



Renewal Reminder

It's time to renew your memberships. Renew with the application in this newsletter, or online at <http://www.jmccconsulting.com/rmsa>

Remember your newsletters will stop as of the Feb. issue if you have not renewed!

Thermals

Newsletter of the Rocky Mountain Soaring Association

February 2001

AMA Chartered Club 1245

Volume XXVI Number 2

President's Message

Well February is here and the soaring has been good so far just rather COLD lately ... So this is even a better reason to head down to the South West Classic for some nice warm weather flying. It looks like we will have a good turn out from our club going down to the SWC. I believe I counted sixteen members the last time I look at the list. I will have more to report on after the contest in the next news letter. So for now I am just trying to find where I put my summer clothes for the trip down there.

The January meeting was well received and I believe that this was one of our better turnouts we have had, Lenny Keer was kind enough to give a talk on Electric flight and what we were going to need be flying for the different classes and what to expect in his up coming contests. Lenny has also agreed to (in front of allot of whiteness) Too give a clinic on soldering at a meeting to be Announced when he will give the clinic.

It looks like we are going to have a great year with so many people wanting to fly Electric, all the new planes people are flying in the club and the new format for the Soaring Festival we will be hosting. We should have a good turn out for the contests and our fun flies.

I am not sure about the new wenchies yet but I believe we will get them this year thanks to a new member Dave Rawley doing almost all the work and the fact that Dave got the steel for us donated to the club so when you see him be sure to thank him for his work. Now just as soon as I can I will be trying to squeeze in a few RES contests in this year if I can into the calendar.

I was able to get John Flavin to give a talk on Raptors at a meeting coming soon. He is also giving a talk on his time in Africa studying raptors at a local College. So for those of you who are interested contact me and I will get you the information. Just to make a comment about John in a short time of listening to him talk about the birds flying over our field, I learned allot about some of the birds flying over the field that day. So his talk should be very interesting for us.

We need someone to publicly step up and offer to build the club EPP trainer. I was able to get the kit donated to the club, and Jim Monaco has donated 2 radios and a trainer cord, now we need someone with time to build it. Any volunteers?

On a sad note – club member Jim Butler has passed away. May he rest in peace!

Have a great Month, And may you not run out of altitude and ideas at the same time.

Dr. Dan

Next Meeting:

Date/Time: February 5, 2002 – 7:00 PM

Location: Broomfield Advanced Chiropractic
26 Garden Ctr
Broomfield CO 80020-7012

Program:

A SPECIAL EVENT!!!

We have been invited to the Owl Canyon Full-Scale Soaring club north of Fort Collins to participate in a joint soaring day. The initial plan is to schedule a full Saturday as a joint club session where:

1. There is a joint breakfast at the field in the morning
2. The model flyers bring, display, and fly a variety of models in the morning – discussion of model soaring and sessions with the full-scale guys hopefully getting some buddy box or other stick time
3. Discussion of the Owl Canyon operation and club with rides in the afternoon.

We are currently looking at dates in April for this event. We'd like to get an idea of how many members would like to participate – so if you should call me or send me an email if you would like to attend, I will keep track of the numbers. It's likely that more members will participate than can all get rides, so we may institute an on-site drawing for the rides.

Please contact me at (303) 906-6965 or email at JimMonaco@earthlink.net

Jim Monaco

E-Soaring

Speed 400 F5J

There's still a month and a half until our club's F5J series starts, and still time to get an airplane ready to go. The easiest way to join the fun is in the SP400 class. The motor, speed control, and batteries are all standard Zagi items and available in many hobby shops. Just add a gear box and suitable prop and spinner and bolt them onto a plane.

To make things easy, I've listed below the setup that I'm using and consider to be competitive so anybody should be able to duplicate it. I should have a few extra gearboxes, props, and spinners on hand if anyone's having trouble finding them. Notice that even if you don't have some old Zagi parts on hand, the whole power system can be had for about \$100.

Speed 400 F5J setup

Graupner SP400 motor (Hobby Lobby or AeroModel)	9
MP Jet 3.3:1 gearbox (Hobby Lobby)	23
Graupner CAM 13x7 blades (Hobby Lobby or AeroModel)	8
Lite Spinner #LS29.4.8 (AeroModel)	18
Kontronik Rondo 400 or Sun 1000 (Icare or NSP)	25
8 cell 600AE battery pack (Eflightpacks.com or Mr. Nicad)	<u>20</u>
	\$103

A competitive SP400 F5J sailplane should have about 400 square inches of wing area and weigh 25 ounces or less. Wing span would typically be 60"-70". Most lightweight HLG's would be about the right size. A plane like this will climb higher than winch altitude in the allotted 60 second climb time.

