



April 2008 meeting

President Strickland

called the April meeting of the TMSS shortly after 7:15 p.m. on the 16th day of April 2008. Secretary Abram VanDover read the minutes from the March meeting. The minutes were accepted and approved as read. Treasurer Tom Anthony told us we had \$3549.25 in the kitty.

Old Business:

ESL Contest—trophies are on review and everything pretty much is on track. A possible change to the MOM format for Expert and Sportsman Classes. The staff plans on using Golf Cart to get winch lines back to the launch area. There will still be a Ladder Evnt for Novice/Junior Classes. At his time, pre-registration is in the upper teens as far as entries are concerned. The contest is scheduled on the weekend before Memorial Day Weekend. One of the winches supplied by ESL has a 3 inch diameter reel or drum versus the 2 inch diameter line drums on the other three. There will be a full

spectrum of frequencies available for the weekend of the ESL by agreement with others that we share the field frequencies with. During the flying on May 3, a dry run with the equipment will be held at the IOW Field.

New Business:

New Members. Reid is doing a school Sport Youth Camp and has planned on building a Delta Dart. The needs for group building a Delta Dart are many. This provides an opportunity to expand into the community. A PR dude to get the information into AMA via District IV VP is a real need. TMSS needs to get into community involvement, including VA Hospital. Something that can be built in a day. Finish shortly after lunch and able to fly in the afternoon.

Ed Anderson's article in RCSD concerning Parkfliers flying with sailplanes/ Can that work together?

The AMA website park flyer has the weight at 2 lbs or less and flies at speeds less than 50 mph. A Park flyer can get an AMA membership for 1/2 price. Quaterly Park Flyer Magazine subscription included.

The Parkflier has to be electric or rubber powered. The membership has no voting privilege in AMA matters. The pilot can only fly at park flyer events or non restrictive contests.

TMSS By-Laws are being looked into as they must be updated before we can vote on it. The By-Law must be amended first as we have provided for revision and then, if the issue passes, a By-Law change can be made and Parkfliers allowed w/TMSS. TMSS will use the AMA definition for our purposes

Equipment manager – PP has been toting a winch/retriever around for us for a long time and he need to retire from that aspect of our club. We have a few options such as a Rubbermaid building in a secure area? Park it at Greg Blazey's place if he is still willing to host the trailer? Advamtag; Close to the field and costs will be low.

Repairs needed include a new wheel on the retriever. \$200 total projected cost.. Will be 2 retrievers, 2 winches, 5 1/2 batteries, 1 trailer with a second trailer under construction that the club owns. Adjourned at 8:19.



Upcoming Events

- *October Contest, /Jim Penland CD*
- *October Meeting, October 15 at PHF*
- *November Contest /Len Strickland CD*
- *November Meeting, November 19 at PHF*
- *December Contest /Dave Stack CD, December 6*
- *TMSS/Brainbusters Annual Year End Banquet December 18 at Steve's Restaurant.*

Notice

**November Contest
November 8
CD
Len Strickland
Pilot's Meeting
0930**

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TMSS 2008 Championship Points

