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The Email address for regatta notices and regatta results to be published in Scots n’ Water is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently! Please save all articles submitted for publication in the ASCII Text Format.

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EDITOR: Kay Summerfield, 705 Ocean Avenue, Beachwood, NJ 08722, (732) 286-4890, slokay@earthlink.net

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From The President
by Bill Ross, FS 5210

This is my first time writing as your newly elected President, so I would like to first tell you a little about my self. When I was about 5 years old I first sailed on my uncle’s Snipe in Tiverton, RI. After that I always wanted to learn how to sail. It wasn’t until the early seventies that I first got the opportunity to sail my own boat in Atlanta. At the time I began, the family was growing and I was golfing and traveling extensively. One Monday morning as I was heading out I realized that I had hardly seen the family that weekend due to the golfing. Since my wife, Diane and I are both New Englanders, we talked about a sailboat and soon bought an American 16, then came the Atlanta Barefoot Club and not long after that a Thistle, which we sailed as a family boat for 13 years at lake Norman. After Diane’s bout with heart surgery and the kids were off to college the Thistle was no longer the right boat for us, and Hal Walker and Don Sweet from Lake Norman introduced me to the Flying Scot.

Our first regatta was the NAC at Marion, MA. We sailed the warm up in the Buzzards Bay Regatta with winds in the 15-25 range planning and bailing all the way around the course. The seas were 3-4 feet and the boat took a pounding up wind, but never did we feel threatened. We met the Ted and Florence Glass, the Hotts, Carpenters, and many more. The experience and the people we met convinced us that there are boats other than the Thistle. We still have one in the family, however, as my son Mike, and daughter-in-law Judy have an old restored “Woodie.” But, We have moved on!

We bought F/S 1290 from a LNYC member in 1988 and Diane and I sailed the boat together for about ten years, but her health situation has caused her to avoid long exposures to the sun. In recent years Missy Hart has been the crew while Diane continues to support the activities of the local fleet, and ytravels as the support crew.

Continued On Page 5

Change of Watch
by Jim Harris, FS 5430, FSSA Commodore

All the best to your new President, Bill Ross. The last three years were made enjoyable by all the excellent people in FSSA. While much has been accomplished, Bill has a full plate. I’m sure all of you will give him your continued support and cooperation. So many people worked with me that I hesitate to mention some, because I will miss others.

Thank you, all FSSA members.

Dan Goldberg tells me the job of Commodore is to be the FSSA nitpicker and sometime critic. I’ll try to live up to Dan’s standards. ✅
Letter to the Editor

In issue #1, 2003 of your magazine, there was an article decrying the declining membership. As someone who sails a Scot hours (as far as I know) from the nearest other Scot and who never races in the class, I'll tell you why I DO pay dues. The most valuable thing for me is information on sailing our Scot faster/better (even if we're not racing) and access to vendors/products that we wouldn't hear of otherwise. For example, the article on heaving to was in this vein. I also like to hear about ways to enjoy our Scot further, like the owner who fashioned plywood sheets to allow camping on their Scot. Articles on practical subjects like raising/lowering the mast short-handed are valuable. New owners in particular could benefit from these kinds of stories. I also like being aware of new products that enhance our safety and enjoyment.

I'm not bothered by the race reports, as long as there are other articles of interest to me in there, too. One complaint I have is that some of the articles aimed at better/faster sailing are so full of salty technical racing lingo that I have trouble understanding what they're saying. Despite the fact that my husband and I have decades of sailing experience (from windsurfers to 38 footers), sometimes the language is beyond us. Maybe Midwesterners don't speak seafarer as well. For us, and folks newer to sailing, a little editing to make sure it's understandable would help. Also us solo sailors haven't heard of the newer racing equipment (took me several issues to figure out what the tight rig was), so an explanation is in order. Those of you who are deep into the racing circuit can absorb a lot of things by proximity to other Scot sailors and boats. We don't have those opportunities. Maybe having a section on "basics" in each issue would be valuable to newer members.

Personally, vendor discounts wouldn't help us that much as we're not buying new equipment very often. More valuable is the information in the magazine that helps us enhance the enjoyment of our Flying Scot.

Jan Hibbing, MN

President’s Message
Continued From Page 4

We never thought that becoming the President of the FSSA was in the future for us, but we are looking forward to the challenges that are before us. There are some issues that we have to address soon, as the Class finances are serious a concern.

Membership in the FSSA is up this year and we hope the trend will continue. We don't want to face another dues increase, so we need the cooperation of all the Fleet Captains and District Governors by having them encourage all who participate in regattas to become members of FSSA. Too many people are taking from the sport and not giving back. For instance, US SAILING estimates there are 200,000 sailors racing in this country. Only 40,000 belong to that organization. This is our governing body for the entire sport! We as the FSSA likewise have the same problem. So, what are we going to do about it?

Here are some recommendations:
1. In our local fleets make it a requirement for all fleet members become FSSA members.
2. District Governors encourage those participating in regional regattas to join FSSA. Consider making it mandatory to participate.
3. Let's make an effort to bring the non-racers of our class into the fold. Plan some events that include them and show them some value in becoming a member of the Class.
4. Buy your steady crew a FSSA membership for Christmas or a birthday, or better yet, just do it.
5. How about a differential entry fee at regattas for non-members?
6. Plan events locally that involve all the Scot owners and sell them on the idea of belonging to FSSA. Help the non-racers by showing them what they can do to become better sailors, i.e. clinics, boat tuning, social functions involving them. You will be hearing more from your Board on this subject, and watch for Charlie Fowler’s activities. Membership is a major responsibility and he is charging ahead with some good ideas.
There’s a New Fleet in Town
by Ken Nelson, FS 25

