

# Thermals

Newsletter of the Rocky Mountain Soaring Association

September 1998

AMA Chartered Club 1245

Volume XXIII Number 9

## PRESIDENT'S MESSAGE

Are you ready? Ready for the Colorado Challenge Cup on Sept. 13th! Matt Sheldon will again be our CD. Need I say more! Are the winch and retrievers in top notch condition' - reliable batteries, tools to deal with all eventualities of the breakdowns that plague those who have not prepared.. If you are a keeper of winch/retriever equipment for the club, please bring all things up to specifications ASAP! If you haven't been checked out on the equipment and expect to fly, you definitely need to get together with a 'Keeper' and get versed in the operation, repair, etc of same. We have not had the use of the retrieval equipment for the last two contests. Hopefully that will change for the 'Cup Contest' '

It's amazing how the same people do the same things at contests - both positive and negative! Do you like to: pre-flight your plane, jabber with the gang, arrive late/leave early, not shag a chute all day, not 'time' for someone unless they beg, not help align/repair equipment, try to influence the CD to ..., the list goes on and on! We all perhaps need a bit of self analysis as to what we can each do to be better contestants and responsible helpers to the CD and RMSA. If everyone did what you do, would those actions be for a positive or a negative influence?

On Sept. 20 Buzz Butler will be hosting a Cross Country event! Gather at 9:00AM for some great fun and challenge in learning how to upgrade your skills in the task of cross country soaring. There will be a mid-day BBQ - so bring whatever you would like to grill and then it is time to relate your 'XC war stories.' Bring whatever you have to fly - - this is a fun fly situation, so get your rig ready for the 20th and let's enjoy a new venue! If you have questions, call Buzz at Heli Port Hobbies, 430-8828.

Thanks - Jack Zika

### Next Meeting

Date/Time: Sept. 1, 1998 7:00 PM

Location: Newgate Apts.  
10400 W. 44th Ave.  
Wheatridge, Co.

*Steps to meeting room are behind  
the building near the pool.*

Program: SWAP SHOP - If you want to sell buy or trade any of your unwanted stuff bring it to the meeting. Clear out all those old models and make some



## Colorado Challenge Cup – September 13, 1998

### CD Matt Sheldon (303) 445-9457

**Registration:** 8:00 AM to 8:30 AM  
**Pilot's Meeting:** 8:30 AM  
**First Round:** 9:00 AM  
**General Entry Fee:** \$5.00  
**Junior Entry Fee:** \$3.00

**Current (1998) AMA membership is required and must be shown.**

**Tasks:** T1 International Duration - times to be set day of contest

Landing: Spot Landing AMA tapes

**Scoring:** Called flight order - with each round normalized

- **NO** flying prior to the setup of winches and retrievers
- Novices limited to RES sailplanes

*This event pits RMSA against the tough Pikes Peak Soaring Society. The top five scores from each club are counted toward the team championship. Come on out and support your team. The more fliers we have the better. Plus we get cool stuff for participation - come see what Matt has planned. This is a club event and class scores will be counted toward the season totals.*



## Dog Days Thermals Report

For this contest I wanted to try something a little different so I proposed a pseudo-F3J format for the contest. Although I was unable to attend the meeting and discuss the new format, I understood that there was considerable discussion as to both the appropriateness and the legality of conducting an event different than was sent in to the AMA on the original sanction. To alleviate the concerns that this was not legal and could invalidate our insurance coverage, I contacted the AMA competitions department and was assured that changing the event from that listed on the sanction would have no effect on the sanction or our insurance. I also had no intention of running a contest that would put any competitor at a significant disadvantage because of the new format and felt that events should be run within the desires of the competing pilots. Therefore, at the pilots meeting the morning of the event I conducted a vote between a standard T1 format contest and my pseudo-F3J format. The majority of those in attendance wanted to try the F3J format - so away we went.

Now the F3J format is not that different from our typical AMA duration task, but a few things are different and it seemed to inject some interesting strategy and fun into the contest. A good example is that Phil Weigle had an equipment malfunction during launch. He flew out the slot with a reasonable score, but had the option to ask for and receive a reflight of the group. In that case all of the group would relaunch, and get a choice of whichever flight was better, but Phil would have to take his second flight. After agonizing a minute or so, Phil decided to keep his flight. In hindsight he should have chosen to reflight, since the rest of the group had a better score (which they did not reveal to him prior to his decision) and he could have bettered his showing with a reflight. On the other hand - it also could have been worse...

