

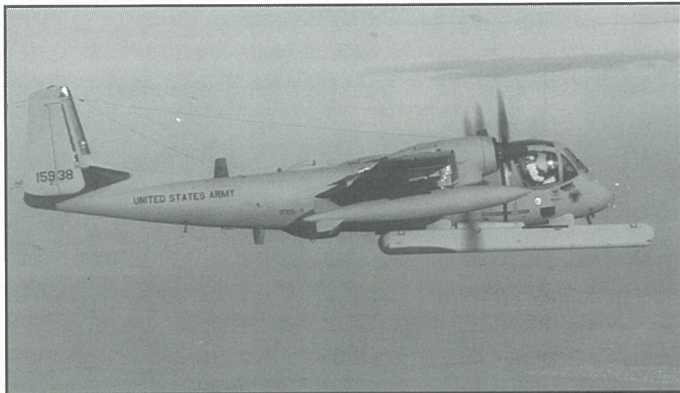
A Day in the Life of a Sport Flyer...Attila Barandi

The Last Day of the Persian Gulf War

The last day of the Persian Gulf War started out as normal as I had come to expect during the war, but ended in a way I could never have imagined.

On the evening of February 27, 1991, I was briefed as part of a two aircraft V-1 (MOHAWK) mission, which would put us 100 miles into Iraq. We were assigned identical missions, but at different altitudes. I was to fly at 17,000 feet while the other airplane was to fly at 15,000 feet. After receiving a favorable weather brief, we proceeded to our airplanes for preflight.

The mission was a routine night mission and nothing out of the ordinary occurred. The normal mission time was about three hours long, but I had only been flying about two hours when my drop tanks emptied. The remaining fuel would have been enough for me to fly to Riyadh, Saudi Arabia if I had departed then. At that time, I made a radio call to our airfield and asked them to take a look outside to see what the weather conditions were like. They replied with an excellent weather report so the other aircrew and I decided to stay on track and continue with our mission.



At 11:00 p.m. both the other airplane and I departed for our home base, Quaisumah Airfield, Saudi Arabia. (Quaisumah Airfield was located about 30 miles south of the neutral zone.) The other airplane preceded me by a few minutes. After I had descended to about 4,000 feet, I was instructed to contact GCA. When I changed to their frequency, I initially heard the other airplane executing a missed-approach. I wondered why he was doing "practice approaches" when I knew we were both low on fuel. I then contacted GCA and they proceeded to vector me in for a radar approach. Since most of the country was under blackout conditions, I thought it was normal for me not to be able to see any city lights near the airfield. That's when things started going bad. Apparently dense smoke from the burning Kuwaiti oil fields, coupled with fog, reduced the ceiling and visibility to almost zero at the airfield.

I continued with my approach and upon reaching decision height, I momentarily broke out from the clouds and noticed that I was about 100 yards to the right of the runway center line. (The fact that the runway lights were set on dim throughout the war did little to help me find the runway.) All I could see below was sand. I executed a missed approach and immediately called KKMC ap-



proach. KKMC was the only other place, within my fuel range, where I could land; however, they advised me that they were completely socked in and were closed. I had to make a decision. Should I attempt several approaches where I was, or should I attempt a trip to KKMC possibly running out of fuel and at most, getting one approach? I decided to stay at Quaisumah and try to land. I started to get an uneasy feeling that maybe this would be the night that I would have to eject.

I proceeded with my second approach into Quaisumah. On that approach my "low-fuel" warning light came on. That gave me only about 20 minutes more of flying time before the engines would flame out. With the light on, I did not have enough fuel to make it anywhere else even if I wanted to. I could not break out at all on this second approach. On my third approach, I informed Scorpion GCA that they had to get me in. They informed me that the runway had just closed.

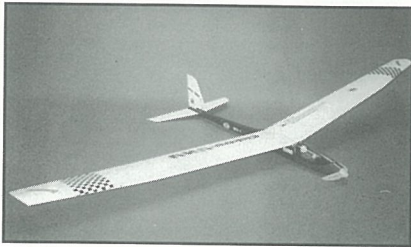
The other airplane crashed somewhere on the runway and because of the limited visibility, they didn't know exactly where the debris was. I had to break off the approach. During my climb out I noticed several revolving red lights that appeared to be the end of the runway through the clouds. I assumed the lights to be Saudi fire trucks tending the other airplane that had just crashed. I also remember thinking that I was in big trouble now. Out of fuel, and no place to go.

I requested GCA give me a vector to take me away from the city that was adjacent to the airfield, and other military units on the ground. I also informed them I had about two minutes of fuel left and that my technical observer and I would soon be ejecting. I just couldn't believe this was happening.

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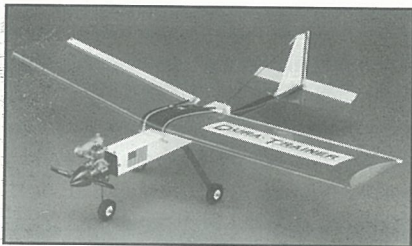
Rent-A-Plane & Daily Membership Passes

Special Discounts on Trainers, Radios, R/C Accessories Combined With an SFA Program to Generate Revenues For Your Club.



