



# Thermals

Newsletter of the Rocky Mountain Soaring Association

March 2001

AMA Chartered Club 1245

Volume XXVI Number 3

## President's Message

This is one of those newsletters that I am taking a great joy in writing this month because the South West Classic (SWC) is in the history books and we can be very proud of the RMSA/ Colorado group. Many who went to the SWC had some interesting stories about driving down to the field due to bad weather on the way down. Once down to the field we were rewarded with two beautiful practice days on Thursday and Friday with no hint of what was coming for Saturday...

Saturday dawned cold cloudy and windy and just to make it interesting it was going to be downwind and turbulent all day in the landing area, and the wind was high enough that only the people brave enough tried thermal turns. It was a day that you had to head to the far South East corner of the field and catch a wave if you could get there to the lift then after some very smooth flying you would have hopefully made most of your time then it was time to deal with the landing area which was set up with the tape being from 0 to 80 one point for every two inches then from 80 to 100 it was one point every inch. Just to make it interesting. So to get a 100 landing you had to just about drive the nail to get it and Phil Jones did just that for one of his landings. I think he was one of only two people that got a 100 landing for the contest.

Sunday was a different story again this time it was clear and sunny and a great day to fly. Skip Miller Deserves a big congratulations for winning First place Charlie Miller got 3rd place I finished 12th place and Lenny got 20th place. The four of us won the Club trophy for first place Club giving the California guys something different to think about Colorado. Mark Howard got First place in RES and 19th overall all (even if he was flying for PPSS) he finished just behind Joe Wurts and just ahead of Lenny. Many others put down personal bests from our group and some had a bad day... Jim Monaco got 23rd with his back up ship, Don Ingram 41st, Phil Jones 46th, Tom Gressman 53rd, Bob Johnston, Mike Verzuh 95th, Joseph Neucomb got third youth /118th, and also won a Stork2 in the raffle, Gary Lewan 126th, Neil Schmoker 187th. I think I got every body If I missed any body just let me know... Here is one of the notes I got from the President of SWSA... FROM SWSA: I / we enjoyed you folks ! I guess that you showed us, et al., that you can fly. You guys are a fun group to hang with. We Hope to see you all again in Pasadena and Visalia, you guys can't quit now can you ? I as SWSA Pres. challenge you as RMSA Pres. to a TRIAD Bout for the year. You and RMSA have mine, and SWSA's, respect ! Good job Guys !

Note to all **winch masters**: DO NOT STRIP OFF THE STRING THE WINCHES as the string is on back order and it looks like we will have to go the first two contests with the old string.

So this is a great start what looks like an interesting year, and the Pro Am is coming up next month so get ready, because Spring is just around the corner.

So anybody want to go to Pasadena with me to take on SWSA??? Dr. Dan

*Dr. Dan*

### Next Meeting:

Date/Time: March 5, 2002 – 7:00 PM

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

Program: Show and Tell – bring your latest stuff for the new season

# 4TH ANNUAL RMSA PRO/AM SOARING EVENT

**What is it?**

A fun TEAM soaring event with 2-man teams picked randomly.

**Who is it for?**

Everyone - One Pro and one AM per team

**Why?**

To help new and current non-contest fliers learn to fly better, for our Masters to pass on their fantastic knowledge, and to tune up for the coming soaring season

**How will it work?**

One Pro and one Amateur will be paired as a team for the entire day. The team scores will be combined at the end of the day to determine the winning team.

