



Thermals

Newsletter of the Rocky Mountain Soaring Association

July 2006

AMA Chartered Club 1245

Volume XXX Number 7

President's Message Jim Monaco

I hope everyone is getting out flying - we are in prime season now. There is not much happening on the club business front.

We have one item to take care of at the next meeting which will be held at the field after the July contest. Since we now have club members in possession of club equipment we need to clearly define the responsibilities and liabilities of this arrangement so that everyone knows how things work.

I have discussed this policy with the other club officers and think we have defined a reasonable policy. The policy to be ratified at the meeting is: Club members in possession of club assets are expected to provide reasonable care and protection for those assets. In the event that club assets are lost or damaged through no fault of the possessor, the club will take full responsibility for repair or replacement of the asset(s). Examples of such loss include (but is not limited to) theft from a locked area, or damage caused by a third party. When the possessor has not taken reasonable care or precautions to protect the asset - then the cost of repair or replacement will be shared equally between the club and the possessor. The club Board of Directors will be the sole deciders of the responsibilities of the situation.

We understand that those members that take club equipment and care and transport it for our benefit are providing a valuable service to the club. This policy attempts to balance the responsibilities of the those who care for our equipment with the benefits derived from that service.

We will be discussing and voting on this issue at the meeting.

By the time the next newsletter comes out I will be in Martin Slovakia at the F3J world Championships. The team has been practicing hard and I'm sure we will be ready for the competition. The next club contest will be our last before the WC. Be sure to come out and make it hard for us!!!

Jim Monaco

Next Meeting:

Date/Time: Sunday July 9th

Location: On the field after the contest July 9th

Program: See Above

June OPEN CONTEST REPORT

This particular report of RMSA's monthly competition will be pretty short, as it was pretty uneventful. We were thrown all the usual variety of conditions. Down, cross & up wind launches. Incredible lift to incredible sink. The mega lift side was shown out by a couple altitude records being attempted. I think the most outstanding showing was Lenny's very nice work in making most of his time in one particular round below 200' What was also just as important as making his time, he showed that while a good caller/timer is invaluable, it all comes down to the person with the tranny "is the Pilot." A point many seem to forget, at times. –
Steve

Results

June Open Contest		PI								R #		Norm		Norm		PI	
		ac								Raw		by		by		ac	
Cla	Name	e	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	Total	u	ro	Total	Class	Conte	e		
M	Masters									0	0	1					
M	Joseph Newcomb	1	1000	1000	1000	1000	1000	995.1	5995	6	1	5000	1000	1000	1		
M	Cody Remington	2	1000	661.6	1000	1000	999.1	1000	5661	6	1	4999	999.8	999.8	2		
M	Bob Lewan	3	999	997.7	998.5	1000	997.3	1000	5992	6	1	4995	999	999	3		
M	Skip Miller	4	1000	1000	995	996.1	1000	807	5798	6	1	4991	998.2	998.2	4		
M	Bob Vixie	5	998.7	1000	989.2	979.6	993.2	1000	5961	6	1	4981	996.2	996.2	5		
M	Mike Verzuh	6	998	0	1000	855.7	999.6	987	4840	5	1	4840	968.1	968.1	6		
M	Lenny Keer	7	985.3	963.1	690.9	598.6	965.8	999.8	5203	6	1	4605	921	921	7		
M	Charles Miller	8	648.8	979.7	988.6	683.3	990.7	784.3	5075	6	1	4427	885.3	885.3	8		
M	Jim Monaco	9	988.5	594.2	0	321.2	1000	0	2904	4	1	2904	580.8	580.8	10		
S	Sportsman																
S	Steve Suntken	1	985.5	672.6	262	238.9	944.3	769.2	3873	6	1	3634	1000	726.7	9		
S	Ryan O'Hara	2	397.6	650.3	790.7	0	0	0	1839	3	1	1839	506	367.7	11		
S	Jim Newcomb	3	856	0	0	0	0	490.3	1346	2	1	1346	370.5	269.3	12		

June F5J REPORT

Saturday, June 17th we had our F5J competition. Attended by the usual crowd of Lenny & I. Not sure where the others were, i.e., Jim Barr, Tony & Ryan O'Hara, Shannon, Doc and a few others. Nevertheless, Lenny & I battled it out. It was one of those days you couldn't pay someone to make the conditions better. Not too hot, good lift and not another person insight. Unfortunately, Lenny lost a servo, so we could not get a third round in open class.