Sport Flyers introduces its Rent-A-Plane, Rent-A-Trainer, and Daily Membership Passes to build your club's flight training facilities, membership, and treasury. Thanks to the participation of manufacturers including **ACE R/C, Carl Goldberg Models, DuraCraft, Futaba, Hobby Lobby, U.S. AirCore, Tejera MicroSystems** and others, your club can access special discounts off suggested retail pricing for Rent-A-Plane/Rent-A-Trainer related airplane kits, engines, radios, and R/C accessories.

The Rent-A-Plane program offers low cost trainers, radios, and accessories so your club can provide those not familiar with modeling a chance to fly on a buddy box, or begin their flight training. For those experienced fliers who come to visit without their R/C gear, the Sport Flyers' Rent-A-Plane program provides your club with a means to allow everyone to fly, and a source of earnings for your club treasury.

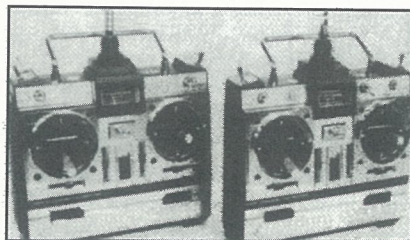
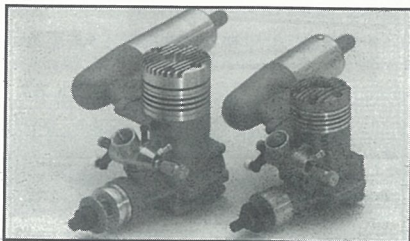


Daily Membership Passes are also offered to help your club with fund raising. The Passes must be administered by the Club Safety Officer with the person who will be responsible for overseeing the day's activities, visitor safety, and adherence to the SFA Safety Code. Each pass retails for \$5.00, and provides visitors to your club with a one day special coverage through the Sport Flyers Master Policy, and buddy-box flying.

Dealer Support & Customer Referral System

Combined with the Rent-A-Plane Program, the Daily Membership Passes also provide new customer referrals to support your local hobby dealers. All names of newcomers registered in either the Daily Membership Pass or Rent-A-Plane programs are forwarded to registered dealers in your area. To register hobby dealers in your area, just send us their names and addresses, or have them contact Sport Flyers directly.

(continued on page 8)



SFA's FliteSchool

Mr. Gene Phipps is the President of the PTA at J. P. Stewart Elementary School in Puyallup, Washington, and heads a Sport Flyers' Sponsored FliteSchool Project.

What Matters?

by Gene Phipps

Ask the President of the United States, the guys you fly with, or even your next door neighbor—what is our most valuable national resource? Each would tell you it's our kids. Unfortunately, you'll get the same answer from the local gang banger or drug dealer. Our country can't compete in a global market without a bumper crop of well educated students.

Our hobby is in the same boat (or is that plane?). More modelers translates into more top quality products and flying sites. Without dipping too deeply into the quagmire of statistics, we've all heard, "consider the number of drop outs—way too high!" "National scores in Math and Science—way too low!" The great American pastime of our youth, whether building airplanes or playing baseball, has all but been replaced by television and video games.



However, organizations like the Sport Flyers, and hobbyists like Ed Westwood and Walt Hale believe as I do that great things can happen one school at a time. In fact, great things are happening at Stewart Elementary located in Puyallup, Washington. We have started a program called Math Matters Group One, and the program has four main goals:

1. Increase student awareness/interest in Math and Science;
2. Demonstrate "real world" application of acquired Math and Science skills;
3. Interest young minds in interactive hands-on activities (hobbies) that do not require cable;
4. Increase public awareness of the positive benefits achieved by programs of this nature.

(continued on page 7)

A Day In The Life...(continued from page 5)

I never thought, even in my wildest dreams, that I would be forced to eject from an airplane. Ejecting was something that some "other" guy did, not me.

To prepare, I climbed to 3,000 feet and leveled the aircraft. I then instructed my technical observer to remove his oxygen mask and anything else that was loose, from his body. I also told him to jettison the overhead canopy. More problems. The canopy would not come off. We both began beating it with our fists, trying to pound it off. It wouldn't budge. That's when things went from bad to worse. I took a deep breath and told my technical observer that we would have to eject through the canopy. At this point, we were both extremely anxious. My mouth so dry, I could not speak. I called GCA and informed them of our situation.

I remember telling my technical observer that I wanted him to know that I tried, to the best of my ability, to land the airplane. I just could not. In a choked voice he asked me, that if he did not make it, to tell his family that he loved them. In the calmest voice that I could muster, I told him not to worry, that he would be fine. I don't think he believed me. He knew I was scared too.

I slowed the aircraft down to approximately 110 kts, pulled the nose up (to ensure he would eject safely over the tail), and told him to eject. He did.

I was momentarily blinded by the blast of his ejection seat, but kept control of the aircraft. When my eyes adjusted to the darkness, I looked to where my technical observer used to sit and saw nothing. I also could barely make out a large hole in the overhead canopy where his ejection seat passed through. I was extremely distressed

in that I had no idea of his condition and I felt responsible for anything that might have happened to him. Most of all, I hoped that I was not the instrument of his death.

