



# Thermals

Newsletter of the Rocky Mountain Soaring Association

July 2002

AMA Chartered Club 1245

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## President's Message

Well this month is starting off a rather smokey one...I hope all of our members and members families are safe from the fires. our last contest was called early do to the smoke from the fire that was coming the last few that flew had some practice as to what it is like to fly in the LA area in the summer. We are in the summer months now so I feel compelled to share this information on Heat Stroke...something not to be taken lightly.

Let me jump up on my Doctor Soap Box for a moment as this could affect anyone at the field as it gets hot and muggy...

A wonderful, soaring day at the flying field can be a great thing to share with your friends or by your self or it could be life threatening situation. Heat sickness's can be fast acting, and a dangerous killer. Heat cramps, heat exhaustion and heat stroke can bring about an irreversible coma and even, death so this is worth paying attention to and it's prevention is rather simple.

### **Heat stroke prevention: First know the difference**

It's important to note the differences between the three main heat related illnesses. While heat cramps can be uncomfortable, they are not life threatening. Heat stroke, on the other hand, needs immediate medical attention. All this information can be found with the Red Cross Or other First aid resources but we should at least know some of them as we are in an environment out flying that exposes us to this.

### **1: Heat Cramps**

Heat cramps are caused by muscle contractions in either the stomach or, the legs most commonly in the hamstring area or the back of the legs. Feeling more like a severe muscle pull, heat cramps are forceful and painful. Heat cramps are associated with dehydration or in simple words a lack of fluids, high temperatures. Heat cramps, while painful, are not life threatening. Ignoring heat cramps however, can bring about the progression of other, more serious heat related illnesses. Heat cramps can be treated with water, cool air and rest. So time to stop flying for a time and sit down and cool off and get small amounts of water in you and large amounts on you. Take a break, get to the car and run the AC and just cool down.

### **2: Heat Exhaustion**

This condition is exactly what it sounds like: severe exhaustion caused by extreme body heat. Excessive heat and dehydration can cause the body to overreact, thus raising your body temperature to over 102-degrees. Symptoms of Heat Exhaustion include paleness, nausea, extreme fatigue, dizziness, lightheadedness, vomiting, fainting and cool, clammy skin. Heat Exhaustion is a serious illness and should be carefully monitored. Cool, shady environments, liquids, cool rags placed on various areas of the body and replacement of electrolytes

### **Next Meeting:**

Date/Time: July 2, 2002 – 7:00 PM

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

Program: Battery Soldering – Lenny Keer

(such as those found in sports drinks) are used to treat this condition. If body temperature remains elevated even after treatment, It is time to get treatment for this get off the field. The real important thing to see is if the person has cool clammy skin

### **3: Heat Stroke**

Heat Stroke is a real medical emergency, and the most severe form of heat related illness. Anyone exhibiting the signs and symptoms of Heat Stroke should be rushed to the nearest hospital or clinic. Unlike other forms of heat illness, Heat Stroke does not have to be caused by exercise or exertion. High temperatures, lack of body fluids and overexposure to the elements can all bring about Heat Stroke. The very young and old are especially susceptible to the hazards of this heat related illness, but none are immune to it.

#### **Symptoms**

The first sign to look for in a victim of Heat Stroke is red, flushed skin. People who are suffering Heat Stroke, do not sweat, so it is critical that they receive emergency care immediately to relieve their body of heat. Other signs of Heat Stroke include: A body temperature of 106-degrees or higher, Seizures, Headache, Rapid pulse, Unconsciousness.

This is a life threatening situation and do not take it lightly...