Spoilers, flaps, or spoilerons are nice to have, but not required to be competitive. FAI landing tapes are used so the 90 point circle is about 20 feet in diameter. Since these planes are pretty light the landing isn't a big issue.

The Prima 400 from AeroModel, and the Filip V from Hobby Lobby are very nice ARF's selling for just over \$100.

As always, I'd be glad to offer any assistance I can in optimizing electric sailplanes.

As a heads-up, some of the sanction dates for the electric events conflicted with other events and were unavailable. The dates in the current calendar may change from a little. We should know the realigned schedule by next month.

Lenny Keer

lenny970@AOL.com

Current Membership List

The following list represents those members that have renewed for 2002. It is current as of all paperwork received by 1/26/02. If your name is NOT on this list you will no longer receive the newsletter after this edition. Please get your renewal in as soon as possible. If you have sent in your membership but are NOT listed in this table, please contact Bob Rice to determine the status of your membership. **Bob (303) 745-5269 or email bob.rice@tobin.com**

Full Name	Address	City	State	Zip	Phone	Work Phone	Ama
Wayne Angevine	4160 26th St.	Boulder	CO	80304	303-443-5165	303-497-3747	6502
Peter Baur	2522 Milwaukee St.	Denver	CO	80210	303-758-0422	030-780-7383	377265
George Blair	448 Buffalo Bill Circle	Golden	CO	80401	303-526-5420	303-524-5097	485182
Byron Blakeslee	1448 W. Briarwood Ave	Littleton	CO	80120	303-738-1104		6153
Robert Bradfield	6280 W 110 Pl	Broomfield	CO	80020	303-466-8180		407977
Jeff Burg	21059 E Belleview Pl	Centennial	CO	80015	303-627-9895	303-292-2653	62392
Charles Cadillac	880 Dudley St.	Golden	CO	80226	303-985-9997	303-985-9997	93445
Tracy Cochran	680 S. Canosa Ct.	Denver	CO	80219	303-934-8838		261901
Bryan Dannettell	1588 Daphne St.	Broomfield	CO	80020	303-465-9162	303-530-6227	595918
Jack L. Dech	PO BOX 25188	Colorado Springs	CO	80936	719-590-7673		2829
Clarence Dollmeyer	2513 E 104th Ave #1517	Denver	CO	80233	303-457-2708		265659
Ali Ghaffari	2802 N. Torreys Peak	Superior	CO	80027	720-938-9122	720-938-9122	700485
Tom Gressman	7753 Emerald Peak	Littleton	CO	80127	303-979-8073	303-744-	20538
Bob Johnston	1217 Milner Ln	Longmont	CO	80503	303-678-5597	303-449-7400	671539
Phil Jones	7847 S Oneida Wy	Englewood	CO	80112	720-488-2854	720-533-3587	653305
John Kappus	851 Lafaette St.	Denver	CO	80218	303-861-7121	303-273-	135340
Bob Lewan	540 Locust Ave	Lochbrie	CO	80603	303-655-1649	303-884-3142	5428
Gary Lewan	1305 Quaker	Golden	CO	80401	303-277-1375	303-980-0540	543294
Walter Lurie	220 Garfield St.	Denver	CO	80206	303-355-5703	303-321-8861	715617
Dick Manson	3551D S.Kittredge St.	Aurora	CO	80013	303-693-3507		714402
Hugh Matheson	4081 S. Aspen Ln	Evergreen	CO	80439	303-674-2890		236789
Kevin Moffett	8330 Zuni St #120	Denver	CO	80221-4674	303-426-0328		523189
Robert Moffett	8330 Zuni St #120	Denver	CO	80221-4674	303-426-0328	303-358-5077	6839
Jim Monaco	103 Breckenridge Trail	Broomfield	CO	80020	303-464-9895	303-906-6965	4932
Neil Schmoker	733 Zachary Ct.	Longmont	CO		303-722-2391		
Richard O'Connell	6490 Mesedje Dr.	Colorado Springs	CO	80919	719-592-9438	719-473-7760	582113
Tony O'Hara	5491 S. Youngfield Ct	Littleton	CO	80127	303-948-2576	303-948-2577	712123
Ryan O'Hara	5491 S. Youngfield Ct	Littleton	CO	80127	303-948-2576	303-948-2577	Pending
John Pearson	2243 S. Olive St.	Denver	CO	80224	303-505-0755	303-306-6800	191017
Robert Pederson	7130 Sedona Hills Dr	Berthoud	CO	80513	970-532-3437	303-939-6942	1815
Don Port	711 Beech St.	Golden	CO	80401	303-232-8842		8832
Tom Powers	10361 Tennyson Ct.	Westminister	CO	80031	303-466-2678	303-624-1677	108839
Peter Rackow	5425 S. Hoyt St	Littleton	CO	80123	303-973-9934		112455
Bob Rice	1123 S. Oakland St.	Aurora	CO	80012	303-745-5629	303-831-3412	8101
Art Ries	631 W Mineral Ave #1316	Littleton	CO	80120	303-730-2438		488935
Denny Rosenberger	711 S. Holly St.	Denver	CO	80222	303-322-5616	303*503*3349	153178
Matt Sheldon	7800 W 35th Ave #8	Wheat Ridge	CO	80033	303-445-9457		1880
Chuck Stasek	5668 Gunbarrel Rd	Longmont	CO	80503	303-530-9373		730977
Bill Thomas	Box 284	Otis	KS	67565	785-387-2577		6372
Dave Thompson	1740 W 102nd Ave	Denver	CO	80260-6386	303-438-5765		631272
Paul Welschinger	4030 Field Dr	Wheat Ridge	CO	80033	303-421-1900	303-223-5892	632520
M. J. Welschinger	7040 W. 20th Ave #104	Lakewood	CO	80215	303-238-4989		581263
David West	9352 S. Mountain Brush St.	Highlands Ranch	CO	80126	303-470-6356	303-355-4585	509122
Jack Zika	2390 Braun Dr.	Golden	CO	80401	303-279-1549		8223