I made one final radio call to GCA asking them if I was clear of any allied personnel on the ground because I did not want the aircraft to crash on top of them. They indicated I was clear. I then

asked them, in the event I did not survive the ejection, to tell my wife and two little boys, that I loved them and that I died doing what I loved the most - flying. I then trimmed the aircraft for an extreme nose-high attitude and pulled the power levers back to idle. At that point, I remember thinking, "This could be the last few seconds of my life". I grabbed the lower firing handle and pulled.

The near instantaneous acceleration of the ejection seat to 14 G's rendered me unconscious. My first recollection after the ejection was a tumbling sensation and because of the total darkness, I had no visual reference to which way was up or down. When the parachute finally deployed, I was so relieved that my ordeal was almost over. I also remember having the "wind" knocked out of me and that my back hurt so bad I thought I was paralyzed. Since I had never parachuted before in my life, I was still concerned with my fast approaching contact with the ground. Actually, it was so dark and smoky, I never even saw the ground until I hit. Then I realized that I was going to be ok. Within three hours after our ejection, two Air Force A-10's located us, and directed ground ambulances to our locations.

My technical observer survived with no injuries as did the crew of the other airplane that crashed on the runway. I knew that would be a night I would never forget.

—Attila Barandi

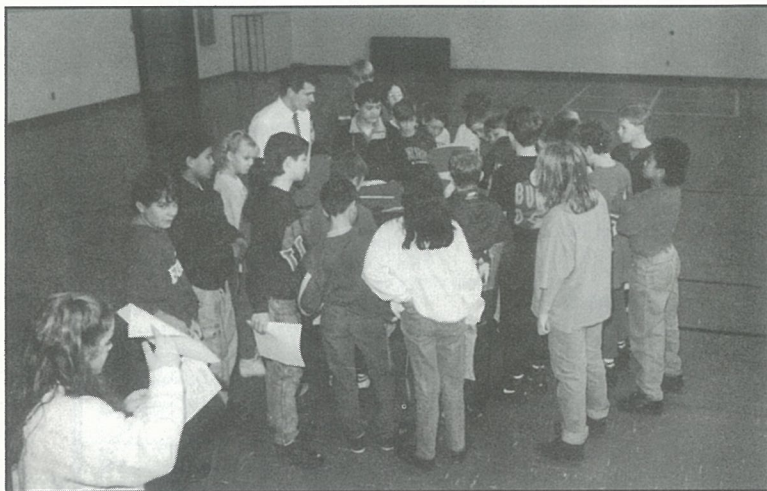
What Matters...(continued from page 6)

Simply put, this means we are going to use the most fascinating teaching aid ever created to captivate the minds of thirty 5th and 6th graders — the R/C airplane. Twelve Cadet Señoritas will be used to align the different concepts of airplane design, construction, and flight with the current curriculum in Math and Science. What makes this program unique is its curriculum based roots. As an actual part of the Science unit, students will receive a grade for all their test scores, log entries, and weekly assignments. They will also draw from their experiences within the program to stress writing skills used in an essay format. I can't begin to tell you how exciting and rewarding this type of experience is. The photos shown are of an orientation meeting with students selected to participate.

"we are going to use the most fascinating teaching aid ever created — the R/C airplane."

I'll close this month by thanking some of the people who have been instrumental in getting this program off the ground. Mr. Michael Shiogi, a prince among principals who I am convinced can do anything; Stewart PTA, the best PTA in the country for my money; Doug Pratt and Al Zlogar of Sport Flyers; and most of all, thanks to Ed Westwood who looks far too young to be so wise.

Watch for monthly updates and photos on our progress. There will also be a great deal of information to help you start your local FliteSchool program.



—Gene Phipps
Puyallup, Washington

Ordering & Information

All orders must be placed through the Sport Flyers Association. We support the hobby dealers that support your club. Therefore, all Rent-A-Plane Orders are limited to purchases by chartered SFA clubs, and only for club use in the Rent-A-Plane or Rent-A-Trainer Programs. Quantities are controlled and determined by the number of club members and Daily Membership Passes issued to protect area hobby dealers. Current kits, trainers, engines, R/C gear and radios available for the 1993 Sports Flyers Rent-A-Plane Program include:

THE WHIZ 40 TRAINER (Ace R/C) AIRCORE 40 TRAINER (U.S. AirCore)

EAGLE TRAINER II (Carl Goldberg Models) DURATRAINER 40 (DuraCraft)

ELEKTRO-UHU (Hobby Lobby) Electric sailplane (Hobby Lobby)
 MERCO .40 ENGINES w/Quiet 2 Stage Exhaust (Hobby Lobby)

RADIO SYSTEMS: 4CH. Radios with servos and buddy boxes (ACE R/C, Futaba...) AUTO TRICKLE ADAPTERS TIME GUARDIAN ANGELS low voltage audible warning system (Tejera MicroSystems)

Sport Flyers will be adding manufacturers, equipment, and terms as new products, training and safety devices are included in the club Rent-A-Plane Program. Pricing, order, and deliver information are subject to change. For further information, call Sport Flyers at 214-522-3301.

