



Thermals

Newsletter of the Rocky Mountain Soaring Association

August 2003

AMA Chartered Club 1245

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President's Message

Well I am sitting here a little tired after a week at the NATS any of you that have been there know what I am feeling right about now and those of you that have not really should go just to experience it. It was like a week long soaring boot camp competing every day and some days were very long to say the least. I drove out there and got in at 3:00 in the morning Friday only to be awoken by Jack Strother blowing his horn out side my motor home at 7:00 AM so much for getting rest, Jack then recruited me into helping get ready for the week not without some grumbling from me at first about getting some rest but by then I was a wake so off we went and I got to see the insides of the AMA headquarters and sigh up for the team trials. I flew in every thing but hand launch. The week started off with two very intense days of F3J. I shot myself in the foot three times. Once by launching just a split second before the horn and two landings out one short by one meter and the other in the corn and it took two days to find it, I was not alone as many others did not make it back. So needless to say I did not make the fly offs. The next day was hand launch and I am glad I had opted out as it was a very tough day with a cool windy day. I rather enjoyed the day off and instead got to drive a golf cart in the HLG Golf I drove for Joe Wurts so it was a rather fun event to watch I can not wait to see some of the video from the event as everyone was having way too much fun that night. The next two days were 2 Meter I had allot of fun with this one but was fitting the program of the bird for the first day so I steadily fought my way the rear of the pack but having fun none the less. The next two days were Open class the was a better one for me but the day was cool and the thermals were very light and not very many of them and we were chased off the field for a large storm on the first day and the second day was about the same so it was hard to get a max flight and allot of hits were being taken by almost everybody. I some how managed not to take any hits and ended up third behind Joe Wurts and Larry Jolly It was a great day for me and only with RES left it was rather nice to almost be done. The first flight of the day for me I blew the right outer wing tip off my AVA and still managed to get a 4:30 flight out of it I got out my little bird but the wind was picking up and I decided to call it quits as I was rather tired from the week. So I packed up and went out and said my good byes and got on the road back to Colorado. I got to visit with old friends and make many new ones. It was a blast and really you should think of going yourself it was really worth it.. The LSF did a fantastic job running the NATS and I will be back.

Now This month brings the USA F3J Team Trials to Denver and we are not done yet as we have to get the volunteers needed to run this contest and we will discuss this at this months meeting and also tying up any loose ends that have to be dealt with. So if you can please show up to lend a hand to make this a great contest. See you at the meeting....and at the Team Trials.

A rather tired ,but happy
Dr. Dan Williams

Next Meeting:

Date/Time: August 5, 2003 – 7:00 PM

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

Program: Planning for the F3J Team Selections

August 10th Open Contest CD Bob Johnston

Entry Fee: \$5.00 (\$3.00 Jrs)
Registration: 8:30 AM
Pilot's Meeting: 9:00 AM
First Flight: 9:15 AM

Tasks: At least 5 rounds of F3Jish flights – with a 15 minute flyoff for bragging rights
Landing: FAI Spot Landing with **FAI** tapes.

Note this event will follow F3J Rules except club winches will be used for launching instead of hand tow and landing must be within 100 CD steps of the spot- SKEGS ARE NOT ALLOWED!

August 23rd Handlaunch Contest – John Kappus

Date: SATURDAY August 23, 2003
Time: 9:00 – 9:15 registration, 9:15 pilots meeting, 9:30 First flight
Type: Handlaunch

Tasks: To be announced at the pilot meeting. Come on out and have a fun time.

F5J FunFly – Postponed to Saturday Oct. 11

United States F3J Team Selections Aug. 30 – Sept 1, 2003

RMSA has the privilege of hosting the contest that selects the team to represent the US in the F3J world Championships next year in Calgary Canada. By the time you read this the team entry deadline will have passed, but RMSA needs lots of help to properly staff this event. We can use every possible member during this critical event. Recruit your friends and loved ones to help out. Our main need is for timers. We need to provide official timers for all flyers. If you can run a stopwatch, you can help. See the brochure on the next page detailing the raffle we are providing “for volunteers only”. You can’t buy tickets, but you can earn them. And the grand prize is a COMPLETE Airtronics Stylus radio system. See the many ways you can improve your chances to win on the next page. RMSA NEEDS YOU!!!

