

TOSSUP 02



September's Meeting is this Wednesday, 9/25

We will be discussing whether we'd like to hold a Club Dinner towards the end of this year, and if so where / when / what.

Input would be appreciated from all members, either directly at the meeting or through phone/EMail.

September 2002 TOSS Monthly Contest

NAME	CLASS	Glider	ROUND 1			ROUND 2			ROUND 3			TOTAL	Normalized	Yearly Flier
			Time	Landing	Points	Time	Landing	Points	Time	Landing	Points	POINTS	Points	Points
Don Northern	Open	Gemini 'S'	4:00	77	977.00	6:00	81	981.00	8:02	100	996.25	2954.25	1000.00	1000.00
Bill Nibley	Open	Paragon	4:00	90	990.00	6:02	83	978.00	7:56	92	984.50	2952.50	999.41	999.41
Mike Stern	Open	Addiction	4:02	90	982.50	6:02	91	986.00	8:00	82	982.00	2950.50	998.73	998.73
Terry Koplan	Open	Viking	4:01	74	970.25	6:00	84	984.00	8:00	96	996.00	2950.25	998.65	998.65
Mike Reagan	Open	Addiction	4:00	60	960.00	6:01	93	990.50	7:58	94	990.25	2940.75	995.43	995.43
Gary Filice	Open	Psycho	3:58	94	986.50	5:57	94	986.50	7:54	60	948.75	2921.75	989.00	989.00
Lex Mierop	Open	Nyx	4:01	39	935.25	6:05	82	969.50	7:59	68	966.13	2870.88	971.78	971.78
Craig Borstelmann	Open	Addiction	3:58	96	988.50	5:51	61	938.50	7:55	28	918.63	2845.63	963.23	963.23
Myles Moran	Open	??	4:02	63	955.50	2:36	68	458.00	7:46	71	944.75	2358.25	798.26	798.26
Chris Koplan	Open	Windrifter	3:58	5	897.50	3:47	0	567.50	2:20	92	354.50	1819.50	615.89	615.89
Art McNamee	Open	Salsa	4:02	88	980.50	2:54	85	520.00	0:0		0.00	1500.50	507.91	507.91
Don McNamee	Open	Salsa	4:00	94	994.00	2:47	59	476.50	0:0		0.00	1470.50	497.76	497.76
Bob Swet	Open	Cumic	4:00	83	983.00	0:0		0.00	0:0		0.00	983.00	332.74	332.74
Don McNamee	Sport	Salsa	4:02	71	963.50	5:59	91	988.50	8:02	83	979.25	2931.25	1000.00	992.21
Art McNamee	Sport	Salsa	4:02	86	978.50	6:00	62	962.00	8:03	87	981.38	2921.88	996.80	989.04
Bill Nibley	Sport	Paragon	3:59	94	990.25	5:57	84	976.50	7:47	77	952.63	2919.38	995.95	988.19
Terry Koplan	Sport	Viking	4:02	86	978.50	6:05	92	979.50	8:03	15	909.38	2867.38	978.21	970.59
Don Northern	Sport	Gemini 'S'	4:02	64	956.50	6:02	0	895.00	8:02	55	951.25	2802.75	956.16	948.72
Chris Koplan	Sport	Windrifter	3:48	78	933.00	5:47	62	929.50	6:14	28	729.25	2591.75	884.18	877.30
Bill Wible	Sport	Olympic II	3:30	0	787.50	2:30	33	408.00	1:45	0	196.88	1392.38	475.01	471.31
Bob Swet	Sport	Cumic	4:03	71	959.75	0:0		0.00	0:0		0.00	959.75	327.42	324.87

