

MASTERS QUARTERLY



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US SCALE MASTERS QUARTERLY AUG, 2008

CHAIRMAN UPDATE

By Bill Hart

Hi Guys,

August is here and the 2008 qualifier schedule is rapidly coming to a close. With only a few contests remaining, those of you who still want to qualify for the '08 championships need to get busy. Also, as the contests are concluded, all of you CD's really need to send your results to Carolyn (cvanherk@socal.rr.com) so that she is able to send the notification letters out to the appropriate people in a timely manner. She has been doing an excellent job with this by the way, but needs your help to finish the job.

If you are living out here in the west and are trying to figure out how to get your airplane back to Sarasota for the championships, give Adam Gelbart a call at (310) 441-9408. Adam, who lives in Los Angeles, has a large truck and has volunteered to take anybody's airplane to Florida provided you will help with the expenses of running the truck. Give him a call and make your own deal. The more people who take him up on the

offer, the less the individual expense will be. Adam is also an enthusiastic competitor and a good guy. If you make a deal with him, he won't let you down.

The USSMA Championships will be flown in Sarasota, Florida on October 9-10-11-12 this year, thanks to Jon Hay and his eager team of "go getters". Planning is coming along smoothly and Jon will put together a meet to be proud of. You guys on the east coast might want to drive down to watch for a few days and then attend Frank's Monster Scale event the following week. I think that between the Championships and Monster Scale, there will be something to inspire everyone.

If you read Model Airplane News, you may run across our one page ad featuring the total '08 USSMA Qualifier schedule. Eddie Ayala did the artwork and Debra Cleghorn agreed to run it for two months for free as part of their sponsorship. MAN will do full coverage of the event as it happens and will feature the Champs in a late fall edition.

On a personal note, you guys in the Albuquerque area (specifically Rio Rancho) have a new RC pilot in your

(Continued on page 7)

In This Issue

Chairman's Update
VP Reports
Regional Manager Reports

| | |
|-------------------|---------|
| From the Chairman | 1,7 |
| VP-West Report | 2 |
| VP-East Report | 2,7 |
| Regional Managers | 3,4,5,6 |
| Editor | 6 |



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West VP Report:

By Jeff Lovitt, Vice-Chairman West

Well summer is here and I hope that you are enjoying the contest season. There are still chances to qualify and take part in the Scalemasters program. As I write this, we have just completed the long running Evergreen Scale Rally on Oregon and we have the Valley Flyers Qualifier in Southern California coming up.

I had the honor of running the 20th 49'er Qualifier this spring where we were joined by Bill and Carolyn who made the drive up to take part take in the event. This event has been going for many years and has been a fixture on the west coast. This was the last event at our club field which is being taken back by the city for future uses still unknown. I was able to fly in this contest for the first time in several years only because of the efforts that Carolyn Van Herk provided. Carolyn graciously stepped in to fill a scorekeeping void in my roster. Carolyn jumped in and made the scorekeeping flow seamlessly, printing reports by round before I knew I needed them. I enjoyed competing again at my home field one last time, and my thanks go out to Carolyn for that.

After the 49'er, I was able to attend and compete in the Dan Sullivan Memorial qualifier in Ukiah, California. Many of you around the country probably heard about and saw the terrible smoke and fires on your news during the middle of June. Well, the evening before the contest brought a storm that brought a small amount of rain, but a flurry of lighting that stretched all over the state, heavily striking northern California. The morning of the contest brought smoke filled skies that only got worse as the weekend went on. Still, we pressed on and had a good time. Joe Topper came down with a couple of tables full of Proctor wares for sale (or just salivating over). The club hosted a Saturday BBQ that was well attended and then 3 more rounds of flying resumed on Sunday. I believe a good time was had by all.

I'm busy trying to get a new airplane ready for next year, keep up with family and work, and keep the lawn mowed. I can't believe how quickly the year has gone by and to think that the Finals is just around the corner. I'm looking forward to hearing about the upcoming event and wish everyone attending the best in getting their planes ready and with safe practice flights. 2009 is wide open with respect to a host location for the Finals. I'd really like to hear from you if you have a host club and site that could support an event of the caliber of the Scalemasters. Give me a call or email, I'd like to hear from you.