Unlimited														
Contestant	Cls	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	
Bill Mims	S	0	0	0	0	1000	1000	1000	1000	942				4942
John Moody	S	1000	1000	0	0	0		907	151	1000				4058
Len Strickland	E	762	860	0	529	889	920	984	1000	1000				6944
Reid Roberts	E	0	912	0	541	1000	614	839	970					4876
Mark Sedlak	E	294	692	0	0	667	854	750	0	819				4076
Dave Stack	E	536	556	0	437	0	965	0	0	886				3380
Josh Glaab	E	1000	1000	0	1000	0	0	0	0					3000
Don Richmond	E	607	0	0	0	0	727	1000	0					2334
Ed Arnaudin	E	251	0	0	100	111	747	0	934					2143
Ed Avera	E	70	0	0	0	556	408	0	0					1034
Neal Huffman	E	0	0	0	0	0	0	974	0					974
Bob Stewart	E	366	0	0	0	556	0	0	0					922
Tom Anthony	E	0	0	0	0	778	0	0	0					778
Luther Mitchell	E	540	0	0	0	0	0	0	0					540
Dick Proseus	E	435	0	0	0	0	0	0	0					435
Abram VanDover	E	0	0	0	0	0	0	0	0					0
Gus Burgin	E	0	0	0	0	0	0	0	0					0
Percy Pierce	E	0	0	0	0	0	0	0	0					0
Two Meter														
John Moody	S	1000	1000	0	0	0	1000	1000	1000					5000
Jim Penland	S	250	180	0	0	0	0	0	0					430
									0					
Josh Glaab jr	JR	1000	0	0	0	0	0	0	0					
Gus Burgin	E	93	0	0	0	0	141	0	1000	1000				2234
Don Richmond	E	201	0	0	0	0	992	1000	0					2193
Mark Sedlak	E	338	466	0	0	0	1000	0	0					1804
Lenny Strickland	E	1000	482	0	0	0	0	0	0					1482
Josh Glaab	E		1000	0	0	0	0	0	0					1000
Bob Stewart	E		812	0	0	0	0	0	0					812
Dick Proseus	E	809	0	0	0	0	0	0	0					809
Luther Mitchell	E	589	0	0	0	0	0	0	0					589
Ed Avera	E	168	0	0	0	0	179	0	0					347
Reid Roberts	E		266	0	0	0	0	0	0					266

New Stuff:

T.M.S.S. March & April Contests

The March 2008 T.M.S.S. Contest as Directed by Mr. Ed Avera.

Try as hard as we could, there just was no March Contest Day. When it didn't rain there weren't enough pilots present. So it looks like Ed Avera may become the new jinx CD for this year. We know Jim Penland is hoping to get dethroned from this notorious title. The first April Contest day had predictions of thunderstorms. So.....

The April T.M.S.S. Contest

First time at bat and Abram scores. It wasn't the best looking of days but Abram was ready to preside over the April contest. The winds were whipping about smartly, the skies were threatening, but the temperature remained a nice, balmy 74 degrees, and Abram was determined so he announced a 38 minute add-em-up for the day. Can do it all in one round or take all four rounds but the time has to add up to no more than 38 minutes in 4 rounds or less. An open winch was to be observed and the landing zone was a graduated runway out in the sticks, downwind from the winch. Of course with the wind blowing like it was, when you launched you were downwind and had to fight for every inch to go upwind at all, any time, any where. With the pilots for the day all set to go, the first round had begun.

Of course, under normal circumstances, the easiest plan would be to fly all 38 minutes in the first round and then you would be done for the day. But, did I mention how windy it was? That wind would do the work of evil, defying all who dared to make a long flight in any

round. We had doubts that anyone would be making all 38 minutes in 1 round today.

I think the most common strategy used that day was to get in the air and stay there as long as you could and try to get back within the boundaries of the field safely. If you could manage to do this in four 9 minute segments, you might have a good chance to take home the bragging rights for the day. As the first round scores were being recorded, we could see it was going to a very interesting day.

Josh was flying in the wind and hit his 9 minute goal dead on, while Reid and Barry were struggling to get just a little over 6 minutes. Those runway landings were killer though with the winds as Josh only managed to get a 46 and was edged out slightly by our special guest soaring pilot and man about the world, Gordy Stahl with a 48 point landing.

Round two had Gordy making up for lost time by going for almost 14 minutes, but those 4 landing points gave the advantage to Josh for this round also. Lenny was still in there with another 6 minute flight.

Round Three and Josh gained another 3/4 minute on Gordy. This was one of those rounds where every point was hard to grasp and only Reid managed any landing points as he walked away with a grand total of 19 for the round.