Stylus Programming Tips

The stylus is an excellent radio, and very versatile – in fact there are often a number of ways to skin the same cat. One of the most common and vexing issues on the stylus is the lack of setup template for a 5 channel receiver and a flying wing. Because of this there are a number of variations on how to set the wing up. The following pages are a compendium of a replies I received from a question to RCSE on how to set up a Stylus flying wing. **Jim Monaco**

First Up – John Ihlein from Albuquerque suggested using aileron -> Rudder mix. To ensure that the mix is not disabled by the 3-position switch in the top right, go to the SW menu and set the rudder mix to ON all the time.

Next – Rich Speroni contributed this post!

I use this wing program because it similar for trim adjustment if you were setting up and flying a 6 servo full house sailplane. It's easy to make adjustments on the wing. (Dual rates, Expo, presets, centering, diff, plus you can use the launch, cruise, speed flips switches as elevators presets

Don't loose this one.

The Stylus does have a flying wing template, but not for a 4-5 channel RX.

We'll be using template 2A2FER.

I've tried them all: Rudder to Ailerons mix, V-Tail, C-mix etc. But I've found this Trick setup to be the best. We call it UP ELEVATOR/CAMBER.

For a RCD 555 RX assuming the aileron servos are installed on top of the wing and servo control horns face towards the tips and the servo horns are closer to the leading edge than the trailing edge.

Plug the right aileron servo into #1 slot on the RX and left aileron servo into #2 slot.

Set 1 and 2 to REVERSE

The left hand slider is NOW going to be elevator trim lever. Set it in the center.

When moving the slider up (towards you to the top) the ailerons will move down. Moving the slider away (Down to the bottom) the ailerons will move up. I know it's stupid but you've got to be flexible.

Go to: SW (Switch designation) set EL>CB to always ON

Go to: EPA (End Point Adjustment) Set LA-R, LA-L, RA-R and RA-L to 50% this is a good start position for roll on Wings and JW's. Set EL-U, EL-D to 100%. Set CB-D to 70%. There is no CB-U.

CB-D is the EPA for the left slider (NEW elevator TRIM LEVER). Aileron trim is controlled in normal way (lever on TX face) For initial elevator centering use GO TO: CENT then LA and RA

Go to: CAMB set LA to -100 % and RA to -100 % Make sure it's MINUS otherwise up elevator to camber will be reversed!