And So it was that the second Flying Scot Fleet in Washington State was established, Fleet 186. After years of working as a statewide fleet it was decided that the best way to help with the growth of each area was to establish a new fleet. The Portland area is also working on establishing a fleet. Fleet 100 has a long and glorious history being established in 1984 by Charles Buffington, James Caro, William Claypool, and Alan Rees. Several of the early members of Fleet 100 had roots in the Tri Cities. Ken and Marianne Wood sailed here in the seventys and Hal and Cheryl Hay also sailed here (in Flying Scots no less)...To bring things full circle, a couple of years ago Dennis Trimble purchased Hal Hay’s Flying Scot and brought it back to the Tri Cities. Last fall ones had left) and managed to talk Rick Wright (where are you?) and Dave Gilles into buying the boat. Soon after Al Hopp, Roger McVicker, Dennis Trimble, George Martin, Van Ramsdell (he owns two!!) and Scott Brim (you oughta drop one of the T’s off your first name) joined the fray. I used to travel over to the west side a couple of times a year, and one year they made the mistake of making me Fleet Captain. We have continued as sort of a bicameral fleet, but it has become obvious to me that the continued growth in the original Fleet 100 is going to be dependent on Puget Sound area Flying Scots. I know that everyone in this new fleet strongly supports the efforts of Fleet 100 to grow and the efforts of the Portland area to develop its fleet. Pacific District Flying Scots.

Ray Peters wins the Bronze Bucket
by Ken Nelson, FS 25

In the annual Flying Scot regatta at Fort Worden, Ray Peters and crew Mark Rol FS 2127 came away with the prize. Ken Nelson and crew Wanda Haddon FS 25 finished second and Dennis Trimble and crew Gary Smit FS 1863 finished in a virtual tie for second, placed third. But the real action was off the water in the quest for the fabulous chef trophy, won by Matt Martin (crew FS 3905)...John Mason FS 3905 won the Fleet 100 participation trophy in this first meeting of the newly christened Fleet 186 (Charbonneau) and Fleet 100 (Lake Washington). The new fleet captain for Fleet 100 is Doug Farnham FS 2074. Doug hails from Fleet 1 on Lake Cowan and has even sailed at the birthplace of Scots at Deep Creek Maryland. We had great wind on Saturday getting four races, but the wind Sunday decided to wait until most folks had already headed for home. Wanda and I enjoyed a great sail with Peters/Rol out into the Strait of Juan De Fuca. We had some excellent conditions, just enough wind to get you on a plane, not enough to scare the wits out of you, and the traditional Pt. Townsend flukiness. Chris Niblack is already taking reservations for next year (at which I promised twenty boats, and with any luck the districts). A marvelous time was had by all.

Results
Peters FS 2127 1 3 2 1 4pts
Nelson FS 25 3 5 1 2 6pts
Trimble FS 1863 2 1 3 5 6pts
Mason FS 3905 6 2 4 6 12pts
Gilles FS 2169 4 6 5 3 12pts
Farnham FS 2074 5 8 7 8 21pts
Bryan FS 2495 8 7 9 22pts
On the Road to Inverness
The Continuing Adventures of Wanda, Ken and Al

It was a dark and stormy night, er, it was a wild and crazy day...

Inverness, California is located about 30 miles north of San Francisco, but light years away in pace and lifestyle. Flanking Tomales bay to the west is the Point Reyes National Sea Shore. On this sleepy peninsula lie Pt. Reyes station, Inverness Yacht Club, and the breeding ground for great white sharks and Hog Island oysters. Inverness Yacht club is located on Tomales Bay, which at the northern end is Bodega bay, breeding ground of the great whites (little ones like six footers churn the waters off IYC, or so they told us). The bay runs almost directly north and south and lies on (actually is) the San Andreas Fault. Legendary for its heavy air sailing, the wind builds throughout the day just like clockwork, racing times are determined by the daily scheduled high tides. Over the years the bay is silting in and some members jokingly refer to Inverness as Club Mud. The launch lift is on a pier about 300 feet out from the Yacht Club, at low tide boats can actually be resting in the mud on the end of the dock. The Pacific Districts were again being held at Inverness Yacht Club hosted by Fleet 40. We decided to leave early for the Pacific Districts in Inverness to give us some

Continued On Page 9
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Prices

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  2003 Great 48 1st Overall
- 2002 Open House 1st and 3rd Overall
- 2002 NAC's 1st and 4th Overall
- 2002 MidWinter's 1st Challenger Division

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time to get used to the conditions and tour the Napa and Sonoma wine regions. I arrived at Al’s house about 2 hours later than expected (last minute boat stuff you know) only to find that we had just blown a bearing on the trailer, grease was everywhere. Al had insisted that we use his trailer (something about not trusting my 1958 rusting hulk trailer with new bearings and tires to make the journey). To make a long story short I was able to get a friend of mine to change the bearings and provide a new hub for Al’s trailer so we could start our journey to Inverness a bit later than expected (at 5 PM instead of noon)... We rolled into our campsite at 7:30 the next morning, cleaned up a bit and headed into San Francisco for the obligatory stop at the Haight Ashbury district and the California Chopper shop. Al Hopp (Fleet Captain for Fleet 186) is in his latest incarnation a big Harley aficionado you see. Having received the requisite instructions on what not to say to the Hells Angel owner we managed to stay out of trouble. After perusing the bookstores, record stores, et al in Haight Ashbury we headed for a restaurant called Rumpus, that Wanda I had been to before that had the most excellent polenta and Bloody Marys. Unfortunately we were not able to find it (or it isn’t there anymore) so we settled for the nearest restaurant you could find, Uncle Vito’s Italian Cafe... quite a nice substitute actually.

A little later in the day we took the boat to the Inverness Yacht Club yard and met up with Staff Commodore Banana. Banana was one of the original members of the Youngbloods (along with Joe Bauer and Jesse Colin Young) in the 60’s. Banana still resides in Inverness, playing music and selling rare guitars, not to mention sailing Flying Scots on Tomales Bay. A great guy to know and sail with, he knows all the great restaurants to boot, this time he took us to his favorite Italian restaurant in Petaluma. We spent Friday morning prepping the boat for the racing, and then treated ourselves to a tour of Sonoma in advance of Saturday’s racing. Fortunately we controlled ourselves, keeping in mind what was in store for us, while still managing to support the California economy.