SPORT FLYERS CLUB HOLDS "FLY AND TRY" WEEKEND

One of the most exciting features of SFA's club program is the automatic student coverage. Students flying under the direct control of a club Instructor can fly immediately, are considered to be an SFA member during flight, and receive the member benefit liability coverage while training. Together with Sport Flyers' Rent-A-Plane program which affords clubs trainer planes, buddy-box radios, and supplies needed for training, these programs allow clubs to show a newcomer the fun to be experienced with R/C modeling. Club members can introduce the thrill of aviation to kids, can gain new members for their club, and can raise funds for field improvements.

The Hedgehoppers RC Flying Club in South Haven, Michigan took this idea and ran with it. They held their first "Fly and Try" Weekend on June 21 and 22. The idea was to introduce new people to RC flying, improve relations with their neighbors, and gain new members. The Hedgehoppers' Instructors used Goldberg Eagle II's and Midwest Aerostars. Other members set up food concessions.

It worked!! Over two days, fifty people tried flying on the buddy boxes. Five joined the club and the Hedgehoppers made \$500 from donations and profits from the food concessions. A lot of positive public relations and good feelings resulted. Now the Fly and Try Weekend is an annual affair.

"This is something SFA's site coverage allows us to do that we've always wanted to try," said club officer Bob Abbott. "SFA coverage allows us to give people a chance to try the hobby without spending a whole lot of money. For most people, it's too intimidating to buy a plane, radio, build, insure, and RISK. This way, they get a chance to try it, our club gets new members, makes money, and everybody's happy!"

Coming in Next Issue...

FliteSite Photo & Project Update
 "Member Only" Hobby Product Discounts
 New Product Offers for Members

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 Doug R. Pratt, Vice President
 John Worth, Director

HobbyLab

Tom Blakeney
 Model Designer, General Dynamics

Alfred "Al" Clare
 Ret. Head of Model/Display, General Dynamics

Mike Clark
 Marketing/Display Dept. General Dynamics

Buddy Irwin
 Flight Test/Engineering, General Dynamics

Phil Oestreicher
 "First to Fly F-16," Ret. General Dynamics

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Sport Flyers News

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Trade Show Edition

U-Needle™ Engine Safety Device Free to All SFA Members In 1993



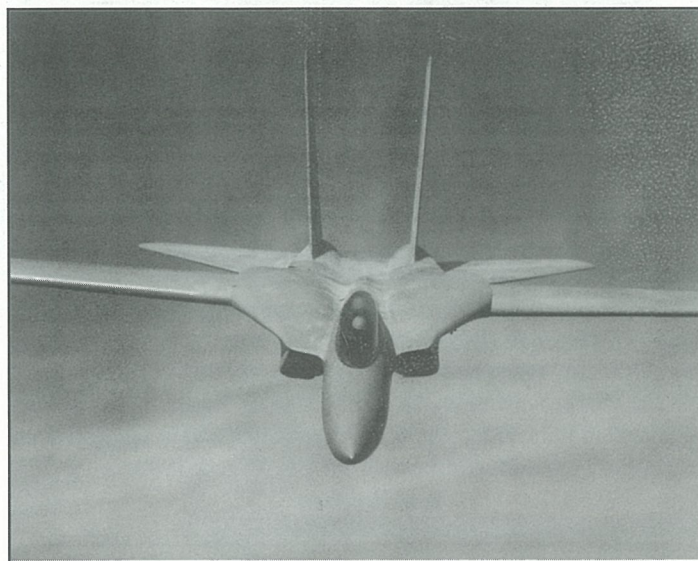
Development & Delivery Update

A number of refinements have been made in the production model of the U-Needle™ Engine Safety Device. The U-Needle™ is being given free to all 1993 Sport Flyers members (delivery expected in late March) to prevent modeling related finger injuries. Development of the U-Needle™ was initiated after a study of SFA's claims history (90% of all claims in 1992 were from injuries sustained while adjusting needle valves). Original drawings for the U-Needle™ concept were completed by HobbyLab's Phil Oestreicher, production development and design refinement have been headed by Al Clare. U-needle™ features include:

- Single-handed operation - allowing needle valve adjustments using one hand;
- Recessed SureLok™ needle valve gripper is finger button actuated, and grips needle valve for accurate adjustment;
- Light weight, injection molded plastic design flexes on impact instead of breaking or fragmenting;
- Ergonomic design incorporates 25% angle bend in handle for firm grasp, added safety;
- Handle doubles as propping device - keeping fingers out of props. Incorporates hole fittings for adjusting wire type needle valves.

Dealer/Manufacturer Programs

- Bid packages are being forwarded to all manufacturers interested in producing the U-Needle™ Engine Safety Device (if you don't receive a bid package by January 15, 1993, call us);
- U-Needle™ units will also be provided at a nominal cost for hobby dealers;
- A special manufacturers program is available to supply the U-Needle™ free with all hobby engines sold in the U.S.