Some more fun was seen with the reflight rule. A couple of times we had guys race to get back down and relaunch to see if they could hit better air. It was fun seeing the guys racing down and the timers setting up for quick relaunches.

Marc Monaco nearly gave poor Bob Douglas heart failure when he caught a boomer and had to race to get down in the window. 1 second over is a 30 second penalty plus loss of landing points - so Bob was SCREAMING at him to hurry and get down. Well, Marc lollygagged around but managed to hit the ground with 1 second left and Bob keeled over from the stress...

Even though we had simultaneous launches we had no mid-air. Poor Shannon Bingham did lose his plane to a pane eating tree though.

We tried using the retrievers and had 2 big fouls in the first round that would have taken a long time to clear - so I decided to disconnect the retrievers and we all shagged lines. It was interesting at times because we needed to get the lines back for pop-offs and relites, but everyone did a great job helping out. We even had a visitor who helped out with he, his son and a friend shagging lines for a while. Sorry - I don't remember his name - but if you are reading this - Thanks...

Storm clouds started brewing in the afternoon - so we wound up flying only 4 rounds. We actually flew a lot more than is indicated because we had a number of groups reflly - some several times (You know who you are... ) and each flight lasted the full ten minutes... Oh well - them's the breaks...

In the end Marc Monaco took first place in Novice with a good showing with an Oly 650 that he flew for the first time in the contest. Bob Douglas had a great showing with first in Sportsman, and enough points to have placed 2<sup>nd</sup> overall. Mark Howard captured first in Masters with an excellent demonstration of flying and strategy. Great job guys! The complete results are listed in the next section.h

All in all I think we had a fun day - I had no complaints and a few compliments. Especially from the novices who liked the easier FAI landing tapes. Thanks to everyone for helping out with the setup and takedown and the running of the contest. I appreciate all the great help.

Thermals - Jim



## Dog Days Thermals Results

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	Total	Norm by Contest	Norm by Class
	<b>N</b>	<b>Novice</b>							
7	N	Marc Monaco	917.36	925.65	803.05	428.10	3,074.16	771.51	1,000.00
4	N	Greg Merkle	543.60	872.43	1,000.00	576.80	2,992.83	751.10	973.54
9	N	Mac Arthur	858.33	532.42	367.92	1,000.00	2,758.68	692.33	897.38
12	N	Bob Moffat	418.75	583.62	931.30	675.56	2,609.23	654.83	848.76
8	N	Shannon Bingham	286.90	1,000.00	598.24	504.40	2,389.54	599.69	777.30
11	N	Buzz Butler	429.75	835.16	470.59		1,735.51	435.55	564.55
13	N	Kevin Moffat	199.58	462.83	588.24	338.31	1,588.95	398.77	516.87
14	N	Terry Schmidt	62.50				62.50	15.69	20.33
	<b>S</b>	<b>Sportsman</b>							
3	S	Bob Douglas	1,000.00	1,000.00	1,000.00	958.94	3,958.94	993.56	1,000.00
2	S	Bob Lewan	979.65	1,000.00	1,000.00	917.86	3,897.52	978.14	984.48
6	S	Jim Monaco	1,000.00	909.89	976.42	1,000.00	3,886.31	975.33	981.65
	<b>M</b>	<b>Masters</b>							
5	M	Mark Howard	1,000.00	984.62	1,000.00	1,000.00	3,984.62	1,000.00	1,000.00
10	M	Jack Zika	844.07	1,000.00	872.43	973.61	3,690.12	926.09	926.09
1	M	Phil Weigle	1,000.00	748.97	858.49	1,000.00	3,607.46	905.35	905.35

## Annual 2-Meter Contest Report

We had a great turnout for the annual 2 meter contest. Who knows if it is coincidence, or what - but 19 flyers showed up with their 2 meter planes for a beautiful day of flying. Winds out of the south caused us to set the winches up in the middle of the field. That makes for a long haul of the equipment and since we can't set any tents up on the sod it was a hot one as well. Temperatures in the mid-90s were as hot as the competition. After 3 rounds Marc Monaco, a new Sportsman flyer was leading with 3000 points, but the road to expert class is paved with consistency and Marc took a few good hits in the latter rounds. He still clinched Sportsman class. Good job Marc!