Results of TOSS's (SC)² Contest, August 2002

	NAME	CLUB	CLASS	Round	Round	Round	Round	4 Round	Max Time	Max Time	TOTAL	Normalized
				1	2	3	4	Penlty Pts	Penlty Sec	Penlty Pts	POINTS	Points
1	Fred Sage	TPG	Master	523	524	514	181.5	0	2	0	1742.5	1000.0
2	Alex Eremenko	SWSA	Sports	522.5	520.5	523.5	177.5	0	-2	-2	1740.0	998.6
3	Mike Reagan	TOSS	Master	517.5	520	511	190	-3	0	0	1738.5	997.7
4	Edgar Vega	SWSA	Master	506	518.5	514.5	196	0	1	0	1735.0	995.7
5	Craig Greening	SWSA	Master	521	507.5	521	187.5	0	-2	-2	1733.0	994.5
6	Mike Morjoseph	SWSA	Expert	517	523.5	503	189	0	0	0	1732.5	994.3
7	Lex Merop	TOSS	Sports	516	503.5	486.5	222	0	0	0	1728.0	991.7
8	Don Northern	TOSS	3-F	309.5	509.5	507.5	406.5	0	-3	-3	1727.0	991.1
9	Gary Filice	TOSS	Expert	523	517	509.5	174.5	0	0	0	1724.0	989.4
10	Lary Jolly	EDSF	Master	510.5	520	212.5	478.5	0	-1	-1	1719.5	986.8
11	Yani Hasirooglu	HSS	Sports	517	510.5	502	193	0	-3	-3	1716.5	985.1
12	Albert Funstuck	SWSA	Sports	513	516.5	435	250.5	0	0	0	1715.0	984.2
13	Terry Koplan	TOSS	Master	505	510.5	505.5	192.5	0	-1	-1	1711.5	982.2
14	Emanuel Gomez	ISS	Expert	504	506.5	515	186	0	-1	-1	1709.5	981.1
15	Terry Throop	TPG	Expert	512	512.5	501	220.5	0	-20	-20	1706.0	979.1
21	Bob Swet	TOSS	3-F	367.5	514.5	232	518	0	51	0	1632.0	936.6
28	Chris Koplan	TOSS	Sports	473	447	443	166	-33	-2	-2	1525.0	875.2
29	Craig Borstelmann	TOSS	Sports	476	495	256	260	0	177	0	1487.0	853.4
41	Michael Stern	TOSS	Expert	527.5	516.5	0	0	-1	607	0	1044.0	599.1
45	Bill Wible	TOSS	3-F	430	183	89	139	0	719	0	841.0	482.6
47	Bill Nibley	TOSS	Expert	318	0	0	0	0	1242	0	318.0	182.5

Total Contestants: 49
 Master: 7
 Expert: 16
 Sportsman: 18
 Three Function: 8

SILENT WINGS SOARING ASSOCIATION



SC² Thermal Duration Contest, October 20, 2002

Las Palmas Middle School, 641 N. Lark Ellen Ave, Covina

Sign Up: 8:15 AM A Smoke Free Facility

Pilots Meeting: 8:45 AM

Contest: 9:00 AM

Three rounds precision duration: 6, 10, and 8 minutes, runway landings, 950/50 points.

12-volt winches with retrievers, approximately 525 feet to turn around. Mowed grass landing area. A portable toilet will be available.

Trophies: 1st-3rd for Masters, Expert and Sportsman classes, 1st in 3-F. Entry fee \$8.

Valid AMA membership card required. Landings must be below berm for flight points. All SC² and AMA rules apply.

Contest Director: Pete Olsen, 909-484-8783 (Alt. Frank Corsaro).
 SWSA Pres. Ron Adams 626-967-2006. Visit our web site, www.swsa.8k.com (Map detail, field photos and more)



This space is occupied by the EDSF (SC)² results. These can be pulled from:-

<http://www.sc-2/org/edsf02wr.pdf>

Anybody ever seen a winch fly? I was setting up the other night (alone) at the MOSS field to get some stick time in on my new unlimited ship... and the wind changed directions about 180 degrees on me after three flights so I decided to move the winch. Fifteen minutes of re-positioning the winch and turnaround, I was ready to stake it down. I put the back stake in about halfway and tapped the pedal once to straighten the line somewhat before staking it down. The chute was attached to the winch handle quite securely.