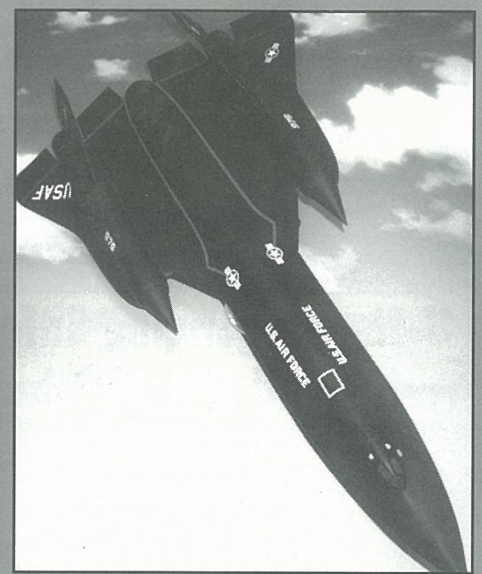
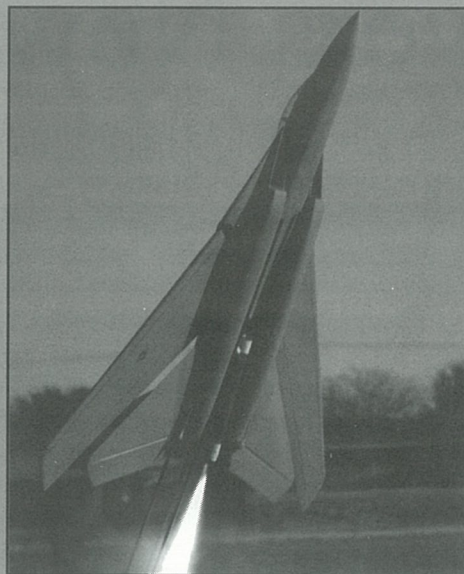
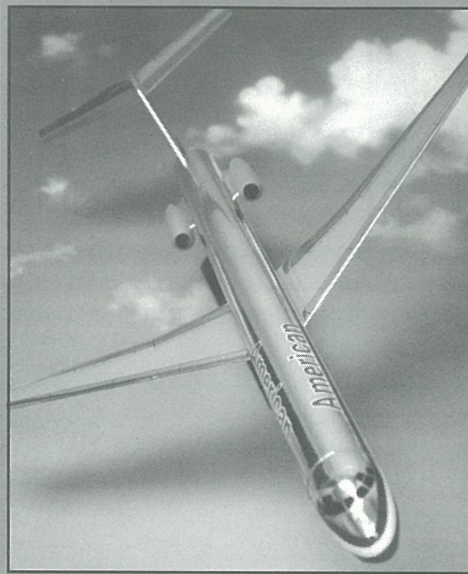


HobbyLab Launches "R/CG" Series With F-14, SR-71, MD-80 R/CG Series Offers Dealers/Manufacturers Entry level R/C Product, Marketing Program

The F-14, SR-71, and MD-80 are the first offerings in the "R/CG" (R/C Glider) Series of entry level modeling products developed by HobbyLab. Developed using consumer/dealer survey data, extensive flight testing, and design research, the R/CG series incorporates existing products offered by industry manufacturers, combined with radically new designs, materials, and product concepts. The goal: attract new consumers using innovative design concepts while utilizing components manufactured by hobby producers to stimulate industry sales. (Continued on page 2)

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The R/CG series represents the first complete product line developed by HobbyLab. Target retail pricing is designed to attract the entry level consumer, and will range from \$49.95 to \$199.95. Each RGC kit will provide everything needed to fly "in-the-box", including rocket motors, launcher, launch controller, and in some kits, an R/C radio. First deliveries are set for late March, 1993.

Specifications

	F-14	SR-71	MD-80
Length	35"	33"	28"
Wingspan	54.5"	24"	22.5"
T.O. Weight	24 oz.	12.5 oz.	9 oz.
Engine Size	F	E/F	C/D
Build-to-fly time	4 hrs.	2 hrs.	2 hrs.
Altitude from boost	500-700'	500-700'	500'+

Safety Features

- F-14/SR-71 feature 3" rubber nose to reduce impact risk
- Ultra light weight construction (foam, polycarbon fiber, plastic, pre-finished balsa)
- Fail safe wing release mechanism w/parachute (F-14)
- Fail safe engine release/flight control mech.(SR71 and MD80). F-14 is R/C only, MD-80/SR-71 can be flown as programmed free flight or R/C.

Kit Components

- Includes respective F-14/SR-71/MD-80 kits with all finishing materials, decals, parts, hardware
- Launcher & launch controller
- (2) Rocket motors
- Misc:MD-80 includes deskstand.

Suggested Retail

- \$ 69.95 to \$199.95. "Members only" SFA pricing thru participating dealers.

