utley, Moved and Oliver Dyer-Bennet Seconded not to support what Mr. Lawton wants to do. BOD agreed.

Discussion: The Board members were encouraged to review carefully all articles before they go to publication.

Discussion: Review personnel addresses in the news letter

- Discussion:
1. Insurance of Self-Launch Gliders not used as Self launch. Ck part 61
  2. Insurance of Gliders in Alaska — They are lumped in with all planes in Alaska, thus their poor record.
  3. Insurance of pilots, planes, ASA reps. and organizers of the Parowan Flight Camp.
    - a. Participants should show proof of insurance.

Discussion: Parowan '07 , Extended Dates, Meals, Entertainment, and Limited attendance.

Discussion: Stevenson Award , '06 Recipient, Monty Sullivan

1. Look to develop a history of John Stevenson,

11:55am, B Utley Moved to adjourn Seconded by S. Dee

**ASAMEMBERSHIPBREAKFASTMEETING  
SAT., FEB. 10, 2007, 7:30AM,  
SSA CONVENTION, MEMPHIS, TN**

Meeting brought to order by Pres. Rick Howell at 7:30am

Recognized the directors

Brian Utley spoke about membership and sending the newsletter by e-mail.

Eric Greenwell gave the Treasurer's Report:

Income for 2006	\$6934
Expenses for 2006	\$5618
Current Bank Balance	\$16502

It was moved and seconded that the directors whose terms are up be renewed with the exception of John Sullivan, who retired from the board for business reasons. Gary Haynes who was brought to the board at the 2006 meeting will occupy the space left by John Sullivan. Motion carried.

The following people's terms will expire in 2010

Gary Haynes  
Gary Evans  
Lloyd "Skip" Atwell

Pres. Rick Howell gave a presentation about Parowan



# **ASA FLY-IN at PAROWAN**

**12 - 24 June 2007**

Space may be limited. Please sign up early !!

Flights over the Grand Canyon, Zion National Park, Bryce Canyon, and Cedar Breaks are breathtaking !!

Dinners will be served at the airport.

RV's and Camping available space on the airport. Shower available. Motel and B&B's in town.

Tow planes available for non-powered gliders.

Fees: \$150 deposit

Questions? Call Rick Howell, 972-245-0830 or email [PatRickHOWELL2@earthlink.net](mailto:PatRickHOWELL2@earthlink.net)

Fly Parowan web site: [www.flyparowan.com](http://www.flyparowan.com)

Region 9 Contest (6/30-7/7) (good info on site-seeing and accommodations: <http://parowan.soothingweb.net>)





# **ASA Soaring Camp at Parowan 2007**

## **Bulletin #1- 18 February 2007**

Since we had so much fun last year, we will do this again.

The Minnesota Soaring Club asked that we have a longer camp, so they will have time to see all of the sights in the area AND of course enjoy the soaring. The dates are 12 – 24 June. There is a region #9 contest the first week of July. We also think that June is a better time period (before the summer monsoons).

The camp will be very similar to last year.

We will have:

- (1) More ramp space. The 5 open class gliders will not be in Parowan this summer.
- (2) Jet Smith is working on the menu for meals with the caterers.
- (3) I ask for your preferences for evening programs. Jet will also arrange for Martin Tyner (bird man), a Forest Ranger (info about the Parowan area) and/or a program about Indian culture.
- (4) John Templeton is the Director of Soaring in Parowan this summer. He will provide tows for the summer season. Contact John if you would like to fly any other time during the summer. (cell) 435-669-4544 or JETempleton@charter.net or Maule\_Tow@hotmail.com
- (5) RV Parking. Call Dave Norwood (FBO) 435-477-8911  
Spaces are available by reservation (12 with electrical hookups).  
Camping is also permitted on the airport.

## **Accomodations**

The Utah Summer Games are taking place 8 – 23 June. Many events will take place in Cedar City. A soccer tournament has already caused a shortage of rooms at the Days Inn in Parowan for a few days during the beginning of our camp. It may be necessary to stay in another location for a few days, if the Days Inn is your first choice.