Round Four and the wind was still blowing quite strongly as attested to by there were no landing points awarded to anyone for this round. Josh remained fairly reliable with his almost 9 minute round again. But out in the corner of the field, a glimmer of hope was arising in Lenny's mind. He was over 15 minutes behind, but he had found the secret to find a thermal for the day and it seemed as if he just might make up for lost time in the past three rounds. Len was definitely milking the air for all it was worth and it looked like he may be triumphant in his quest. But alas, all things must come to an end and in this case, it was almost disastrous, as he was making a final turn over the farmer's pond to fight his way back to the safe zone and hopefully victory. Not to be though, as the sailplane dipped below the line of sight on the wrong side of

of the fence. We all know how those cows love our sailplanes and how they can redecorate them as they desire. Also, some of those bovines can be a little cantankerous with the homo sapiens, as try to exert their dominance over anyone that happens to be within their territory. All is well that ends well as the sailplane was retrieved without cow damage or deposits, it was not submerged in the pond and the pilot and his timer had a safe trip to the pasture and return without incident either bovine, nature or barb wire.

We would like to take some of this space to thank Abram for being the CD for this event during these trying conditions.

It was a special day to finally have the 'famous' Gordy Stahl at our event this month. Gordy is a contributing reporter for RCSE with a regular appearing article on his world travels. He spent a great deal of time talking with our members and explaining his sailplane setup and sharing his 'secrets' of soaring. Thanks for dropping by and taking time out of your busy schedule to fly with us.

The final score looked like this:

Unlimited

Josh Glaab	2013
Gordy Stahl	1678
Reid Roberts	1089
Len Strickland	1065
Dave Stack	880
Doug Barry	466
Ed Arnaudin	201

May Meeting

President Strickland called the May meeting of TMSS shortly after 7 p.m. on the 21st day of May 2008. Special Guest Bruce Thompson was introduced to those in attendance. Secretary Abram VanDover read the minutes from the April meeting. The minutes were accepted and approved as read. Treasurer Tom Anthony told us we had \$3354.55 in the kitty.

Old Business: President Strickland will temporarily take the position of Equipment Manager for now, or until one can be found to take the position more permanently. Most of the equipment will be stored at Greg Blazey's residence. Preliminary plans are to pay Greg \$150 per annum for the use of his electricity to charge the batteries and find for the storage of our winches.

Timers are needed for the chargers so they will shut off at peak charge and not over charge the batteries, potentially damaging the batteries.

Percy reported we have 13 spools of winch line and 6 spools of retriever line available for the winches/retrievers for future use.

Preparations are needed for the June 27th and 28th Contest days at Fort Lee. A checklist of materials and personnel will be presented at the June meeting.

New Business: A motion and unanimous approval of the voting members present made Percy, our first Life Member of TMSS.

Josh Glaab briefed the meeting membership on the ESL contest. There are 17 signed up for the MOM portion of the ESL contest. There will be 7 rounds flown on each day. There will be a ladder event both days for the others. The TMSS web site will be the site where all the

scores will be posted after the event is completed. A cost breakdown, expenses and collections, will be presented by those in charge. Josh also read some letters from ESL members about the contest and all were very positive.

New swivels are needed for the winch and retriever lines. They will be obtained by PP.

Bob Stewart made a comment as to "Not to forget about the other TMSS members as the contests (ESL and Annual) are not everyone's cup of tea".

VanDover has 11 'trophy mugs' for the contest and needs at least one more. Ribbons are also available for the various places to be awarded at the contest.

Neil Huffman's application for membership was voted on and was unanimously approved.

President Strickland appointed Josh Glaab as Club Safety Coordinator.

Discussions were held on the use of 2.4GHz frequencies, both pro and con.

A motion to adjourn was made and approved.

June Meeting

President Strickland called the June meeting of TMSS shortly after 7 p.m. on the 18th day of June 2008. Secretary Abram VanDover read the minutes from the May meeting. The minutes were accepted and approved as read. Treasurer Tom Anthony told us we had \$3435.55 in the kitty.

Old Business: A discussion was held on the ESL events. A full account of expenditures and income needs to be made so it may be budgeted for in the future as desired.