#### **Prevention of Heat Stroke**

It is possible to avoid suffering the ill effects of heat related disorders by taking a few simple precautions. The easiest way to avoid Heat Stroke and other heat disorders is to keep your body well hydrated. This means drinking plenty of water before, during and after going to the flying field. Sports drinks are ok but water is best. Sitting in a shaded area while waiting to fly, Clothing, What you wear can play a big factor in how your body will handle the heat. Light colored, loose fitting clothing will aid your body in breathing and cooling itself down naturally. Tight clothing restricts such a process and dark colors absorb the sun's light and heat. bringing a good wide brimmed hat and an umbrella to the field, but once you feel yourself getting warm, it's best to remove any items that are covering your head while sitting in the shade. Continuing to wear a hat will only keep more heat trapped inside of your body. Limit Yourself, Watching how much you are doing at the flying field during hot days is also important. Don't overdue it. Heat Stroke can set in less than an hour. If you feel yourself getting warm or lightheaded, it's best to take a time out and rest in the shade. Heat related illnesses are preventable. Like many things, it's easier to take steps against Heat Stroke than it is to treat it. so be careful out at the field and watch others for any of these symptoms and take the time to make they are aware of what is going on. If anyone does show any of these symptoms at the field and passes out this is a medical emergency, and time to call 911.

#### **Soap box: mode off...**

Now on to happier things Lenny as agreed to give a clinic on soldering at this month's meeting. This is one that you do not want to miss...If you remember he agreed to do this at his last electric clinic which was well attended.

Be safe out there it is hot and muggy and for the moment smokey...

See you at the field *Dr. Dan Williams*

## **Winchmaster Needed!**

Do you want to be the envy of all your friends? Do you want to have a great "Real Balls" winch to use whenever you want??? Now is the time to make your dream come true... Mike Verzuh – a current RMSA winchmaster, has volunteered to use his personal winch for our club contests. That will allow us to have 6 winches at each contest. More winches means more flying. The responsibilities are simple: Keep the battery(s) charged for contests. Bring – or arrange to have brought – the winch to all open contests. We need someone to step up and take on this winch. Please call me at (303) 906-6965, or Mike Verzuh at (720) 684-1222 to arrange to get the winch.

*Thanks - Jim*

**Summer Fun – June Open Contest**  
**Sunday July 14, 2002**  
**CD Jim Monaco**

**Registration:** 8:30-9:00AM  
**Pilot's Meeting:** 9:00AM  
**First Round:** 9:30AM  
**Entry Fee:** \$5.00 (\$3.00 Jrs)

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

**Winchmasters: Please be at the field by 8:30AM. Please notify the CD if you are unable to attend.**

**Tasks:** F3J with winches

**Landing:** Spot Landing with FAI tapes.

**No Skegs...**

**July HLG Contest**  
**Sunday July 21, 2002**  
**CD John Kappus**

**Registration:** 8:30 – 9:15AM  
**Pilot's Meeting:** 9:15AM  
**First Round:** 9:30AM  
**Entry Fee:** \$5.00 (\$3.00 Jrs)

Please attend a Hand Launch contest with plenty of air time! We will be flying a minimum of 6 rounds. Some of these tasks will be from this years' IHLGF. Some rounds include 10 second penalties for additional throws beyond those specified. To make things more interesting for javelin launch fliers, there will be NO penalties for pilots who JAVELIN launch the whole contest.

There will be a special additional round if time allows! This will be for bragging rights and will not be scored with the rest of the contest. This round is javelin launch ONLY! Bring out those old HLGs and let's have some fun!

# June Club Contest CD's Report – Bob Moffett

## June 9<sup>th</sup>, 2002

I would like to thank the winch masters, scorekeepers, Bob Rice for keeping track of the sign up sheet and money, and everyone else who helped to make this contest a success.

I tried to get the contest started early but things didn't work out. When I arrived at the field at 8:00 AM the wind was blowing out of the south at about 10 to 12 knots so about 9:00 AM we set up the wenches accordingly. The sprinkler system became a factor so we decided to wait and while we were waiting there was a wind shift to the north, which was to our advantage. Anyway we got to run through the sprinklers again this year. One unfortunate accident happened. Byron lost the tail on his Escape when he hit a cable while running through the sprinklers. So in the future if by chance one has to run through the sprinklers be careful. With everybody's help we got started at 10:15.