Until next time...

Jeff

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Eastern VP Report

By Mike Barbee, Vice-Chairman East

Hi everyone, the summer months are in full swing now. It has been hot the past couple of weeks, early mornings best for flying. I am writing this early because next week I am off to Oshkosh. Surprisingly, I have never been. But then this is the first year I have owned my own airplane. So I and the old 1946 Aeronca Super Chief will putt our way to Wisconsin.

Now for some observations of the contest circuit past and future. Top Gun, this year was a pleasure to be invited and attend. The twentieth year of the event indicates that Frank has done his best to assemble the top modelers and adapt rules to even the field. With the tail wheel bonus and the penalty for composite jets, we find three out of five in the Expert Class are propeller driven planes. I squeezed in there at fifth with my trusty and well worn Waco YMF-5. I wish I could fly it another year. The event was attended by 138 pilots quite a few with the high gas prices. Barb and I took an extra couple of days before the event to visit friends in Sarasota. As it turned out the Championships host club had a big bird event that weekend. So I was able to see and fly at their field. The CD Jon Hay was very hospitable and even invited us to do some practice flying on Monday before going to Top Gun. A great group of pilots and workers, I am looking forward to seeing them again in October. The Mint Julep was another classic contest now in its 38 Th year. Attendance this year was up also. We saw 78 pilots and beautiful flying weather. I have flown in this event for the past 32 years and it is always fun. This would be a great contest for a beginner on the scale scene.

Last weekend the TORKS, The Ohio Radio Control Society, put on a Scale Masters Qualifier. It was well attended for the first scale contest at the field. I just want to say a couple of things about this event. I hope it grows, I am proud to be a member of the club and commend the other members for there help in putting on a great event. Larry Folk is the CD and he did an excellent job in all areas of the event. Our thanks to Hershel Worthy of Pacer for the donation pilot packs. The weather was

(Continued on page 6)



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Scale Masters North West Regional Manager

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It's been a busy qualifier schedule in the North West and a pleasure to be involved with the 3 qualifiers that have been completed.

On June 6th – 8th we attended the 1st qualifier of the Wenatchee Red Apple Flyers which was well attended. The club members and judges were very enthusiastic throughout the event. The 1st day of flying was completed with one round and the wind did not let up for the rest of the day. This did not dampen the spirits as we had a great day of socializing completed with a very nice evening dinner. Sunday we were greeted with perfect flying weather which we made the most of. All & All this first event was a success. Bob Razer-Portland OR area finished 1st in Expert followed by Dick Hansen Portland OR and 3rd place went to Jim Hiller-WA.

Of note the Red Apple Flyer's are in the advanced stages of completing their new flying facility which, in my opinion, is world class. It comes complete with a 700' grass and a 600' paved runways along with a large club house and 25 powered RV parking sites. Looking forward to next year's event. Check out the progress through this link. http://www.redappleflyers.org/In_The_News.php?aa=0&si0=0&si1=0&si2=0

The Edmonton Radio Control Society hosted the "Alberta Scale" event during the 3rd weekend in June. We had a great weekend and treated with good flying weather. Bob Woni-toy finished 1st in Expert followed by Bruce Bender finishing 3rd was Roly Worsfold.

June 8th – 10th the Vernon RC Aeromodelers hosted the 4th Annual British Columbia Scale Classic, 29 pilots showed up. Wind and rain interrupted the Static on Friday. Saturday and Sunday we were treated to near perfect flying weather the only downer was the rather hot afternoon on Saturday. The judges braved it through along with the flyers. Friday night Pizza was good and the Saturday night Pot-Luck dinner turned out to be a big hit. Pilots and event helper prizes were drawn throughout the two days of flying. In the Expert class, Mike Brewer of Astoria OR came out on top, 2nd Roly Worsfold – Kamloops, B.C. and 3rd Lorne Hansen – Vernon B.C.. Team winners were Bill Weins/Lorne Hansen of Vernon, B.C. with Nick Jost and Mike Allman also of Vernon finishing 2nd. Open was won

by Rick Dunn – Aumsville OR and the Advanced class winner was Pat Savage from Edmonton Alberta. Of note there were 15 Fun Scale 1 & 2 pilots registering, good prospect for the future of scale in the area. All in the entire event was very successful.