The heavy air of Inverness is legendary and did not leave us disappointed. Saturday’s racing began about 11 AM and as usual the wind continued to build throughout the afternoon. We completed three races as planned on Saturday, but by the time of the third race it was really blasting!! Seemed like 30 knots, they tell me it can’t be but it sure seemed more than the “ordinary 20-25 knots”... It was fairly intimidating, so much so that we didn’t raise our chute on the down wind leg. Just in front of us the other boat making the journey from Fleet 186 Dennis Trimble FS 1863 had capsized, broaching while gybing with his chute up (and board up), slowly turning turtle, and ending the day with a tow. We felt much better about our decision not to fly the chute after seeing this. Unfortunately on the final lap, we forgot to ease our vang after rounding the weather mark and snap, the boom broke in two, and so we had to retire on jib alone. Another boat (Banana and James Garrett) lost its centerboard when it hit the ground tackle to the leeward mark. Another boat broke its forestay extension, and yet another retired because it just wasn’t fun anymore. Attrition really took its toll that third race.

Back at the dock and very, very tired, the cleanup began, whilst telling stories and re-hydrating of course. Sailor’s returned in the evening for a fantastic social event and dinner. Fleet 40 Fleet Captain Wendy Burger and cohorts put on a most excellent regatta and feast and provided some stunning entertainment in the way of a Flying Scot promotional video from the early 60’s that was shot almost entirely on Tomales Bay. Some great shots of Sandy Douglas planing away with the classic configuration of snubbing winches and the mainsheet leading from the end of the boom. The story goes that a famous Hollywood moviemaker arranged to do the documentary in exchange for a Flying Scot. The piece we saw didn’t have audio, but it was a fascinating video in any event. I recognized a lot of the old fittings and parts that are still on my boat.

Sunday morning we rose again to the fearsome conditions on Tomales Bay. Pretty beat up from the previous hard day’s sailing we were able through the graciousness of our hosts to borrow a boom off one of the venerable members of the “lichen” fleet of Flying Scots at Tomales Bay. Of course when you are still sailing with as many original parts as I do, sometimes the newer attachments and old hardware don’t match up... We had to do sort of a hybrid affair in order to create a fully functioning boom. And so we were off for the climactic second day of sailing on Tomales Bay. Although the wind was still at its fierce levels, everybody was able to finish sailing on Sunday with nary a mishap. OK so I did get some blood on the mainsail, but it was just a minor flesh wound. In the end Robert Cardwell FS 4009 demonstrated his Inverness heavy air prowess won the Pacific Districts 2003. Cardwell is a local legend that has been in the top ranks of Inverness Flying Scot sailing for decades. Over the years his name is on the Pacific District Trophies more than anyone else. Tom Brock FS 5500 finished in a close second, and John Phelan FS 3640 finished in third place. Fleet 100 and 186 thank Fleet 40 for putting on another tremendous district event.
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Four years ago, in a back yard in Davidson, two brothers surveyed what was left of their childhood sailboat. Misty was her name.

As kids in the 1960s, they had raced her with their dad on Lake Erie and jumped off her bow on summer vacations in Michigan’s Little Crystal Lake.

For the past few years, no one had raised the sails or lowered the centerboard. Her floor had rotted. The metal on her rudder had rusted. Her red, white and blue paint had peeled.

The older brother, nicknamed Twig, stared at the old boat for a long time without a word. He had loved nothing better than to ride at her bow so the wind and waves smacked his face.

Finally, the younger brother, Geoff, spoke up.

What are you thinking?
Tears flowed down Twig’s cheeks.
I can’t believe I’m getting her.
Misty was his now, a gift from their dad.
As sad as she looked, she represented the best of their childhood.

Twig had a dream: Misty would sail again.

Misty Memories

Misty was built in 1957, one of the first Flying Scot sailboats, No. 24 out of 5,530 now. Their father bought her from a friend when she was 5 years old.

After Geoff and Twig Spencer grew up and moved away, their father found other people to crew for him in races at his home near Orlando, Fla.

In Davidson, Geoff bought his own Flying Scot, No. 2847, and several times a year, he and Twig raced Geoff’s boat. Misty Memories was her name.

The brothers knew each other so well and knew the intricacies of the Flying Scot, they could communicate with few, if any, words. Geoff was the detail man - he fine-tuned the boat to make it sail faster. Twig showed up for the race and for the festivities.

Sailing brought the brothers together again.

Now Twig would have his own boat, too.

Geoff had towed Misty up from Florida to Davidson, and Twig took her the rest of the way to his home in Norwalk, Conn.

He removed Misty’s hardware and sanded her bottom and deck. With the help of a brother-in-law, he patched the floor. It was slow going, and if some-

thing better came along - a bike ride or a hike - he left Misty and the job behind.

Two years passed, and Misty still sat, dismantled, in Twig’s back yard.

**Sept. 11**

Twig worked as a commodities broker on the 84th floor of the World Trade Center. When the first plane hit on Sept. 11, 2001, he called his wife and parents: I’m OK. It was the other tower.

Geoff learned later that when the second plane hit, two men on the 84th floor headed down one stairwell - and survived. Twig headed down another.

George E. "Twig" Spencer III died at age 50.

He left a wife, two children - and Misty.

*Not the same*

Without Twig, sailing wasn’t the same for Geoff.

"After the funeral, I was going through some stuff, and I found the racing instructions for Indian Harbor Yacht Club in Connecticut. Twig and I raced it together. I broke into tears."

When someone else crewed for Geoff, he found himself wishing Twig was there.

"Twig knew everything about the boat. He was great at being my eyes and my ears. I didn’t have to worry about anything other than making the boat go as fast as the dickens."

*Continued On Page 13*
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Geoff quit sailing and sold his boat, Misty Memories. She'll sail again, but he kept thinking back to that evening four years ago when Twig broke down in tears because Misty was his. I can't believe I'm getting her.