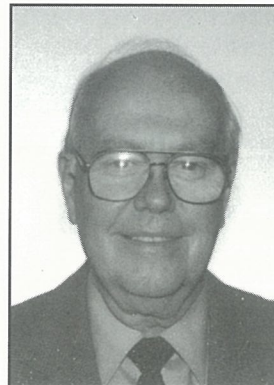
Sales Proceeds Go to NAR & FliteSite

A portion of the R/CG series sale proceeds will be contributed to the National Association of Rocketry (NAR) for its efforts with regulatory agencies and model rocket safety, and for Sport Flyers' FliteSite school modeling programs.

Manufacturer/Dealer Participation

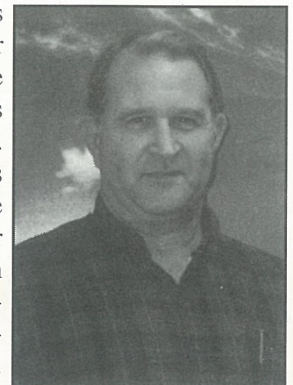
- Licensing, joint venture, or contract production (HobbyLab will not directly manufacture any of its designs. HobbyLab products will be contracted or licensed to protect industry manufacturers).
- Funding for tooling, production, and marketing to participating manufacturers.
- Funding for special dealer advertising/marketing programs
- A Dealer Referral System will provide consumers toll free information on participating dealers.

Al Clare, Mike Clark Join HobbyLab Team



FT. WORTH, TX - Al Clare joins HobbyLab, bringing over a 35 year history as a modeling professional and designer. Al's experience includes stints with MGM Studios, and aerospace giant General Dynamics. Al created the GD model making department, an in-house international display division, and managed 43 employees. Retired from GD in 1991, Al now heads HobbyLab's development of everything from prototypes to tooling.

Mike Clark joined the HobbyLab team in October. In addition to being an avid scale modeler, Mike is well known as the former place kicker for the Dallas Cowboys (you should see his Super Bowl ring!), and now heads the international display/marketing dept. of General Dynamics, (Mike oversees GD exhibits at trade events including the Paris Air show and Farnborough). Other credits include being a show pilot with the Confederate Air Force. Mike is developing a trade show program for participating HobbyLab dealers and mfgs.



December 12, 1992

Albert V. Evans, Esq.
7290 Samuel Drive, Suite 322
Denver, Colorado 80221

Re: Response to letter published in the December, 1992
issue of R/C Report



Dear Mr. Evans:

I agree with many of the points addressed in your letter. Lawsuits can be expensive and time consuming, and legal disputes can often be settled more effectively without resorting to litigation. In this case, however, the lawsuit against the AMA was filed as a last resort only after the SFA's numerous efforts to resolve differences with the AMA were not successful. We could not allow SFA members to continue to be victimized and harassed without taking action to protect our membership. In this regard, I ask you to note the following facts:

1) Sport Flyers has received numerous, documented reports from its members who have been verbally threatened, thrown off of public property, and suffered other violations of their rights merely because they hold membership in the SFA. There is not an excuse for such behavior, or for those instances in which AMA officials have condoned, encouraged, or even participated in such acts. Membership affiliation, scope of insurance coverage and club charter bylaws are not acceptable excuses. We cannot allow SFA members or those who wish to join the SFA to be treated in a manner that threatens their safety or violates their freedom of choice.

2) Beginning in the Spring of 1992, the AMA systematically sent complaints to all fifty state insurance commissioners in an effort to discredit Sport Flyers and its underwriter. Instead, we believe this abuse of the insurance regulatory system threatened low cost liability coverage for the members of both SFA and AMA. In most states, insurance regulators (commissioners) allow membership organizations to offer low cost insurance as a member benefit (versus an "insurance product"). In most cases, this eliminates the need for membership organizations to establish costly insurance agencies and underwriters in each state. The privileges can be withdrawn by commissions, however, when the commissions are used to wage competitive battles. Penalties could include the cancellation of both AMA and SFA policies, or prohibitive fines against the respective insurance companies representing each organization. In short, this scheme is reckless and self destructive. Such a scheme threatened the entire industry the AMA is chartered to promote and support.

3) Despite these actions by the AMA, a lawsuit was not SFA's first choice. When members first reported problems with AMA restrictions in March, we didn't call our lawyers, we called the modeling press. Sport Flyers purchased advertising in four national modeling magazines and published an open appeal to work with the AMA to

resolve differences, not create them. When some clubs reported being threatened with loss of site coverage for seeking to charter with SFA, or because some of their members chose to join the SFA, we called our underwriter, not our attorney. Instead of paying legal fees, Sport Flyers committed up to \$150,000 to offer \$1,000,000 in free primary club site coverage to all clubs threatened with a loss of liability benefits for their club and site. Instead of confrontations, we sought solutions, even though this commitment required the SFA to assume the potential cost of covering over 3,000 clubs/sites throughout the U.S.

4) Sport Flyers is not using any membership monies to fund the litigation against the AMA. All litigation costs are being funded by the principals of SFA. Nor is Sport Flyers using insurance proceeds, coverages or similar funds to finance the cost of the lawsuit. We believe that protecting the rights of SFA members is a commitment we owe to those who have had the faith to join and support the SFA, and we have pledged our own financial resources accordingly. As a result, we clearly have an incentive to avoid litigation, not create it. Conversely, it is our understanding that the AMA is relying on an insurance policy it purchased to protect the officers and directors from litigation, and that this policy is paying for the legal cost of AMA's defense. Maybe those running the AMA would act differently if they too had to pay their own legal bills.