Go to: the first MIX just after TRM-M {push yes/+} scroll to (EL>CB)UP> set it to 30% next set (EL>CB)DN> TO 30%. I left POINT> to 0% BTW this up elevator to camber is for pitch control up and down. Setting the percentage higher will give you more UP or DOWN throw.

I use the reflex, cruise, launch switch (3-way switch) for different preset elevator trim settings. Or you can use the left slider for elevator settings and it's easy to get too.

Rich NorCal

Finally... Tom Hoopes (Stylus Boy) has contributed this answer:

One common question has to do with the support of v-tails or elevons on receivers with less than 7 channels. When the Stylus was first introduced, the right aileron was assigned to receiver channel #7. This caused an immediate problem with those trying to use small receivers, especially for HLG. Airtronics re-assigned the popular functions to the lower channels and offered the fix in the form of the Advanced Glider card. For some reason, this fix was applied to the 2A2FER & 2A1FER-F5B template but *not* to the 2A/2F<>E2R template, which is the flying wing template or can be used when one wishes to move the yaw and pitch function to the right stick without having duplicate rudder function on the left stick.

Below are three different approaches to controlling the roll/pitch function on the right stick using a receiver with 6 or few channels.

The first and simplest solution is to setup the V-tail or elevons on the rudder and elevator channels (3&4). The elevator function is on the right stick but the yaw or rudder function will be on the left stick. One could easily mix the 100% of the aileron stick into the rudder channel by way of the AI->RU mix in the MIX menu. If you decide to use the AI->RU mix, go to the switch menu (SW) and permanently enable the AI-RU mix, else bumping the normal three-position switch will bring an end to your fun. The downside of this

solution is that roll input will occur if move the rudder stick OR the aileron stick. If move the opposite direction, they will actually cancel each other. A new challenge! See if you can slowly move each stick toward each other and still have the plane fly straight, but I digress.

A permanently enabled C-MIX could do the same with the aileron set as the master (MAS) and the rudder set as the slave (SLA). Both the aileron and rudder sticks will provide yaw or rudder input, but the left stick can easily be disabled. Go to the EPA menu and scroll over to the rudder (RU). Zero out the value while the rudder stick is pushed right then do the same with the rudder stick pushed left. You should now have both functions on the right stick with the left stick apparently having no affect on input.

The second solution uses the 2A/2F<>E2R flying wing template when using the Glider card but moves the right aileron (#7) down to a usable slot for smaller receivers. Be careful to reset the modulation (MOD menu) to match your receiver after changing the WING TYPE to 2A/2F<>ER as a template change is considered a major programming change and forces a template initialization to default values. With a six channel receiver, you may think that you are out of luck as the right elevon/ruddervator is set to channel #7, while the left elevon/ruddervator is channel #2. With a little bit of ingenuity, you can fix the problem. What you want to do is to mix the output of the aileron and elevator into an unused channel which is less than channel #6. Furthermore, you need to be able to eliminate any summing with the channel's conventional input device. Since you can't turn off the landing mode easily, nor disable the action caused by the landing stick, you do *not* want to use the spoiler channel (#1) to mix the elevator and aileron into. About the only choice is the gear channel. As luck would have it, the gear function can be turned off (disable its switch in the SW menu) and any offset (GEAR menu) should be zeroed out in both directions before disabling its switch. If you don't zero out the gear travel, you will have an offset which acts as though the servo needs to be centered, but in reality, the travel in the GEAR menu is causing the offset.

You will need to use two C-Mixes, so go to the switch menu (SW) and permanently enable C-MIX1 and C-MIX2 (the selection is after SS6 and should read "ON>---"). Now go to the C-MIX menu. In C-MIX1 move down to MAS (master channel) and select AI (aileron) then move to SLA (slave channel) and select GE (gear channel). Back up to the travel percentage and while holding the aileron stick slightly to the right so that "R" is displayed, hit the "+" key until you have 100%. Now push the aileron stick slightly left of center until you have "L" and again hit the "+" key until you have 100%.

Now move the cursor until it is flashing on top of the ">" just following "C-MIX" and hit the "+" key so that the display reads "C-MIX>2". Again move down to MAS and select EL (elevator) then move to SLA and select GE. Now move back up to enter the percentage of mix. This time, pull back on the elevator stick and press the "+" key until 50%. Now push the elevator stick forward of center and again press the "+" key until 50%. You did remember to zero out the travel in the Gear menu, didn't you?