On the Friday after Thanksgiving 2002, Geoff acted on impulse. He drove to Connecticut. He would rescue Misty. He would finish what Twig had started.

It took Geoff a day to get Misty in shape to travel. Brown water the color of tea had filled her cockpit, with chunks of ice and decaying leaves bobbing about. The floor sagged like a sponge. Back in Davidson, Geoff labored over Misty for six months. He cut away fiberglass and replaced rotten balsa wood. He resanded and repainted the deck and hull. He cleaned the hardware. It was nasty work.

"I would never rest in peace if the boat hadn't come back. I wasn't going to let his dream die." The final task was to screw in blocks that guided the ropes. "I was sobbing over this silly piece of hardware. She was back together again. She was whole."

Back on the water

On May 4, a gray mist hung over Lake Norman and Geoff, now 46, took it as a sign. He lowered Misty into the water, raised the sails and steered out of the cove. Geoff shouted up to the sky: We're sailing, Twig. We did it, buddy. "This is my brother," he said patting Misty's newly-painted sky-blue deck. "This is what his love was. This is where I say 'hello' to him. It's where I feel him and sense him."

The only thing left was to race Misty. The only person who would enjoy it as much as Geoff — who would appreciate it as much — was his dad, 81-year-old, George E. Spencer Jr.

On Wednesday through Friday, they plan to race Misty in the 2003 North American Championships at Lake Norman Yacht Club.

I've already won. This is my victory: showing up at the starting line."

George Spencer will be Geoff's eyes and ears. This time, Geoff said, he's not as determined to win. "I've already won. This is my victory: showing up at the starting line."

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“PREVIOUSLY OWNED” SCOTS. Our used Flying Scots offer tremendous value. We thoroughly inspect every listed boat twice — once before listing and then before delivery. All necessary repairs (sails, centerboard, etc.) are then made so your focus can now be on sailing and enjoying your boat — not being a handyman. We have several excellent choices on hand, all with Midwest Sailing’s one year warranty. Call us today for our current listings.

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The Flying Scot 2003

North American CHAMPIONSHIPS

by Don Smith, FS 5005

It all started as the first boats arrived at the gate to Lake Norman Yacht Club. Although many folks arrived Friday, Saturday saw a lot more arrivals coming to sit in on the racing clinic given by Greg Fisher and Harry Carpenter. The day ended with a bagpiper who walked and played amidst the rigging of boats. Decorations were everywhere. It looked like a NASCAR racetrack.

Sunday dawned with light air, just enough to run two championship races for four juniors and 13 women competitors. On the land, more boats were showing up. It started to look like a really huge regatta. In the end, it set a new record, with 90 boats registered.

The kickoff ceremony was impressive. Monday arrived, and we had wind. Two qualifying races were finished by 2 p.m., and we all went in for lunch. Tuesday, and more wind. Qualifying race three was held on time.

WIND, and plenty of it for Wednesday’s first two championship races. But Thursday, the summer caught up with us. No wind. RC was on the course all day, but nothing. Actually, it was a nice break in the action to just “cool it.” We loaded 40 people and a beer keg onto a Flying Scot, eclipsing the old record of 35.

Friday brought a morning breeze and we got in race number three. Then the wind started dying and shifting, and that ended the 2003 NAC racing. I think we set a third record by doing all the trophies in less than an hour.

Say your goodbyes...it had been a fun week. Re-met a lot of friends and met a lot of new ones. Thanks to FSSA, Flying Scot Inc., the Hotts, Schurr Sails, Fowler Sails, North Sails, Gus Sails, West Marine, Layline, and Fidelity Investments. Thanks to all the volunteers. And especially, thanks to all the sailors and their families who came, had fun, and made this a great regatta.

---

**RESULTS**

**Champion’s Division**

| 01 | Bill Draheim & Scott Mauney |
| 02 | Marcus Eagan & Andrew Eagan |
| 03 | Harry Carpenter & Carrie Carpenter |
| 04 | Greg Fisher & Joann Jones |
| 05 | Larry Lewis & Starr Lewis |
| 06 | Ralph Coffill & Christine Coffill |
| 07 | Ronald Pletsch & David Pletsch |
| 08 | Dan Neff & Jim McCarrick |
| 09 | Steve Bellows & Cayne Miceli |
| 10 | Bill Ewing, Eileen Ewing & Kris Smith |
| 11 | Dave Neff & Tom Lawton |
| 12 | Larry Taggart & Carrie Berger |
| 13 | Meredith Dodd, John Meredith & Ashley Dodd |
| 14 | John Luard & Toni Gahn |
| 15 | Mike Roberts & Stacey Roberts |
| 16 | Hans Noordanus & Richard Dynes |
| 17 | Josh Goldman & Ian Gill |
| 18 | Susie Stombaugh & Tim Stombaugh |
| 19 | Ira Cohen & Brian Hayes |
| 20 | Paul Lee & Denise Lee |
| 21 | Charles Buffington & Sarah Buffington |
| 22 | Chris Danilek & Linda Danilek |
| 23 | Jeff Penfield & Bob Nichols |
| 24 | Fred Strammer & Fred Strammer Jr |
| 25 | Forest Rogers & Mike Ehni |
| 26 | Don Smith & Chris Kicinski |
| 27 | Bane Shaw & Ann Shaw |
| 28 | Al Hersey & Del Foster |
| 29 | Starling Gunn & Bill Larson |
| 30 | Ken Gorni & Ed Cherry |
| 31 | Steve Last & Steve Rajkovich |
| 32 | Anthony DiResta & Regina Lindahl |
| 33 | Tom Pinkel & Peggy Woodworth |
| 34 | Don Griffin & Barbara Griffin |
| 35 | David Mahan & Bruce Orthrop |
| 36 | Bernie Knight & Terri Swift |
| 37 | Dan Goldberg & Joni Reis |