5) Settlements, negotiations, and mediation cannot be accomplished by Sport Flyers alone. The AMA has expressed no interest in settling or resolving the issues that are the basis of SFA's lawsuit. The lawsuit filed by SFA was structured to allow the AMA to work with the SFA in settling differences. Instead, the AMA counter-sued, and has expressed no interest in any type of settlement or mediation. As surprising as it may seem, the threats, restrictions and violations of the rights of SFA members by the AMA has continued since the filing of the lawsuits. In fact, the threatening phone calls to club officers to force AMA membership for 1993 has dramatically increased.

In sum, Sport Flyers was forced to take legal action against the AMA to achieve a level playing field in the marketplace. I do not believe that threatening other modelers, removing or excluding them from public property, or violating their rights, represents your AMA, or what the majority of AMA members believe to be a worthwhile use of their money. Sport Flyers will not succumb to the AMA's tactics designed to eliminate their competition. The AMA should recognize that Sport Flyers is here to stay, and that the proper way to respond to competition is to do a better job, not to attack and try to destroy.

Sincerely,

Al Zogar
SPORT FLYERS

About the Lawsuit...

We want all members to know the facts behind the SFA's filing of a lawsuit against the Academy of Model Aeronautics (AMA). In the December Issue of *R/C Report Magazine*, Mr. Albert V. Evans wrote a letter strongly critical of lawsuits in general, the costs of litigation, and SFA's taking legal action to resolve differences with AMA. In addition to being an avid modeler, Mr. Evans is a practicing trial lawyer based in Denver, with over 25 years of experience.

We agree with much of what Mr. Evans had to say, and recommend that you read his letter. We've published our response to Mr. Evans to provide our readers with some of the details concerning the lawsuit which may have been previously unknown. As you will note, a lawsuit against the AMA was not our first choice. We simply desire fair competition and freedom of choice for all modelers. **To receive a copy of the lawsuit, write us at 4145 Travis St. Suite 202, Dallas, TX 75204, or call (214) 522-3301.**

Albert V. Evans, Esq.
December 12, 1992
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Brain Washed About Safety Codes & Claims Payments? Some Think Safety Codes Are to Prevent Claims Payments, Not Injuries

How many of the claims paid by SFA's underwriter in 1992 were the result of safety code violations? Answer: probably all of them. Surprised? So are most of our readers. But consider this: When was the last time a careless prop intentionally violated a safety code and whacked your fingers? Nonetheless, many have been brain washed over the years into believing that safety codes are designed to prevent the payment of claims, not injuries. Whereas we cannot speak for others, the purpose of the SFA safety code is to prevent injuries to our members.

No doubt, there is a correlation. If you prevent the injury you prevent the claim (most would rather avoid both). But accidents happen, and that's what insurance is for. Insurance has little value if there are a multitude of conditions and complications preventing the prompt payment of legitimate claims. Instead of saving money, these types of delays and excuses frequently lead to legal action, which increases the cost of claims. SFA member claims are handled directly by a regulated insurer, not by Sport Flyers. In 1992, member claims payments were made within an average of 45 days after receipt of the claim filing. Instead of being cross examined about safety code issues, our members got their claims paid. The procedure was equally simple, using a one page claims form supplied by Sport Flyers.

No one is advocating flying recklessly or intentionally ignoring safety codes. Conversely, if a safety code is treated with suspicion, few will honor it, and even fewer will provide the information from the field needed to improve it. If your feeling a little brain washed on safety code or claims issues with your membership organization, call us at 800-745-3597 for additional information.

"Adjusting" SFA Safety Code

Speaking of safety code changes, a number of members have suggested one that came as a result of a "typo", making the aforementioned article even more relevant. As noted in previous issues, Gordon Banks of R/C Report recommended simplifying the language regarding the use of starting devices or for engine propping (SFA Safety Code #18). The object was to suggest that members prop their engines with a protected hand or starter. Unfortunately, the word "adjust" remained in the copy, implying that engines should also be adjusted using a protected hand. Members pointed out that this was actually more hazardous, particularly if a gloved hand were used to adjust a needle valve (a glove is more likely to get in the way of the

prop...). We agree. As a result, we've dropped the word "adjust", and #18 reads as it was originally intended, and as suggested by Mr. Banks: "I will not prop my model aircraft engine with an unprotected hand". Thanks for your input!

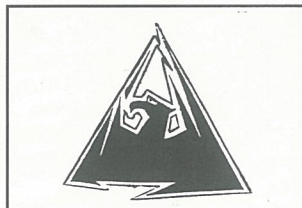
Lawrence Eads Wins Our "Dream Trip" Picks the Schneider Cup Re-Enactment, and Keeps on Winning!



