



# Thermals

Newsletter of the Rocky Mountain Soaring Association

April 2002

AMA Chartered Club 1245

Volume XXVI Number 4

## President's Message

Well the first RMSA contest of the year is in the history books now and Spring is now here. If the first contest is any indication of how the year is going to be this will be a good but tough year as almost every one seemed to be in zone or very close to it already.

It has been brought to my attention more than once, that we are going to have to put a porta toilet up at the field if we continue to fly off of the South West corner of the field by the houses as we will get a complaint if we are not discreet about this... So if anyone has information or knows somebody in this business please let me know ASAP. As we are going to have to budget for one and it's cleaning as I am sure no club member will want to take the job on of cleaning it. As the trash can has been hard enough to get dumped.<VBG>

We now have a Hand Launch articles by John Cappas starting soon. He will be keeping us up on what is going on the HLG world. Also John will be giving a Clinic on how to make a HLG Fuselage Bagging next month in May. There was quite a bit of interest when he showed us how to bag a elevator last year so this one should be a good one.

We have new Batteries for all the winches now and the new frames will done soon. Just a little manufacturing OOPS ( You can ask David about it when you see him) So this has delayed there debuted a little, but I am told that they will all be done soon. While on winches lets put our attention on the retrievers, it has been suggested to me that we sell the ones that we have and get new ones that are less problematic (actually work) in preparation for our Two Day Soaring Festival's beginning next year. So if any one knows where they are please let the any of the club officers know. we will also need a place to store them until they can be sold.

We should have new parachutes soon for the winches ones that will not self destruct at the first contest. I am trying to find a good one and a source where we can get them, and yes I am trying to find ones with a small ring that will fit all the birds at the field.

So get those Sailplanes out soaring weather is here the air has been great so come on out and enjoy.

*Dr. Dan Williams* Never judge a day by the weather (it's the thermals that count)

### Next Meeting:

Date/Time: April 2, 2002 – 7:00 PM

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

## 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 1 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.
- 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. We will use the year-end standings from 2001 to assist in determining the teams. Generally – Novices are Ams, and Sportmen are Ams. If we still have more Master flyers that do not have a teammate, then we will select Master class flyers from the bottom standings of the Master group to be Ams.
- 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 April 14, 2002  
**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](mailto: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**

## Electric F5J Contest Rescheduled Saturday, March 30, 2002

Due to inclement weather this event was rescheduled. Note this is a Saturday event now. All other contest details are the same.

April 7th Open Contest  
CD Jim Barr



TO: RMSA Pilots, Beginners  
& AMA Licensed Visitors

FROM: Jim Barr, C.D.

DATE: March 21, 2002

RE: Spring Thermal Contest

RMSA will host the Spring Thermal Contest on Sunday, April 7, 2002 at the Club Field.

Registration	8:00 am
Pilots Meeting	9:00 am
Entry Fee	\$5.00

Task will be 5 Rounds Man-on-Man Thermal Duration (time to be announced) with spot landing tapes. Awards will be made to 3rd place for Masters, Sportsman and Novice.

Be sure to have your AMA 2002 license and please test fly new ships prior to the contest.

Come enjoy a day of friendly competition with RMSA's best flyers!

Builder of the Model rule will not be considered!

# March Blowout CD's Report – Bob Pederson

## March 10th 2002

We got very lucky with the weather for this traditionally iffy contest. Snow on Friday and high 50s on Sunday. I'll take all this kind of luck I can get. Thanks for everybody's help in getting this first contest of the year off to a good start. Special thanks to Don Ingram as Co-CD. Don is just getting his CD ticket punched. Watch for his contest coming up in May.

We ran standard International duration events all day (5 rounds) and things went very smoothly. The first round was 6 minutes and, surprisingly, a lot of the guys got their time. I raised the time to 8 minutes for the rest of the day and a good portion of the pilots continued to make maxes. The new molded ships (and their pilots) showed their stuff with their ability to stay up in light lift. Luckily we were flying man-on-man so the flight groups that didn't have any good air still put up reasonable scores. Even after starting late at 10:30 we still got in 5 rounds by 3:30. Everyone was off the field by 4:00 except for Lenny, Ali and Mark Howard who were flying their electrics in preparation for the Mar 23rd contest.

There were a number of pop-offs during the contest. We only lost one plane when Bob Rice popped off and pulled up right in to the sun. When it came out of the sun it was headed straight down at 50' altitude. Not much you can do in that situation. Scratch one Thermal Eagle.