The Masters then turned up the heat making their times and landings and in the end Mark Howard captured the flag for first place followed closely by Skip Miller and Nathan Evans respectively.

In Novice class Jim Butler did a great job coming in ahead of a charging Mac Arthur for first place. Greg Merkle took third place just slightly behind Mac.

The day took its toll on airplanes though. Jack Dech and Austin Clies from Colorado Springs came up flying one airplane and the bulkhead that held the wing on failed at the top of the launch in the fourth round for a total loss. Mark Howard came to the rescue with his veteran gentle lady and Austin was able to finish the contest. Bob Rice folded the wing on his plane and Gene Oxenreider lost his plane as well. Tough day...

Our juniors put on a good show with Nathan and Dustan Evans taking 3<sup>rd</sup> and 4<sup>th</sup> place and Marc Monaco taking 8<sup>th</sup>. These kids are really tough and improving - this is a healthy thing.

Mark Howard did a great job as CD - keeping the contest moving and making the man on man launches as near simultaneous as possible. Everyone pitched in and helped set up and take down the winches from way out in the field. It was a fun time and is sure to be repeated next year.

**Jim Monaco**



## Annual 2-Meter Contest Results

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	Total	Norm by Contest	Norm by Class
	<b>N</b>	<b>Novice</b>									
6	N	Jim Butler	421	612	618	764	789	995	4,199	707	1,000
7	N	Mac Arthur	498	283	813	938	263	865	3,660	617	872
5	N	Greg Merkle	441	828	327	555	230	994	3,374	568	804
15	N	Shannon Bingham	303	652	66	67	60	434	1,583	267	377
12	N	Gene Oxenrieder	314						314	53	75
	<b>S</b>	<b>Sportsman</b>									
17	S	Marc Monaco	1,000	1,000	1,000	811	363	630	4,804	809	1,000
8	S	Bob Lewan	545	1,000	1,000	309	996	405	4,255	717	886
16	S	Jim Monaco	635	696	474	282	852	849	3,789	638	789
10	S	Gary Lewan	257	281	334	802	819	817	3,309	557	689
	<b>M</b>	<b>Masters</b>									
18	M	Mark Howard	992	1,000	993	998	1,000	953	5,936	1,000	1,000
9	M	Skip Miller	876	994	990	1,000	891	1,000	5,751	969	969
4	M	Nathan Evans	1,000	1,000	890	807	1,000	989	5,686	958	958
3	M	Dustan Evans	777	824	1,000	1,000	1,000	1,000	5,601	944	944
2	M	Lenny Keer	1,000	560	1,000	1,000	992	1,000	5,552	935	935
14	M	Jack Zika	805	980	1,000	1,000	1,000	748	5,533	932	932
1	M	Matt Sheldon	534	913	993	1,000	1,000	1,000	5,440	916	916
11	M	Austin Clies	674	19	770	482	467	780	3,192	538	538
13	M	Jack Dech	1,000	1,000	566	22			2,588	436	436
19	M	Bob Rice	1,000	683	312	22			2,016	340	340

## LSF Day Report

Congratulations to RMSA's two newest League of Silent Flight members, Jim Butler and Mike O'Hearn. Jim and Mike completed the requirements for their LSF Level I during the Club's LSF Task Day on August 16<sup>th</sup>.

We have also had 6 members sign their LSF Aspirant letters and they have received their Level I vouchers under the new League of Silent Flight's Club program and are currently working on becoming LSF members.

The cost is only \$2.00 to help defray mailing expenses so if you have considered the LSF program or would like to learn more about the Soaring Accomplishments program that LSF offers, look me up at the field or give me a call.

One of the highlights of the day was Mark Howard's attempt at his 10k (6.25 miles) goal and return flight for his Level V.

For those of you unfamiliar with goal and return work, that is 6.24 miles out AND 6.24 miles BACK. One complete flight with no landing and re-launching on the course allowed.

Although the lift had been spotty all morning the "noon balloon" went off right about on schedule and several flyers soon specked out.

Mark, never one to let a good thermal pass him by, immediately launched his Meteor and was soon begging someone, ANYONE, to please drive his convertible.

I jumped behind the wheel and Mark jumped in the back seat and we were off.