Looking ahead to next year we are hoping to have the last qualifier of the year to also be host to the North West Championships. The tentative format looks to take the score totals of two events in categories to this qualifier and add these scores to all the Flight Scores and Static at this event to determine the winners. The event will be held in a central location in the North West, hopefully Wenatchee. Using this formula it should promote more participation at other events giving us all something more to work towards. We hope to have this finalized before the end of October, stay tuned on this one.

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Participants at the British Columbia Scale Classic



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South Central RM Report

by Lawrence Harville
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The Texas Scale Championships contest went off without a problem this year. The weather even cooperated, for the first time in a long time NO rain, NO heat, not even very strong winds. The days before and the days after have been miserable around here, 20 gust to 30 and more. Twenty pilots signed up after we had the pilots meeting, the blood letting began. Only two crashes so we were very lucky in that regards (well the two pilots that crashed didn't think it was that lucky). Lee Rice was flying a new corsair- he is now looking for another new corsair and Rick McIntyre, from Oklahoma is in the market for a new Edge 540. We did have the occasional mishap but no other planes were totaled.

A lot of new competitors this year and that is GOOD. One of the most unusual was Peter Fritsche flying a Hanger Nine P-47- we have all seen that one at the field—Well Peter totally repainted his in captured German markings and had weathered the plane beautifully—really something you would have to see.

Peter was doing a descending 360-yeah we have all seen that done—Well since this was Peter's first scale contest he really wanted put on a show- he was going to do his 360 pull out real low--only one problem he was so low he hit the bushes (not trees) and knocked off a wingtip and he was done for the day. We're going to have to watch Peter, I think he will be back with an even better bird next year. Rookie pilots this year were Gauadalupe Cardona, Darrell Abby. Herb Koven, Martin Chorley, Terry Farmer, Jason Meadows and Gene Hodges

Thanks to Airtronics for the donation of the Airtronics 8 channel radio. Airtronics has done a lot to help the Scale Masters and we all owe them a big thank you-if you see Airtronics Mike Greenshields thank him personally for his support

Now who won the Radio this year it was Fort Worth Thunderbird member—TERRY THORPE

OK so who won. One thing I want you to look at is the diversity of the airplanes flown in this contest.

(Continued on page 5)



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Midwest Quarterly Manager Report

By Mitch Baker
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Not much to say on this one.. Hope everyone is having a good flying season.

Lets see, what has been going on since last we chatted. Mint Julep.. Another year in the books. Great time again this year. Weather didn't fully cooperate, we had 20+ MPH winds right across the runway into the pilots faces. From the Terre Haute area we had a good group attend. If you have never been to this event, you really need to go. It is a great location, and well organized event. I took lots of pictures which are posted on the USSMA Midwest site www.ussma-midwest.org.

As I mentioned in the last newsletter, we are looking for an east coast site to hold the 2010 championships. Well while at Mint Julep, I got a chance to chat with Dale Arvin from SIRC. They have a qualifier coming up in September at the new field. I would encourage anyone who can, try to attend this event. I am going to do my best to attend. I really want to see the new facility. They are lobbying to host the 2010 USSMA Championships and from what I have seen it looks like a great choice for 2010.

Also, after hearing about the success of the USSMA Bootcamp put on up the in the northwest this year, I also talked to Dale about hosting a similar boot camp sometime in 2009. Two reasons: first we need to hold more of these to help get qualified judges and pilots. Second to help promote the new site for 2010 and get pilots familiar with the site.