- Round 1 will be the "Trim" round. In this round the Pro may fly 1 time to achieve the round duration, but the Am may fly as many times as they can/want to achieve their "best" score. Best is defined as a combination of 1 flight and landing. Landings may not be combined with a different flight. It need not be the last flight. During this round the pro may launch and fly the Am sailplane to help with trimming and setup, but only flights completely flown by the Am are eligible for scoring.
- Rounds 2-n will be standard AMA T1 International Duration with only 1 scoring flight allowed per contestant and FAI 15 meter landing tapes.
- Amateurs are allowed 2 popoffs per round - Pros are allowed 1 per contest.
- Rounds will be flown "open winch" which will allow the Pros to instruct the Ams in air reading and selecting a time to fly.
- Rounds will be 50 minutes long and you must launch prior to the round-end signal in order for the flight to count.
- Pro and Am MUST time for each other - Pro should help the Am learn the basics of timing.
- There are no field boundary requirements - land safely where you can for flight points.
- In order to balance the number of Pros and Ams it may be necessary for a single PRO score to count with more than one AM score (different teams) or vice versa..
- The CD will make the final determination of who is a Pro and who is an Am. CD determination is FINAL. The guiding rule is fairness.
- Amateurs are encouraged to fly their plane up the winch with the Pro throwing and pedaling the winch, but for those unable or fearful of the winch, the Pro may fly the sailplane to the top of the launch, but must give the transmitter to the Amateur immediately when the plane is off the towline.
- Your first flight of a round must be your scoring round (except round 1 for Amateurs), but after you have completed a scoring round you may fly as many flights for fun as you can in the rest of the flight window. Flyers needing a coring flight have priority at the winches.
- The person that fetches the chute has priority for launching on that winch – generally you will fetch the chute in order to fly...

**Masters - *This is an opportunity to have some fun and help out our newest flyers and members... and tune-up for the contest season.***

**Beginners/Novices - *This is your opportunity to work one on one with a Master for a whole day, and even if you never fly another "contest" this will improve your soaring skills a great deal. Come take advantage of it...***

**Date:** Sunday March 3, 2001  
**Registration:** 8:30 AM to 9:00 AM  
**Pilot's Meeting:** 9:00 AM  
**First Round:** 9:15 AM  
**CD:** Jim Monaco (303) 464-9895 jimMonaco@earthlink.net

**No Entry Fee, AMA Membership Required**

**Certificates will be awarded to the top 5 scoring teams and the top Pro and Amateur**

## March 10th Open Contest CD Bob Pederson

**Entry Fee:** \$5.00  
**Registration:** 8:30 AM  
**Pilot's Meeting:** 9:00 AM  
**First Flight:** 9:15 AM

**Current (2001) AMA membership is required and must be shown – if you haven't renewed – get to it...**

Please be registered and have planes assembled by Pilot's Meeting

**Winchmasters:** Please be at the field by 9:00AM. If you are unable to attend please contact the CD to arrange to have your winch/retriever available

**Tasks:** Tasks will be man on man duration with times set according to conditions.

**Landing:** Regular AMA landing tapes will be used.

## March F5J Contest

**Date:** Sunday, March 24, 2002  
**Time:** 8:30 registration, 9:00 pilots meeting  
**Type:** Electric thermal soaring  
**Entry fee:** \$5 per class entered (includes electric raffle ticket)

**Classes:** Two classes will be flown. Pilots may enter one or both classes.  
Sp400 Class – for stock speed 400 motors only and up to 8-cell battery.  
7 cell/open Class – for any motor and cell count. (7-cell models limited to 7 cells)

**Motor runs:** Sp400 class will have 60-second motor run time.  
7 cell models will have 40-second motor run time.  
Open class models will have 20-second motor run time.

**Task:** The task is to climb to altitude in the allotted motor run time, and remain aloft for a total of 10 minutes. Each flight group will be scored together, man on man.

**Landing:** FAI landing tapes will be used, 5 points per meter.

**Raffle:** We will have a separate raffle of electric related items at the December awards banquet. Raffle tickets will not be offered for sale; you'll have to enter the F5J contests to receive them. Each paid entry will receive one ticket. The top three places in each class will receive an additional ticket. Attendance at the banquet won't be necessary to win.

**Awards:** In addition to the extra raffle ticket, we'll have some simple awards for the first three places in each class.