Now you can plug the left elevon into channel #2 and the right elevon into channel #5. If either surface is moving the wrong direction, go to the REV menu and make the change. The left elevon is #2 and the right elevon is #8 (go figure). You will also need to go into the MIX menu (not C-MIX) and go to EL->LA and make sure it is set to 50%. This will now cause both servos to move symmetrically. If you find that your flying is too pitch sensitive, but the roll rate is good, then you can reduce this amount to a smaller value or vice versa. You must also change the amount in C-MIX2 to the same value or you will not have symmetrical elevon travel.

The third solution requires you to think a little "outside of the box", but it too works well. First, go to the Wing Type menu and select the 2A2FER template. Move to the MOD menu and select PPM or PPM-INV depending on your receiver. Plug the right ruddervator servo into channel #1 and the left ruddervator into channel #2. Second, verify that the V-tail surfaces are moving the correct direction when moving the aileron stick, which is just the opposite of aileron (i.e. right stick = right ruddervator down, left ruddervator up). If the movement is not correct, reverse the channels in the REV menu, don't swap leads. Third, move to the EPA menu and set the throws for each aileron, right and left (ruddervators in our case) to 50% in both directions. Verify that both the left and right aileron values show 50% travel when the stick is moved from full extreme to full extreme. Fourth, move to the switch menu (SW) and scroll over to the EL->CB menu and hit the (+) key until this mix is always on. Fifth, scroll the MIX menu and down to EL->CB. While pulling some back stick on the elevator, hit the (+) key until the value is 50%. The POINT % should be 0% through full elevator stick travel. Now apply a little forward stick so the display reads: (EL->CB)DN> and again hit the (+) key until the value is 50%. Sixth, verify that you get both ruddervator going up with back stick and down with forward stick. BTW, the differential should be 0% in the all of the flight modes (normal, launch, reflex, landing) to start out, but may be adjust as needed. If you want to use an elevator launch preset, especially for HLG, go to the switch menu (SW) and scroll to Launch. Select the switch that you wish to use for launch mode (probably #15 in HLG case). Next scroll to the launch menu (LAUNCH) and scroll to the launch camber (CB) menu. Enter the amount of "UP" that you wish in the form of camber. Now when you pull the launch mode switch, you should get some "UP" elevator on the V-tail.

I've sort of lumped vtail and elevons together in the solutions above. Just remember that elevons initiate rolls just as ailerons, while ruddervators (vtails) do NOT initiate roll like ailerons. To make this easier to visualize, imagine folding the vtails together as a book. Once together, their surfaces would move together as a rudder. So to turn right with a vtail, the right ruddervator surfaces drops, while the left ruddervator surface is raised.

Well there you have it, the flexibility of the Stylus. Now if Airtronics would just offer a software upgrade that would allow arbitrary channel assignments, all of the above would be unnecessary and they'd see a sell for at least three new glider cards ;-)

Stylus Boy,

Tom Hoopes - (oakley@xmission.com)

For Sale

NEW REDUCED PRICE...

Omega 3 - F3J/TD class. (Look at NSP's web site under F3J) 129" span, proprietary airfoil (8% thick) 6 servo wing, V-tail, 66 oz., includes special SR TE battery, switch, 4 JR-341's, 2 JR 241's and 2 Volz XP's for the flaps. Excellent thermal ship. Drop in your receiver and fly for ~~\$795.00~~ now \$695.00.

Tom Gressman

Home 303-979-8073

Office 303-744-3535 X3101

tom@newhorizonsccu.org

NEW REDUCED PRICE...

Yellow/Blue Escape

It was built by Lenny and includes: 2 XP Micro Maxx in Flaps, 2 Micro Maxx in Ailerons, 2 Micro Maxx in Fuse, 2 JR 241 for Trileron. Includes Ballast Bars. Includes Jaro padded bags for wings, fuse and v-tail. Stylus programming available. It has only been flown 4 times. Ready to Fly W/O Rx Price \$ 1250 Ready to Fly with Multiplex 9 Ch, Dual Conversion IPD Rx Price \$1450

Jon Padilla

Tel 303-271-1899 ext. 24

Jon.Padilla@VECO.com

NEW REDUCED PRICE...

Molded Emerald GREAT shape -- NEVER wrecked -- a proven contest winner. Has HS225BB's + MG on flaps. New battery pack. Set up for R&R Eagle Ballast. \$500 without receiver FOR CLUB MEMBERS ONLY.