Lawrence Eads of Dallas, winner of SFA's T-Shirt "Dream Trip" Sweepstakes, chose to use his expense paid trip for two to attend the Schneider Cup Re-Enactment in Lake Havasu. But that's just part of the story. Lawrence kept on winning once at the event. He won a seven channel radio during one of the raffles, and so many modeling supplies in other drawings that he had to give most of them away! We will have a lot more on Lawrence's great adventure, and coverage of the 1992 Schneider Cup Re-Enactment in forthcoming issues. Our thanks to Bob and Katie Martin (Schneider Cup Re-enactment sponsors and wonderful hosts).

Phoenix Flyers Builds Slope Site

The Phoenix Flyers RC Club of Pittsburgh has developed a flying site that is capable of handling world-class soaring events in the Monongahela Valley near Pittsburgh, PA. The site is fifty acres on a hill 350 feet above the Monongahela River.



It's probably the finest slope soaring site on the East Coast where such sites are rare. The Spring National Slope Soaring Event will be held on the Phoenix Flyers' site April 24-25, 1993, and will be the first of many major events.

The Phoenix Flyers are working with twelve local municipalities to make it a "Community Day Event" including craft show vendors and food concessions. The local governments are helping to provide grading at the site, a shelter and impound area, and parking facilities. The Phoenix Flyers have two more projects underway to promote modeling and help other clubs in the greater Pittsburgh area. They have set up an RC Hotline, a recorded message where callers can get instant information on local club events, flying sites, and a name to contact. The number is 412/798-9857. This Phoenix Flyers service is available at no cost to any club which wants to participate. For more information on the Phoenix Flyers and their events, call Art Lapidus at 412/261-9222.

Sport Flyers Association 800-745-3597

4145 Travis, Ste.202, Dallas, TX 75204
Membership Application Fax 214-522-0868

SAFETY CODE COMPLIANCE AND WAIVER STATEMENT

I will comply with the SFA Safety Code and my Flying Site Safety Code for all model aircraft operations and the NAR Safety Code(s) for all sport rocket operations including any changes or additions which may occur during my membership period. I understand that my failure to comply with the codes will result in loss of liability coverage for any damages or claim. I understand that written notice must be provided immediately upon the occurrence of any incident of bodily injury and/or property damage. I also understand that no claim will be accepted sixty (60) days after the expiration of my policy. I hold harmless the Sport Flyers Association, Incorporated trade membership organization for any personal injury, property damage or wrongful death which may occur. Current membership and coverage effective January 1, 1993 to December 31, 1993.

MUST BE SIGNED BELOW FOR ACCEPTANCE

X Applicant or Parent/Guardian of Applicant under sixteen years of age

SPORT FLYERS ASSOCIATION SAFETY CODE

- I will not deliberately fly my model aircraft over spectators.
- I will not fly my models in the presence of spectators until I have learned to fly safely.
- I will not use metal propellers.
- I will not buzz, tail or harass any aircraft, car, animal, or any object in the air or on the ground.
- I will test fly any new or repaired aircraft before flying in the presence of spectators.
- I will abide by all safety rules established at any field where I fly and any state or local regulations governing model flying. I will always obtain prior permission from property owners before flying. I will not fly any models in a careless, reckless or dangerous manner.
- I will not use hazardous fuels nor fuels containing tetranitromethane or hydrazine.
- I will not use any explosives in conjunction with model flying whether on the model, in the air, or on the ground. Rockets will be flown in accordance with the Safety Code(s) of the National Association of Rocketry. A fire extinguisher must be present when using pyrotechnic smoke candles. Authorization may be secured from the SFA for special events.
- I will not power my models with turbojet engines unless I have been certified to do so by the SFA, an SFA approved flight school, or an SFA approved manufacturer's program.
- I will not fly my model higher than 400 feet unless it is flown in uncontrolled airspace, or unless it is a sport rocket flown in accordance with the Safety Code(s) of the National Association of Rocketry.
- I will not fly my model aircraft within three miles of any airport unless I have received permission from the airport operator or authority, or I am flying at an authorized radio control flying site.
- I will always perform a ground check of my model before flight.
- I will use only those radio control frequencies currently allowed by the Federal Communication Commission.
- I will extinguish any fuses on my Free Flight model upon completion of function.
- I will only launch Free Flight models at least 100 feet downwind of spectators, cars, or anyone not directly involved with the flight.
- I understand that SFA insurance does not cover activities related to the flying of Control Line models.
- I will retrieve any lost model with great caution, considering all circumstances thoroughly before proceeding, and will never attempt to recover a model from a power line.
- I will not prop my model aircraft engine with an unprotected hand.
- The weight limit and size of my aircraft will be in accordance with the local and national rules of the FAA and/or the QSAA, and those rules which apply at clubs which have special SFA policies which exceed the coverages provided in the SFA Master Policy.

New Renewal

SFA Number

NAME (PLEASE PRINT)

ADDRESS

CITY / STATE / ZIP

CHECK ENCLOSED

- \$25 Adult \$15 Youth \$2 Optional Medical to \$25.000
 VISA MASTERCARD Exp. Date

CARD NUMBER

Sign Here For Credit Card