## **Make your reservations now !!**

Ben Barrentine has made a reservation at Cedar Breaks Lodge in Brian Head.

The rates are good and if you are old (AARP) or drive a car (AAA) the rates are better.

**Parowan 2007 cont...**

[www.Cedarbreakslodge.com](http://www.Cedarbreakslodge.com) or 1-888-AT CEDAR

There are also condos and homes available .....I can help, if interested.

[www.brianheadchamber.com](http://www.brianheadchamber.com)

The **Days Inn** is in Parowan and after the soccer players go home rooms will be available.  
435-477-3326 or 888-530-3138

**B & B's:**

**Victoria's** [www.utahretreat.com](http://www.utahretreat.com) or 435- 477-0075 Very good B & B and Gavin Wills stays there when in town.....maybe the skill will rub off !

**Red Canyon Lodge** [www.Red-Canyon-Lodge.com](http://www.Red-Canyon-Lodge.com) or 435-477-1200 This B&B was used by all of the Germans who visited last summer. The owners now know about gliders. Located just south of Parowan.

**Other**

**Victorian Rose Country Inn** [www.VictorianRoseCountryInn.com](http://www.VictorianRoseCountryInn.com) or 435-477-1555 There are four rooms (sleep 2 to 7) with private baths, kitchen, and living areas. Located in Parowan.

Please send a copy of your Glider Insurance Certificate along with a Registration Form and deposit of \$150.00 to:

ASA  
c/o Eric Greenwell  
222 Thayer Dr.  
Richland, WA 99352

If you have other questions, please contact:

Rick Howell  
972-245-0830  
[PatRickHOWELL2@earthlink.net](mailto:PatRickHOWELL2@earthlink.net)

Great Soaring !!

Rick Howell

**ASA FLY- IN at Parowan - 2007**  
**Registration Form**  
**Please complete and mail with deposit by April 1st**

Name:

Address:

Phone Number:

Cell Phone Number:

Email Address:

Number in your party (please guess if necessary):

Glider Type and N - Number or Contest Number:

Do you require a tow?

Dates attending: ALL or Just these days\_\_\_\_\_

Person(s) to contact in case of emergency, name(s), phone and address:

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**Please mail this application with a deposit of \$150.00 by April 1, 2007 to the address listed below.**

**The fee for the fly-in will include six catered meals. A final dollar amount will be determined once bids are received from the caterers.**

ASA  
c/o Eric Greenwell  
222 Thayer Dr.  
Richland, WA 99352

If you have questions, please contact:

Rick Howell  
972-245-0830



**cont. from pg. 7...**

Manufacturers Representatives:

Leo Bennetti-Longini gave a presentation on the Silent and Jonkers sailplanes

Dave Nadler talked about the Lange Antares

Oliver Dyer-Bennet discussed the Carat

Volka Halbe talked about DG and LS including LS10 and DG808c

Christoff Wannenmacher from Schempp-Hirsrh discussed the Balistic parachute and the Noah ejection system.

Karen Stemmie discussed new concepts and the S-6 at Stemmie.

Meeting adjourned at 9:20am

**CONTINUED**

**ASA BOARD OF DIRECTORS MEETING  
9:30 SAT. FEB.10,2002**

Meeting brought to order at 9:30am by Pres. Rick Howell

Accepted the position of Sec'y to be held by Skip Atwell.

Accepted the position of Pres. to be held by Rick Howell.

Accepted the position of Vice Pres. to be held by Brian Utley.

Discussed the changes in the bank account. Other possible banks will be looked into.

Meeting adjourned at 9:50am

Respectively submitted,

Lloyd "Skip" Atwell, Sec'y

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**Your trailer might need a new axle – mine does.**

By Eric Greenwell 4-2007

My wife and I travel about 10,000 to 15,000 miles a year, and my ASH 26 E almost always comes with us. Because it's used so much, I always give my Cobra trailer a Spring "annual", so I know it's safe to travel. This year, I noticed the trailing arms were very close to the body. In fact, each side had a spot where a mounting bolt was hitting the arm.