USA F3J SOARING TEAM SELECTIONS
VOLUNTEER RAFFLE GRAND PRIZE
A COMPLETE AIRTRONICS STYLUS RADIO SYSTEM!!
Labor Day Weekend – August 30-September 1, 2003



That's right we are giving away a complete Airtronics Stylus Computer Radio system INCLUDING the card of your choice, Glider, Akro, Helicopter. This is the same radio system that recently won the Helicopter World Championships!!

The Rocky Mountain Soaring Association is the host club for the competition to select the United States F3J Soaring Team to represent the US at the World Championships in Calgary Canada next year. This event will be held during three days over **the Labor Day weekend August 30 through September 1**. F3J is an exciting – human tow – simultaneous launch event, with lots of action and strategy. This event will require a number of volunteers to support official timing activities for the competitors and other miscellaneous tasks. You will have the opportunity to see some of the world's best soaring pilots competing for the privilege of making the United States Soaring Team. If you intend to come and watch – you could just as easily be a volunteer. You will be up close and personal to the best pilots in the world – watching their techniques and hearing their strategies. **No experience needed!!!** The most needed help is for officials to time the competitor flights. If you can push a button on a stopwatch you can be a timer. Volunteers can receive training prior to the contest – the rules are pretty simple. On Friday evening August 29th RMSA personnel will conduct a training session at the RMSA club field lasting no more than 1 hour to familiarize volunteers with the watches and when to start and stop timing. It is recommended that volunteers attend this session. Other arrangements can be made with other club members to prepare volunteers in advance for those that cannot make the scheduled session. This link describes the requirements for timing flights.

In order to encourage volunteers to donate their valuable time over the Holiday weekend, Skip Miller (on behalf of Airtronics) has generously donated the complete Airtronics STYLUS radio system that he won by winning the RMSA F3J in the Rockies Contest as the grand prize. This system includes: transmitter, receiver, 141 servos and winner choice of feature card. Various other prizes will also be in the raffle. Here is how it works:

1. For every 4 hours that a volunteer works, they will receive 2 raffle tickets.
2. Volunteers who commit to working prior to Aug. 15th and sign up for specific times receive double tickets for their committed times.
3. Volunteers that commit to the entire 3 days prior to August 15th will receive a bonus of 10 tickets.

If you can work 1 day you get 4 tickets – if you commit to that day before August 15th you get 8 tickets total. If you work all three days you get 12 tickets. If you sign up and commit to these days before August 15th you double that plus 10 bonus tickets for working every day - for a total of 34 tickets.

You can sign up online at the RMSA web site at <http://www.jmcccconsulting.com/rmsa/f3jsched.asp> or by calling Jim Monaco at (303) 906-6965 or email JimMonaco@Earthlink.net. Be sure to sign up early to receive your bonus tickets! Since this raffle prize is limited to non-flying volunteers working a minimum of 4 hours the individual odds of winning are very good!

Hand launch Contest Report July 20th John Kappus CD

The third round of our handlaunch series was a hot one. The lift was good and the winds were low, at least until the last two rounds when the clouds started to move in accompanied by just a bit of wind. We flew the tasks from this year's NATs. These tasks are a bit longer with as few as two scoring flights in the 10-minute window. This meant that if you didn't hook that one big thermal in the round and someone else did, you could get buried. This had the effect of multiple lead changes and left the overall scores in doubt until the last round. Joseph had a target on his back, as he was perfect through 5 rounds. Jack Zika pulled off the round of the day by burying the competition in the round with two near 5-minute flights. He did this after switching to his javelin launch plane when his primary was disabled. In the end, it was a close one with Joseph coming out on top. He really put in a fine performance. Congratulations!

Name	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Rnd 5	Rnd 6	Rnd 7	Grand Total	Norm Score	Place
Joseph Newcomb	1000	1000	1000	1000	1000	817	1000	6817	1000	1
John Kappus	1000	1000	1000	852	1000	1000	925	6777	994	2
Bob Vixie	995	773	972	754	941	690	1000	6125	898	3
Jim Newcomb	970	677	913	1000	950	695	844	6049	887	4
Jack Zika	757	880	895	783	386	1000	560	5261	772	5
Zach Maytum	845	667	541	96	292	541	892	3874	568	6

F5J in the Rockies Lenny Keer - CD

F5J in the Rockies was held on July 26th and 27th. This was a 2-day electric soaring event that generally follows the F3J format, except that electric motors are used to launch the planes instead of hand towing. About half of the pilots came from outside of Colorado to fly in this event. We flew three separate classes; SP400, 7-Cell, and Unlimited, with many pilots flying more than one class.