## Phoenix SWC – One Man’s View

A trip to Phoenix should be an easy thing to do! It probably would have been an easy flight in a 737. But me, I drove the van, hauled some planes and did 700 miles on snowy roads! We followed the blizzard of 2002 that shut down all phone and credit card use in Las Vegas NM. I actually had to pull out that green paper stuff to buy gas there. The roads gradually got better until they were completely clear around Flagstaff AZ. Smooth sailing from there on to Phoenix. Aaaaah, warm weather, sunny skies – this is the life! Friday (practice day) was beautiful. The RMSA gang met at the field and we practiced many downwind landings, as it seemed like it was going to be a much needed talent. (hint: use your flaps before you turn downwind as flaps become pretty inefficient soon after that.) The day came to an end with a feeling of confidence – I can do this downwind thing!!

Saturday morning – 8:00 AM – 30 deg. F – cloudy, 10 mph downwind landing breeze. WHERE AM I??? This can’t be Arizona – what happened to that beautiful weather we had yesterday? After getting over the shock and adding more clothing, we attended the pilots meeting. My number came up fairly early so – get ready, get in line, and launch. All day Saturday it was launch, head upwind – smooth, no turns, camber to fly slow – milk it out until you had to land. (Downwind of course with a few crosswind breaks.) All that practice will pay off now! Oops – missed the circle. 0 points and didn’t quite make the time. I’ll get it next time. Well next time wasn’t much better, or the next – or the next – total landing points for the day – 40 – looks like I need more practice! I’ll be glad when this day is over. Several of our group had dinner at the Seafood Market where the troubles of the day were forgotten.

Sunday morning – warmer, clear skies, no wind – alright!! This day has some potential. The day turned out much like Friday was, which was what I assumed all days in Phoenix were like. I had no idea they would have any harsh or unruly weather until summer rolled around.

On this sunny Sunday flying was more normal, thermals could be found, mostly normal upwind or crosswind landings. I even managed two 70s landings – now that practice (translate luck) is really paying off. I managed to move up from 106<sup>th</sup> place on Saturday to my final place of 76<sup>th</sup> on Sunday. This was about the same as last year from me – the only difference was that I worked my way down last year instead of up this year. After the contest on Saturday there were some electric fly demonstrations. One that particularly stuck in my mind was the 3-D aerobatics show including hovering on the prop, to vertical climb, 90 deg turns inverted, turning, twisting, flopping – how did he do that kind of stuff? All at slow speed – right in front of the crowd. Very impressive. Then there was the raffle. My luck ran cold there also, but many of our group won items including “the luckiest boy in the world” – Joseph Newcomb! Dieter (ShredAir) had donated a brand spanking new Stork 2 ship for a special drawing for youth contestants only. The plane was a beauty, with wingtips that looked like they were made to carve watermelons with. So they drew out a number, called it out, no response. This was the most expensive prize of the raffle – everyone waited. Finally, Joseph’s mom called out – “I got it!!!”. Big smiles, congratulations, and back patting took place and the glider was handed to Joseph in the nose down position. Once his hand grabbed that aft position on the fuse, it was his for real and the trophy was paraded around with honors.

Everyone packed up and we said our goodbyes and drove off our separate ways promising to return again next year. I’m hoping for 90 deg.F and 90 point landings next year!

*Happy Sailing – Bob Johnson*

## Club Business

We will be setting a date for the joint flying day with the Owl Canyon club at the next meeting. We will be looking for a Saturday in April for this event. If you have a specific date you would like to see, please attend and express your opinion. Remember I do need a planning head count for those interested – so please email or call me if you would like to attend.

*Jim Monaco*



**Team RMSA**

## E-Soaring

### 7 cell F5J

A good power setup for the sp400 class was detailed last month, so this month I'd like to look at what is needed to be competitive in the 7-cell/open class. Note that these are two different airplane types that fly together in the same class. The only difference is that models with 7 cells (or less) will have 40 seconds to climb to altitude, and those with more than 7 cells will have only 20 seconds.

Since any motors can be used in this class, a brushless motor would be the obvious choice. They are able to deliver the most power for their weight and can handle some very high current. The only drawback is their price tag. A good brushless motor with geardrive and brushless controller will run about \$400-\$500, though used equipment can sometimes be found for less.