Greg Blazey will NOT accept any monetary compensation for storing the trailers or charging the batteries.

PP made a motion to honor him at the Banquet which was passed.

Percy talked about the trailer support and President Strickland and Vice President Moody will take charge of the trailers and ensure they are at the right place at the right time.

President Strickland talked about the need for timers for the chargers. This will ensure the batteries are not overcharged and the water is 'boiled' out of them, PP will take charge of that action.

Ed Avera notified Abram VanDover and the club that he had been notified by Ft. Lee personnel that the field will be available for use and NO range firing would occur during the 2 days of use.

New swivels were purchased by PP at a cost of \$14.64 as replacements for those that are in need.

New Business: VanDover reports that there will be a new Finance Officer at AMA HQ. At this time, no name has been put forth but someone will be taking over the financial reins in Muncie.

Josh Glaab gave a report of the ESL proceedings last month. The contest was well received in all aspects by the ESL. The website will have the results posted soon with all the scores and other information. This success was due to a lot of hard work by President Strickland, Josh Glaab and Bill Mims and others. Thank you all.

President Strickland discussed the need for a committee whose primary purpose is to get the word out to the masses about contests. He will consider all those eligible for this committee and let his decision be known in the near future.

The meeting was adjourned after this discussion.

July Meeting

Vice President Moody called the July meeting of TMSS shortly after 7 p.m. on the 16th day of July 2008. Secretary Abram VanDover read the minutes from the June meeting. The minutes were accepted and approved as read. Treasurer Tom Anthony told us we had \$3337.03 in the kitty.

Old Business: Attendance was about normal for the Ft. Lee Contest with attendance at 18 on Saturday and 17 on Sunday. This is pretty much the average attendance we have seen over the past few years at this event. Considering the age of most of our current membership, this figure is not too bad.

The appointment of the Contest Committee and ESL accounting of expenditures and receipts was tabled until next monthly meeting as President Strickland was unable to attend this meeting and Josh Glaab was not present..

A check for Mid-VA in the amount of \$200 was to be sent as a thank you for their cooperation in the use of Ft. Lee. This motion was unanimously passed.

A timer for chargers will be made by PP and turned over to be used with the trailers when they are being charged.

New Business: The winch motor needs to be rebuilt once again. The brushes need replacement as does the bad bearing on drum end. Additionally, the commutator needs to be turned to restore it's original circular shape. All the work was completed by PP and has been restored to normal operation. The club owes him about \$65 for parts and labor.

The retriever battery on yellow trailer needs to be replaced. The best prices found so far are \$85 for a Group 27 battery which is on there now or

upgrading to a Group 30 battery for about \$115. It was decided to purchase one Group 30 battery for the retriever as the winch batteries are still good.

At our annual contests, emphasis at the Pilot's Meeting should be made concerning what the Winch Master responsibilities and authority is during that contest. Standard language and points of coverage for the CD should also be included for anyone's use.

It is that time of year when we need to start thinking of our annual banquet. As we look at the calendar, we see that the season is rapidly approaching. A date around December 18 for the annual banquet is probably about the right time for this event.. Does anyone object to Steve's again this year? Is this a good date? Inquiring minds want to know! Email me back with your comments.

Is there too much emphasis placed on winning the monthly club contest? This event was originally intended to be a fun event for club members not the final round at the World's Cup where you have a 1 point deficit from David Hobby. Lets have some fun out there.

Mtg was adjourned.

August Meeting

Vice President Moody called the July meeting of TMSS at approximately 1920 on the 20th day of August 2008. Secretary Abram VanDover read the minutes from the July meeting. The minutes were accepted and approved as read. Treasurer Tom Anthony told us we had \$3697.03 in the kitty.

Vinton Gates will become the newest member of TMSS and is from the

Lynchburg area.

LiPo batteries, call Wade Saltzberg for all the best information.