Continued On Page 14
### Results

#### Challenger’s Division

| 01 | Jery Lane & Gene Lane |
| 02 | Charlie Fowler & Nancy Fowler |
| 03 | Tom Clark & Dick Dommel |
| 04 | Ed Summerfield & Herb Lindsay |
| 05 | Larry Vitez & Carla Vitez |
| 06 | Bob Summerfeldt & Allyson Summerfeldt |
| 07 | Melanie Dunham, Bill Dunham & Carrie Berger |
| 08 | Richard Grayson & Ralph Harlan |
| 09 | Bob New & Trisha Scardina |
| 10 | Joe Price & Laurie Goddard |
| 11 | Bill Ross & Missy Hart |
| 12 | Donna Mohr & Jon Hamilton |
| 13 | Frank Meehan & Ashley Dodd |
| 14 | Mike Eudy & Kathy Eudy |
| 15 | Tom Kirtley & Dorothy Kirtley |
| 16 | Jim Brown & Myra Brown |
| 17 | Jimmy Lee & Doug Orr |
| 18 | Craig Milliken, Brad Milliken & Mark Aspland |
| 19 | David Jones & Chris Allred |
| 20 | Felicia Bamer & Shirley Bild |
| 21 | Ed Wojtaszek & Marne Wojtaszek |
| 22 | Dick Worthen & Roger Worthen |
| 23 | John Hurley & Maria Hurley |
| 24 | Dennis Leffler & Linda Gucciardi |
| 25 | Daren Hoffman & Jeanette Hoffman |
| 26 | Dick Fowler & Mike Fowler |
| 27 | Eric Wojtaszek & Gloria Wojtaszek |
| 28 | Emilio Tellini & John Tellini |
| 29 | John Burke & John Russell |
| 30 | Patrick Swan & Leslie Bilodeau |
| 31 | Cary Wren & Ella Wren |
| 32 | Stewart Cofield & Harvey Howalt |
| 33 | Bill Vogler |

#### Senior’s Division

| 01 | Frank Gibson & Debbie Gibson |
| 02 | J. David Gladwell & Ian Denholm |
| 03 | Bob Neff & Mary Ellen Neff |
| 04 | Geoff Spencer & George Spencer |
| 05 | Art Mastoras & Marilyn Mastoras |
| 06 | John Davidson & Geri Davidson |
| 07 | Richard Newell & Susan Hauser |
| 08 | Mike Noone & Brenda Noone |
| 09 | Michael Sullivan & Joe Sullivan |
| 10 | Skip Schmidt & Beverly Schmidt |
| 11 | Jim Harris & Betty Struckhoff |
| 12 | Jake Barnhardt & Amy Barnhardt |
| 13 | Chuck Gise & Joyce Gise |
| 14 | Bill Reinke & Robert Faut |
| 15 | Ted Kaperonis & John Ferguson |
| 16 | Chuck Smith & Tony Tussing |
| 17 | Bill Clark & Carol Clark |
| 18 | Roger Schermerhorn & Pat Schermerhorn |
| 19 | Donald Hott & Charlotte Hott |
| 20 | Blair Boggs & Bruce Juel |

#### Women’s Division

| 01 | Joni Palmer & Carrie Carpenter |
| 02 | Melanie Dunham & Carrie Berger |
| 03 | Meredith Dodd & Ashley Dodd |
| 04 | Linda Danilek & Catherine Strammer |
| 05 | Shirley Bild & Felicia Bamer |
| 06 | Christine Coffill & Regina DiResta |
| 07 | Suzanne Burnside & Treez Decker |
| 08 | Jane Mahan & Stephanie Mahan |
| 09 | Donna Mohr & Stacey Roberts |
| 10 | Chris Kicinski & Trisha Scardina |
| 11 | Maureen de la Houssaye & Lynne Strange |
| 12 | Terri Swift & Suzie Domagala |
| 13 | Laurie Goddard |

#### Junior’s Division

| 01 | Andrew Eagan & Marcus Eagan |
| 02 | Fred Strammer, Chanelle Strammer & Teal Strammer |
| 03 | Kara Lane, Jerry Lane & Gene Lane |
| 04 | Sara Tellini & Emilio Tellini |
Grand Maumelle Sailing Club, Little Rock, Arkansas • June 21 & 22, 2003

WIFE-HUSBAND NATIONALS

by Natalie Mauney, FS 5346

Seven boats from Fleet 23 (Corinthian Sailing Club, Dallas, Texas) participated in the annual Wife-Husband Regatta at Grande Maumelle Sailing Club, Little Rock Arkansas. A total of 27 teams showed in total, ranging from local Flying Scot Fleet 133 to fleets from Alabama, Kentucky, Maryland, Ohio, Illinois and Florida.

For those who’ve not been to Grande Maumelle, it’s well worth the trip. Just 4 hours northeast from Dallas, the lake is nestled in the rolling pine hills of central Arkansas. The club, started in 1960, is home to Flying Scot Fleet 133. The grounds are beautiful and the people are among the friendliest we’ve encountered (much like our neighbors to the South, Fleet 67, at Canyon Lake, Texas). Several couples opened their homes to visiting racers, and showed us what real hospitality is all about.

For most of the couples from Fleet 23, this was their first Wife-Husband Regatta – Judy & JC Adrian, Susan & Jody Justus, Melissa & Tommy Miller, Phil & Teresa Morris, Carolyn & Jeff Perna.

Karen & Harry Carpenter from Flying Scot Inc. traveled 21 hours from Oakland Maryland to compete and to deliver three new boats to Fleet 23 members – Susan & Jody, Teresa & Phil, and Frank Richards (who showed up Saturday afternoon to see & drool over his new boat, and also help out with race committees – thanks Frank!)

Friday’s winds looked promising (of course, the regatta didn’t start until Saturday); Saturday’s breeze was a little lighter, but still very nice (8 to 12 knots). Early Sunday morning the winds had dropped to nearly nothing – everyone at that point was trying to convince the Committee to call it a regatta. However, the smart race committee stood their ground and set up a quick W1 course in light thermal breeze. The wind built nicely for the second race (as the Committee knew it would!), which brought a nice close to a great 5-race regatta.