When I tapped the pedal, the winch stuck. Since the (Rahms) winch has two kill switches, I quickly leaned down and threw off the one that kills the footpedal as the line tensioned. By the time I realized that it hadn't stopped and reached for the battery kill switch, the winch went airborne. It flew about head high and fifteen or twenty feet before it hit the first time, with the battery in tow by the cables. The second bounce wasn't as bad... only about three feet up and six or eight more feet. Sparks were flying from the battery posts hitting the frame and such, and it landed hard the third time. Finally it managed to land in such a way that the battery cable ripped the solenoid in half, ending the whole excursion. An hour of

cleanup revealed that my brand-new battery escaped damage, the brake lever is broken but repairable, the solenoid is totalled in every respect, and the shaft and drum appear to be fine.

This was the strangest thing I've ever seen at the flying field and of course it happened when I was out there alone so I have no witnesses... has this ever happened to anyone else? That turnaround must have had a hell of a hold in the turf. The moral of the story is that these winches can do some wicked things when provoked... I never would have dreamed that a 50 pound battery and 30 pound winch could go airborne like that.

Cheers! — Tom Siler, Columbus, OH

“A Grand Day Out”

Now here is something for this issue of our newspaper-----

Last July 5th I decided to follow up on an invite from Bob Shephard to go soaring at a hill near his home in the Fillmore valley. Well I called him before hand to make the arrangements, and sure enough, he was free that day. I brought along Craig Borstelmann and Mike Reagan. The three of us met Bob at his home located in the orange groves of Fillmore. Nice place! As we gathered ourselves together, we took a quick glance upward to the mountains north of the valley as he explained where we were headed.

Well, it was with a key we got through the gate on a narrow road that got us up to the flying sight some 30 minutes later. We ended up on an old oil well pad some 2500 feet above the town of Fillmore to our left, and the Sespe wilderness below and to the right.

What a view! Looking down almost makes you feel dizzy, but that feeling was tempered by the assurance of the dry grass that covered the slopes that dropped quickly away from your feet (no big rocks). Just standing there and looking to the southwest exposes one's face to a continuous flow of rising warm air from the valley below. This was broken only by brief moments of cool air that told us THIS WAS THE PLACE! We spent the next 10 minutes rigging up the planes--everything from a foamie to an open class ship flown by Mike Reagan.

I was watching Bob Shephard rip around the sky with the foamie, and sure enough, THIS IS THE PLACE!! We all got up in the air and were having a ball working the dynamics of the slope - out we went, spiraling upward, power dive, rip across the hill, pull up, power dive and rip across the opposite way!! What a great place!! Mike splits off and goes high behind us as he spiraled upward in a growing column of lift. This was followed by a ripping decent right back out front!

We were in the air for some 10 minutes or so when Bob Shephard said "Hey boys, look right. I think we have company!" Well, what we saw appeared to be a hawk in the distance at first, but as the bird began to drift closer toward us, it just kept getting bigger, and bigger, and bigger! Bob chimed in with a "I think we have one of the local Condors with us." He was right! This puppy was huge. It looked like a 25 lb. tom turkey on the

A note from Gary Filice

wing. And I mean on the wing - - what wings they were! They were easily 10 feet in span and the cord looked to be 15 to 20 inches. The really amazing thing about this bird was the total lack of fear. It just floated by our noses some 10 or 15 out from our standing position. The bird turned its head, looked our way as it blinked, and then turned its head away -- as almost to say "Yeah, I see you there, but I'm having too much fun to be bothered." All the while, you could just hear the pressure of the air flowing over the wings - a steady rushing sound that told us this puppy is a heavy weight! The occasional glimpses of the underside of this critter showed the distinctive white pattern on each wing near the "root rib" that was set against the nearly black wings. Quite majestic! I remember as a kid back in 1962, lying on my back in our camp site above Lake Piru, watching 5 or 6 of these birds slowly spiral upward into the base of a building thunderstorm. As I can remember, this took some 15 minutes to accomplish, and they never flapped a wing!

So here we are, atop a great hill at the toe of a wilderness area, flying with a true master of the sky! The thing that really stands out in my mind about the whole experience was the way this Condor would stay right with your plane and go through most of the moves your plane made. Suddenly, two more Condors came sliding in from the right side and joined the first one. WOW, three of these giants at one time! They seemed to be having as much fun as we were.