I emailed this picture to Alfred Spindelberger, owner of Cobra trailers, and he replied that the axle's rubber suspension was worn out; also, with the 120,000 miles I had put on the 1995 trailer, the axle was at its life limit and should be replaced. I didn't even know axles had a life limit! Even

though it's not an emergency, he continued, I should slow down more than usual on rough roads, and replace the axle this year.

He recommended I replace the axle with the 1300 kg rated axles as supplied on the newer trailers, instead of the 1000 kg axle that came on my trailer. While the 1000 kg axle was enough for an 18 meter motor-glider as delivered, he said they realized after a while that motorglider pilots carried a lot more "stuff" (his word) in the trailer than the average pilot, and began using the 1300 kg axle. In fact, my trailer, with all its stuff, weighs 2450 pounds, so it's 250 pounds over the original axle's rating.

Besides the new axle, I'll need three new 5-bolt wheels to replace the original 4-bolt wheels. I've decided to stick with the 14" rim size, as I just replaced two tires with new Michelins at a cost of about \$280. I could order wheels from Cobra, but right now I'm trying to find some fancier wheels in the USA. The bolt pattern diameter (112 mm) is not a common USA size, so I haven't had any luck yet.

Both axles use the same mounting locations, so it should be a "bolt in" job, though I suspect it will take some fiddling to get the braking system adjusted properly.

I don't have a price for the new axle yet, but I do have shipping arranged. It will come in a trailer being shipped to a friend of mine as soon as his new glider is ready (the glider factory says "soon"). Alfred says that otherwise, shipping is prohibitively expensive.

What are the alternatives?

I've heard some pilots that have to tow over rutted and washboarded roads have replaced the original axle with leaf spring axles, hoping for a smoother ride for the glider. I don't whether it improves the ride, but the axle is likely cheaper, though perhaps more time and effort to install. Adapting the surge brake system might be challenge. You could go to electric brakes, but might have to give up the parking brake, something I value very much.

Whether you use a factory style axle or a leaf spring axle, changing to 15" diameter wheels from the 14" wheels has some advantages: there is a bigger selection of tires and wheel styles. If you stick with the factory style axle, Alfred cautions that proper operation of the braking system depends on the tire (outside) diameter being the same as the original tires. This would require a lower profile tire for the 15" wheel than the 14" wheel. "All other things being equal", the lower profile tire would make the trailer a bit more stable at the cost of a slightly rougher ride.

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### Cowboy and the Carat

One of the most interesting things that happened at the 2007 SSA Convention in Memphis, Tennessee, was the arrival of the Cowboy.

Wednesday was set up day, Thursday was the 1st day of the convention and by Friday we were in the convention groove and thing were humming.

We had our display Carat on a prime spot on the SSA convention display floor. We were getting a lot of attention from the pilots and the plane side talks were drawing large crowds.

Than the Cowboy showed up. Friday morning a feller shows up and gives the display Carat an admiring look over.



He ambles over to the AMS Flight booth and asks if the Carat would be able to fly out of his 50,000 acre ranch in Colorado, altitude and all.

When we said yes, the Cowboy said that he would like to get one of them thar Carats, for his ranch and how long would it take.

We mentioned that it usually took about 8 months from the order to the delivery.

Well the Cowboy said that he wanted one now, and pulled out his Colorado sized check book.

After talking it over with Ales & Richard, we decided that we would be able to sell the display Carat to the Cowboy. We could break the Carat down on Saturday at 5:00 pm, the close of the convention and put it in the Cobra trailer.

Then the Cowboy could be on the road by 6:00 pm, Saturday.



Seemed like a reasonable idea to us, but the Cowboy had other ideas.

"Son, you just don't get the drift of my palaver. I want this here Carat, and I want it now. I expect that Carat to be in its funny box with tires by later today, as me and the boys got a long drive ahead of us."

With that the Cowboy writes a six figure check for the Carat and hands it over.

That is why on the SSA Convention floor, on Saturday morning, there was a large Carat photo, standing where the display Carat had been, with a sold sign across it.