50 mph (!) and we were soon at Tower Rd turning south. Once on Tower we were able to reduce our speed to a more comfortable 30 and were pacing the Meteor perfectly.

The lift on the outbound leg was phenomenal and we only had to stop once, briefly, to work back up to speck size.

At 3 miles out, I was having a good time waving at the girls going to DIA (me in my fancy convertible and all) whilst Mark was in the back seat sweating bullets.

4 miles, no sweat. 5 miles, looking good. 6 miles, Mark screams !

His Meteor was in a death defying dive, STRAIGHT DOWN from speck altitude. He had NO control....well, OK, maybe a "little" control. But not much. Mark finally pulled out at about 3 - 400 feet AGL.

He had it back under control. Sort of.

Now we could clearly see a problem, the Meteor only had half a stab ! And that half was tilted at about a 20 degree angle down (sort of "anhedral"). Where the other half was (or is) only the thermal gods know.

What to do ? The immediate danger seems to have passed. And now the Meteor is flying (albeit, pretty crappily). Mark sez "let's go for it"

The turn point was only a quarter mile ahead so we go on and make the turn and start back.

Now Mark, after his near heart attack, is still only at around 400 feet but Lady Luck smells at us (yes, SMELLS). There is a landfill only a half mile from where we are. And the methane gas escaping from the vent pipes allows Mark to gain another 500 feet or so.

But all good things come to an end. Once we were away from Stink City, the lift just went away. And Mark was having such a hard time controlling the Meteor that he finally had to land.

We had made 8.1 miles and 2.1 of that was due to some of the best R/C Sailplane flying I have ever seen. For those of you that don't know Mark, he's one helluva pilot. I don't know too many people that could have even SAVED their plane after the stab went south. Let alone fly on for another two miles.

Nice job Mark. You'll get it next time.

And once again, congrats also to our new LSF members, welcome to the brotherhood.

**Bob Douglas**

## Who's in the LSF??

In order to better coordinate LSF activities it would be helpful to have a list of club members and their current LSF ratings. If you would give me a phone call at (303) 924-3393 or pop me an e-mail at [jmmonaco@us.ibm.com](mailto:jmmonaco@us.ibm.com) I will compile a list and publish it in the next newsletter. Leave me your name, LSF level and LSF number please. Thanks - Jim

## Treasurer's Report

Current account balances are:

Cash:	\$8.00
Checking:	\$326.36
Savings:	\$658.43

**John Pearson**

## For Sale

Legend (build up) Ready to fly, just add radio (full house, 6 servos reqd). \$125

Magnum 12. Nostalgia Legal 148" RES (3 std servos reqd) \$125

EPP NIB Bowman Hobbies Cutlass Bungee/slope \$ 60

Hobbico Accu-cycler (need charge leads for your radio) \$ 40

Single Frequency Scanner (needs Futaba rx x'tal for your channel) \$ 25

Bob Douglas (303) 933-6993

## Promotion Congratulations

In recent weeks we have had a number of promotions to acknowledge. In light of their advancement in soaring skills, and the criteria set forth in the club competition guidelines, the following people have been promoted to the next higher class:



**Bob Rice** - has finally graduated to the big time. To Masters class with him. Now ya gotta make those landings Bob...

**Bob Douglas** - his bungee foamie flying hasn't impaired his thermalling ability, so go finish your Pelican and fly with upper echelon Bob - 'cause you be a Master now...

Notice 2 Bobs left the ranks of Sportsman - Hmmm - should I change my name... maybe - because another Bob is now on my tail. Shucks - I get ridida 2 and another one shows up.. Now I have to work for the ugly "Monkey Trophy".

**Bob Lewan** - Bob decided he was ready to compete with a full house ship and "volunteered" to move up to Sportsman. I'm sure he will do well, unless I accidentally step on his plane...

**Marc Monaco** - Well Marc earned enough points and wins to move up to Sportsman. At least he was in a different class than me before - so I could deal with his boasting in the car on the way home. I'm afraid that the ride home may be more difficult in the coming months unless I stay ahead of him...

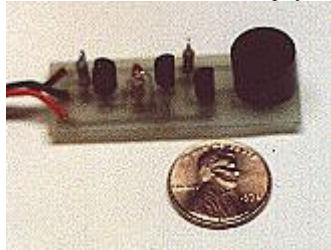
**Gary Lewan** - Following in the footsteps of his "older" brother Bob - Gary too is moving up to Sportsman. Heck - one Lewan chasing me was bad enough - but now - TWO??? I guess the only thing I can hope for is for Gary to time for Bob again... (inside joke...).