SP400

Time	mtr run	Landing	Total
Steve			
590	34	0	556
579	21	100	658
596	30	90	656
Lenny			
390	30	90	450
585	34	90	641
375	28	95	442

Time	Unlimited mtr (sec)	Landing	Total
Steve			
571	0	100	671
190	11	100	279
Lenny			
579	0	100	679
310	v6	100	404

June HLG CONTEST REPORT

We had our first contest of the handlaunch season on Saturday June 24th. Participation was a bit less than hoped for mostly due to extra demands of preparing for the upcoming F3J worlds. Four fliers greeted the morning of overcast skies, moderate temperatures and no wind. The overcast burned off by the end of round 2 and winds increased with lots of variable thermal induced breezes. These later rounds proved quite tricky as the thermals were ragged with a great deal of turbulence around their edges and strong sink outside the core. They also seemed to be very short lived and appeared to dissipate unpredictably. All this made the decision to thermal or leave more challenging than normal and caused a great deal of off field landings. Lenny experienced the heartbreak of hand launch by completing a 3 minute flight task only to end up a few feet short of the boundary for a zero. Steve Suntkin competed in his first ever handlaunch contest and did very well finishing in second place with solid flying. Lenny Keer made a reappearance and improved steadily throughout the day with his Blaster. John Lovins, with his dad a (freeflight guy) as his timer, saw his good showing disappear with a disastrous 5th round. Those off field landing can really cause trouble without a throw out round! I flew the old trusty polyhedral model for the overcast first 2 rounds, and then switched to a new 9 ounce aileron ship for the rest of the day.

After the contest, Lenny brought out his recording altimeter to test launch heights. The device is quite small and I was able to shove it into my larger poly glider without even removing the wing. It records altitude every 1/10 of a second so, when downloaded to a laptop, shows rate of climb and peaks heights. Lenny was launching around 100 feet and I was throwing 155 feet. I would guess that the aileron ship launches an extra 20 feet as it is visibly higher, but didn't take the time to try it. The plots did show one piece of surprising information. On one attempt I bumped into a thermal shortly after launch and road it up quickly. The resulting plot showed that I tripled launch height in the thermal with a climb rate that was almost equal to the launch climb rate! Who says that there aren't strong thermals out there?

We all had a lot of fun and the competition improved our thermal flying. Come on out and join us for the next contest!

RESULTS

Name	<u>1</u>		<u>2</u>		<u>3</u>		<u>4</u>		<u>5</u>		<u>6</u>		<u>7</u>		Grand Total	Norm Score	Place					
	norm score	total	norm score	total	norm score	total	norm score	total	norm score	total	norm score	total	norm score	total								
John Kappus	B	1000	B	1000	2000	A	1000	3000	A	1000	4000	B	1000	5000	B	887	5887	A	1000	6887	1000	<u>1</u>
Steve Suntken	A	985	A	1000	1985	B	916	2901	B	856	3757	A	1000	4757	B	1000	5757	A	673	6430	934	<u>2</u>
Lenny Keer	B	730	A	979	1709	A	670	2379	B	1000	3379	A	799	4178	A	1000	5178	B	1000	6178	897	<u>3</u>
John Lovins	A	1000	B	912	1912	B	1000	2912	A	854	3766	B	310	4076	A	937	5013	B	739	5752	835	<u>4</u>

June ScaleFest REPORT

The annual RMSA scale aerotow event took place at the sod farm on June 25th. Attendance was way down this year for some reason, but those that came had a great time. The weather was perfect, with light wind, moderate temps, and blue sky filled with a good number of clouds. Thanks to Chris Miller for bringing out his big 35% scale aerobatic plane to haul gliders into the sky. It is equipped with a custom tow release and performed very well. The abundant power allows for steep climbs without any turns, so the whole aerotow process is very simple and safe. Unfortunately, the day ended prematurely when the tow plane developed a problem with the landing gear and fuel tank.

Wayne Angevine brought out his new scratch built 4-meter Ka8 for it's maiden flight. Once towed to altitude, Wayne spent a few minutes sorting out the trims and it was flying great. Each flight got better as he became comfortable with the new plane, and on his final flight Wayne earned a Bronze Award certificate for exceeding 30 minutes!