Eclipse V - GREAT shape - All 141's. Contest winner -- wonderful thermaler and still a contender. \$500 without receiver FOR CLUB MEMBERS ONLY.

F3B Cobra New Condition. Flown just a few times on grass and never scratched. Multiplex McV2 digital servos. Put your crystal in and fly \$1350. Ballast included. The plane is white on top and royal blue underneath and has the wing and tail leading edges and nose cone fogged in royal blue - so it's really beautiful.

F3B Eagle. Beautiful condition and very light. \$500 less receiver.

Encore HLG. Minor repairs - looks and flies great. Not sure what servos - I think they're s-90's in the wing and hs-55's in the fuse. Receiver is 555 or 535. \$250 RTF or \$200 less receiver.

Texas Twister DHLG. Delam repair on wing - crack repair on fuse, both minor. Flies like it should. HiTec 555 receiver + 4 x hs-55 servos \$225 RTF.

Bludartar 2M. 6 x cs25bb servos + NiH battery + CF pushrods = LIGHT (26 /27 oz). Launches very high and thermals in HLG stuff. Lands extremely slow. Ballast included. GREAT SHAPE - NEVER Dinged. \$400 less receiver.

Sirius F5B. RTF Aveox 7LMR + ESC + folding prop + servos. Some minor repair. Flies like new. Great entry level F5B ship. \$500

Reasonable offers and trades considered.

Mark Howard

Home (303) 278-7519

Office (303) 254-2099

mhoward@spaceimaging.com

Ray Marvin built SAILAIR - A beautiful VERY large sailplane with the following specifications: Wing Span 149", Wing Area 1643 Sq. inches, Flying Weight 6+ lbs., but can be ballasted to 11 lbs. for those windy, big lift days., Lifting Surface Area 1931 Sq. inches, Airfoil 12% flat bottomed, Wing Loading 7+ ozs/sq. feet.

Emerald

White with Black bottoms. Beautiful condition, built by Lenny Keer. No electronics \$600

Dr. Dan Williams

(303) 903-2291 drdandc@juno.com

Rocky Mountain Soaring Association - 2002

RENEWAL _____ NEW MEMBER _____ SPONSOR _____

Please complete the following information for our records:

Family Memberships - Please make and complete a copy for EACH flying family member!

Name : _____ Need name badge? Yes

Address: _____ Year Joined RMSA: _____

_____ Home Phone: _____

_____ Work Phone: _____

AMA #: _____ AMA Contest Director? Yes No

AMA Class Open Youth Family Birth Date: ___/___/___

LSF #: _____ LSF LEVEL: ___ NSS #: _____ E-Mail: _____

RMSA Membership Class Senior Only Senior W/Family Associate Family
(Note - Senior W/Family receive THERMALS - other Family members check Family Box)

Non-Flying Family members: _____

RMSA Competition Class Novice Sportsman Master

RMSA Offices Held _____

MODELS OWNED

PLANE **SPAN** **COLOR** (Top,Bott.,Fuse) **CLASS** (Open,HLG,Std..) **FREQUENCY**

Interests: Sports Flying T/D contests HLG Contests NSS Soar-ins F3J
F3B X-C contests Slope contests Other _____

Past Achievements: _____

Dues: \$ 7.50 New Member Initiation Fee
\$ 5.00 Junior - under 17
\$ 25.00 Senior - individual 17 and over
\$ 30.00 Family - any number (same address)
\$ 8.00 Associate (newsletter only)
Make checks payable to RMSA

Comments and suggestions are ENCOURAGED! Please include these with your form!

REMEMBER TO SIGN THE FIELD RULES!!!