In SP400 class, there were a variety of planes flown. We saw everything from a Skimmer up to a state of the art Pulsar, and everything in between. Most of the models performed OK, but the models that had the best climb rate were at an advantage when the lift was spotty.

The 7-Cell class seemed to be dominated by Organics, mostly using Hacker motors. These lightweight, high tech, built up models are great performers on 7 cells. Their 4-servo wings provided very good landing control.

In Unlimited class there were two Graphites, one Escape, and a K-2 Light. All were performing very well! Again, Hacker motors used exclusively for top performance.

On Saturday, the lift was big and strong! The challenge was often trying to see the planes when they were merely specks against the blue sky. Ryan O'Hara had a bizarre accident. While trying to escape the clutches of a monster thermal, he apparently exceeded the structural limits of his plane and lost part of the V-tail. The plane fell the rest of the way to the ground with almost no control. But that isn't the end of the story. With all the acres of sod and open fields around, the plane managed to land on the little strip of asphalt that we know as 120th Ave, where an approaching pick-up truck left tire tracks on the wing! Talk about adding insult to injury! The driver did stop and apologize though.

The three 15-minute Fly-Off rounds were held on Sunday, with the top six pilots in each class competing. The air was more challenging for these rounds, as the thermals were more elusive. The wind started out calm, but increased to 10-15 mph by the last round.

Many thanks to Tony O'Hara for running the scoring tent on Saturday, and to Val Valentine for helping out with scoring and timing on Sunday. It was a fun weekend that everyone seemed to enjoy.

Lenny Keer, CD

F5J in the Rockies Preliminary

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	Total	Norm by Class
	S	Speed 400						
5	S	Lenny Keer	1,000.00	1,000.00	1,000.00	1,000.00	4,000.00	1,000.00
8	S	Steve Suntken	883.26	997.03	1,000.00	1,000.00	3,880.29	970.07
1	S	Buzz Averill	937.02	1,000.00	398.23	997.09	3,332.34	833.09
6	S	Fred McClung	803.96	365.36	898.41	951.81	3,019.54	754.89
2	S	Philip Brister	1,000.00	514.12	598.82	867.54	2,980.48	745.12
22	S	Dave Mielke	694.66	462.88	625.40	831.33	2,614.26	653.57
7	S	Ryan O'Hara	389.87	286.75	723.81	768.56	2,168.99	542.25
23	S	Jim Barr	345.81	312.04	585.55	307.23	1,550.63	387.66
3	S	Glenn Crowder	700.38	409.02	250.74		1,360.14	340.04
4	S	Ron Evans	385.50	274.89	36.51		696.89	174.22
	B	7 Cell						
10	B	Buzz Averill	1,000.00	1,000.00	1,000.00	1,000.00	4,000.00	1,000.00
17	B	Bruce Twining	840.00	925.22	1,000.00	1,000.00	3,765.22	941.30
12	B	Mike Carris	1,000.00	846.26	862.97	964.23	3,673.47	918.37
15	B	Fred McClung	834.29	992.82	1,000.00	829.27	3,656.37	914.09
11	B	Philip Brister	861.27	846.26	839.76	730.08	3,277.38	819.34
16	B	Steve Suntken	723.99	919.35	989.80	554.03	3,187.17	796.79
9	B	Chuck Auerbach	861.27	1,000.00	878.34	245.28	2,984.89	746.22
13	B	Glenn Crowder	464.29	964.81	311.95		1,741.05	435.26
	O	Open						
21	O	Bruce Twining	971.31	988.36	950.00	1,000.00	3,909.66	1,000.00
20	O	Lenny Keer	1,000.00	1,000.00	1,000.00	821.76	3,821.76	977.52
19	O	Philip Brister	932.57	579.33	993.33	774.86	3,280.09	838.97
18	O	Buzz Averill	952.65	742.36	948.33		2,643.35	676.11