We flew three 6 min. rounds and two 8:min rounds. There were 16 masters and 4 sportsmen. Two contestants were from Pikes Peak. The air was changing with most people struggling to make 6 min. Thermal conditions were not the best, which made for a most interesting contest. With people struggling to make their times a lot of them came up short in the landing zone. Smoke filled the air and visibility became an issue. The wind shifted again which meant launching down wind. With launching down wind, poor visibility, and most everybody being hot and tired the contest ended after 5 rounds.

Ali Ghaffari took first place in sportsman. Mike Verzuh came in second. Joseph Newcom was third with an outstanding 5th round, which burned a few masters, big time. Chuck Stasek did well with his Emerald coming in forth. Bob Vixie took the masters class with a poly. Yes! Mark Howard came in second, Charley Miller third, Lenny Keer forth and Don Ingram fifth. Congratulations to all.

Thanks again for your help and support. It seemed to me that most everyone had a good time and for me that is what it is all about.

*Bob Moffett*

### Contest Results for: **Summer Fun**

**Date: June 9, 2002**

ID	Class	Name	Place by Class	RD 1	RD 2	RD 3	RD 4	RD 5	Total	Norm by Class	Norm by Contest	Place by Contest
	<b>M</b>	<b>Master</b>										
7	M	Bob Vixie	1	971	1000	972	976	970	4889	1000	1000	1
18	M	Mark Howard	2	932	1000	917	1000	981	4829	988	988	3
15	M	Charlie Miller	3	1000	748	1000	1000	1000	4748	971	971	4
14	M	Lenny Keer	4	1000	980	947	778	989	4695	960	960	5
2	M	Don Ingram	5	908	709	1000	850	1000	4467	914	914	6
13	M	Skip Miller	6	918	1000	952	1000	471	4341	888	888	8
16	M	Dr. Dan	7	1000	1000	928	865	548	4341	888	888	9
1	M	Jim Monaco	8	874	989	1000	1000	374	4237	867	867	11
4	M	Bob Moffett	9	1000	877	934	982	409	4202	859	859	12
17	M	Bob Lewan	10	879	978	1000	762	523	4141	847	847	13
10	M	Jack Zika	11	646	793	752	945	933	4069	832	832	14
19	M	Bob Johnston	12	984	838	930	989	136	3877	793	793	16
12	M	Phil Jones	13	785	940	687	744	705	3861	790	790	17
11	M	Byron Blakeslee	14	984	914	583	951	326	3759	769	769	18
6	M	Rich O'Connell	15	819	895	763	577	608	3663	749	749	19
3	M	Gary Lewan	16	627	746	869	795	547	3583	733	733	20
	<b>S</b>	<b>Sportsman</b>										
20	S	Ali Ghaffari	1	980	880	965	998	1000	4823	1000	986	4
9	S	Mike Verzuh	2	684	949	815	984	893	4325	897	885	10
5	S	Joeseeph Newcomb	3	933	602	824	852	1000	4211	873	861	12
8	S	Chuck Stasek	4	848	715	718	691	898	3870	803	792	17

## F3J in the Rockies - Contest Report.

Friday afternoon it was snowing and raining like it would never end. I went to the field anyway and stayed until about 3pm in case anyone showed up for the “clinic”. Bob Lewan, Charlie Miller and Mark Russel were there as well - waiting for clearing skies that never came. At that point, it was debatable if we would fly Saturday at all. But by the next morning the skies had completely cleared. The field was not terribly soggy; and both weekend days proved to be excellent. 17 pilots registered for the weekend - six teams.