The only minus about the day was the lack of a camera of some kind to record the whole scene. That is why I have vowed to return to that sight to try and capture on film what it is like to fly in harmony, with a protected species, in it's native habitat. I believe showing this to others would speak volumes about our sport. And so I would like to extend a hearty thanks to Bob Shephard for getting us into this area for a wonderful experience.

P.S. As we were coming back down the hill, we crossed a narrow saddled ridge that seemed to have the perfect conditions some dynamic soaring. This caught Mike Reagan's interest right away - another reason to return to this spot for some real speed runs!!

Think Lift!

ARLINGTON, Washington (AP) -- "Call 911! I have a hawk stuck to my arm." (*Fron CNN Interactive, 9/9/02*)

It didn't take long for gas station customers to see Jamie Wing wasn't kidding.

A red-tailed hawk collided with Wing's pickup truck Thursday, and after she freed the bird's wing from the side-view mirror, the hawk invaded the truck, bit Wing's lip and then sank its talons into her right arm.

Wing, 38, said she threw a coat over the bird, tried without success to get it off her arm -- and then drove to the nearest highway exit.

"Every time you touched the bird, it gripped harder," she said.

"There was a point where it got so painful that I was going to reach down and break its neck myself, but I love animals and I realized the bird was in shock and pain."

Firefighters administered morphine to help ease Wing's pain, and two women from the nearby Sarvey Wildlife Center pulled the hawk off her arm.

Wing was treated at a local hospital for puncture wounds on her right arm, hand and thumb. "I feel lucky it didn't chew me up more," she said.

The hawk had to be euthanized because both wings were broken too badly to heal or be repaired, said Kestrel SkyHawk, who cares for birds of prey at the center and is on its board of direc-

Torrey Pines News

One the next couple of pages is a reprint of comments and notes taken off RCSE about this issue.

Everyone who has a EMail address known to the AMA will have received the note below concerning the Torrey Pines gliderport. We first reported on this last month and at this time this issues isn't resolved.

AMA Official Notice

To: All Modelers Worldwide

It is of vital importance to the future of our sport that you are made aware that the Torrey Pines Gliderport in San Diego, California has been closed to radio-controlled sailplanes, this despite the fact that this gliderport is listed on the City, State, and National Registers of Historic Sites for all forms of motorless flight.

By decision of the for-profit lessee (Air California Adventures/David Jebb), the site was closed on August 7, 2002. This closure was based on his interpretation of the AMA Safety Code and therefore insurance coverage does not apply. The safety issues he mentioned were stipulated in vague and incomplete terms.

It would appear that the City of San Diego has given exclusive power to the lessee regarding flight operations at this public park. The August 7 notice stated that closure was by ordinance of the City of San Diego. When an inquiry was made to the city, Christian Anderson, Property Agent, stated "The City of San Diego has not ordered the termination of RC soaring at Torrey Pines." Apparently the question of authority remains up for grabs.

AMA has engaged a fellow modeler and Torrey Pines Gliderport pilot as legal counsel. He is currently working with a task team of local modelers. Additional information on this task force is available on the Torrey Pines Gulls Web page at www.torreypinesgulls.org. A meeting between this task force, Air California Adventure, and the City of San Diego was held on September 5, 2002. Despite this meeting being called by the City, there was no neutral mediator. As a result the meeting was one-sided and very little was accomplished.

As an interested modeler, we know you value this sport of aeromodeling. This effort demands and now solicits your support. Since this action to exclude radio controlled soaring at this world-famous institution was apparently based on misinformation, not facts, we believe the voice of the modeler needs to be heard. Ask for the opportunity to be heard in favor of model aviation and its unrestricted continuance at the Torrey Pines Gliderport. Also ask for an acknowledgment and request a meeting with principal officials involved, along with meeting notification. Request that the City of San Diego maintains operation of model aviation at the Torrey Pines Gliderport. Send your letter to the San Diego City Manager, Michael T. Uberuaga. Also, at the end of this official notice is a list of other key officials to consider when sending a copy of your letter.