F5J in the Rockies Flyoff

ID	Class	Name	RD 1	RD 2	RD 3	Total	Norm by Class
	S	Speed 400					
1	S	Lenny Keer	1,000.00	996.96	1,000.00	2,996.96	1,000.00
3	S	Buzz Averill	635.28	1,000.00	941.28	2,576.56	859.72
4	S	Fred McClung	732.10	906.79	880.83	2,519.71	840.76
2	S	Steve Suntken	916.45	622.09	682.21	2,220.74	741.00
6	S	Dave Mielke	389.92	281.66	601.04	1,272.62	424.64
5	S	Philip Brister	196.29	332.32	355.79	884.39	295.10
	O	Open					
14	O	Lenny Keer	987.84	1,000.00	1,000.00	2,987.84	1,000.00
13	O	Bruce Twining	1,000.00	809.37	889.22	2,698.59	903.19
15	O	Philip Brister	636.27	521.81	547.90	1,705.99	570.98
16	O	Buzz Averill					
	B	7 Cell					
7	B	Buzz Averill	1,000.00	982.97	1,000.00	2,982.97	1,000.00
8	B	Bruce Twining	708.76	1,000.00	912.90	2,621.66	878.88
10	B	Fred McClung	697.56	972.95	889.45	2,559.95	858.19
11	B	Philip Brister	484.73	956.91	753.77	2,195.41	735.98
9	B	Mike Carris	382.89	963.93	822.45	2,169.27	727.22
12	B	Steve Suntken	398.17	773.55	433.84	1,605.55	538.24

July Open Contest

Jim Monaco CD

The July contest was HOT – really HOT... Did I mention it was HOT??? It was actually a record at DIA and most of us could tell. The water was used up early and Some kind souls made a run to the truckstop for water and ice cream – Thanks Bob!!!

The competition was hot as well, The air was very difficult in the morning – fly smooth – fly far, was the tactic for the morning. After that the lift started kicking and there was big lift and big sink. There were a number of flights that did not get back, including Skip. The topper of the day though was the 4th round. Phil Jones popped off after about a 3 second launch – fortunately right into a thermal. That was going to make him hard to beat. Three of the other flyers (names included to identify the guilty!!!) also managed to find the lift, so it was going to come down to the landing. Phil was the known leader and all eyes were on him. Dr. Dan, Rich O’Connell and Don Ingram knew they had to stay close to Phil. Ahhh, the final countdown... 5, 4, 3, 2, 1 – EVERYONE DORKS IT IN – AT EXACTLY THE SAME TIME!!! Unfortunately for ALL of them they were still about 10 yards from the end of the tape!!! No one got a landing. It was quite a sight watching these precision birds all dork exactly at the same time - but short. I encourage everyone to remind these guys of their high level of achievement during this round...

In Novice class Danny Dermer edged out Steve Suntken in the main event and continued his dominance by winning the Novice Flyoff.

In Sportsman class Jim Newcomb bested all comers to take first place (we gotta get him some competition).

In Masters class Dr. Dan took Charlie Miller’s usual 5th place. Lenny Keer flew pretty consistent to grab 4th place. Charlie broke his jinx and came in 3rd. Bob Vixie flew very well and took 2nd place behind Bob Lewan. Bob Lewan has had a tough year and hopefully is over the hump ready to rock for the rest of the year.

Congratulations to all the winners! Also thanks to all that helped running the flightline and moving the winches. One of the sod farm workers that Dr. Dan has been instructing was there and shut the sprinkler off so we avoided a long downtime. That was VERY nice of him!!!

Jim Monaco

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
M	Masters										
M	Bob Lewan	1	997	1000	1000	993	1000	4990	1000	1000	1
M	Bob Vixie	2	970	1000	925	988	1000	4883	979	979	2
M	Charlie Miller	3	1000	866	1000	991	891	4749	952	952	3
M	Lenny Keer	4	915	751	971	991	1000	4628	927	927	4
M	Dr. Dan	5	1000	719	987	995	859	4560	914	914	5
M	Joseph Newcomb	6	1000	930	596	1000	1000	4526	907	907	6
M	Byron Blakeslee	7	888	1000	936	987	692	4503	902	902	7
M	Phil Jones	8	817	1000	984	1000	598	4399	882	882	8
M	Jon Padilla	9	975	626	1000	928	865	4396	881	881	9
M	Don Ingram	10	958	629	983	997	764	4331	868	868	10
M	Rich O’Connell	11	987	988	665	995	597	4232	848	848	11
M	Skip Miller	12	1000	738	1000	1000	378	4117	825	825	12
M	Mike Verzuh	13	997	655	858	1000	493	4004	802	802	13
M	Bob Moffett	14	854	390	1000	974	632	3850	772	772	14
M	John Kappus	15	620	636	808	974	735	3773	756	756	15
M	Jim Monaco	16	431	415	973	993	885	3696	741	741	16
M	Jack Zika	17	812	610	874	928	298	3522	706	706	17
S	Sportsman										
S	Jim Newcomb	1	985	296	808	556		2645	1000	530	19
N	Novice										
N	Danny Dermer	1	828	500	697	461	338	2825	1000	566	18
N	Steve Suntken	2	643		472	848	575	2537	898	509	20