Other things of note – Two skippers from Fleet 23 teams were women – Gretl Mittman and Susan Justus – way to go ladies! Also, Carolyn & Jeff Perna won the Bob Penticoff Memorial Trophy for highest finishing couple - first time to sail in the Wife-Husband Regatta.

### WIFE-HUSBAND RESULTS

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<td>01 Peg &amp; John Woodworth</td>
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<tr>
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<td>Fleet 83, Midwestern District</td>
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<tr>
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<td>Fleet 133, Gulf District</td>
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Ronstan Fixed X-10 Tiller Extension...
40" fixed length black anodized aluminum fluted tube w/black "Hyperion" grip and rubber ball end. Oxbow full universal joint offers unlimited movement & unique fixed or snap-on snap-off mount system. Complete w/bolts... $34.00
Clip to hold extension to tiller... $2.00

Ronstan Telescopic X-10 Tiller Extension...
29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. "Hyperion" grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts... $59.90
Clip to hold extension to tiller... $2.60

Spinnaker Pole...
1.5" diameter pole w/ heavy-duty Foreward end fittings designed to snap on without pulling the continuous wire trip... $198.00

Carbon Fiber Spinnaker Pole...
Tapered carbon fiber pole w/light weight RVO pole ends and center ring attached... $245.00

Motor Bracket...
2-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template... $130.00

Web Lifting Bridle...
Light weight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle... $68.00

Jiffy Reefing Kit...
Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. Complete... $51.40

Flying Scot® Embroidered Shirts & Caps...
100% Cotton Blue Denim Shirt. Long-sleeve w/button down collar & Flying Scot Logo. Sizes: S-XL... $49.90
Classic Polo Shirt. 60% cotton/40% poly interlock knit w/pocket. Colors: White or Navy w/Flying Scot Sailboat. Sizes: S-XXL... $32.00
Poplin Cap. The perfect summer cap. Colors: Red, Blue or Gray w/Flying Scot Sailboat. One Size Fits All... $9.00
Brushed Cotton Cap. Khaki w/Flying Scot Sailboat. One Size Fits All... $11.00
Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All... $9.00

Trailex Aluminum Trailer...
Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5" and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required)... $1675.00

Aquameter Sailor II Compass & Mount...
Features large red aligntment and 45 degree red bearing lines, along with an angle of heat indicator. Mount is molded fiberglass to fit the deck just at the mast and is held in place by stock card for easy installation. Price complete... $79.00

Plastimo Contest Tactical Compass & Mount...
2 3/4" card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree rubber line, tack through 90 degrees and you will read the same number on the opposite tack's rubber line. Mahogany mount is held in place by stock card for easy installation. Price complete... $250.00

Tacktick Micro Compass & Mount...
Enjoy the competitive advantage of having a digital heading display and essential start timer... $425.00

Stainless Steel Mast Sleeve...
Custom formed, welded, and polished stainless steel to reinforce the base of the mast. Complete w/screws... $144.80

Rudder Lift System...
Features custom stainless bracket for lift line and shock cord to pull blade down and held it down. Great for weed prone or shallow areas. Complete w/fasteners... $85.00

Swim Ladder...
Telescoping stainless steel, two-step ladder that stows flat to the transom. Stainless grab rail through bolts to deck. Low profile to reduce main sheet snags. Easiest way to get into the boat from the water. Complete w/fasteners. Ladder... $114.00

Mainsail Flotation...
For added security against tearing or burning the mast in the bottom. No modification to the boat or sails required for installation. Weight average 2 lbs. Price complete... $150.00

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On-Line MEMBERSHIP RENEWAL

by Hank Sykes, FSSA Website Editor

By the time you read this article, you will have received your membership invoice for the 2003-2004 season. Well, if you have not mailed in your membership renewal, you can handle the whole enchilada online. “Point’ your internet browser to good old www.fssa.com. Once you see the home page, “navigate” to the membership page, and click on the link for the online membership application. Here’s what you will see:

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Use this Flying Scot Sailing Association membership application only if you want to start or renew your membership on-line and charge the fee to your credit card via PayPal.

If you wish to send your application by mail, or pay by check, please print out and complete this form.

Once you have completed the online application, click the Continue button at the bottom of the page.

You will be directed to the PayPal web site to complete a secure membership fee transaction using a credit card. By using PayPal, and for your added security, your credit card number is not collected by or retained on the FSSA web site.

Please make sure all required parts of the form are completed. (* = required).

After completing the application form, you are directed to PayPal to pay for your membership. PayPal is an affiliate of the now famous eBay. If you do not already have a PayPal account, you will be guided through the process. Once the account is established you pay for your membership using the credit card you designate to PayPal. PayPal emails you a receipt for your records and that’s it. You will be done in just a few minutes, and you save the postage stamp.
Starting Line

Calendar of Monthly Events

Massapoag Yacht Club 54th Annual Regatta
September 6 and 7, 2003
Massapoag Yacht Club
Sharon, MA, Contact Diane Kampf
508-234-8047 or
diane.kampf@charter.net

Flying Scot Fall Classic
September 13, 2003
Toms River Yacht Club
Toms River, NJ
Contact Glenn Shaffer at (609) 921-6930 or fs5213@earthlink.net

Long Island Flying Scot Championships
Palmer Regatta
September 13, 2003
Sayville Yacht Club Fleet 173
Contact Joe Van Denburg:
631-447-7987; jiv20@aol.com

Lake Murray Sailing Club
September 13 and 14, 2003
Columbia, SC
Contact Larry Vitez for more information lvitez@carolina.rr.com

Flying Scot Fleet 24 Regatta
September 20, 2003
Candlewood Yacht Club
New Fairfield, CT
Contact Fleet Captain Andy Fox:
Andy.Fox@alum.american.edu or (860) 354-6161

Konigsberg Regatta
September 20 and 21, 2003
West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
Contact Frank Gibson
703-271-2716; e-mail:
fhgibson@peoplepc.com