Tell Mr. Uberuaga what model aviation means to you! Help the City appreciate that model aviation is educational, constructive, career building, and an alternative to drugs for youth! There are no physical barriers, and it's open to people of all ages. Our sport encourages an early interest in the field of aviation. Model aviation promotes better-educated youth for research and the development of future technology.

Join our efforts and support this with a short letter and do it now!

City Manager

Michael T. Uberuaga
202 "C" Street, MS 9 A
San Diego, CA 92101

Mayor

Dick Murphy
202 "C" Street, 11th Floor
San Diego, CA 92101

Assistant City Manager

P. Lamont Ewell
202 "C" Street, MS #9A
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City Attorney

Casey Gwinn
Civic Center Plaza
1200 Third Avenue, Suite 1200
San Diego, CA 92101

Deputy City Attorney

Priscilla Dugard
Civic Center Plaza
1200 Third Avenue, Suite 1200
San Diego, CA 92101

Council Member

Scott Peters
202 "C" Street, MS #10A
San Diego, CA 92101

Community Relations Director

Bruce Williams
202 "C" Street, 11th Floor
San Diego, CA 92101

This is the memo that started everything off.. On the next page are a couple of the informative posts that have been sent to RCSE. There is a lot of confusion about insurance — is it really the issue?

To: All radio controlled aircraft operators
 From: David Jebb, Flight Director, Torrey Pines Gliderport
 Date: August 7, 2002
 Subject: SUSPENDED RADIO CONTROL FLIGHT OPERATIONS

Radio controlled aircraft operations at Torrey Pines Gliderport are inconsistent with the safety code of the Academy of Model Aeronautics (AMA). These rules were developed by the AMA to insure the safety of all involved with model aircraft operations, and particularly to ensure the safety of those NOT involved in the activity. Every RC pilot at Torrey is required to be an active member of AMA. As such, each RC pilot has agreed to adhere to the AMA code of safety. All radio control flight activities DO NOT fall within the guidelines established by the AMA and therefore such activities are NOT covered by the AMA insurance.

A full description of the safety code can be found at:

<http://modelaircraft.org/templates/ama/safetycode02.asp>

Specifically, these rules indicate:

At all flying sites a straight or curved line(s) must be established in front of which all flying takes place with the other side for spectators. Only personnel involved with flying the aircraft are allowed in front of the flight line. Flying over the spectator side of the line is prohibited, unless beyond the control of the pilot(s).

I will perform my initial turn after takeoff away from the pit or spectator areas, and I will not thereafter fly over pit or spectator areas, unless beyond my control.

I will give right-of-way and avoid flying in the proximity of full-scale aircraft.

I will not launch my model aircraft unless at least 100 feet downwind of spectators and automobile parking.

I will not fly my model unless the launch area is clear of all persons except my mechanic and officials.

At Torrey Pines it is impossible to draw a line, curved or straight, that separates the models from those not involved. The beach directly below the cliff is always occupied. The spectator area behind the RC pit must be crossed for RC landings. In fact, it is common for the larger planes on their landing approaches to fly 15-20 feet over the back parking lot and directly over moving automobiles. Occasionally, the larger planes on landing approach pass over the occupied golf course. Paraglider and hanglider pilots must enter this restricted (straight or curved line) area in order to launch and land. I see no practical way to rectify this.

In addition, the RC planes are clearly flying in proximity to full scale aircraft (paragliders and hang gliders). Although a strict definition of *proximity* is not given in the AMA rules, there are been at least 18 collisions of RC craft with manned craft at the site in the last two years. This clearly indicates proximity.

In fact, all flights of RC craft are in exactly the same airspace as the manned gliders, and collisions are only avoided by the skilled piloting of the RC operators.

There is a real danger to those not involved in RC operations. In the month June 2002, we there were at least 8 RC crash. In July 2002 there 8 reported crashes. These include three incidents with large quarter-scale planes and one involving a crash with an airborne paraglider pilot. No one was hurt in these crashes, but every crash represents a plane that was out of the pilot's control. During the first week of August 2002, we have already two crashes involving radio control aircraft. One aircraft struck a tandem glider on Saturday and the second incident involved a large glider crashing and nearly striking two citizens on the trail down to the beach. Some of these crashes occurred with our best RC pilots at the controls.