Abram has made Reservations at Steve's on 18 December, 2008 at 7 pm for our annual Banquet. Happy Hour at 6:30.

Lenny has ESL breakdown report. Need 24 pilots per day to break even. We had 18. Some initial mentions of next year between Dogman and Josh conversation were heard at the meeting. All positive feedback was heard at subsequent ESL Contests concerning the event at TMSS.

Ed Avera would like to be reimbursed the \$20 for the AMA Sanction. Will be included in the bucks to the Mid Virginia Club.

Line breaks at the Ft Lee seemed to be a little extreme. BRAC has Ft Lee designed for the consolidation of 12 different functions and the construction will be moving toward the prison (tank retrieval obstacle course being constructed now that is almost at the fence now and 11 more will be started in the near future.) All BRAC work will be obligated by 2011 and may affect TMSS summer event at Ft Lee as well as Mid Virginia RC. Construction has all read begun,, how far it will go and what it will include is not fully known at this time.

IOW/Franklin had a piece published in the paper that there will be a new courthouse built on the land we are currently using. The county is moving forward with their plans now. Sewage disposal is a big part of the holdup at this point. The courthouse will be about 35,000 to 40,000 square feet.

NEW: Discussion concerning the Ft. Lee Contest and last 10 seconds being given to the pilot at a contest. TMSS supposedly is the only club that does that. Nats does not enforce it although it is in the AMA rulebook. A Rule modification of this magnitude would have to be on a flyer if it was to be ignored (Ft. Lee). A local contest such as our monthly contest can be modified by the CD. The last 10 seconds are a safety issue as the official timer is supposed to be looking out for the safety of the pilot and his sailplane. Park Pilot (AMA) initial issue brought to the meeting by Abram VanDover.

The May TASS Contest

With the coming of Spring, we all knew that one of Ed Avera's favorite events was about to take place. The Annual Purple Tom and BS's Man on Man Event. It was a great day for such a contest with 9 pilots ready with 12 planes all in a trance and ready to go. Purple Tom showed up at the field with his legendary card table and the blank score sheet that would be used for the day. He explained the simple rules to the pilots, all 8 flying Unlimited, one of which would fill in the Sportsman Rank. It would be a true man on man contest with each flying against another pilot (except for the occasional by round where you flew against yourself). One pilot would launch and as soon as the line was clear, the second pilot would launch his sailplane in the air, as close to a simultaneous launch as possible with retrievers. If you had a by round, you had to fly but it did not matter if you made maximum time or not. In the regular flights, the rounds were to be of no more than 10 minutes. In case of a tie, landing points would determine the winner of that part of the ladder and the pilot with the shortest round would go to the 'bone pile' to await his fate as this was a double elimination match up. You had to be eliminated twice before you were down and out for good. Tom kept impeccable records and had each round progressing very smoothly throughout the contest day. When all was said and done, the scores looked something like this:

Unlimited

Bill Mims	1000
Reid Roberts	1000
Lenny Strickland	889
Tom Anthony	778
Mark Sedlak	667
Bob Stewart	556
Ed Avera	556
Ed Arnaudin	111

As you can see, even Tom got to fly, a rare occasion for him and he did finish respectfully. Sadly, this would be the last contest that Bob Stewart would participate in. grh

The June TASS Contest

The June contest was finally at hand with the veteran CD Reid Roberts in charge and more than ready to go. Standing before him were the 8 Unlimited and 6 2-Meter Pilots eagerly anticipating the order of the day. Reid did not let them down and laid out the rules for the day. There would be no whining or sniveling but lots of fun flying for the day.

Unlimited

Bill Mims	1000
Dave Stack	1000
Len Strickland	920
Mark Sedlak	854
Ed Arnaudin	747
Don Richmond	727
Reid Roberts	614
Ed Avera	418

Two Meter

John Moody	1000
Mark Sedlak	1000
Don Richmond	992
Ed Avera	179
Gus Burgin	141

The July TASS Contest

President Strickland was the man at the reins for the July Club Contest. In a bid to do something just a little different he called for 6 rounds to be flown. They would be of 5 minutes, 6 minutes, 7 minutes, 8 minutes, 9 minutes and 10 minutes duration. Just to give us all a break, the landings were to be either 50 points, 25 points or 0 points, depending upon where you ended up on the LSF tape. As the pilots were more than ready to go, the contest was declared open and ready for the first round.