Is it possible to compete in the 7-cell/open class without spending big bucks on a molded electric sailplane and brushless motor system? That's what I wanted to find out. As an exercise, I wanted to put together a combination that offered the most performance for the least investment. The end result is an inexpensive system that will compete very well with the best fire-breathing brushless powered, eight-servo Euro-moldie, at a fraction of the cost

#### *Lightweight, low cost 7 cell setup -- 250 Watts*

Chameleon Pro 19T motor (Tower Hobbies or AeroModel)	\$35
MP Jet #8063 3.8:1 (Hobby Lobby or Icare)	24
Kontronik Easy 3000 or Sun 3000 (NSP or Icare)	34
Graupner CAM 14x9.5 blades (Hobby Lobby or AeroModel)	10
40mm LiteSpinner #LS40.4.8 (AeroModel)	20
7 cell CP1300 nicad pack (Hill's RC)	28

---

\$151

This power system is well suited to a lightweight two-meter sailplane. The Swing Plus from High Country Hobbies, the Filip 600 from Hobby Lobby, and the Omega 2M Electric from NSP are good, inexpensive options that come already built. The two-meter Little Bird from Sky Bench Aerotech would be a good kit choice or almost any light two-meter sailplane could be converted. The motor, gearbox, and battery pack together weigh just over 16 ounces.

For my low budget F5J exercise, I installed this power system in a Swing Plus sailplane. The Swing Plus is a superbly built V-tail ship featuring a polyhedral wing with a central spoiler. The three-piece built up wing bolts onto the fiberglass fuselage and the V-tails are removable for travel. This plane is imported from Germany and is a great value for \$160. It took only a few days to install the radio and power system and it was ready to fly. Thanks to a carefully selected power system, the total weight was only 36 ounces, so I knew it would be a sweet flyer.

And fly it did! The performance was excellent. A quick measurement of the current with a Wattmeter showed that it started out at about 40 amps, and then quickly dropped to around 35. This is pushing the motor, speed control, and CP1300 cells close to their limits, which is what I was looking for. Powered with this motor system, the Swing Plus will climb almost straight up. A 40 second motor run puts the plane at about twice winch launch altitude, which is where a competitive F5J ship should be.

I consider this budget F5J exercise a big success. I found that with careful equipment selection, it is possible to be competitive in the 7-cell/open F5J class for around \$300 total for the airplane and power system.

As always, I'd be glad to offer any assistance I can in optimizing electric sailplanes. Our first F5J contest will be Sunday, March 24th.