George Blair also brought a Ka8 that was about 4 meters. This plane has flown in our aerotow events before and always flies well. These old wooden sailplanes really look great in the air.

I brought out my molded 6.6-meter Nimbus 4 to fly. The tow plane was out of service when I was finally ready to fly, so I used my on board electric power system to get to altitude. A 30-second motor run put me at 1000 feet of altitude, where the search for thermals began. The lift was very strong in some places and as I climbed through 2000 feet, I started looking for some sink to fly in to lose some altitude. I rode several more thermals and after about a half hour, I landed before the sprinkler got any closer.

So, while we had a great day towing the scale planes, it's too bad we didn't have a larger turnout. Hopefully we will next year!

Lenny

Contest Announcements

SUNDAY JULY 9th Open Contest CD Mike Verzuh

REGISTRATION 8:30 AM Seniors \$5.00 Juniors \$3.00

PILOTS MEETING 9:00 AM

FIRST FLIGHT 9:30 AM

Battery Masters - Please be sure to have your batteries at the field by 8:45 AM and "topped-up" charged TASKS F3J rules using winches.

Landing: F3J landing tapes.

Scoring: Man on Man, random flight group assignment.

This is the last contest to get our three RMSA members of the USA Team prepared for the World Championships. Please come out and give them a challenge!

SUNDAY JULY 16th HLG Contest CD John Kappus

The Season's 2nd Hand Launch Event This is a **SUNDAY** Event

Entry Fee: \$2.00

Registration: 9:00 AM

Pilot's Meeting: 9:15 AM

First Flight: 9:30 AM

Tasks: Tasks derived from the International Hand Launch Contest. 6-7 rounds will be flown. There will be a 1st timer friendly format! New flyers get 1st choice of their timer/coach. Others pick in reverse order of last years standings. Alternate throwers OK for anyone outside the top 5.

SATURDAY/SUNDAY JULY 23/24th Teke Silent Fun Fly-Silverthorne, CO



Ron Teke has a nice mountain home near Silverthorne, complete with his own manicured grass runway. Each year he hosts a silent fun fly for all AMA sailplane and electric flyers. Several RMSA members have attended in the past and I can highly recommend it for an enjoyable day. Escape the summer heat and spend the day flying in a picturesque mountain setting at about 8000 feet. Do not miss the EXCELLENT BBQ lunch provided each day. The lunch alone is almost worth the drive!

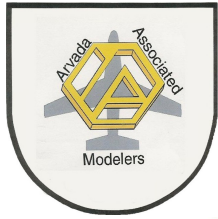
Here's the URL for more information:

<http://www.stenulson.net/rcflight/sparcs/silfly7.htm>

See ya there!

Lenny

Second Annual AMA District IX “Vintage Radio Control Society” & “Old Timers” Fun Fly



AMA Sanction #6-202

Host: Arvada Associated Modelers

When: August 26 & 27, 2006
9:00 AM to 4:00 PM

Where: Arvada Associated Modelers Airpark
7608 Highway 93, Golden, Colorado 80401

For map and information go to: www.arvadamodelers.com

Vintage* & Old Timer* R/C Aircraft

(* See websites below for plane descriptions)

Who can enter: Any AMA member having an R/C model that's listed on the eligible VRCS list. *Go to: www.vintagercsociety.org for list of planes, classifications and definitions. Events include: Open, Pattern Class I-II-III, and Concours for Vintage models designed or kitted prior to 1970, including the featured VR/CS “One Design-Falcon 56” for this year as a Class II plane. Electric and/or glow power allowed and will be flown together. Scaling up and/or down allowed (no battery/motor restrictions apply).

A Timed Climb and Glide event for “Old Timer” models kitted or designed prior to 1943.

*Go to: www.antiquemodeler.org for Old Timer “R/C Assist” list of planes.

Original model engines of this era will have the muffler requirement waived if originally manufactured without a factory muffler. Engines manufactured after 1970 will use mufflers. **Glow and/or Electric power as well as scaling up and/or down allowed. Electric powered planes will fly in separate Limited Motor Run (LMR) event (no battery/motor restrictions apply).**

Contest director:

Travis McGinnis AMA L-418 (303) 422-5720 e-mail: travismcgnn@comcast.net
Contact Contest Director after March 15, 2006 for pre-registration materials.