Remember for current list of upcoming events and news checkout www.scalemasters.org or the Midwest site www.ussma-midwest.org

So what's your current project? Have a question about the rules? Just want to chat with folks about USSMA. Scale Building or Flying? Join <http://www.ussmamidwest.org> and check out the forums.

There has been a last minute addition to the www.ussma-midwest.org forums. Rick Dunn, the champion of the USSMA Boot Camp has agreed to moderate a set of forums dedicated to this process. Rick has put a lot of work into this new learning tool with great success. Please join us in the forums so we can make this new tool better for all USSMA members. Remember joining is simple. Fill out a short registration form, wait for confirming e-mail, confirm your registration. That will get you basic access to the forums. PM me with your USSMA number and I will grant you full access to all the forums. This also includes the downloads section which keeps a current pdf version of the newsletter plus a few archived versions and other helpful tools. If you have trouble sending me a PM via the forums, just send me an e-mail, mdbaker@ussma-

(Continued on page 6)

Northeast Regional Manager Report

Mitch Epstein
Mepst22487@AOL.COM



Southeast Regional Manager Report

http://www.mikechilson.com/ussma_southeast/

Mitch had no goings-on in his district but was kind enough to forward a report by a first-time attendee at the FAI Scale World Championships. That report starts right below this.

Thank you,

Mitch

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My First World Championships

by
Jack Buckley

Well here is the report from a first time competitor:

What is it like to go to the world championships? I hope to help you understand the thrill and the pride from such an adventure. Don't get me wrong - there are also hardships but in the end they are outweighed ten times over. Here is a short overview of what FAI is like:

Let's get going on what is involved and what we had to do to get there. First, I qualified at the team trials. Flying FAI is a little bit different but not too much as the [US Scale] Masters. One difference is you have a straight flight in before each of your maneuvers you call "Start now" 150 feet before and end 150 feet after the maneuver is finished, then stay straight for 100 feet or so. You are judge on how you present it also. What is nice is you have time to set up each maneuver before you do it. Like the Masters you have 10 maneuvers to do, 4 are mandatory and 5 optional. Landing and approach is the 10th maneuver.

The main difference is the static judging portion. It took about 1 hour to go through static judging. This year they put a 1/2 hour limit on each set of judges - two sets of judges, one for outline the other for color and craftsmanship. You can provide as much documentation as you want. There is no limit here. The size of your documentation is 18" by 22". They love color chips - the more the better!

Now that you have an idea of the event, let's get going. On Monday July 7th we departed home for the drive to O'Hare airport with the Tiger Moth all crated up snug as a new born baby, but in a box strong enough to keep out the lions. After 500 miles we stopped overnight and did the remaining 600

(Continued on page 7)

With us deep in flying season now might be a great time to consider attending the championships this year in south Florida (October 9th – 12th). Even if you are not competing it is a great opportunity to meet some great folks and learn how a scale contest runs (the ups and downs). Most competitors are more than willing to talk about their models and flying when they are not getting ready to compete. You can really learn a lot from these guys.

When attending contests as a spectator remember most of the competitors there have driven a long way and are really focusing on their flights. Please do not get discouraged if they are not very talkative DURING the competition. Wait until after they have flown their round or wait until they are packing up for the day then approach them. I've had a lot of folks tell me stories about how rude a competitor was because they would not talk to them. Just remember, they are there to COMPETE, not hold a Q&A session. But with that said most competitors are more than willing to talk airplanes when they are not competing. Heck, they love them as much as you do!

If you want more info on the 2008 Championship be sure and check out the website www.scalemasters.org

Until next time!