Please send to: RMSA
% Bob Rice
1123 S. Oakland St.
Aurora, CO 80012

ROCKY MOUNTAIN SOARING ASSOCIATION FIELD RULES

1. The sod farm operations take precedence over **ALL** activities. We use the field at the convenience of the owner.
2. All members will follow **ALL** instructions from **ANY** sod farm personnel without question.
3. When sod farm operations are occurring during a flying session it is **OUR** responsibility to ensure that we will not interfere with operations. If it is unclear as to what is happening or where they intend to mow or work try to talk to workers or management and always move equipment or vacate the premises if necessary. Some workers do not speak very good English – in that case you must make every effort to avoid conflict or interference with operations.
4. Park only in the designated parking area on the southwest corner of the field. Do not park on grass, dirt or roads.
5. Avoid setting up on newly seeded areas or young grassy areas. The nice grassy areas are better to land on anyway!
6. Establish a frequency control pole and tag system! Frequency control is to be in effect at all times!! All members will post their frequency control tags on the pole and if there are conflicts, please exercise safety sense as well as share the flight time.
7. Parking and pit areas should be as condensed as possible for the safety of launch and landing.
8. Establish flight line areas for winch launch, high start launch, and hand launch that are separate for the sake of launch, flight & landing safety.
9. Flying over the parking/pit areas at less than 30 feet is prohibited. Doing so in competition WILL result in a zero flight score and during R/R flying a disciplinary action by the club.
10. No aerobatics or speed runs over the parking/pit/Launch/Landing zones.
11. Do not launch if a plane is circling in a launch zone: vacate the launch zone as soon as possible if someone is waiting to launch.
12. When entering a thermal occupied by other aircraft, enter in the same direction as the first aircraft
13. Landing aircraft have the right of way!
14. In the event of no mechanical retriever, please shag your own chute/line for the flight
15. Please share the usage of club equipment so that all have equal flight time.
16. Please be courteous and helpful to your fellow flyers as well as informative to all guests/spectators. Enjoy yourself and others!!
17. Absolutely no debris or trash is to be left on the field! Please take it home with you for disposal.
18. Make sure that your plane and electronics are airworthy before each flight. Exercise good safety sense in your flight
19. The aircraft will have an identification name/address or AMA number on or in the model in case of loss.
20. Please tag your winch/high start spikes or stakes with fluorescent tape so they are easily spotted on the field by all concerned.
21. Absolutely no alcoholic beverages will be consumed, prior to or during participation in any model event on the flying field.

I understand and will comply with all RMSA field rules:

Signature

2002 RMSA Contest/Event Calendar

Date	Event	CD	Notes
Jan 8	RMSA Meeting		
<i>Jan 19</i>	<i>PPSS</i>	<i>Barry Welch</i>	<i>PPSS - Fun Fly</i>
Feb 5	RMSA Meeting		
<i>Feb 2-3</i>	<i>Southwest Classic</i>		<i>CASL Southwest Classic - Phoenix AZ</i>
<i>Feb 24</i>	<i>Snow Fly</i>	<i>Mike Fritz</i>	<i>PPSS - RES only</i>
Mar 3	Pro-Am	Jim Monaco	Fifth annual Pro-Am
Mar 5	RMSA Meeting		
Mar 10	Open*	Bob Pederson	
Mar 23	Elec. F5J	Lenny Keer	
<i>Mar 23</i>	<i>March Madness</i>	<i>Joel Zellmer</i>	<i>PPSS - RES Only</i>
Apr 2	RMSA Meeting		
Apr 7	Open*	Jim Barr	
<i>Apr 213</i>	<i>Humps 'N Bumps</i>	<i>Dave Kurth</i>	<i>PPSS - Open</i>
May 5	Open*	Don Ingram	NOTE THIS IS BEFORE THE MEETING DUE TO MOTHERS DAY
May 7	RMSA Meeting		
May 18	Elec. F5J	Lenny Keer	
<i>May 18</i>	<i>Mayfly</i>	<i>Austin Cleis</i>	<i>PPSS - Open</i>
May 25, 26	Rocky Mountain Soaring Festival	Mark Howard	TENTATIVE - Special National Event
<i>June 1-2</i>	<i>IHLG</i>		<i>International HL Contest Torrey Pines CA</i>
<i>June 1</i>	<i>Dech-Elec</i>	<i>Jack Dech</i>	<i>Electric Fun-Fly</i>
June 4	RMSA Meeting		
June 9	Open*	Bob Moffett	
June 15	HLG**	Shannon Bingham	Saturday event
June 23	BBQ/Fun Fly	Dr. Dan Williams	Family Event
<i>June 23</i>	<i>Summer Solstice</i>	<i>Chris Keller</i>	<i>PPSS - RES Only</i>
July 2	RMSA Meeting		
<i>July 13</i>	<i>Memorial 2M</i>	<i>Dave Meyers</i>	<i>PPSS - 2 Meter RE Only</i>
July 14	Open*	Jim Monaco	
July 20	Elec. F5J	Lenny Keer	Saturday event
<i>July 20</i>	<i>Height O'the Season</i>	<i>John Read</i>	<i>PPSS - RES Only</i>
July 21	HLG**	John Kappus	
Aug 6	RMSA Meeting		
<i>Aug 10</i>	<i>Howling Coyote</i>	<i>Rich O'Connell</i>	<i>PPSS - Night Fly</i>
Aug 11	Open*	Bob Lewan	
Aug 25	HLG**	John Kappus	
<i>Aug 25</i>	<i>Dog Daze</i>	<i>Greg Tarcza</i>	<i>PPSS - Open</i>
Sept 3	RMSA Meeting		
Sept 8	Open*	Bob Rice	AKA: Colorado Challenge Cup
Sept 14	Elec. F5J	Lenny Keer	Saturday event
<i>Sept 21</i>	<i>Soar Bash</i>	<i>Bob Avery</i>	<i>PPSS - Open</i>
Sept. 29	LSF Day	Dr. Dan Williams	Work on LSF Tasks (Saturday)
Oct 1	RMSA Meeting		
<i>Oct 5&6</i>	<i>Visalia</i>		<i>Visalia California</i>
<i>Oct 5</i>	<i>Up-Chuck HLG</i>	<i>Bob Vixie</i>	<i>PPSS - HLG</i>
Oct 13	Open*	Mark Howard	
<i>Oct 20</i>	<i>Witches Brew</i>	<i>Larry Laughlin</i>	<i>PPSS - RES Only</i>
Nov 5	RMSA Meeting		
Nov 10	Open*	Shannon Bingham	
<i>Nov 17</i>	<i>Turkey Shoot</i>	<i>Chris Keller</i>	<i>PPSS - Open</i>
Dec 8	Awards Banquet		