Thanks go out to the winch masters for having the winches ready and to Jim Monaco for score keeping. Jims' printer was very temperamental all day, probably due to the cold weather. Those inexpensive Epson printers just weren't designed for this kind of abuse. I move that the club buys a printer that is more robust. How about a new print cartridge too. We were down to printing in Mauve by the end of the day because we used all the other colors; very stylish but hard to read in full sunlight. Jim shouldn't have to use and abuse his own equipment without some kind of compensation.

See below for the contest results. Congratulations to Masters winner, **Skip Miller**. **Mark Howard** came in Second in masters while **Phil Jones** was Third. In Sportsman, it was **Ali Ghaffari** in First, and **Mike Verzuh**, in Second. **Danny Dermer** took First in Novice.

**Bob**

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	RD 5	Total	Norm by Contest	Norm by Class
<b>N Novice</b>										
12	N	Danny Dermer	323	280	437	466	523	2029	416	1000
9	N	Chuck Stasek	367	481	280	306	355	1788	367	881
<b>S Sportsman</b>										
16	S	Ali Ghaffari	998	696	520	970	811	3995	820	1000
2	S	Mike Verzuh	727	864	556	766	1000	3913	803	979
<b>M Masters</b>										
22	M	Skip Miller	985	889	1,000	1,000	1,000	4,874	1000	1000
17	M	Mark Howard	882	1000	995	1000	978	4855	996	996
10	M	Phil Jones	985	940	1000	1000	915	4840	993	993
21	M	Bob Moffett	1000	940	968	946	978	4831	991	991
13	M	Bob Lewan	961	1000	814	982	1000	4757	976	976
18	M	Don Ingram	993	898	1000	767	1000	4658	956	956
8	M	Dr Dan	1000	1000	788	932	888	4609	946	946
5	M	Lenny Keer	1000	965	879	996	742	4582	940	940
19	M	Bob Johnston	865	1000	729	1000	978	4572	938	938
15	M	Bob Vixie	896	1000	984	737	853	4470	917	917
6	M	Chris Keller	935	539	980	1000	879	4333	889	889
11	M	Charlie Miller	816	615	1000	993	896	4321	886	886
14	M	Byron Blakesley	836	780	1000	574	1000	4190	860	860
4	M	Jack Zika	868	671	660	993	823	4014	824	824
1	M	Jim Monaco	1000	492	649	503	953	3597	738	738
3	M	Tom Gressman	1000	130	959	829		2918	599	599
23	M	Bob Pederson	758	767	450	566	363	2,903	596	596
7	M	Gary Lewan	545	560	578	601	608	2891	593	593
20	M	Bob Rice	372					372	76	76

## Owl Canyon Soaring Day Saturday - April 20, 2002

We are currently confirmed for April 20<sup>th</sup>, 2002 for a full day of special fun at the Owl Canyon Gliderport. The current plan is to have breakfast on-site at the airport at 9:00 AM. Following breakfast we will conduct an R/C Soaring program to demonstrate the various types of R/C Sailplanes and tasks. I will provide a computer R/C simulator, and we will have a buddy cord available to allow some of the full-scale pilots to get a little stick time. We should also plan on bringing and demonstrating a range of e-models, from Zags to Open class models. Dr. Dan wants to bring a scale model and do some aero-towing as well. Around noon-time the Owl Canyon group will start giving full scale rides to those who wish to try. They may even do some full-scale winch launches for us. Depending on how many members participate and want rides, we may have to draw names from a hat for the rides. You may need to pay a nominal fee for the tows for each ride – approximately \$12-\$15. Our own member Dave Thompson is also an Owl Canyon member and has graciously volunteered to be the tow pilot that day– awesome – thanks Dave!

As you can imagine, this will require some planning, and I will need an attendance list to ensure we have enough food for breakfast. In addition I would like to ensure that we have a variety of models to demonstrate. So if you plan on coming please send me an email or call me. I would like to know what models you could bring and demonstrate. It is not necessary to bring or demonstrate, but if you can – let me know what.

It would be nice if members planning to attend can attend the April meeting to help plan the events for the morning.

I expect this to be a really fun event. Special thanks go to Owl Canyon member Ron Watts for contributing this idea and helping make it reality. Be there or be square – RSVP!

*Jim*

## Contest Cancellation Procedures

Recently we have been unfortunate enough to have to cancel two contests because of weather. Both contests were cancelled prior to arrival at the field. I have been concerned about the process of informing members of cancellations and would like to discuss this with members at the next meeting. Generally, unless the weather is extremely bad – we show up at the field and make a determination of the conditions there. Sometimes the weather forecast is sufficiently bad – or other late problems occur, that force a premature cancellation (get your minds out of the gutter!). I would like to propose a process that can be followed to try and ensure that no-one drives all the way out to the field to find no-one there!

