



Thermals

Newsletter of the Rocky Mountain Soaring Association

March 2005

AMA Chartered Club 1245

Volume XXIX Number 3

President's Message

Jim Monaco

It's March and the start of the contest season again. Some of us start out the season attending the SouthWest Classic (SWC) in Phoenix in February. It is always a fun event and gets the juices flowing to start of the year. This year was no different, and the RMSA team did very well missing first place by 20 points to the Pismo Beach team. For your convenience I have included the top 10 finishers plus the standings of all the RMSA members below. CASL did a first rate job preparing for this contest and were prepared for most wind directions. We were pretty sure that we would not face brutal downwind conditions, with crosswind conditions likely. The conditions were somewhat challenging this year. The air was light and there were periods of brutal sink. Some very accomplished pilots failed to get their times. As always the ones that were on top of the leader board were the guys that got their times and nailed the landings. With a bunch of crosswind landings, you needed to be on your game and Daryl Perkins was. He was landing like a machine and only zeroed one landing when he came in hot and broke the nose off his plane. RMSA put 8 scores in the top 25. Our youth members showed their stuff, with Joseph Newcomb being the leading RMSA pilot with a tie for 4th place. After the fly off Joseph wound up in 5th place – awesome job. Dusty Miller made a rare appearance and proved he didn't forget how to fly. With a plane he had only flown a couple of flights on, he managed a 6th place finish. His dad Skip followed closely behind in a 3-way tie for 9th. Unfortunately there was a scoring error and the awards were given out based on the wrong scores. As of this writing it is not clear what will be done about the unresolved tie for 9th place. The scores shown here are the correct final scores and the complete detailed round scores can be viewed online at <http://www.rcsoaring.com/scores/05caslscores.htm>. The RMSA club has again proved to be a force in the soaring community!

On to the RMSA contest season. We begin the contest season with our annual Pro/Am event. This is a fun event designed to get the cobwebs out for the seasoned pilots and to help some of the newer pilots with their skills. As always, we will pair up the experienced pilots with the "less experienced" pilots for a team soaring event. Pairing will be done by random drawing at the event. I sincerely encourage all of our pilots to attend this event. It is the opportunity for our advanced pilots to pass on some of their skills to the next generation. We generally have a good attendance by our expert pilots and need our newer members to come out and take advantage of this event. It is a very low stress environment, and the format ensures personalized help. The format is conducive to a lot of flying. All we have for awards are some certificates and camaraderie. Last year we ran the event similar to our normal open contests. While it worked OK, it was more structured than I intended. This year we will go back to the original format of open winches and open flying in the flight windows. The details will be found in the contest announcement. I hope we get a good attendance at this important event!

Next Meeting:

Date/Time: March 1, 2005 – 7:00 PM

Location: Broomfield Community Center, Lakeshore Room
280 Lamar St
Broomfield CO 80020 (Map in the January Newsletter)

Program: "Review and Discussion of 2005 F3J Team Selection Rules"

We open the formal RMSA contest season with an event on March 13th. Since this is an F3J team selection year I expect we will have a lot of interest in our F3J with winches contests. Jon Padilla will be starting off the season with just such an event on the 13th of March. Be sure to have your AMA renewed and cards available. Remember – you must have a current AMA membership to fly at our field! On a similar note – we are still short quite a few memberships. Please renew your membership prior to the beginning of the season. This will be the LAST newsletter you will receive if you do not renew. It is quick and simple on the website, the form usually remembers all your information from last year, so can be very quick. Fill out the application at: <http://www.rmsadenver.com>.

We are flying from the EAST field these days. For frequency control purposes be sure to use this field only, unless it is in use by hunters or the farmers, in which case you STILL pin up your frequency on the EAST field so everyone knows you are there somewhere.

At the last club meeting I zoned out and missed the meeting completely. Getting ready to leave for Phoenix is my only excuse. I shan't do that again. This meeting I will be in Yellowstone Park doing a Snowmobile tour – so Mike Verzuh will be in charge. The topic is a Review and Discussion of 2005 F3J Team Selection Rules. The Team Selection committee has published the rules that will be followed for the team selections. There are a number of changes from the past that will affect planning and teams. Please attend this meeting if you are interested in the effects of the new rules on pilot participation in the Team Selections.

Good luck in the new season....