**Lenny Keer**  
**[lenny970@AOL.com](mailto:lenny970@AOL.com)**

## Phoenix SWC RMSA Final Results

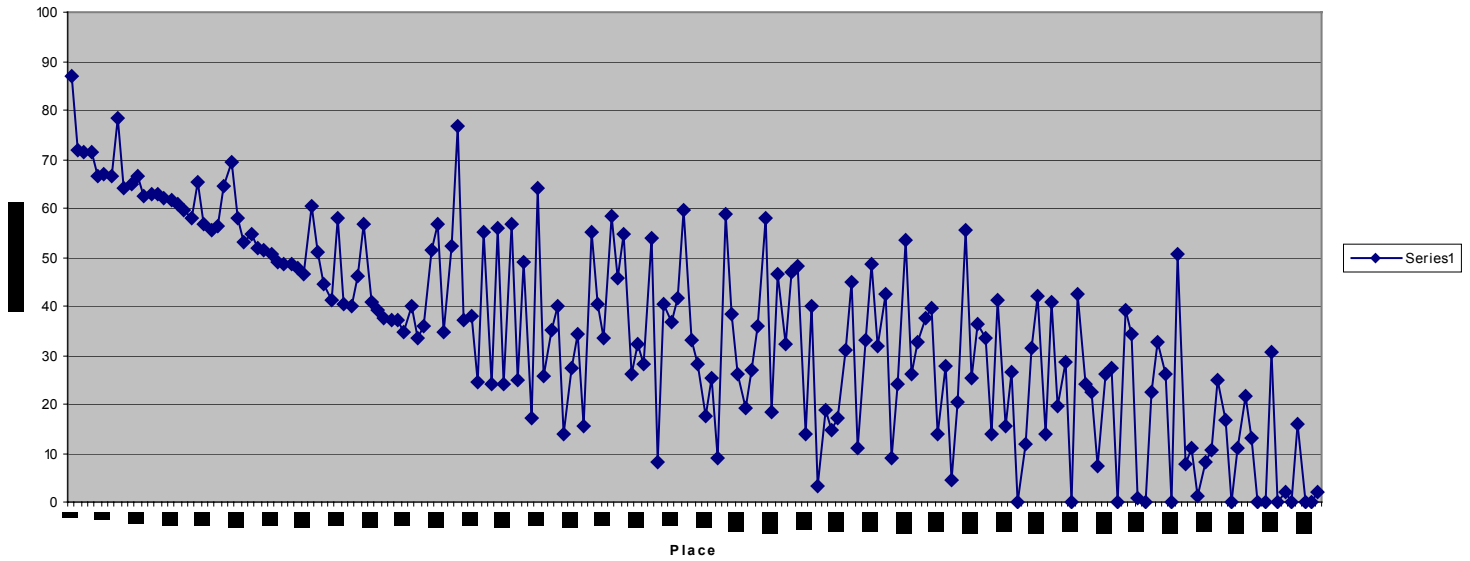
Included below are the top 10 finishers at the SWC along with the placing for the RMSA members.

46:00	Target Time							
Place:	Last Name:	First Name:	Plane	Number of this Model Flown	Grand Total:	Avg Ldg	Total Time	% of Target
1	Miller	Skip	Xtreme	2	3364	87	45:55	99.8
2	Greening	Craig	Psycho Light	1	3259	72	45:57	99.9
3	Miller	Charles	Emerald	4	3257	71	45:57	99.9
4	Perkins	Daryl	Fusion	1	3253	71	46:02	100.1
5	Schulte	Paul	Hera	2	3223	67	45:57	99.9
6	Young	Russ	Schpotdorker	1	3222	67	45:54	99.8
7	Clerx	Ben	NYX	1	3220	67	46:02	100.1
8	Smith	Michael	Sapphire	1	3209	79	44:19	96.3
9	Zucker	David	Emerald	4	3206	64	46:01	100.0
10	Warner	Garth	Artemis	1	3206	65	45:53	99.7
12	Williams	Dan	Icon F3J	1	3197	63	45:59	100.0
19	Howard	Mark	?	2	3162	58	45:55	99.8
20	Keer	Lenny	Xtreme	2	3161	65	45:05	98.0
23	Monaco	Jim	Eraser	1	3146	56	45:52	99.7
41	Ingram	Don	Stratos	1	3042	58	43:57	95.5
46	Jones	Philip	Hera	2	3031	41	45:44	99.4
53	Gressman	Tom	Emerald	4	2983	33	45:53	99.7
76	Johnston	Bob	Escape	2	2846	27	44:14	96.2
94	Verzuh	Mike	Graphite	1	2777	33	42:25	92.2
117	Newcomb	Joseph	Escape	2	2589	31	39:33	86.0
125	Lewan	Gary	Emerald	4	2545	24	39:37	86.1
187	Schmoker	Neil	?	2	595	0	09:55	21.6