It’s never an easy task to get everyone on the same page - the flight line set and lines staked out - flight group printouts and the working time clock going. But after the requisite pilot’s meeting, we finally did. We started the contest towing towards the southwest. The lift Sat. AM was light - favoring those with a plane designed for light air conditions. We switched to the north later in the day, as the prevailing winds changed and became stronger. This scenario was repeated exactly Sunday. The only difference was that we had to suffer a few downwind launches Sunday - and the Sunday afternoon winds were much stronger than Saturday afternoon.

Frequencies were arranged in advance - no cross team conflicts; so we were able to fly every pilot against all other pilots in the competing teams. As there were six teams, rounds consisted of three groups of five or six pilots. We would start the five minute prep time as soon as the previous group landed - so the rounds went pretty quickly. We were able to get in six rounds Saturday, five regular rounds Sunday, and three flyoff rounds. You could potentially fly a total of 155 minutes, or just over two and a half hours over the weekend.

Last year we restricted the flyoffs to six teams as that was all we could fully support. This decision was met by some chagrin (pilots 7-10). This year I decided to allow all top ten finishers to compete in the fly-offs. The logistics were to be handled by the pilots - NOT the CD! I believe that was a very good decision. Some teams decided to split up resources in order to support two or three pilots. Some even used a single towman! The three fifteen minute flyoff rounds proved EXTREMELY challenging as the wind had increased all afternoon. There were only two pilots in the flyoff rounds that got all three times. The winner (Skip Miller) was decided by only 11 points. It is interesting the second place pilot (Rich Burnoski) was tenth in the prelims.

Also interesting:

You could drop one score. This meant in fact that you could miss two times and still make the flyoffs. But you could not miss the second time by much! Skip won the contest - but he won only three prelim rounds. Bob Lewan, Lenny Keer, and Charlie Miller won four each—but Skip’s worst prelim round score (after throw-out) was 993! There were LOTS of zero rounds - especially Sunday ; caused by out of bounds landings.

Guys in this club know how to do this - they know when to relight and when to hold on to a respectable score given bad air.

I stick with my basic philosophy that you HAVE to make your times to do well in F3J. This gets you into the flyoffs where that 15 minute time is especially critical. Then you need the well-timed landings to win.

All in all this was a great contest; LOTS of flying all day for two days. We will surely do it again next year!

### Preliminary Results

Name	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	RD 7	RD 8	RD 9	RD 10	Total	Total after Throwout	Norm by Contest
<b>Skip Miller</b>	1000	999	993	1000	999	993		994	993	1000	8970	8970	1000
<b>Lenny Keer</b>	991	987	1000	980	1000	1000	1000	979	978		8916	8916	994
<b>Bob Lewan</b>	933	1000	997	1000	1000	988	982	994	1000		8894	8894	992
<b>Bob Moffett</b>	971	972	944	962	997	933	912	999		857	8546	8546	953
<b>Mark Russell</b>	1000	922	878	965	994	718	1000	963	1000		8441	8441	941
<b>Mark Howard</b>	994	980	929	990	990	736		1000	853	926	8396	8396	936
<b>Charlie Miller</b>	958	1000	1000	994		1000	752	1000	995	664	8363	8363	932
<b>Ali Ghaffari</b>	1000	952	814	988	986		629	1000	987	1000	8356	8356	932
<b>Byron Blakeslee</b>	751	954	967	993	937	968		747	987	1000	8303	8303	926
<b>Rich Burnowski</b>	997	999	1000	988	647		689	991	1000	990	8301	8301	925
<b>Shannon Bingham</b>	898	1000	983	997	1000	1000		996	417	997	8287	8287	924
<b>Jon Padilla</b>	748	999	981	852	714	988	795	854	994		7926	7926	884
<b>Phil Jones</b>	1000	993	997	742	1000	709	1000		730	641	7812	7812	871
<b>Dr. Dan Williams</b>	964		991	884	988	759	662	874	855	683	7659	7659	854
<b>Rich O'Connell</b>	738	948	975	1000	993	988	609	746	611		7608	7608	848
<b>Jim Monaco</b>		820	726	990	813	550	576	964	965	520	6923	6923	772
<b>Ryan O'Hara</b>	273	961	843	981	928	524			786	398	5693	5693	635