2nd Silver Piper National Championship
September 27 and 28, 2003
Capital District, Fleet 42 and Selby Bay Sailing Center
Edgewater, MD
Contact: Mary Ellen Neff
410-738-4146

Hot to Trot Regatta
September 27 and 28, 2003
Portage Yacht Club Fleet #20
Pinckney, Michigan
Contact: Jim Davis, 810-231-7764 or jcdavis784@yahoo.com

VISA Regatta
October 4 and 5, 2003
Contact Larry Vitez
lvitez@carolina.rr.com

Great Scot/Gulf District Championship
October 11-12, 2003
Birmingham Sailing Club
Lake Logan Martin in central AL
Contact Regatta Chairman:
Dave Whitehart: 205-822-0748
d.whitehart@worldnet.att.net

Pumpkin Patch Regatta
October 11-12, 2003
West River Sailing Club
Chesapeake Bay Fleet #97
Gainesville, MD
Contact Frank Gibson
703-271-2716; e-mail:
fhgibson@peoplepc.com

2003 Open House Regatta
October 18 and 19, 2003
Corinthian Sailing Club
White Rock Lake, Dallas, TX
Contact Tracy Aber
tracyabr@earthlink.net

Adams Cup
October 20 - 25, 2003
Lake Norman Yacht Club
near Charlotte, NC
Contact Tara Decker
704-596-2210,
tdecker@ussailing.net

Fall 48 Regatta
November 1 and 2, 2003
Lake Norman Yacht Club
Charlotte, NC
Contact Larry Vitez
lvitez@carolina.rr.com

Cajun Country Championship
November 22, 2003
Pelican Yacht Club
False River, LA
Contact Al Rees, (337) 234-6878
akrees@bellsouth.net

Gator Bowl Regatta
and Flying Scot Gator Challenge
December 6 and 7, 2003
Rudder Club of Jacksonville FL
Contact Jon Hamilton
jh_hamilton@hotmail.com or
the Rudder Club, 904-264-4094
www.rudderclub.com

2003 Full Moon Regatta
by Eileen Ewing, FS 5246

Despite the cold and dreary weather in the northeast this spring, twenty-six boats from three states joined us on Saturday, June 14 for our twelfth annual regatta. We managed three races sandwiched in between the morning fog and the afternoon thunderstorm. Winds were out of the west ranging from 8 to 12 m.p.h.

Trophies were wind chimes imported from the Couch Republic. The farthest traveled award was presented to John Cooke and Robyn Cavagna from Connecticut, and Bruce Cattanach distributed door prizes from our sponsors.

For the first time since the regatta's inception, Monmouth Boat Club sailors swept the first four spots in A Division and the first-place finish in B. This prompted some dialog regarding local knowledge. We'd like to share what we know about sailing on the Navesink River. The wind rarely blows out of the west. When it does, you may find a lift on starboard tack along the north shore...or you may not. The best local knowledge we can pass on is:

a) Be ready for anything.
b) Auto tacks happen.
c) If you see a boat ahead on a lift, it may be gone by the time you get there.
d) You are not safe if you are ahead, especially downwind.
e) Don't give up. Big gains can be made by staying focused on the wind shifts.

Now that you know everything we do, why not sail the moon next year?
The results can be found on the FSSA website at www.fssa.com.
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FS 1011 – Lofland built in 1966. White deck, orange hull. Main, jib, spinnaker pole, anchor, mooring cover. Sailcraft trailer with new tires. Garaged. Fresh water sailed. $2900 Located in Scottsdale (Phoenix area), AZ. Contact Myra or Randall Johnson at myra@jpro@aol.com. (480) 946-1180.


FS 1660 – Gordon Douglass built, dark blue hull, 2 sets of sails, Tailmaster trailer, mooring cover, sail Boom cover, Minn Kota Electric motor. $3000. Located in New Jersey. Contact Beth Albano (973) 627-5960, tpete@geraldfypress.net.

FS 2431 – Douglass built in 1973. Boat in excellent condition with trailer. Fully rigged for racing with jib sheets on seats and all other lines run to centerboard cap (easy to single-hand). Includes 2 North mains and jibs, with one spinnaker. White hull and deck. Steel mast sleeve, lifting bridle, compass mounted on centerboard cap, anchor, spinnaker pole, cover, rudder lift system (not installed). $3500 obo. Located in Albany, NY area. Contact Phil Riback, (518) 475-0151, psriback@concentric.net.

FS 2664 – Customflex built in 1975. Great condition, has been sailed on Kerr Lake for 18 years where it is stored. Hull is yellow and white with red stripes, 2 sets of sails, 1 new. Trailer. Anchor, jackets, ready to sell. $3000. Located in Chapel Hill, NC. Contact Shepard, (919) 929-6088, jshephard2@aol.com.

FS 2687 – Customflex built in 1975. All hardware including main and jib. Mooring cover. Pamco Trailer with spare. Dry sailed for last 20 years. No soft spots. $2200 Located in Decatur, IL. Contact Herb Dakin at (217) 428-8104.

FS 2713 – Customflex built 1975, white deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spinnaker. First class hardware. Anchor, compass, Minn Kota trolling motor, battery. Tilt back trailer with spare. Mooring cover, cockpit cover and trailing cover. $3500. Located in Altoona, PA. Contact Steve Currier (814) 916-7067.


FS 3302 – 1972, new bottom paint and boot stripe, new mooring and sail cover, new mahogany centerboard cap, tiller and blockmounts. Main, Jib, Spinnaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. $3000. Located in Toronto, Canada. Contact Hali Barber (905) 634-1991, hali_barber@sympatico.ca.


FS 4040 – Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Nee Trailer with spare. Dry sailed only. $4500 Located in Phoenix, AZ. Contact John Jones; (480) 614-7534, JJ1J@qwest.net.