Mike Chilson
USSMA Southeastern Regional Manager
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South Central Continued

(Continued from page 4)

Fun Scale

| | |
|-------------------------------|-------------|
| 1 st Gary Alpin | Cub |
| 2 nd Ed Couch | Curtis Hawk |
| 3 rd Sonny Coleman | PT 19 |

Advanced

| | |
|-----------------------------------|------------|
| 1 st Terry Thorpe | Cub |
| 2 nd Woody Lake | Tiger Moth |
| 3 rd Guadalupe Cardona | Hurricane |

| | | |
|------|-----------|-------------|
| Team | Ed Newman | Nieuport 28 |
|------|-----------|-------------|

(Continued on page 6)

VP East Report continued

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a bit iffy on Saturday but severe sunshine prevailed after brief showers. We flew 5 rounds of competition, when was the last time you got to fly five rounds? Great job guys and the rest of you should put it on your calendar for next year.

The Nats are quickly approaching. I was over to the IMAC Nats a week ago and one thing for sure we as AMA members have something to be proud of. The site is beautifully laid out for flying and an asset for the membership. See you August 8, 9, and 10 in Muncie.

Lastly but only because it is the last qualifier in our area, the Southern Indiana Modelers event is September 13 and 14. It is the fifth year for the event and this year it will be flown at their new field. They boast of 800 x 50 paved runway and a 1200x 100 grass, heck I'll fly my Chief over.

I have been to the contest a couple of times, and they have a Saturday night barbecue that is the best in the mid west.

Good people, Dale Arvin is the CD, good field, good food, good fun, see you there.

That is all I have for now, next week I am sure I will be standing with my mouth open in awe at Oshkosh.

Support the Masters Organization, help or participate in a qualifier, better than that bring a kid out and help him get into scale. What are you afraid of that he'll beat you?

That's it, quote from the Monster Hanger; if it ain't fun we're not doing it.

Mike Barbee East Coast Chairman
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Midwest RM Report
continued

(Continued from page 4)

midwest.org with the username you used to sign up, and your USSMA number and I will get you taken care of.

Now off to the field.. Happy flying.....
Mitch Baker

USSMA Midwest Regional Manager

South Central Continued

(Continued from page 5)

Open Class

Herb Koven P-51

Expert

1st Olen Rutherford Moth Minor

2nd Lawrence Harville Hellcat

3rd Max Ficken YP 29

Scale Masters Qualifiers are

Expert Olen Rutherford and Lawrence Harville

Advanced Terry Thorpe and Woody Lake

Team Ed Newman-Lee Rice

2008 TEXAS SCALE CHAMPION

OLEN RUTHERFORD from Arkansas—how can we live with the Best Scale Flyer in Texas being from Arkansas. All Olen did was put in flight after flight almost perfectly—hard to beat that.

Special thanks to all club members from the Fort Worth Thunderbird Club Members and the Greater Southwest RC club who came out and put in a lot of work to help host the largest and longest running scale contest in the six state area.

I know I have missed someone but thanks to all

Guys get to building NOW you only have 365 days to get that trophy back across the Texas border and out of Olen's Arkansas hands.

I think by the time you read this AMA Nats should be over. Several of us down here plan on attending, I'll give you a rundown in the next newsletter. The Midwest Scale Classic will be August 16-17, put on by John Ostermeyer, John will crown the Sunflower State Scale Champion at this event

We should all show up there and put on a good show for Kansas.

See you at the Nats.

Gear up and locked.

Lawrence Harville

Pictures on page 8



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(Continued from page 5)

miles on Tuesday. On Tuesday we met up with the rest of the team and got ready to go to the airport on Wednesday at noon.

Wednesday at noon we headed to the airport with 5 large boxes, a whole lot of baggage and a group of excited modelers. The airport was sort of shocked at the sight. The airlines "LOY" was ready for us and we had a message from the pilot to call him at his hotel - it seems he was also flying at the championships! When he showed up he took charge of the plane boxes then called in TSA and checked the boxes at the check in - the pilot supervised loading each plane himself and waited for one box that was late in getting transferred from another airline.

When we arrived in Poland he escorted us through customs and called the folks to pick up our planes and baggage and take them to the flying site 3 hours away. When we arrived at the site all of our boxes were set up with our bags. There was no damage to any plane whatsoever.