Jim

Scores for the SouthWest Classic (SWC) in Phoenix

Place	Lastname	Firstname	Total	Class	SubClass
1	Perkins	Daryl	3095	OPEN	
2	Taylor	Mark	3079	OPEN	
3	Smith	Michael	3074	OPEN	
4	Newcomb	Joseph	3073	OPEN	Youth
5	George	Jason	3073	OPEN	
6	Miller	Dusty	3067	OPEN	
7	Warner	Garth	3063	OPEN	
8	Russell	Mark	3063	OPEN	
9	Goldsmith	Peter	3061	OPEN	
10	Markiewicz	Arthur	3061	OPEN	
11	Miller	Skip	3061	OPEN	
12	Monaco	Jim	3055	OPEN	
17	Williams	Dan	3047	OPEN	
20	Williams	Dan	3039	OPEN	RES
22	Russo	Guy	3034	OPEN	
25	Verzuh	Mike	3023	OPEN	
27	Miller	Skip	3013	OPEN	RES
53	Remington	Cody	2839	OPEN	Youth
55	Avery	Bob	2824	OPEN	
60	Merkel	Erich	2794	OPEN	
74	Vixie	Bob	2692	OPEN	
122	Newcomb	James	2069	OPEN	

7TH ANNUAL RMSA PRO/AM - March 6, 2005

- What is it?** A fun TEAM soaring event with 2-man teams picked randomly.
- Who is it for?** Everyone - One Pro and one AM per team
- Why?** To help new and current non-contest fliers learn to fly better, for our Masters to pass on their fantastic knowledge, and to tune up for the coming soaring season
- How will it work?**

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

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

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

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

Date: Sunday March 6, 2005
Registration: 8:30 AM to 9:00 AM
Pilot's Meeting: 9:00 AM
First Round: 9:15 AM
CD: Jim Monaco (303) 464-9895 jimMonaco@earthlink.net

No Entry Fee, AMA Membership Required

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

March 13th Open Contest CD Jon Padilla

March 13th Open Contest

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

Tasks: At least 5 rounds of F3Jish flights – Flight times will be 10-15 minutes determined before a round at **CDs discretion**. A 15-minute flyoff for bragging rights may be run as time permits

Landing: Standard AMA tapes. **(Note NOT 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 Jim steps of the spot- SKEGS ARE NOT ALLOWED! The F3J rules follow for those unfamiliar with the task:

- 1) The flight in progress is annulled and recorded as a zero score if the model loses any part during the launch or the flight, except when this occurs as the result of a mid-air collision with another model or towline.
 - a) The loss of any part of the model during the landing (coming into contact with the ground) is not taken into account.
- 2) The flight is cancelled and recorded as a zero if the model is piloted by anyone other than the competitor.
- 3) The flight is cancelled and recorded as a zero score if, during landing, some part of the model does not come to rest within 75 meters of the center of the competitor's designated landing circle.
- 4) The competitor will be allowed two attempts at each official flight.
 - a) There is an official attempt at a flight when the model has left the hands of the competitor or those of a helper under the pull of the tow line.
 - b) The official flight for a round is the last flight performed during the working time.

- 5) The competitor is entitled to a new working time in an incomplete group, or with his original group at the end of the task if:
 - a) his model in flight collides with another model in flight, or with a model in the process of being launched.
 - b) his flight was hindered or aborted by an unexpected event, not within his control.
 - c) In the case of additional attempts during a round for the reason of reflights, the better of the two results will be the official score, except for the pilots who are allocated the new attempt. For those, the result of the repetition flight is the official flight. Note that in the case the competitor continues to launch or does relaunch after clearing of the hindering condition(s), he is deemed to have waived his right to a new working time.
- 6) Any model launched prior to the start of a group's working time must be landed as soon as possible and re-launched within the working time. Failure to comply will result in cancellation of the competitor's score for that round.
- 7) The flight will be timed from moment of release from the launching device to either:
 - a) the moment the model first touches the ground; or
 - b) the moment the model first touches any object in contact with the ground. Parts of launching devices (tow-lines) extending away from the ground shall not be interpreted as objects in contact with the ground; or
 - c) completion of the group's working time.
- 8) The flight score will be composed of one (1) point for each full second of flight time.
- 9) A penalty of thirty (30) points will be deducted from the flight score for overflying the end of the group's working time for up to a maximum of one (1) minute.
- 10) A zero score will be recorded for overflying the end of the group's working time by more than one (1) minute.
- 11) A landing bonus will be awarded in accordance with distance from the landing spot marked by the organizers according to the following: **Note: AMA tapes for this contest. Not FAI as listed below.**
 - a) Landing within 1 meter = 100 Landing within 20 meters =30. 5 points per meter in between. Greater than 20 meters = 0.
 - b) The distance for landing bonus is measured from the model nose at rest to landing spot allocated to the competitor by the organizers.
 - c) No landing bonus points will be awarded if the model overflies the end of the group's working time.
- 12) The competitor who achieves the highest aggregate of points comprising of flight points plus landing bonus points and/or minus penalty points, will be the group winner and will be awarded a corrected score of one thousand points for that group.