Pre-Entry fee: \$15/pilot 1st event + \$5 for 2nd event until August 19.

Entry fee after Aug. 19 (postmarked) or at event: \$20/pilot 1st event + \$10 for 2nd event.

Awards & Prizes: Plaques - 1st 2nd 3rd place in all events + merchandise prizes

Overnight parking spaces available at the Field for self contained campers/motor homes, no hookups avail.

Flying Field will be open Friday, August 25 for practice 10:00 AM till dark.

Open flying after meet each day

AMA Membership required -See AMA website: www.modelaircraft.org

AMA District IX website: www.amadistrict-ix.org

Come join us and fly on this rare occasion to see Radio Control Model History repeated with many of the Great Models that created that History. (2-10-2006)

Hawk Kills Plane ! by John Kappus



I typically fly my hand launch glider in Superior during lunchtime. I've been flying there for a few years and normally have the company of two Swainson's hawks. Lately, these hawks have taken issue with my presence in the area. It seems like they have a nest in the area as their close passes and screaming occur when I fly close to a set of trees that I have learned to avoid. They actually did strike the glider as they were teaching me this lesson. (The repaired talon marks are visible as white

spots in the top of the attached photo.) The young ones must have hatched because this past week, because now they don't appear to want me in the same county! They have made numerous aggressive passes and have also been trying to rip the head of my bird.

Twice, they have pulled the canopy clean off the plane, breaking the hold down band. This has occurred

even with me doing my best to avoid them. It seems like I wasn't doing enough because yesterday I was thermaling slowly at about +500 feet when out of nowhere I saw the flash of a bird in a tucked in dive. There was little I could do with no airspeed as the hawk, with talons extended, struck the top center of the wing with a resounding thump easily heard across the valley. The marks of both feet are clearly visible. The blow was strong enough to badly buckle the wing but not knock the glider out of the sky. I wonder what the hawk thought when I continued to thermal with no apparent notice of his attack? I landed after he moved off to inspect the buckled wing, the torn off flaps, and the talon marks through the whole wing. Well, it looks like that hawk finally taught me my lesson even if I was a bit slow to learn it! Looks like I'll have to find a new soaring spot for the next couple of weeks.



For Sale

WANTED BEGINNER

Art Reis's old 2M poly Wanderer is available again for some new beginner to have, enjoy and learn from! It is old & battered, but flies well and is a complete system ready to fly at no charge to the taker!

I only ask that it get's passed on (if still viable!) to some new person when you're thru with it!

The last "owner" learned very quickly using it and has now graduated to a Super Scooter (He prefers slope!)

Contact Tony O'Hara 303-948-2576 or email me at tonyoco@peoplepc.com if you know someone who would benefit from this model.



Phillip 600 Sport -- This is a nice 2-meter slope model for light to medium winds. Would also make a good warmliner electric model if you want to chop of the nose. Fiberglass fuse, obechi over foam wing, built up V-tail. Two piece wing, removable tail so the model breaks down nicely for travel. Includes 4 servos for ailerons and V-tail. Flown a few times, still in excellent condition. \$195

<http://www.nesail.com/detail.php?productID=1192>

Lenny Keer

Eraser Extreme

It has Multiplex Mc-2 flap servos, JRDS368 aileron servos and JR NES 368 servos for the V tail. With battery and switch, \$600 + packaging and shipping. (Should be about \$20)

Contact Buzz Averill at buzz_averill@yahoo.com or (505) 298-6870 for details

Rocky Mountain Soaring Association - 2006

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**
% 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