We do not need to theorize about the possibility of dead batteries, radio interference, mechanical failure, etc. being potential contributing factors to crashes — crashes are occurring. It is only a matter of time until someone not involved in RC flying is hurt or killed.

Because I am aware of that RC operations are not in compliance with the AMA safety code, and in fact are not safe, the City of San Diego and Air California Adventure, Inc., would be legally negligent if someone were to be hurt or killed by an errant RC plane.

This matter has been discussed at length with my personal advisors (Torrey Pines Gliderport Advisory Board), my attorney and my insurance carrier. Each is of the belief that our Company is in a very perilous position. Our insurance carrier specifically advised me that claims resulting from RC incidents will place our firm as well as the City of San Diego in a financially and legally precarious position. Upon reviewing the Academy of Model Aeronautics (AMA) Safety Code which specifically stated that model flying MUST be in accordance with this Code in order for AMA Liability Protection to apply, the City of San Diego has taken the position that the AMA liability insurance would not provide coverage to modelers engaged in flight activities in the event of an injury or death resulting from present radio control flight operations at the Torrey Pines Gliderport.

Effective immediately RC operations at Torrey Pines Gliderport will not longer be permitted. Pro-rated refunds of the yearly membership dues will be made on request.

I truly regret this action. I know my relationship with my friends and acquaintances on the RC side may never be the same. I apologize in advance for the emotional distress this action will cause.

Sincerely and sadly,

David Jebb
 Flight Director Torrey Pines Gliderport

From: "Lee Murray" <lmurray@athenet.net>
 To: <soaring@airage.com>
 Subject: [RCSE] Torrey Pines and AMA Safety Rules
 Date: Sunday, September 22, 2002 8:15 AM

Ed Berris hits the issue squarely - see his post below. AMA's safety regulations have some inherent problems. Lawyers representing claimants suing insurance companies can have a field day in this situation.

1. Models are not to be flown above 400 feet although we launch gliders with 900 ft. lines and climb to the limits of visibility. And as soon as a glider is launched over the TP beach they are higher than 400 feet.
2. Models are not to be flown with 5 miles of a functioning airport but TP is a registered airfield. I know of several clubs that fly off of airports.

Both the statement by Jeb and the AMA could be truthful with these contradictions existing in our rules and what the practice actually is.

Lee Murray - Valley Aero Modelers - Appleton, WI

Message: 10

Date: Sat, 21 Sep 2002 12:13:17 -0500

From: "Ed Berris" <eberris@mn.rr.com>
 Subject: [RCSE] Torrey Pines - I'm confused

Letters from both sides seem to contradict what's happening at Torrey Pines. The city of San Diego states that when and if the AMA provides insurance coverage for this site, RC Flying will be restored. I have seen letters from the reinsurance company that the AMA uses stating there is indeed NO COVERAGE FOR TP. I have seen letters from the AMA stating that COVERAGE FOR THE TP SITE IS IN FULL FORCE AND THAT BUSINESS MAN JEB IS FULLY COVERED BY THE AMA POLICY. I have seen so many letters, each seem to contradict the other. How about a definitive statement from the AMA, posted on this site that clearly states their position. Our club and many others are currently asking their members to write letters in support of reinstating flying at TP but, if the issue is one of the AMA not providing coverage then I can understand why Jeb does not wish to take a risk of litigation.

How about it AMA? What is the truth regarding you providing coverage at Torrey?

Inquiring minds want to know.

Ed Berris, President

Minnesota Radio Controlled Soaring Society

From: "Jim Monaco" <Jimsoars@Hotpop.com>
 To: "Phil Townsend" <philji@earthlink.net>;
 <dbrown@dbproducts.com>; <soaring@airage.com>
 Subject: RE: [RCSE] Almost by definition
 Date: Sunday, September 22, 2002 8:37 AM

In order to clear up some gross misunderstanding of SITE insurance as opposed to MEMBER insurance.