The remaining competitors in the group will be awarded a corrected score based on their percentage of the group winner's total score before correction (i.e. normalized for that group) calculated from their own total score as follows: Competitor score / High Score * 1000

Handlaunch Corner

by John Kappus

The web is a great source of information about DLGs. If you are interested in building one for yourself, or just learning more about them, there are a few web sites I'd suggest. First, Mark Drela's Super Gee is a wonderful way to start. Mark has developed the airfoils that almost all the top planes use, now even including the Encore (yep, even Joe Wurts has switched). One notable difference between the Super Gee and the XP4, Taboo, and Encore, is that the latter group uses about 10% more wing area than the Super Gee.

Super Gee II plans are available at <http://www.charlesriverrc.org/articles.htm>

A great RC groups thread (of over 40 pages) concerning construction of the Super Gees and other DLGs is at <http://www.rcgroups.com/forums/showthread.php?t=246671>

Aradhana Singh Khalsa from New Mexico as started to compile a website with extremely detailed instructions on building Drela gliders. It can be seen at <http://12.181.168.136/>

Lastly, there is the SAL Glider discussion group on Yahoo. You must join the free Yahoo groups, but there is a wealth of info in the old posts, but particularly in the Files Section where plans and other details are stored. It's at <http://groups.yahoo.com/group/salglider/>

Opps, almost forgot the Allegro-Lite Yahoo group. Mark Drela has placed a great deal of general how to building info in the files section of this group as well. It's at <http://groups.yahoo.com/group/Allegro-Lite/>

For Sale

Cap 232 with Moki 210 complete and ready to fly!

\$600.00

Sukoi with YS 140L Complete and ready to fly. This is a dream to fly!

\$800.00

Hirobo sceado shuttle EVO helicopter Ready to fly. Has all the good stuff. Never damaged.

\$950.00

Raptor V2 50 size Helicopter New in box!

\$275.00

2002 Toyota Tundra Limited

White! Has all the goodies, Topper, and leather. Great model hauler. Perfectly maintained. I have all the records!

\$22.5K

Call 303-883-9042

Charlie Miller

Hitec Digital Coreless Servo with New Karbonite Gears (6 brand new in box)

These are normally \$80 servos. Dimensions: 1.57" x 0.78" x 1.45" (40 x 20 x 37mm) Weight: 1.97oz (56g) Stall Torque (4.8V): 91.65 oz/in. (6.5kg.cm)

Also includes a Hi-Tech Servo Programmer/Tester **Total \$275**



Poly Terminator Pro DLG. Ready to fly (includes Gyro) just install crystal.

Flies great. Has a few cosmetic dings on the wings. Nothing structural.

Great first DLG. Price Reduced to \$200

If interested call **Jon Padilla 303-932-2504**

Rocky Mountain Soaring Association - 2005

RENEWAL _____ NEW MEMBER _____ SPONSOR _____

Please complete the following information for our records:

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

Name : _____ Need name badge? Yes

Address: _____ Year Joined RMSA: _____

_____ Home Phone: _____

_____ Work Phone: _____

AMA #: _____ AMA Contest Director? Yes No

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

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

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

Non-Flying Family members: _____

RMSA Competition Class Novice Sportsman Master

RMSA Offices Held _____

MODELS OWNED

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

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

Past Achievements: _____

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

Make checks payable to RMSA

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

REMEMBER TO SIGN THE FIELD RULES!!!

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

ROCKY MOUNTAIN SOARING ASSOCIATION FIELD RULES

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

I understand and will comply with all RMSA field rules:

Signature

Renewal Reminder

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

2005 RMSA Contest/Event Calendar

Date	Type	CD	Name/Notes
<i>January 22</i>	<i>Open (PPSS)</i>	<i>Joel Zellmer</i>	<i>Fun Fly</i>
February 1	RMSA Meeting		
February 5-6			<i>SWC - Phoenix</i>
<i>February 19</i>	<i>RES (PPSS)</i>	<i>Greg Tarca</i>	<i>Snow Fly</i>
March 1	RMSA Meeting		
March 6	Pro/Am	Jim Monaco	
March 13	Open*	Jon Padilla	F3J with Winches
<i>March 20</i>	<i>Open (PPSS)</i>	<i>Mike Fritz</i>	<i>March Madness</i>
April 2	RES	Dr. Dan Williams	
April 5	RMSA Meeting		
April 10	Open*	Don Ingram	
April 17	F5J	Lenny Keer	Electric Event
<i>April 24</i>	<i>RES (PPSS)</i>	<i>Chris Keller</i>	<i>Humps and Bumps</i>
May 3	RMSA Meeting		
May 7	Open*	Bob Moffett	SATURDAY Event
May 21	HLG**	John Kappus	
<i>May 21</i>	<i>Open (PPSS)</i>	<i>Austin Cleis</i>	<i>May Fly</i>
May 28-29	F3J in the Rockies*	Mark Howard	
June 4-5			IHLG - California Event
June 4	Scale Fest	Lenny Keer	
<i>June 4</i>	<i>Electric</i>	<i>John Read</i>	<i>Watts O' Fun</i>
June 7	RMSA Meeting		
June 12	Open*	Rich O'Connell	
<i>June 25</i>	<i>RE (PPSS) !</i>	<i>Dave Kurth</i>	<i>Memorial</i>
June 25	HLG**	John Kappus	Tentative (Held ONLY if USA F3J Bid Approved)
June 26	F5J	Lenny Keer	
July 5	RMSA Meeting		
July 10	Open*	Bob Vixie	
July 17	HLG**	John Kappus	
July 22-29			<i>Soaring NATS - Muncie ID</i>
<i>July 24</i>	<i>Open (PPSS)</i>	<i>Bob Avery</i>	<i>Height O' the Season</i>
July 30	RES	Dr. Dan Williams	
August 2	RMSA Meeting		
<i>August 6</i>	<i>Open (PPSS)</i>	<i>Greg Tarca</i>	<i>Howling Coyote (night fly)</i>
August 7	Open*	Jim Monaco	
August 14	HLG**	John Kappus	Tentative (Cancelled if USA F3J Bid Approved)
August 19-21	US F3J Team Selections	Byron Blakeslee	Tentative Pending Site Selection
<i>August 21</i>	<i>RES (PPSS)</i>	<i>Austin Cleis</i>	<i>Dog Daze</i>
September 6	RMSA Meeting		
September 11	Open*	Bob Rice	Colorado Challenge Cup
September 17	HLG**	John Kappus	
September 18	Scienturfc Appreciation Day		Also Family Day
<i>September 24</i>	<i>Open (PPSS)</i>	<i>Chris Keller</i>	<i>Soar Bash</i>
September 25	RES	Dr. Dan Williams	
<i>October 1</i>	<i>HLG (PPSS)</i>	<i>Gus Gustafson</i>	<i>Fall Fling</i>
October 1-2			<i>Visalia Fall Fest</i>
October 4	RMSA Meeting		
October 9	Open*	Mike Verzuh	
<i>October 22</i>	<i>RES (PPSS)</i>	<i>Dave Meyers</i>	<i>Witches Brew</i>
October 29	RES	Dr. Dan Williams	
November 1	RMSA Meeting		
November 6	Open*	Tony O'Hara	
<i>November 20</i>	<i>Open (PPSS)</i>	<i>John Read</i>	<i>Turkey Shoot</i>
December 3	Barn Fly	John Read	PPSS Members Only
December 11	RMSA Banquet		

*Club Open points contest (Best 6 Scores)

**Club HLG points contest (Best 3 including the PPSS HLG event)

Italics indicates PPSS events held at their location



2005 Board Members

President:	Jim Monaco	(303) 464-9895	JimMonaco@earthlink.net
Vice President:	Mike Verzuh	(970) 532-0638	mailto:mike@verzuh.com
Secretary:	Bob Rice	(303) 745-5629	mailto:brice@p2es.com
Treasurer:	John Pearson	(303) 306-6800	mailto:JTP1006@earthlink.net
Past President:	Dr. Danny Williams	(303) 903-2291	drdandc@juno.com

Member Support

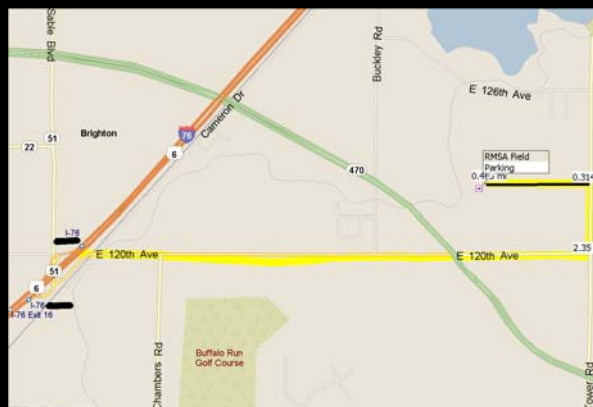
<http://www.rmsadenver.com>

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:	John Kappus	(303) 861-7121	john.kappus@alum.mit.edu
	Mark Howard	(303) 278-7519	MHoward@spaceimaging.com

Winch Master

Mike Verzuh	(970) 532-0638	mailto:mike@verzuh.com
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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. Turn left (North) on Tower. Look for a left turn onto a dirt access road on the North side of the sod farm. We are on the Northwest 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