## Fly-Off Results

Name	RD 1	RD 2	RD 3	Total	Norm by Contest
Skip Miller	999	1000	1000	2999	1000
Rich Burnowski	997	993	998	2988	996
Lenny Keer	1000	746	970	2716	906
Mark Howard	986	993	704	2683	894
Charlie Miller	974	592	904	2470	824
Bob Moffett	943	528	887	2358	786
Mark Russell	962	704	550	2216	739
Bob Lewan	528	996	529	2053	685
Byron Blakeslee	906	923		1830	610
Ali Ghaffari					

## Contest Report - June 15th Handlaunch Contest – Shannon Bingham CD

June 15<sup>th</sup> hand launch contest report. Well, after flying in from Detroit on time and somewhat early, being really well organized, on task and WELL DRESSED, we were blown out after one round. I would estimate that by the end of the first round the wind quickly picked up to 10 gusting to 25. Not great thermaling conditions. In the first round, I won the first heat and Skip won the second as the wind was getting out of control. It was pretty apparent after a 30-minute delay that the wind was in to stay.

Silver lining - I went over to the "Taste of Brighton" event after the contest and the Denver Model Yacht Club was doing a demo there. I'm a new member and have just discovered RC yachting. The sailing was awesome. Had a blast for about two hours sailing the club president's beautiful East Coast 12 in steady wind. There were about 20 boats shredding the water most of the afternoon engaged in "round the mark" open class racing. If anyone ever wondererd what ever became of Tony Kay, Greg Merkle or Jim Barr, they are sailing boats now. Greg had a beautiful International 10 Rater built to his impecable standards; fast too! Anyhow, here are the scores from the first round before cancellation.

### June 15th Handlaunch Scores - Round 1, Heat 1

John Kappus - 990  
Shannon Bingham - 1000  
Lenny Keer - 880  
Jim Newcomb - 845

### Round 1, Heat 2

Jack Zika - 567 (Javelin)  
Bob Vixie - 847 (Javelin)  
Charley Miller - 962  
Skip Miller - 1000  
Bob (Get your Plane!!!) Lewan - 854  
Joseph Newcomb - 914

### Contest Reschedule Announcement - August 18th Handlaunch Contest

I'll be running the rescheduled June hand launch contest on Sunday August 18<sup>th</sup>. Again, I'll run day one of the International Hand Launch Glider Festival tasks without the launch penalties. Entry fee will be five dollars and we will divy the entry fees up as prize money unless the club directs me do to otherwise. I'll have my recorded timing system. Usual AMA and Handlaunch protocols will apply. I will have a highest javelin launch award for anyone who exclusively avoids discus launching. Meet at 9:00. Pilots meeting at 9:15. First round at 9:30 or so. I encourage pilots to bring a friend to help time. We won't reschedule this one - If this date isn't satisfactory, someone else please run this contest.

## What's New in Hand Launch Gliders?

Hand launch gliders have been a rapidly changing field over the last couple of years. These changes have been especially quick with the advent of DLG (discus launched gliders). These are launched by grabbing the wing tip, spinning around 360 degrees, and releasing the plane as if it were a discus. This has resulted in launch heights greatly exceeding 100 feet and reported dead air times up to 2 minutes!