Congratulations to all of them for sticking with it and growing their skills. This is what competition is all about...

**Jim Monaco**

## Sailplane Locator Buzzer

Here is an article from the internet for a build it yourself plane locator. I know I have needed one of these in the past. Now you too can build one.. Enjoy - Jim

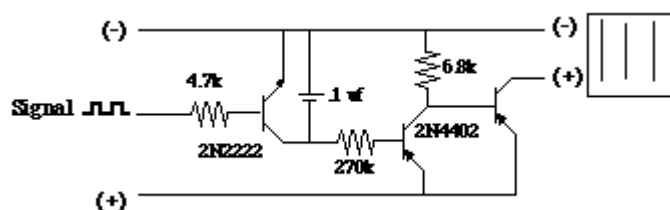


Here is how you can build a simple sailplane locator. To use it, plug it in one off the unused channels in your onboard receiver and if you shut off your transmitter a continuous sound will be heard.

This circuit needs a voltage of 4.2 to 6 volts and should work with any modern radio. Just be sure not to mix the negative wire from the signal wire on your connector.

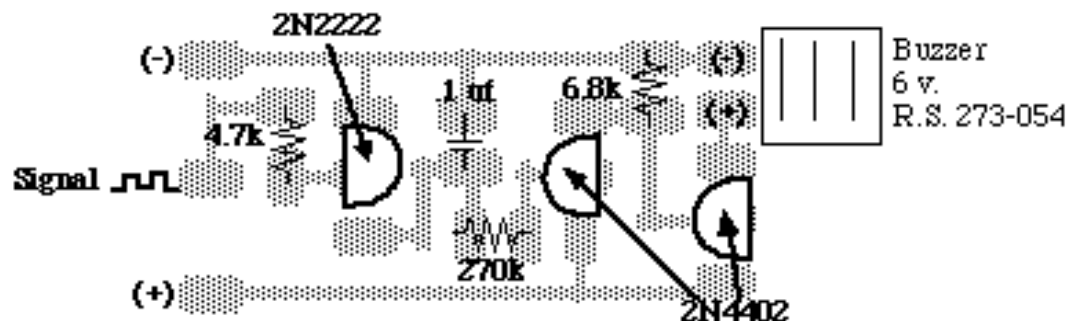
These instructions are based on a circuit created by Denis Robillard from the Club C2VM off Montréal.

### Component plan



### Component installation on the circuit

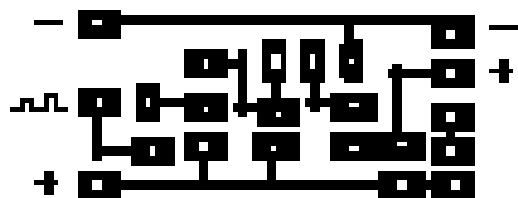
#### Component side (top)



### Component List

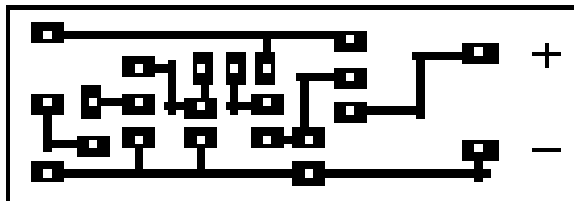
- 3 resistor (1/4 watt): 4.7k, 270k, 6.8k
- 1 capacitor : .1 uf
- 3 transistors : 1, 2N2222  
2, 2N4402
- 1 buzzer 6 volts (Radio-Shack 273-054) or equivalent.





U61414m

You can use this image to trace the circuit.



This is the version in the picture. It uses a buzzer of 11 mm diameter with 8 mm between the legs.

And here is an article on construction of the buzzer that adds some information:

From: "Chris Erikson" <cerikson@precisionimages.com>  
Date: Tue, 9 Jun 1998 09:39:14 -0700  
Subject: [RCSE] A simple locator beacon - report

Hi all, Last night I decided to try out the schematic from the audio locator beacon webpage ( <http://www.mediom.qc.ca/alarochl/anglais/locator.htm> ). So on the way home, I stopped at the Glider Pilots Electronics Resource Center (Radio Shack) and picked up a few parts, at a total cost of about \$13, which included enough transistors to build two units and three different types of buzzers to experiment with.