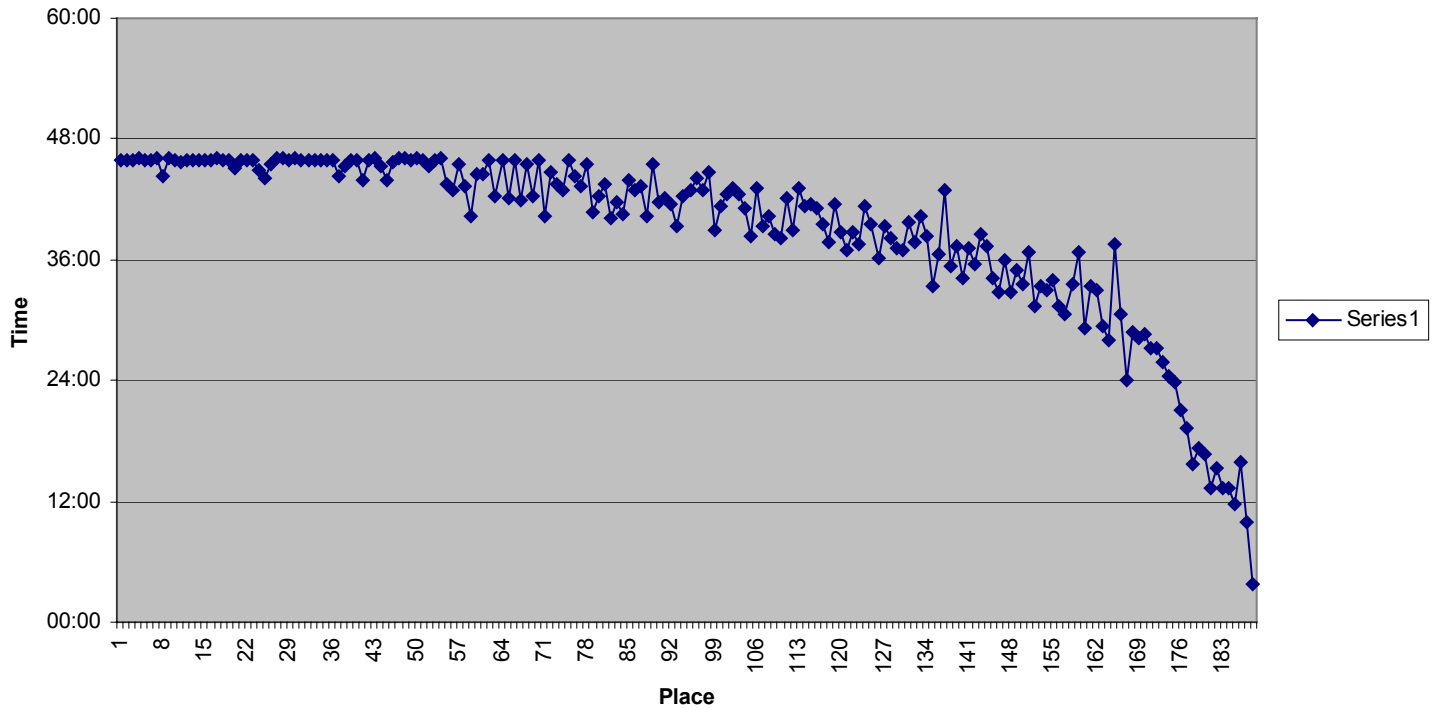
# Phoenix Statistics

For those that care – following are some graphs that show the level of competition. It is clear that this contest was won in the landing circle. Note that the average landing score correlated with placement nearly exactly (only a few exceptions) for the top 50 flyers. Congratulations to Skip and the rest of the RMSA team that did so well under very difficult conditions. Woo Hoo...

### Average Landing vs Place



### Time vs Place



## For Sale

### Too many F3J ships!!

For sale NIB: NYX KC F3J with cf elevator pushrod, Stork 2, Artemis Lt with custom color scheme, RTF: Omega 3, Eraser Xtreme, Artemis XLT. Contact me at office: 303-744-3535 X3101 or home at 303-979-8073. Prices are very reasonable!

**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**

---



## 2002 RMSA Contest/Event Calendar

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

\*Club Open points contest    \*\* Club HLG points contest

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



## 2002 Board Members

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

### Member Support

<http://rmsa.homestead.com>

Chief

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

### Winch Masters

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



### Directions to Field

Take I-76 to exit 16. Turn left and follow the frontage road through the circle onto 120<sup>th</sup> eastbound towards the airport. 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 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