Our display Carat was off to a new hacendia in Colorado.

Oliver Dyer-Bennet  
AMS/USA

### ASA Mission

The Auxiliary-powered Sailplane Association, Inc. was founded in 1988 as a non-profit organization to encourage the design, development and safe use of motorgliders, self-launching and sustainer engine sailplanes.

### ASA Membership

Membership in ASA is open to anyone interested in powered sailplanes. Write or call: Brian Utley, ASA Membership Chairman, 9541 Virginia Ave. South Bloomington, MN 55438  
Ph: 952-941-5683 email: <Utleyb@aol.com> USA Dues \$20/yr, \$38/2 yrs, \$55/3 yrs. International Dues \$25/yr, \$48/2 yrs, \$70/3 yrs.

### ASA Officers

President: Rick Howell ..... 972-245-0830  
Secretary: Lloyd 'Skip' Atwell ..... 262-348-9488  
Treasurer: Eric Greenwell ..... 509-943-9065  
Technical Advisor: Gary Evans ..... 480-380-2431  
VP & Membership: Brian Utley ..... 942-941-5683  
Safety: Oliver Dyer-Bennet ..... 702-942-5727  
Dir. & Publications: Gary Haynes ..... 720-255-9650  
Competition: Rick Howell ..... 972-245-0830  
CFG Training: Steve Dee ..... 901-757-8784

### APS NEWS Publication

Contributors please submit copy and materials to:  
Gary Haynes, 9205 Sagebrush Trail, Lone Tree, CO 80124  
Ph: 720-255-9650 email: asa\_editor@mindspring.com

### Editorial Policy

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### Liability Statement

APS NEWS Editor has made every effort to ensure the correctness and completeness of the printing and publication of material in the issues. APS NEWS Editor has not investigated and makes no representations as to the accuracy or completeness of any information presented herein.

### APS NEWS Publishing Information

Gary Haynes, APS Publications Manager is the Editor and Print Production Manager. The APS NEWS is printed in Minden, NV and mailed First Class. Contributors can mail hard copy text or use email.

Text may be edited as required to fit the newsletter. Photos are always welcome. APS NEWS is delivered to the printer the last week of Jan, Mar, May, July, Sept and Nov. ASA desires input on what the members want in APS NEWS and we are doing all we can to keep it informative and interesting.

*It's your publication, so please let us hear from you!*

### CLASSIFIED ADVERTISING RATES

50 cents/word, Prepaid for 2 Insertions Minimum, non-refundable.  
Contact Gary Haynes for Display Ad sizes and rates.  
APS NEWS is published Jan/Feb, Mar/Apr, May/Jun, July/Aug, Sept/Oct, Nov/Dec

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ASA is a Division of the Soaring Society of America



## FOR SALE

### Powered Sailplane Instruction & Delivery

Dave McConeghey ATP CFI-Glider Self Launch  
Endorsement Kansas 316-409-9624  
Email: <mcconehey@cox.net>

### RF5B For Sale

Dave McConeghey 316-409-9624  
Photos <http://members.cox.net/motorglider>

### Scheibe SF-28A

1982 Tandeme-Falke motorglider, ~1200TT, 460 Engine (65hp Limbach 1700EA), custom covers, custom open trailer, Hoffman prop (recent overhaul), new canopy, new muffler and heater shroud. \$47,500 Matthew Poleski, 815-544-3870, <matthewpoleski@aol.com>



### Stemme S10V

Stemme S10V with Factory Trailer. Always hangared. Located in NJ. Engine hours 210. Airframe hours app. 400. No Damage History. Excellent Condition. www.rasair.com  
Email jojo94@patmedia.net

## EDITOR NEEDS HELP

Thanks to Brian Utley, Eric Greenwell, Steve Dee, Rick Howell and Terry Edmonds for contributing to this issue. For the rest of the readers I could really use your help with articles and photos. There's lots of flying being done and a lot of us have digital cameras so it is easy to submit photos. I am always looking for content so please contribute to the newsletter.