I finally had the opportunity this June to make the pilgrimage to California for the 10th annual International Hand Launch Glider Festival- the unofficial world championship of handlaunch glider flying. I was fortunate to have Bob Vixie from Colorado Springs accompany me on this endeavor and form Team Colorado. Since we were driving, we were spared the trouble of packing model boxes for air transport and had the space to bring along everything including the kitchen sink. We had an uneventful 17-hour drive. We arrived late Thursday and were quickly greeted by friendly fliers at the hotel. The Canadian contingent was in our hotel room checking out our models before we could even unload our luggage from the car!

Friday was a practice day. It was a chance to get used to the field and figure out what was different flying at sea level. The field was not quite what I expected. I guess that gotten spoiled by our pristine conditions at the sod farm. The field is in a valley of sorts with hills on three sides. It is a football field sized strip that is aligned with the prevailing wind. The surface, which they obviously spent a lot of time cleaning up, was about like our parking area. To make matters even more interesting, one field edge was the parking area with RVs parked right on the boundary. There is also a power line in the return part from the downwind 'slope'. The weather was also not what I expected. We heard the Thursday was normal Poway with huge lift and afternoon winds, but then 'June gloom' arrived. In June the hot desert pulls moist foggy air in from the coast for a couple of days until the desert is sufficiently cooled. This then stops the flow and clear coast conditions prevail until the process repeats. We had overcast, cool, gloomy conditions with sprinkles each morning and very little wind, but surely Sunday would be sunny. Sea level flying with handlaunch is also noticeably different with great float and easy slow landing speeds. Practice was a bit intimidating as at least 20 pilots were in the air at all times throughout the day. There were several midairs and quite a few radio problems. (My Hitec 555s were solid throughout the weekend).

The contest:

The IHLGF really has to be experienced to be believed. There were 84 of the best pilots from around the world flying in an incredibly well run contest. Six rounds were flown on Saturday alone with 14 man flight groups. That's over 500 transmitter exchanges handled flawlessly at impound. They use a prerecorded timing CD that begins with a 3-minute prep time. You're not even allowed to pick up your transmitter until this prep time starts. The flying is something to see- 14 pilots mass launching. Speaking of launching, these pilots throw HARD. Top pilots like Phil Barnes and Oleg (and a group of less than 10) routinely achieve heights well over 50 meters (160+ feet). It's downright shocking to stand near Phil when he throws. The speed is incredible. I realized that I was throwing mostly by finesse. I really wasn't putting all my muscle into it. The contest energy is contagious though. Just being there makes you throw harder. I believe I improved to mid 40-meter heights. Turnaround time of the top pilots was also impressive. The best, like Phil Barnes and George Joy (of SIRRUS charges) slow the plane way down and grab the tip and instantly accelerate the plane in a smooth spin. The plane never stops flying! Joe Wurts of course has mastered the tip catch, but takes a couple of running steps before throwing. These quick turnarounds provided some amusement (for the spectators only) when they went wrong. Phil Barnes missed a catch on Saturday and the plane veered off into his timer Tom Keisling. It got caught up in Tom and Phil had quite a time wrestling it free. I'm not sure, but it looked like Phil ended up throwing Tom's watch along with the plane. Craig Greening had a perfect round of 5 2 minutes flights going when he made a perfectly timed catch but slipped in his spin and landed on his plane.

Saturday's conditions were difficult with very light scattered lift. Just the type of morning conditions that we are used to in Colorado. It might amuse some of you to know that I had the first flight group on both mornings (something that I hate), none the less, Team Colorado did pretty well Saturday. I was in 8th and Bob was at the top of page 2 of the three page score sheet. Joe Wurts was something to see. He was perfect winning all rounds and hardly dropping a single possible second. He said that Saturday was some of the best air reading that he has ever done.