For those with internet access, I propose that I have a mechanism on the RMSA website, where CDs can update the main page with the status of the contest – either still on, or postponed. Members with web access should check the website prior to leaving for the field – particularly if the weather is questionable. Those without web access pose a more difficult problem. The easiest to implement, is that if the weather is threatening, call the CD to ensure the contest is still on. Another alternative is that I have a second phone line that I could put an answering machine on to use as an RMSA contest status line. The night before a contest, I could put a message on the machine giving the status of the contest. If the CD cancels, they should call me and I will update the message. Members could call the line on the morning of the contest to see if it is still on. Members should NOT call that number other than contest day morning – since it is my business line at other times.

If there are other ideas I would like to hear and discuss them. Please attend the April meeting to discuss this issue.

*Jim*

## Handlaunch Confusion!!

Due to the ineptness of your newsletter editor, one of the scheduled HL contests was accidentally omitted from the schedule list. Much anguish was caused – and lots of bellyaching occurred because folks thought there were only three contests. **THERE ARE FOUR CONTESTS SCHEDULED!** Note the dates listed in this newsletter (and the previous one). I apologize for anguish this caused!

*Jim*

## For Sale

1. **SPIRIT 100**, fully assembled, never been flown, wing servos. \$175.00 or best offer.
2. **Olympic II**, all servos, receiver (less frequency). \$80.00 or best offer. Great beginner's plane.

Steve at  
303-795-8610  
[strexler50@msn.com](mailto:strexler50@msn.com)

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1. **Omega 3M** 129" RTF less rx. \$495
2. **Artemis XLT**, RTF, 62 oz., Volz micro max x servos, yellow/red,\$750
3. **Artemis LT** NIB, special beautiful color scheme, yellow, white and red. \$550
4. **Omega 2 meter kit**, ARF, NIB \$100
5. **Pike Plus It**. With new slim fuse and from new batch with superb building quality, white/dk.blue, NIB, \$750

Tom Gressman  
Home 303-979-8073  
Office 303-744-3535 X3101  
[tom@newhorizonsccu.org](mailto:tom@newhorizonsccu.org)

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1. **Eraser (not Extreme)** 71oz. ready to fly with Multiplex Mc's in the wing and HS-85s in the fuse, 700mah battery \$725.00.
2. **Mueller Esprit**, 72 oz. Airtronics 141s, 1200mah battery, \$725.00. Price negotiable, trades considered.

Bob Lewan  
Days 303-884-3142  
Eves. 303-655-1649  
[rlewan@earthlink.net](mailto:rlewan@earthlink.net)

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1. **Emerald** - white top, black bottom less than two hours of air time on it. Airframe 500.00 - with Volz 800.00 and RTF 900.00.
2. **Mark Smith 1/3 scale ASW20 built by Ray Marvin**. Airframe built in primer grey ready to paint 650.00 contact me for further details on the ship.

Dr. Dan Williams  
(303) 903-2291  
[drdandc@juno.com](mailto:drdandc@juno.com)

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1. **2- Raptor Aero Feather HLGs** with flaps RTF. Kevlar wings and fuse pod, Carbon boom with bagged balsa V tails. Both have 5 servos, 4-HS 50 micros for the ailerons and tails and a JR241 for the flaps. "Lightened 555 receivers and 110Mah packs, 9.5oz RTF. One is a flat center aileron/flap wing and tip dihedral/7035 airfoil and the other has a flat center with poly tips, ailerons/flaps with a 7038 airfoil. No damage and in perfect condition. Price negotiable with or without radio gear.

Jeff Burg  
303-627-9895 Hm  
720-926-3560 Cell  
[JAB6658@aol.com](mailto:JAB6658@aol.com)  
[JefBurg@na.cokecce.com](mailto:JefBurg@na.cokecce.com)

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1. **RnR Genesis** – All molded – T-Tail. White Top/Red Bottom, 118" Wingspan 4 - Airtronics 141's in wing/2 - Standard servos in fuse. Excellent condition, never crashed. \$350

Bryan Dannettell  
303-465-9162 Hm.  
303-530-6227 Wk.  
[BD462@aol.com](mailto:BD462@aol.com)

## Stylus Trainer Cord Usage

Recently we have had the opportunity to use the stylus trainer cord for helping some newer flyers. It took a while to get the setup going and understand what was going on, but once set up, it is an excellent training aid. Mike Verzuh and I spent some time debugging the process and Mike has used the system several times, with his son, and with some other kids that had never had a transmitter in their hands before. The results were outstanding. Following is what we learned:

### Setup:

1. Some Stylus transmitters do not work as buddy box or Master. We have no idea why. This cause us a lot of headaches in the initial setup. My transmitter, that is only a couple of years old would not work at all. Marc's transmitter works fine. In fact all other transmitters we tried worked fine.
2. The Master transmitter must be the one that transmits signals to the plane
3. The Slave transmitter does not need to be on, nor does it need any card in it.
4. On the Master you go to the Trainer Menu and set it to MASTER. You also have the option of allowing the slave to use the Throttle stick or not. Although we have not tried it on a full-house setup, you will likely need to enable the throttle to allow the flap stick to work.
5. On the Master you need to assign the trainer to a switch.
6. On the slave, you need to set the Trainer menu to SLAVE

### Operation:

1. When the trainer cord is plugged in, it supplies power to and activates the SLAVE. The slave does not need to be on.
2. Note that the trims do not work on the slave – only the master can set the trim.
3. When the switch is in the ON position, the slave is able to control the plane.
4. When the switch is in the OFF position only the MASTER inputs work.
5. When the switch is in the ON position the MASTER can also give inputs to the plane. So if you need to make some corrections to the flight path you do not need to remove control from the SLAVE.
6. If you may need to frequently take control from a beginner – the spring toggle switch may work best as the trainer switch. If the student is more able and will likely fly for long periods without MAJOR problems then a regular switch may work better. You can control the plane without having to toggle the trainer switch and only want to remove control if the student is wildly working the sticks.

Mike has used the system with 4 kids, two of which had never flown before. He is very happy with the results with the trainer box. It works much better than the “over the shoulder” method and the students are much more relaxed.

With all the stylus radios around this will make a great and easy setup for helping new fliers. The drawback is that the trainer airplane must be flying on a Stylus to begin with.

*Enjoy! Jim*

# Mission F3J Contest

*The Oakalla Hawks invite you to attend our third F3J contest June 29 - 30 /2002 @ Anderson Sod Farm, Mission, B.C., AMA or MAAC License required .*

- Entry Fees** : \$20.00 U.S or \$30.00 CDN ( \$10.00 for the 2002 CDN F3J team )
- Frequency** : Please register your primary and backup frequencies.
- Registry** : Pre registration by mail or E-mail required for frequency matrixes  
Registration on the field \$10.00 extra, Sat 7:30 am Cutoff  
All preliminary rounds count for NWSS seasons points including the contest throw-out round.
- Scoring** : Preliminary rounds ( minus one discard ), determines flyoff contestants.  
Only Fly-off scores will determine a winner.
- Safety Rules** : This is a Maac Sanctioned event, Maac safety rules apply.  
Current F3J rules apply with following changes  
Winch launches with Parashutes, no retrievers, no monofilament  
11 min window to make a 10 min max. ( No Circle towing allowed ).  
Four Flyoff-rounds will be flown by the top 4 to 6 pilots, number to be determined at Sunday am pilots meeting.
- Reminders** : F3J does not allow landing skegs.  
Plane changes are allowed at any time during the contest  
You can make two flight attempts for a 10 min maximum flight.
- Time** : Pilots meeting held at 8:20 am each day. Sat flying until 4:30  
Sunday flyoffs start around 2:00 pm / finished by about 3:00  
Lunch brakes will be fitted between rounds.
- SUCCES** : F3J requires more organization and more effort from the participants.  
The number of flights depends on the number of entries, available winches, Pre- registration, and early winch setup.  
Normally in F3J everyone brings his own ( hand- tow ) equipment, since we want to please you, we request you arrange to bring a working winch and batteries + charger if possible.  
We are hoping to setup as many winches as possible , (with Parashutes) retrievers.
- CD** : Arend Borst, E-mail aborst @ telus.net ph : 604-823-4009  
address : 6976 Sumas Prairie Rd, Chilliwack, B.C., V2R 4K1, CANADA  
Backup Greame Clark.
- Camping** : Overnight camping allowed at the site on harvested areas ONLY for self-contained RV's. Contact Mike or Joan Anderson (604) 820-1052 or E-mail Joan-anderson@xxxxxxxxxxxxnewnew
- Motels** : Best western Mission City Lodge 604-820-5500 (10 min from field )  
Travellodge in Abbotsford 1-800-578-7878 ( 20 min from field )
- Remember** : No vehicles allowed to drive on Anderson's TURF !!!!!!!!!!!!!!!!

**Handlaunchers welcome.**

**Pre register early please**

*F3J ,,,,,,,,,, come and check it out, or just do it again*



## 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>	
<b>Apr 14</b>	<b>Pro-Am</b>	<b>Jim Monaco</b>	<b>Fifth annual Pro-Am (new rescheduled date)</b>
<i>Apr 21</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 Tarca</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