With 3 pilots coming in at the landing tape at 4:59 into the round and only 1 flying 2 seconds overtime, the group was tight and Reid was able to squeak out a slim lead by taking top honors with a 50 point landing. If round 1 is to be any indication, this was to be quite the contest.

Round two began and when the dust had cleared, Don and Len both had a solid 6 minute flight while Neal was a second short of the time. What happens when all of these guys get a max on the landing? It keeps the group very tight at the top and sets the bar high for the rest of the pilots.

Round three, what a finish! Don hits the ground at 6:59. Len follows at 7.0 and all the experts have a very close cluster with the furthest out 7.06 in the Expert Ranks. Only the landings would allow some dissention within the ranks with 3 getting 50 points, 1 with 25 and another missing the mark all together.

Round four still kept the top 3 pilots still working very hard to be on top. Once again 4 seconds separated the top 3 and the landings were all right good too. Keep on like this and it may require a sharp knife to separate their scores.

When this round ended, there were 5 pilots that were all within 3 seconds of one another. When adding the landings in, there were only 50 points separating the top and the lowest score amongst these pilots.

The final round and the top 3 were still running neck and neck. The outcome looked like this:

Unlimited

Don Richmond	2967
Len Strickland	2920
Neal Huffman	2889
Reid Roberts	2489
Mark Sedlak	2225
John Moody	960
Bill Mims	871

Two-Meter

Don Richmond	1144
John Mody	834

As an added extra attraction, good deal, one time only we can see the LSF points for this contest are:

Don	1000	John	59
Len	591	Bill	32
Neal	486		
Reid	335		
Mark	225		

The August TMSS Contest

The final contest we will go over in this missive will be the tried and true August Contest. On August 9, our intrepid CD was none other than Ed Arnaudin. He had diabolically decided to hold an 'Add'em Up' type contest. There were to be 5 rounds of 16 minutes maximum. A graduated landing tape would be used for determining landing bonus points as necessary. Oh, the total time could not exceed 50 minutes. Quite an order for the 6 pilots in attendance.

As the first round was winding down Ed and Lenny were able to maintain their flight for over 15 minutes. That would put these two well on their way to the 50 minute contest for the day. Unfortunately for Dogman, his Dragonfly Strong was not strong enough to withstand the rigors of the landing when he striped the flap servo gears.

Round two saw a great rebound from Reid as he lead the field with a 15 minute flight closely followed by Ed once again.

Round three as the remaining 4 Unlimited pilots all battling for the lead in this round with 3 of them finishing at or near the 16 minute mark and Mark gathering steam ending the round with a 12 minute flight. Three rounds and most everyone in the top positions are hanging around the 40 minute plus mark.

The fourth round had all the pilots making their strategy for the final round and the contest. Most of the pilots only had to do a quick 5 minutes or so but Len made up all his lost ground from earlier rounds in this round too. So the

stage was set for the final round for the flights. As far as landings went, their fate was practically sealed.

Len had to most time to make up of the tope 3 needing about 2 minutes to add to his total so far. Bill was holding his own but still needed about 15—20 minutes to catch up. When the round was over and all the scores tallied up, the total looked like that.

In the mix for the two-meter title for the day, both the Dogman and the Gusman were fighting tooth and nail. Ending up each round swapping leads and remaining within striking distance of one another. Finally during the fourth round, Gus hit the 'Hat Sucker' he had been looking for all day and had a round of almost 15 minutes. With that round, he was able to cap the contest and walking away with the two-meter crown of the day.