Thursday started early with in-processing and model set up - it took most of the day to get the models ready. Friday was set up for engine set up and registration - we got Byron fuel which was purchased for the event from a local hobby shop by the event directors.

Saturday was the opening ceremonies - we all show up in our team outfits and put in a practice flight. They gave us about 18 minutes per member in a time slot to get in a flight and go thru the sound checks. At 5:00 PM we all assembled to join the other competitors for a parade by country into the airport center for the opening ceremony. As you enter your country is announced. I was chosen to carry the flag. What a privilege. It sort of sent goose bumps all through me. There was an air show at the end of the ceremony - small but nice.

Sunday and Monday was set aside for static and more practice flying. We got to fly on Monday afternoon. The weather was nice, in the 60's and light winds. We had a 600 ft triangle of new asphalt put down just before the event. This made for a super runway; the nearest object to hit was more than 3/4 of a mile away.

(Continued on page 8)



(Continued from page 1)

midst. My youngest brother Erik has very recently returned to RC flying after many years of "doing other stuff". Erik is responsible for taking away my control lines and putting a transmitter into my hands, a very long time ago and will not hesitate to tell you that he personally taught me everything that I now know. I hesitate to call him "my little brother" because you don't call anyone who stands 6'4" "little"! So welcome back bro, now *fly scale*.

If you are interested in running for office within the ranks of the USSMA, please let me know. It is my understanding that since Carolyn and I are finishing up Earl and Josie's term of office, we are now up for re-election. I believe the other officers are up for re-election as well, but I'll check on this. In October, following the Champs, we will have an election as well as consider a few rule change proposals. Give it some thought and let me know at billhartwest-min@yahoo.com or Carolyn at cvanherk@socal.rr.com.

Try to remember that all of this is supposed to be fun!!
Bill



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USSMA is a 501(c)(3), non-profit organization. This means any amount of funds donated can be deducted on your tax return.

Please consider a donation to USSMA. Your gift will help us to 'Keep the Dream Alive' for your organization.

(Continued from page 7)

Tuesday turned out to be a good day and we flew from 12 on so after lunch I made my first flight. Was I nervous? Hell yes! All sorts of things go through your head. I'm representing my country don't make a fool of your self, etc. etc. Then the hard thing to get used to - you got your transmitter only when the person up flying was half way thru his flight and you could not turn on until he shut down and turned off his radio. No way of get shot down. It was just the way they run the event - only one plane in the air at one time. The other thing is you stand about 20 feet in front of the judges. There are 5 of them. When you are ready, they start the watch. You have 17 minutes to fly. After the first flight you regroup all your feelings: your legs work, your mind comes back to normal, and you get to say I just flew my first flight with the best in the world!

Wednesday and Thursday were set up for flying the airplanes in the R/C Giant class (new this year). We flew Thursday afternoon and Friday. We have to give thanks the team from Great Britain for the use of there electric starter and the Swiss team also. No matter where you go what country you're in, modelers sure and help each other, from the world champions to the newbies. Here in Poland no matter what you needed some how it was found and made available for your use. One of the engine mfrs Laser engines of England brought spare parts and engines and made them available to any one in need.

What stood out for me was that there were models of every type: Peter Mc Dermott's Snipe with its working inst. Lights, also Gerard Rutten's DH2 which flew like slow motion and of course Andreas Luthi and his Bucker Antaries and Max Mweckenschlager super Stinson Tri-motor, also a PT-22 which was all metal and riveted together by Hilding Hermansson of Sweden. There was everything from J-3s to F-15s. The setting was an airfield with AN-2 biplane, Wilga's and all sorts of sailplanes and home- built and friendly people that might not speak your language but we had one thing in common: "aircraft". And that's all we needed make ourselves understood.

The only regret was that it had to end. With bank accounts drained would I do it again? Yes! In a heartbeat! And to all who help put this on and supported us as a team, we are indebted to you and wish to thank you all.

I met many new friends and had an experience that I will always treasure.



Above—Texas Scale Championships via Lawrence Harville



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