This year's June IHLGF in California has shown that the rate of changes has slowed down, but some significant alterations are still occurring. One of the more notable is the use of XFOIL in creating special low Re airfoils just for hand launch. Both the Polecat XP-3 series and the Taboo XL offerings use new thin airfoils created by XFOIL creator and MIT professor, Mark Drela. These airfoils are in the public domain. The Encore uses an XFOIL airfoil created by Joe Wurts. Both of these families of airfoils have foils created specifically for camber changing. These sport an unusual bump on the topside, with a smooth underside, when the airfoil is reflexed for speed and launch. Conversely, this bump is on the bottom, with smooth topside, when the airfoil is cambered in thermal mode. This allows the foil to be optimized over a wider selection of camber settings. Joe Wurts has also commented that his foil is very good up to a certain camber droop, but quickly gets much poorer with additional chamber. This has caused him to set up his glider in an unusual way. In thermal mode, to avoid any additional camber caused by a down going aileron, he doesn't use much aileron to turn in this mode. He built the DLG with a LOT of dihedral and thermals mostly with rudder. He uses aileron for reflex and landing. (Aren't computer radios great!)

Landing, and especially the turn around time, has become a big issue at a major contest like the International. The top pilots catch the plane by the wing tip peg and, in one smooth motion, turn and throw. This can be very difficult on calm days with the thin new fast airfoils. To aid this, Joe and others have resorted to flaps, either with 6 servo planes or polys with a center flap. Flaps allow the plane to be slowed down for an easier wing grab right at the target time. It should also be noted that the weights of these planes have gone up quite a bit. Many of the planes in the finals were over 11 ounces. Remember that, unlike javelin launch, heavier DLG actually launch higher than light ones. Obviously, the drawback is a higher sink rate from the increased wing loading. This might be less of a factor in California with the dense air (compared with Denver) and the strong, but fast moving, thermals.

This year, 4 polys and 6 aileron ships made the fly-offs at the IHLGF. In the finals, the top 5 all had camber changing. Joe won the contest with a score 4.5 points away from a perfect 12,000!

Here in the RMSA, where HLG contests are not yet won by a couple of second difference in turnaround time, we haven't yet seen 6 servo competition ships. At the sod farm, light lift performance seems to be quite important. However, I do believe we will start to see some of these advances soon. There are already several XFOIL airfoils flying in the Rockies. These changes are part of what keeps HLG fresh and fun! *John Kappus*

## For Sale

### **NEW LOW PRICES!**

1. **Escape** – Jr digital 368's in fuse, micro max x in wings, SR 1200 battery, white and violet, super flying Escape. \$850 including Mueller bags. Extra bags for \$100
2. **Artemis KC**, micro max x all around. Second place in 2001 Challenge Cup. \$750. Wing bag included. Bag lady bag extra \$100
3. **Majestic** \$300
4. **Hummel electric** – cabin free-flight style, Sp400 with gearbox, controller, battery, rx. \$250
5. **Hand launch gliders** all \$100 each. Illusion, Commoner, and L Bird2.

**Tom Gressman**

**Home 303-979-8073**

**Office 303-744-3535 X3101**

**tom@newhorizonsccu.org**

### **NEW LOW PRICES!**

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~~ **\$650.00**
2. **Mueller Esprit**, 72 oz. Airtronics 141s, 1200mah battery, ~~\$725.00~~ **\$650.00**. Trades considered.

**Bob Lewan**

**Days 303-884-3142**

**Eves. 303-655-1649**

**rlewan@earthlink.net**

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)

# Fun Fly Announcement

The 3<sup>rd</sup> annual TeamTeke Silent Fun Fly will be held at Lost Creek Model Airpark 12 miles North of Silverthorne on Highway #9. Contact Ron Teke (970)262-6312 or [TeamTeke@cs.com](mailto:TeamTeke@cs.com). \$10 flying, \$5 Lunch. Several members attend this last year and had a lot of fun.