Editor Ramblings: A couple of things come to mind as a finish up this multiple newsletter. I know this is a lot of data all in one newsletter, 5 months in fact and I still am running behind. I am so far in the hole in getting these newsletters out it is really embarrassing. For this I apologize. I have been kind of busy this year with work and all, having accumulated about 75,000 air miles this far this year, with 2 or 3 more trips to go yet this calendar year.

In a day or two, we will have our (TMSS) October meeting and this will be our annual nomination and election meeting. By the end of that meeting I will have enough data to produce a two month issue, covering September and October. Nominations and Elections will be covered in that issued along with any other late breaking news.

A couple of things for us all to keep in mind. First of all is the Banquet coming up in December. There will be a flyer posted with the newsletter that has all the information of where, when and all the other w's of the Banquet as well as the menu and cost. I will also have all the information for membership for the following year, so that will be included in that issue. So, a promise

of things to come from the now Editor of this newsletter. Looking into my crystal ball, not too hard to do right now, I see that I have 2 trips in the November/December time frame. I will miss the November meeting and the December contest for sure, so with a little help from Abram and the CD, I may be able to kick out a newsletter between the time I get back, November 20 and when I go on the next journey, November 28. Please bear with me and I will get the news out when I can. I would be able to do these from the ship (s) when doing all my travelling but 2 things hold me back. First of all, the publishing program is not found on any of the government or company computers that are available to me to use. (After some of the incidents that have happened to me, twice my bags and I have been thoroughly soaked and a computer was ruined.) The other problem I face is not being able to access my homepage or any home email accounts or pages that I have, severely limiting me as I have to carry everything with me. When carrying data, I have to assume the risk of losing the data by unnatural means. Traveling to the far east is not a great problem but when traveling to some of the middle eastern countries, all video tapes, discs and other media has to be individually viewed to ensure no 'unauthorized' pictures or literature is brought into the country. Oh by the way, lots of times you get to sit in confinement until ALL the media clears. Not my idea of a fun time either.

Enough whining and sniveling on my part. Nominations and Elections are set for October. November is a freeby month and December is the time for our Annual Brainbuster/TMSS Banquet and reflection of the year gone by. Our Hardy Souls Day is after that as we begin 2009. As to what course the club may take is up to you, the membership of TMSS. Choose with care and consideration for all.

Thank you for reading.

This newsletter is dedicated to the memory of Bob Stewart.

Unlimited

Len Strickland	3373
Reid Roberts	3273
Ed Arnaudin	3152
Bill Mims	1824
John Moody	214

Two-Meter

Gus Burgin	1979
John Moody	1124

TMSS 2008 CLUB RECORDS

As of September 17, 2008

	IOWCH/Nike Park	Other sites
Hand Launch:		
Two Meter:		
Standard:	Percy Pierce	35:19 Zenith
Unlimited:		
Electric:	Ed Avera	36:43

Please let me know about any records you set. Need name, time and model name and date.



SCHEDULED CLUB EVENTS FOR October 2008

The NEXT meeting will be held on **Wednesday, October 15** 7:00 PM at the Old Terminal Building at Patrick Henry Airport. Directions to the building are as follows: Exit route I-64 onto Jefferson Avenue toward the Airport (North). Go to traffic light at Bland Blvd, and turn right. Follow this road (past New Terminal turn off) to parking lot with tower for rotating beacon. Park in this lot and enter building through the automatic door. There should be signs to help you near the door.

***** Next Contest is November 8, 2008 *****

***** CD will be Len Strickland**

Tom will host Unlimited and Two Meter Classes

Don't forget that we do not use frequency channels 18, 26, 28, 38, 44, or 52 at the IOW Court House Site. Note the *Latest* list

Remember, everyone who flies at IOW MUST be an AMA member and a TMSS member (or limited guest). *The IOW site is for sailplanes and electric sailplanes ONLY!!! No flying is permitted at the Fairgrounds Site at this time!!!!*_____!!



Tidewater Model Soaring Society
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First Class