Sunday dawned even wetter than Saturday with scattered light lift. Either you were in it, or you were done. I had a bit of trouble with the first round ladder task, missing by a few seconds and dropping a lot of points. This dropped me out of the flyoffs and into 14th. Bob had fun but flew 'too well' in the last round. All the merchandise prizes go to the middle of the pack flyers. Bob was just a few points too high to walk away with the goods. Joe dropped two points in the last round, so this was his throwout round and he finished with a perfect 9000 for the prelims. Oleg was a close second, just 8 points away with Phil Barnes in third. The top 10 pilots go head to head in the flyoffs.

The first task of the flyoff was 5 2minutes flights in a 10minute window. All 10 pilots would launch together and make a beeline towards the round hill downwind. Although 'sloping' is not allowed, most would make thermal turns from the bottom to the top looking for a thermal to burble over. Then it was a race back for a turnaround and repeat. Phil won this round with lightening turnarounds. Joe missed his time and scored 967 to Oleg's 994. This was getting interesting!

The second round was 3 3s in 10 minutes. Since this task has a minute of slop time, no one wants to be the first guinea pig to sample the air. Oleg launched first, but didn't make all his time and dropped with a 929. Joe had the flight of the contest. He was a ¼ mile downwind and LOW on his second 3-minute flight. Joe thinks he flew under the power wires way out there and nursed it back to the field arriving at the field boundary at shoe-top height right at 3.00 minutes! Advantage Joe. Phil also stayed close.

The final round was a 4,3,2,1 in any order in a 10-minute window. On the first throw, Oleg, Joe and most others get their 4. Drela doesn't. Then Oleg and Joe get there 3s. They both go back to the fading thermal being worked by the rest of the pack. Oleg quickly leaves this. Joe flies with the group in dead air. Joe gives up and returns for his 1-minute flight and relauches to get his 2. After 1:20 Joe is back down and Oleg is champ by a mere 13 points! Phil also stumbles in this round and drops from a possible 1st to 4th. Paul Anderson flies flawlessly in the flyoff and moves up to 3rd. Mark Drela rounds out the top five. These guys were truly the class of the field. Oleg is only the third winner in the 10-year history of the International. Darrel Perkins won twice with Joe winning the remainder. Joe is now currently the 1st loser (his words for second place) in all international glider events (F3B, F3J, F3F, and F3K).

The planes:

Discus launch planes continue to improve although the pace seems to have slowed this year. Most all gliders feature Mark Drela designed airfoils except for the Encores that use Wurts airfoils (also designed with Drela's XFOIL design tools). The flyoffs were almost

exclusively camber changing planes. Joe flew the new Encore with a new wing and fuse. The wing is molded! It has fiberglass skins over pink foam with carbon spars. I believe that the wing is put in the molds with oversized foam that is squished into the molds with a vacuum bag. It's then trimmed and joined together. Oleg flew his regular Taboo at 10.6 oz, but mostly flew a light air version with more wing area at 10.2oz. Phil flew an XP3 with incredibly stiff flaperons. He used 60-psi foam and full carbon skins on the flaperons. Mark Drela flew his Super Gee II at 8.0 oz. It sported RADS for no exposed linkages to the flaperons and was extremely clean. Bill Watson flew an odd non-symmetric poly ship in the flyoffs. The fuse was 3-6" off center with one long skinny wing and one short fat wing. It looked funny, but launched and flew well. Bob and I used our poly ships.

The IHLGF was a tremendous amount of fun to fly and watch. It really is the pinnacle of Hand Launch and it really is a must to truly witness and appreciate the skill of the top pilots. It's a very well run contest that is fun for all. Perhaps you should start to make plans for next year.