*Club Open points contest ** Club HLG points contest

Italics indicates major national level contests available for points and PPSS events



2002 Board Members

President:	Dr. Danny Williams	(303) 903-2291	drdandc@juno.com
Vice President:	Bob Johnston	(303) 464-9895	
Secretary:	Bob Rice	(303) 745-5269	bob.rice@tobin.com
Treasurer:	John Pearson	(303) 306-6800	jp7120@aol.com
Past President:	Shannon Bingham	(303) 877-7557	binghams@boulder.earthnet.net

Member Support

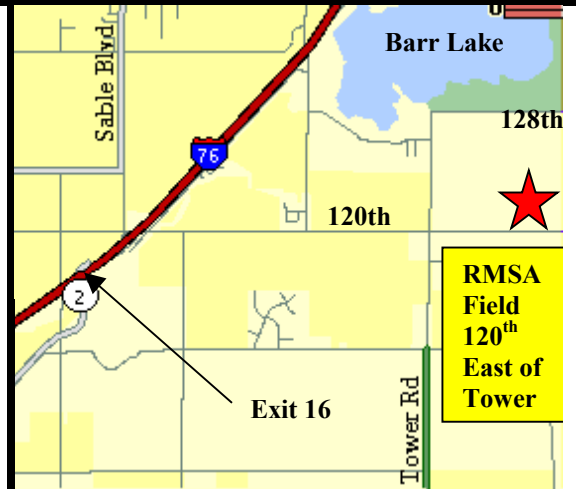
<http://rmsa.homestead.com>

Chief

Instructor:	Jack Zika	(303) 279-1549	(303) 505-9488 (Pager)
Instructor:	Mark Howard	(303) 278-7519	Mhoward@spaceimaging.com
F3B/F3J:	Mark Howard	(303) 278-7519	Mhoward@spaceimaging.com
Librarian:	Tracy Cochran	(303) 934-8838	Tcochran@idcomm.com
Newsletter:	Jim Monaco	(303) 464-9895	JimMonaco@earthlink.net

Winch Masters

Bob Rice	(303) 745-5629	Bob.rice@tobin.com
Bob Moffett	(303) 426-0328	Rtm0005@aol.com
Shannon Bingham	(303) 877-7557	binghams@boulder.earthnet.net
Gary Lewan	(303) 277-1375	
Dr. Dan Williams	(303) 439-7777	drdandc@juno.com



Directions to Field

Take I-76 to exit 16. Turn left and follow the frontage road through the circle onto 120th eastbound towards the airport. Take 120th East to Tower Rd. Continue straight through traffic light and look for the sod sprinkler on the left. We are on the southwest corner of that part of the sod farm.

Flying for RMSA members and accompanied guests only.



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

Forwarding Address Requested

First Class Mail