Construction was very simple, I assembled it on a piece of proto board less than 1/2" square, with some fussing about you could probably get it even smaller. It took me 1/2 hour to get it assembled, and it worked first try. It weighs about 3/4 oz with the standard buzzer, which is fairly chunky. With a piezo buzzer, the weight is under 1/2 oz I would guess. I didn't actually weigh them, so I could be off by a bit either way.

It's a missing pulse detector, so it sounds the alarm when you turn off your transmitter. The buzzer suggested is a bit heavy, but has a good raspy buzz to it so the sound carries pretty well. I also tried two different piezo buzzers, one of which has a 2.7 kHz tone (3-20V @ 10 mA) , and a nice tiny board mount unit (3-16V @ 7 mA) which has a 4.7 kHz tone. The small one is very light, but the pitch was so high it didn't carry very well even though it was just as loud as either bigger unit up close. Experimentation is in order here, I'm going to do some backyard testing for how far away you can hear the various buzzers tonight.

Here's the parts I got from Radio Shack:  
2N2222 transistor - RS #276-1617 (box of 20)  
2N4402 transistor - RS #276-2023 ( 1 per box)  
6 V buzzer - RS # 273-054 (recommended unit from schematic)

For experimenting  
3-20 V piezo buzzer - RS# 273-059  
3-16 V piezo buzzer - RS# 273-074A (smallest buzzer)

Anyway, I was surprised how easy it was. Works from 4.2V to 6V and uses your Rx battery so anybody should be able to use this. If you've never used a locator buzzer, you owe it to yourself to build one. The first time you walk straight to your plane instead of climbing all over a mountain or wandering around in tall grass for a couple hours, you'll thank yourself.

Chris Erikson  
Kirkland, WA



# 1998 RMSA Club Standings

-- MASTERS --	Mar	Apr	May	June	July	Aug	Aug 2M	Best 6	Place	97 Points	97 Wins	98 Points	98 Wins	Total Points	Total Wins
Howard Mark	801	991	988		992	1000	1000	5772	1						
Keer Lenny	1000	637	984	906	924		935	5386	2						
Zika Jack	637	975		796	902	926	916	5152	3						
Miller Skip		1000	996	1000	1000		969	4965	4						
Miller Dusty		850	1000		927	892		3669	5						
Weigle Phil	759			831	860	905		3355	6						
Pederson Bob	654	801	655					2110	7						
Sheldon Matt	777	926		353				2056	8						
Barr Jim	567	766	262					1595	11						
Rice Bob				630	925		340	1895	9						
Evans Nathan				934			958	1892	10						
Padilla John	899							899	15						
Dech Jack				886			436	1322	13						
Cleis Austin				881			538	1419	12						
Pearson John				544				544	16						
Evans Dustan							944	944	14						
--- SPORTSMAN ---															
Monaco Jim	1000	809	810	929	1000		789	5337	1	7	0	9	2	16	2
Douglas Bob	977	1000	792	1000		1000		4769	2	11	1	14	3	25	4
Lewan Bob			846	973	881	984	886	4570	3			9		9	
Rice Bob	428	878	961			982		3249	4	18	3	5		23	3
Miller Charlie			1000		688			1688	5			3	1	3	1
Lewan Gary				768			689	1457	6			1		1	
Monaco Marc							1000	1000	7						
Port Don	917							917	8	10	3	1		11	3
Burt Evans				891				891	9						
--- NOVICE ---															
Monaco Marc	700	748	1000	917	612	1000		4977	1			12	2	12	2
Mac Arthur	327	495		754	624	897	872	3969	2	9	1	2		11	1
Merkle Greg				976	950	974	804	3704	3			8		8	
Lewan Gary	615	860	899	1000				3374	4	6	1	6	1	12	2
Bingham Shannon			931		1000	777	377	3085	5			5	1	5	1
Miller Charles	866	1000						1866	6			5	1	5	1
Moffat Robert				876	849			1725	7			1		1	
Butler Buzz				839	565			1404	8						
Butler Jim				284		1000		1284	9						
Lewan Robert	482	695						1177	10	6	2			6	2
O'Hearn Mike	1000							1000	11	4	1	3	1	7	2
Kevin Moffat						517		517	12						
Beggs Bill	246							246	13						
Lichstein Gib		207						207	14						
OxenReider Gene							75	75	15						
Schmidt Terry						20		20	16						