2006 RMSA Contest/Event Calendar (Revised 6-2-06)

Date	Type	CD	Name/Notes
January 21	<i>Combo (PPSS)</i>	<i>Joel Zellmer</i>	<i>Fun Fly</i>
February 7	RMSA Meeting		
February 11-12			<i>SWC - Phoenix</i>
<i>February 26</i>	<i>Combo (PPSS)</i>	<i>Bob Avery</i>	<i>Snow Fly</i>
March 5	Pro/Am	Jim Monaco	
March 7	RMSA Meeting	Jim Monaco	
March 19	Open*	Mike Verzuh	
<i>March 25</i>	<i>Combo (PPSS)</i>	<i>Chris Keller</i>	<i>March Madness</i>
April 4	RMSA Meeting		
April 9	Open*	Don Ingram	
<i>April 23</i>	<i>Combo (PPSS)</i>	<i>Mike Fritz</i>	<i>Humps and Bumps</i>
May 2	RMSA Meeting		
May 7	Open*	Bob Moffett	
May 13	HLG**	John Kappus	SATURDAY
<i>May 20</i>	<i>Electric</i>	<i>John Read</i>	<i>Watts O Fun</i>
May 27-28	F3J in the Rockies*	Jim Monaco	
June 3-4			IHLG - California Event
June 6	RMSA Meeting		
June 11	Open*	Steve Suntken	F3J with winches
June 17	F5J Electric	Steve Suntken	Electric - SATURDAY
June 24	HLG**	John Kappus	Saturday
June 25	Scale Aero tow	Lenny Keer	Scale fun-fly-optional duration challenge
<i>June 25</i>	<i>Combo (PPSS)</i>	<i>Dave Kurth</i>	<i>Memorial</i>
July 5	RMSA Meeting		
July 9	Open*	Mike Verzuh	F3J with winches
July 16	HLG**	John Kappus	
July 21-28			<i>Soaring NATS - Muncie ID</i>
<i>July 22</i>	<i>Combo (PPSS)</i>	<i>Greg Tarcza</i>	<i>Height O' the Season</i>
July 28-Aug 5	F3J WC		Martin Slovakia
August 1	RMSA Meeting		
August 13	Open* +2m + RES	Dr Dan	Combination event
<i>August 19</i>	<i>Combo (PPSS)</i>	<i>Greg Tarcza</i>	<i>Howling Coyote (night fly)</i>
August 20	HLG**	John Kappus	
August 26	F5J	Steve Suntken	Electric -SATURDAY
September 5	RMSA Meeting		
September 10	Open*	Bob Rice	Colorado Challenge Cup
September 30	Scienturfic Appreciation Day		Also Family Day - SATURDAY
Sept. 22-24	MoM		Masters of Soaring (Muncie)
<i>September 24</i>	<i>Combo (PPSS)</i>	<i>Bob Avery</i>	<i>Soar Bash</i>
October 1	HLG**	John Kappus	
October 7-8			<i>Visalia Fall Fest</i>
October 3	RMSA Meeting		
October 15	Open*	Shannon Bingham	
<i>October 21</i>	<i>Combo (PPSS)</i>	<i>Joel Zellmer</i>	<i>Witches Brew</i>
November 7	RMSA Meeting		
November 12	Open*	Jim Monaco	
<i>November 19</i>	<i>Combo (PPSS)</i>	<i>John Read</i>	<i>Turkey Shoot</i>
December 3	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 in COS



2006 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:briceflyer@comcast.net
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: Mike Verzuh (970) 532-0638 (303) 505-9488 (Pager)

Librarian: Tracy Cochran (303) 934-8838 Tcochran@idcomm.com

Newsletter: Tony O'Hara (303) 948-2576 tonyoco@peoplepc.com

Winch Master

Mike Verzuh (970) 532-0638 <mailto:mike@verzuh.com>

Battery Masters

Bob Lewan

Skip Miller

Jim Monaco

Cody and Hal

Remington

Joseph and Jim

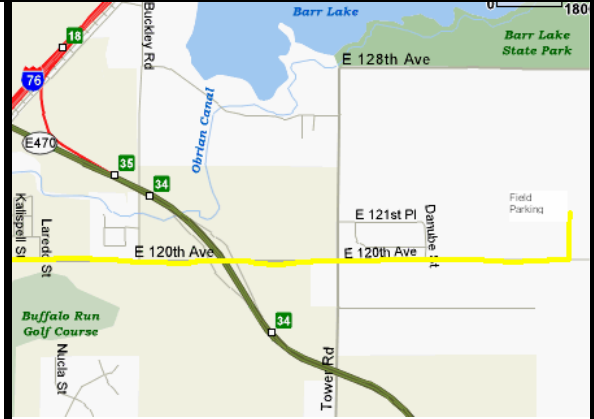
Newcomb

Steve Suntken (Temp)

Mike Verzuh

For Winch Use:

If you are interested in using a club winch please contact Mike for the first time, and I will insure you have all the details for trailer access. Also if you are a new member and have not had a winch operation and safety briefing we will coordinate that.



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. Take 120th east of Tower Rd about 3/4 miles. We fly on the North side of 120th which is the SE quadrant 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