Wanted: During my nearly 25 years sailing Scots I have accumulated enough parts to assemble another Scot or two, except the hull. Who has a decent hull for sale? Don’t need spars, sails or trailer. Contact Steve Hartman FS 3205 (217) 358-5835 fax (217) 358-5839 steveh@jsmspts.com.
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Steven & Robin Gausebeck
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Rockford, IL 61103-4115

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FS 2264 / Fleet # 0 / District 28
Joseph P. McParland
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N. Easton, MA 02356
FS 3556 / Fleet # 0 / District 28
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419 Massapog Avenue
Sharon, MA 02067
FS 496 / Fleet # 76 / District 28
Evan Locke
567 Massapog Avenue
Sharon, MA 02067

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Greenfield, NY 12833

OHIO DISTRICT
FS 4596 / Fleet # 0 / District 32
Kim W. Beck
N-372 Co Rd 14
Napoleon, OH 43545
FS 3515 / Fleet # 0 / District 32
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Chagrin Falls, OH 44022
FS D162 / Fleet # 0 / District 32
Chuck Gratner
423 Ashland Avenue
Pittsburgh, PA 15228
FS 401 / Fleet # 1 / District 32
Barbara & Jim Grever
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Lemnba, OH 45036

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FS 3803 / Fleet # 0 / District 4
Peter O'Halloran
20705 Mouth of Monocacy Road
Dickerson, MD 20842

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FS 4599 / Fleet # 24 / District 41
Steven Brockett
7513 Primrose Drive
Irving, TX 75063

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FS 3387 / Fleet # 150 / District 43
Jack D. Bazner
105 Cardinal
Eustis, FL 32726
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Don Pooch
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Rochester Hills, MI 48307

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FS 4933 / Fleet # 0 / District 8
Greg & Barb Berg & Mozena
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WELCOME!
Layline’s promise: If you are not satisfied with the products you get from Layline, we will replace said products or issue a full refund, your choice. We have been standing behind our products and advice with this same promise for 17 years. It serves us and our customers well.

Super Summer Tacktick Sale

 been putting off that decision to bring yourself into the 21st century because you cannot pull the trigger due to price? Well, this may be your last opportunity to get a Micro Compass for less than $350.00.

If you have never sailed with a digital compass you owe it to yourself and your crew to give it a try. You will find your crew all of a sudden is in the game. Give them a Musto Compucourse (shown) and the race course will really come alive. They can be involved in starting line bias decisions, keep track of headings upwind, etc. With digital numbers, the compass will have meaning to your crew. Give it a try.

Of course, if you enjoy keeping your crew in the dark and prefer to run the show on your own…

Acrylic covers last “Twice as Long”…

Twice as long as what?

6 STYLES:

- MOORING FROM $437
  FULL DECK COVER OVER THE BOOM (PICTURED)
- TRAILING/MOORING FROM $381
  FULL DECK COVER FOR TRAILING &/OR FITS WITH MAST UP
- SKIRTED FROM $495
  BOTH TRAILING & MOORING VERSIONS
- COCKPIT FROM $276
  BOOM TENT THAT COVERS FROM MAST OF TRANSMO
- BOTTOM COVER $354
  SOFT FLANNEL-LINED CANVAS WITH SHOCK CORD & DRAIN HOLE
- RUDDER COVER:
  FLANNEL LINED $51
  FOAM Padded $66

Here are the simple facts:

A white acrylic cover lasts an average of 3-4 years, colored acrylic about 5 years. Our least expensive Poly Army Duck cover lasts an average of 7 to 10 years. Now that’s long! We know, because we’ve been manufacturing quality one design boat covers for over 20 years. And we make both Acrylic and Poly Army Duck covers.

Acrylic covers are OK for light duty. They’re light weight and colorful but they won’t hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three light colors.

Other manufacturers have imitated our cover designs but none has matched our outstanding quality. Our fabrics are finished to our specifications and we put more reinforcements at stress points than anyone!

So, when you’re ready for a new boat cover, choose the quality standard of the industry…a cover by The Sailors’ Tailor.

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District Governors

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John Myres Noordenhuys
210 Madison Circle
Lake of the Woods, VA 22508
(510) 666-9193
johnmyresnoordenhuys@gmail.com

CAROLINAS DISTRICT
Terry L. Worley
112 E. Connolly Street
Black Mountain, NC 28711
(828) 689-5768
tlworley@mac.com

FLORIDA DISTRICT
Charles Fowler
3103 NW 25th Ave.
Miami, FL 33142
(305) 658-5473
foxsail@msn.com

GREAT NY DISTRICT
John Goldmark
4 Marine Avenue
Westport, CT 06880-8623
(203) 628-5768
jsj01@virginia.com

GULF DISTRICT
Larry Taggart
5009 Memphis Street
New Orleans, LA 70124
(504) 492-7531
taggartl@usa.net

MICHIGAN-ONTARIO DISTRICT
Michael Ethier
3165 Hudson Street
Dexter, MI 48130-1399
(734) 424-2042
michael@ethiers.com

MIDWESTERN DISTRICT
Tim Pinkel
3738 Boatmans Point
Bellefonte, IL 62221
(618) 692-6712
tapinkel@charter.net

NEW ENGLAND DISTRICT
Randy Williams
86 Rockaway Avenue
Marblehead, MA 01945
(781) 631-1809
newenglandfssa@gmail.com

NY LAKES DISTRICT
Ann Gildman
1300 Broadmoor Avenue
Pittsfield, PA 15228
(412) 388-1266
bifingtoncsw@anes.upmc.edu

OHIO DISTRICT
John Blais
6822 W 15th Ave
Kennedwick, WA 98338
(503) 565-4252
geblach@netscape.net

PACIFIC DISTRICT
Ken Nielson
1234 Main Street
Seattle, WA 98101
(206) 342-7104

PRAIRIE DISTRICT
James W. Calvert
2300 West Street
Emporia, KS 66801
(620) 342-7104

TEXAS DISTRICT
Scott Mauney
9805 Brentgate Drive
Dallas, TX 75228
(214) 431-4223
smauney@flash.net