Open Class Standings for 2003

	Mar	PI	Apr	PI	May	PI	SSF	PL	June	PI	F3J	PI	July	PI	Best 6	Place	Prev Pts	Prev Wins	03 Pts	03 Wins	Tot Pts	Total Wins	Promo
Masters																							
Skip Miller	1000	1	922	10	962.00	5	1000.00	1	1000.00	1	1000.00	1	825.00	12	5884.00	1							
Charlie Miller	932	5	978	5	874.00	11	967.00	2	703.00	13	936.00	9	952.00	3	5639.00	2							
Lenny Keer	892	9	997	2	781.00	14	955.00	4	959.00	3	906.00	12	927.00	4	5636.00	3							
John Padilla	927	6	884	12	897.00	9	967.00	2			957.88	5	881.00	9	5514.00	4							
Dr. Dan Williams	971	3	777	17	985.00	4	920.00	5	729.00	11	946.00	7	914.00	5	5513.00	5							
Don Ingram	998	2	924	9	998.00	2	887.00	7	776.00	9				868.00	10	5451.00	6						
Bob Lewan	798	18	990	3	863.00	12	851.00	9	664.00	14	939.00	8	1000.00	1	5441.00	7							
Joseph Newcomb	842	15	985	4	939.00	8	327.00	15	764.00	10	923.00	10	907.00	6	5360.00	8							
Jim Monaco	881	10	935	7	884.00	10	884.00	8	806.00	8	916.00	11	741.00	16	5306.00	9							
Rich O'Connell	851	13	870	14	944.00	7	819.00	11	906.00	6	663.00	17	848.00	11	5238.00	10							
Mark Howard	859	12	1000	1	987.00	3	915.00	6			999.97	2			4761.00	11							
Bob Moffett	935	4	544	18	653.00	16			729.00	11	760.00	16	772.00	14	4393.00	12							
Byron Blakeslee	851	13	944	6	860.00	13			834.00	7			902.00	7	4391.00	13							
Mike Verzuh	835	16			961.00	6	775.00	12			949.00	6	802.00	13	4322.00	14							
Phil Jones	580	21	851	16					925.00	5	852.00	15	882.00	8	4090.00	15							
Tom Gressman	878	11			1000.00	1			934.00	4	999.70	4			3812.00	16							
Jack Zika	906	8	857	15	212.00	19			326.00	15			706.00	17	3007.00	17							
Bob Vixie	154	22	925	8							864.00	13	979.00	2	2922.00	18							
Dusty Miller			903	11					962.00	2	999.94	3			2865.00	19							
Bob Johnston	825	17	881	13	764.00	15									2470.00	20							
Shannon Bingham	794	19			499.00	18					858.00	14			2151.00	21							
John Kappus							831.00	10	214.00	16			756.00	15	1801.00	22							
Bob Pederson	600	20			529.00	17	397.00	14							1526.00	23							
Ali Ghaffari	917	7													917.00	24							
George Blair							701.00	13							701.00	25							
Bob Rice	86	23													86.00	26							
Sportsman																							
Jim Newcomb			762	2	1000.00								1000.00	1	2762.00	1			5	1	5	1	
John Leutke	900				748.00		715.00		1000.00						2648.00	2							
Wayne Hollenbeck	1000		707	3											2422.00	3			1		1		
Chuck Stasek			1000	1											1000.00	4	3		3	1	6	1	
Ryan O'Hara			619	4			330.00								619.00	5							
Blank															330.00	6							
Jeff Hainline																7							
Kevin Moffett																7	14	1			14	1	
Marc Monaco																7	4				4		
Neil Schmoker																7							
Peter Baur																7	1				1		
NOVICE																							
Steve Suntken			972		1000.00				1000.00				898.00		3870.00	1	5	1			5	1	
Danny Dermer	1000		1000										1000.00		3000.00	2							
Steve Whitaker									686.00						686.00	3							
Art Ries					121.00										121.00	4							