1. Members MUST comply with the safety code. The wording of the safety code does seem to make thermal duration or slope flying an uncovered activity if a lawyer wanted to argue the point.
2. The same rules do NOT apply to the Site Insurance (provided by a chartered club as part of the AMA Charter package - such as the Torrey Pines club). Note Item 4 of the AMA coverage overview (available on the website in the club charter package).

Liability Insurance Program for Site Owners

The AMA General Liability Insurance Program insuring AMA, members and clubs for liability resulting from aeromodeling activities includes broad and unique coverage for flying site owners. AMA recognizes the importance of providing site owners with insurance to protect them for potential liability for injury or damage resulting from club activities on a flying site and has negotiated a custom policy with a major insurer to provide such coverage. This policy has special coverage provisions for site owners as follows:

1. Royal Surplus Lines Insurance Company has an A.M. Best rating of A, IXV and is a member of the Royal & Sun Alliance Group, one of the worlds largest insurance organizations.
2. Authorization for AMA to issue certificates of insurance naming site owners as additional insured. This is the equivalent of issuing an endorsement to the policy and assures the site owner of coverage equal to or exceeding coverage for AMA, it's members and clubs.
3. Site owner's coverage is primary. This means that the AMA pol-

icy pays on the site owner's behalf without involvement of the site owner's own insurance.

4. Acts voiding coverage by any other insured do not apply to site owners. Should an AMA member or club either do something, or fail to do something that voids coverage for that member or club, the site owner still has coverage under this policy.

5. Contractual liability coverage. This coverage clause reinforces the club's contractual obligations (if any) to indemnify and hold harmless the site owner for injury or damage in connection with the club's use of the site.

6. Non-owned auto coverage for site owners when required by contract. This policy protects the site owner in the event of an auto accident on-site that result in a claim against the site owner.

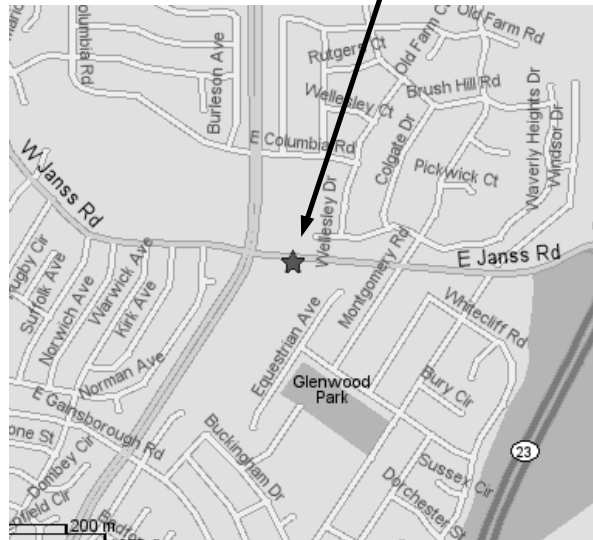
7. The \$2,500,000 aggregate limit of liability applies per location (flying site). This limit of liability usually exceeds the site owner's requirements and the per location aggregate means the site owner does not share the limit with other site owners. It has the effect of a separate policy for each site owner.

8. The insurer must give AMA 150 days notice of cancellation or non-renewal. This allows ample time for AMA to replace the coverage and to notify certificate holders of the change in coverage. AMA pays the entire annual premium at the beginning of the policy year so the policy cannot be cancelled for non-payment.

While this policy provides very broad coverage, as with any policy, there are limitations and exclusions. The actual policy should be reviewed and site owners may want to consult their insurance agent, insurance advisor or risk manager.

Coverage questions must be directed to the Special Services Director at AMA
 headquarters in Muncie, IN (800)
 435-9262, Extensions 250, 251 or 252.

Next Meeting: Wednesday, September 25th at the Greenhouse Cafe, 7:00pm
Club Contest: Sunday, October 13th at Redwood
SCSA SC)² HLG Contest: Saturday, October 12th at Santa Clarita
SWSA (SC)² Winch Contest: Sunday, October 20th at Covina



Thousand Oaks Soaring Society
Martin Usher
3081 Roundup Circle,
Thousand Oaks, CA91360