## 1998 Contest/Event Calendar

Date	Type	CD	Notes
Jan 6	RMSA Meeting		Newgate Apts – See Cover
Feb 3	RMSA Meeting		Newgate Apts – See Cover
March 3	RMSA Meeting		Newgate Apts – See Cover
March 8	RES	Bob Douglas	Restricted to Rudder/Elevator/Spoiler controls only
March 15	Open*	Mark Howard	
April 7	RMSA Meeting		Newgate Apts – See Cover
April 19	Open*	Jim Barr	
April 26	HL**	Phil Weigle	Points towards club HL championship
May 5	RMSA Meeting		Newgate Apts – See Cover
May 17	Open*	Jim Monaco	
May 31	HL**	Phil Weigle	Points towards club HL championship
June 2	RMSA Meeting		Newgate Apts – See Cover
June 7	Open*	Phil Weigle	
June 21	FunFly	Bob Douglas	Fathers Day Family BBQ and Fun Fly
June 28	HL**	Lenny Keer	Points towards club HL championship
July 7	RMSA Meeting		Newgate Apts – See Cover
July 12	Open*	Bob Rice	
July 26	HL**	Jack Zika	Points towards club HL championship
August 4	RMSA Meeting		Newgate Apts – See Cover
August 9	Open*	Jim Monaco	
August 16	LSF Tasks	Bob Douglas	LSF Tasks and Fun Fly
August 23	2 Meter *	Mark Howard	Restricted to 2 meter models
Sept 1	RMSA Meeting		Newgate Apts – See Cover
Sept 13	Colorado Challenge Cup*	Matt Sheldon	Open Class
October 6	RMSA Meeting		Newgate Apts – See Cover
October 11	Open*	Bob Rice	
October 25	Fun Fly	Bob Douglas	
November 3	RMSA Meeting		Newgate Apts – See Cover
November 8	RES	John Pearson	Restricted to Rudder/Elevator/Spoiler controls only.
December 1	RMSA Meeting		Newgate Apts – See Cover
December 6	Awards Banquet		Annual RMSA Family Banquet with Awards – location TBD

\* Indicates contest included in club Open Championship points

\*\* Indicates contest included in club HLG Championship points

Shaded events are historical



**1998 Board Members**

<b>President:</b>	Jack Zika	(303) 279-1549	(303) 505-9488(Pager)
<b>VicePresident:</b>	Mike O'Hearn	(303) 693-6925	bobr@tobindatag.com
<b>Secretary:</b>	Bob Rice	(303) 745-5269	mjohearn@ccgate.hac.com
<b>Treasurer:</b>	John Pearson	(303) 306-6800	jpearso1@ix.netcom.com
<b>Past President:</b>	Phil Weigle	(303) 341-9256	philip.weigle@mcione.com

**Member Support**

www.tobindatag.com/rmsa

Chief  
 Instructor: Jack Zika (303) 279-1549 (303) 505-9488 (Pager)  
 Instructor: Mark Howard (303) 278-7519 [Markho@tobindatag.com](mailto:Markho@tobindatag.com)  
 F3B/F3J: Mark Howard (303) 278-7519 [Markho@tobindatag.com](mailto:Markho@tobindatag.com)  
 Librarian: Tracy Cochran (303) 934-8838 [Tcochran@idcomm.com](mailto:Tcochran@idcomm.com)  
 Newsletter: Jim Monaco (303) 464-9895 [jmmonaco@us.ibm.com](mailto:jmmonaco@us.ibm.com)

**Winch Masters**

Bob Rice (303) 745-5629 [bobr@tobindatag.com](mailto:bobr@tobindatag.com)  
 Gary Lewan (303) 277-1375  
 Shannon Bingham



**Directions to Field**

Take I-76 to exit 17. Take 120<sup>th</sup> East to Tower Rd. Continue straight through traffic light and look for the sod sprinkler on the left. We are on the northwest corner of that part of the sod farm.



**Rocky Mountain Soaring Association**  
**1123 S. Oakland St**  
**Aurora CO 80012**

*Forwarding Address Requested*

First Class Mail