2003 RMSA Contest/Event Calendar

Date	Event	CD	Notes
Jan 7	RMSA Meeting		
Jan 25	<i>Open Event (PPSS)</i>	<i>Joel Zellmer</i>	<i>Fun Fly</i>
Feb 1-2	<i>SWC</i>		<i>Phoenix SouthWest Classic</i>
Feb 4	RMSA Meeting		
Feb 23	<i>Open event (PPSS)</i>	<i>Steve Bygren</i>	<i>Snow Fly</i>
Mar 2	Pro-Am	Jim Monaco	Sixth annual Pro-Am
Mar 4	RMSA Meeting		
Mar 9	Open*	Bob Pederson	March Blowout
Mar 22	<i>Open event (PPSS)</i>	<i>Larry Laughlin</i>	<i>March Madness</i>
Apr 1	RMSA Meeting		
Apr 5	<i>RES event (PPSS)</i>	<i>Rich O'Connell</i>	<i>REServe</i>
Apr 6	Open*	Jim Barr	Spring Thermals
Apr 27	F5J	Lenny Keer	
Apr 27	<i>Open event (PPSS)</i>	<i>Rich O'Connell</i>	<i>Humps and Bumps</i>
May 4	Open*	Don Ingram/Bob Johnston	Spring Fling
May 6	RMSA Meeting		
May 17	<i>Open event (PPSS)</i>	<i>Austin Cleis</i>	<i>May Fly</i>
May 18	HLG**	John Kappus	
May 24, 25	<i>Spring Soaring Festival*</i>	<i>Mark Howard</i>	<i>Special National Event</i> – click date for more info
May 31	F5J	Lenny Keer	
June 1	Open**	Bob Moffett	Summer Fun
June 3	RMSA Meeting		
June 7&8	F5B!	Lenny Keer	National Level Contest
June 7-8	IHLG		
June 14	<i>Electric event (PPSS)</i>	<i>Jack Dech</i>	<i>Watts of Fun</i>
June 22	HLG**	Jim Newcomb	
June 22	<i>Open event (PPSS)</i>	<i>Chris Keller</i>	<i>Summer Solstice</i>
June 28-29	<i>F3J in the Rockies*</i>	<i>Mark Howard</i>	<i>Two Day National Event</i> – click date for more info
July 1	RMSA Meeting		
July 12	<i>RE event (PPSS)</i>	<i>Dave Kurth</i>	<i>Memorial</i>
July 13	Open*	Jim Monaco	Firecracker Open
July 19	<i>Open event (PPSS)</i>	<i>Bob Avery</i>	<i>Height of Season</i>
July 20	HLG**	Dr. Dan	
July 26/27	F5J	Lenny Keer	Electric event – click date for more info
Aug 2	<i>Open event (PPSS)</i>	<i>Greg Tarcza</i>	<i>Howling Coyote (Night Fly)</i>
Aug 5	RMSA Meeting		
Aug 10	Open*	Bob Johnston/Don Ingram	Hotter than Snot
Aug 23	HLG**	John Kappus	
Aug 24	<i>Open event (PPSS)</i>	<i>Dave Meyers</i>	<i>Dog Daze</i>
Aug 30-Sept 1	F3J Team Selections		TENTATIVE
Sept 2	RMSA Meeting		
Sept 7	Open*	Bob Rice	AKA: Colorado Challenge Cup
Sept 20	<i>Open event (PPSS)</i>	<i>Barry Welsh</i>	<i>Soar Bash</i>
Sept 21	HLG**	John Kappus	
Oct 4-5	VISALIA		
Oct 4	<i>HL event (PPSS)</i>	<i>Bob Vixie</i>	<i>Toss Up</i>
Oct 7	RMSA Meeting		
Oct 11	F5J	Shannon Bingham	Rescheduled from Aug 3
Oct 12	Open*	Shannon Bingham	Falling Leaves Open
Oct 18	<i>RES event (PPSS)</i>	<i>Jack Dech</i>	<i>RESpite</i>
Oct 26-27	F5J		<i>Phoenix National Competition</i>
Oct 26	<i>HL event (PPSS)</i>	<i>Mike Fritz</i>	<i>Witches Brew</i>
Nov 4	RMSA Meeting		
Nov 23	<i>Open event (PPSS)</i>	<i>John Read</i>	<i>Turkey Shoot</i>
Nov 9	Open*	Jim Monaco	Last Chance Thermals
Dec 6	? (PPSS)	John Read	Barn Fly
Dec 7	Awards Banquet		

*Club Open points contest **Club HLG points contest

Italics indicates non-RMSA events



2003 Board Members

President:	Dr. Danny Williams	(303) 903-2291	drdandc@juno.com
Vice President:	Mark Howard	(303) 278-7519	Mhoward@spaceimaging.com
Secretary:	Bob Rice	(303) 745-5629	bob.rice@tobin.com
Treasurer:	John Pearson	(303) 306-6800	JTP1006@earthlink.net
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

Chuck Stasek	(303) 530-9373	cstasek@attbi.com
Bob Johnston	(303) 678-5597	gliderbob@att.net
Mike Verzuh	(970) 532-0638	mike.e.verzuh@seagate.com
Steve Suntken	(303) 477-6184	flyingdogtwo@cs.com
Dr. Dan Williams	(303) 439-7777	drdandc@juno.com
Phil Jones	(720) 488-2854	philip.jones@galileo.com



Directions to Field

Take I-76 to exit 16. Turn left and follow the frontage road to the stoplight and turn east 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

First Class Mail

Forwarding Address Requested