## 2002 Open Standings

	Mar	PI	Apr	PI	May	PI	F3J	PI	June	PI	Nat. Lvl.	PI	Best 6	Place	Prev Pts	Prev Wins	02 Pts	02 Wins	Tot Pts	Total Wins	Promo
<b>Masters</b>																					
Miller Skip	1000	1	1000	1	984	2	1000	1	888	6	1000		5872	1							
Howard Mark	996	2	976	3	882	9	980	3	988	2	940		5762	2							
Miller Charlie	886	11	954	4	934	7	966	4	971	3	968		5679	3							
Phil Jones	993	3	918	6	887	8	871	9	790	13	901		5360	4							
Dr. Dan Williams	946	7	895	7	798	12	854	10	888	6	950		5331	5							
Monaco Jim	738	14	852	9	736	16	772	12	867	8	935		4900	6							
Lewan Bob	976	5	989	2	946	4	939	6	847	10			4697	7							
Keer Lenny	940	8			834	11	982	2	960	4	940		4656	8							
Don Ingram	956	6	884	8	966	3			914	5	904		4624	9							
Bob Moffett	991	4	773	14	940	5	959	5	859	9			4522	10							
Bob Vixie	917	10	949	5	769	14			1000	1	738		4373	11							
Blakeslee Byron	860	12	798	12	936	6	926	7	769	14			4289	12							
Rich O'Connell			626	15	779	13	848	11	749	15	828		3830	13							
Gary Lewan	593	17	810	11	534	18			733	16	757		3427	14							
Bob Johnston	938		785	13					793		846		3362	15							
Zika Jack	824	13			754	15			832	11			2410	16							
Gressman Tom	599	15									887		1486	17							
Pederson Bob	596	16	837	10									1433	18							
John Kappus					1000	1							1000	19							
Padilla John							884	8					884	20							
Shannon Bingham					851	10							851	21							
Miller Dusty					540	17							540	22							
Rice Bob	76	18											76	23							
<b>Sportsman</b>																					
Mike Verzuh	979		1000	1	1000	1			896	2	826		4701	1	3		8	2	11	2	
Ali Ghaffari	1000		907	2	764	3	925		1000	1			4596	2	5	1	6	1	11	2	
Joseph Newcomb			881	3	840	2			872	3			2593	3	2		4		6		
Chuck Stasek			862	5	724	4			802	4			2388	4							
Wayne Hollenbeck			863	4									863	5							
Ryan O'Hara							635						635	6							
Jeff Hainline			519	6									519	7							
Steve Bygren			489	7									489	8							
John Kappus														9	18	3			18	3	
Kevin Moffett														9	14	1			14	1	
Monaco Marc														9	4				4		
Peter Baur														9	1				1		
<b>NOVICE</b>																					
Neil Schmoker			1000		1000						595		2595	1							
Danny Dermer	1000												1000	2							
Chuck Stasek	881												881	3							
Art Ries					344								344	4							



## 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>F3J in the Rockies*</b>	<b>Mark Howard</b>	<b>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 29-30</b>	<b>Elec. F5J</b>	<b>Lenny Keer</b>	<b>Two Day 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) 678-5597</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:JTP1006@earthlink.net">JTP1006@earthlink.net</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

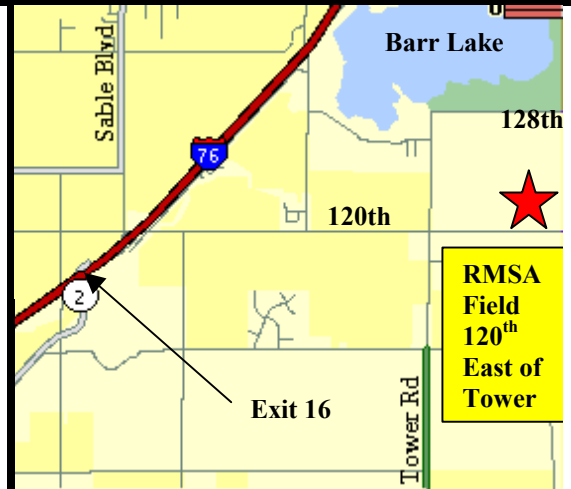
<http://rmsa.homestead.com>

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 Johnston	(303) 678-5597	
Mike Verzuh	(970) 532-0638	<a href="mailto:mike.e.verzuh@seagate.com">mike.e.verzuh@seagate.com</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