



Thermals

Newsletter of the Rocky Mountain Soaring Association

October 2009

AMA Chartered Club 1245

Volume XXXIII Number 10

President's Message

Bruce Martin

What an event! I must start out and thank all of the people that put on a great team selects event. It was a herculean effort and truly first class. The amount of effort required to pull off a three day event like this is huge. I am sure that I will forget someone, so if I do I am sorry. Jim Monaco for his coordination and driving force behind getting the event here. He also generously donated to the raffle. We can also thank Airtronics for there donation to the raffle of the sweet SG radio for the volunteers. Hal Remington for the coordination of all of the volunteers. Mark Howard for CD'ing the event, Bob Vixie helping, Steve Suntken for field responsibilities, Tony O'Hara for scorekeeping, and many many others. All of the volunteers that donated their time made the event superb. I never saw a flight that did not have an official timer! We have certainly set a high bar for anyone that wants to run an event in the future. That is all thanks to the people that put so much effort into it. Thank you again!

The flying at the event was just as we expected, phenomenal! We had very challenging conditions at times with great pilots pulling off some unreal flying. Congratulations to Cody Remington for coming out on top and taking the first spot on the US F3J team. I will leave the details of the event to the contest report but the top 3 on the seniors and juniors truly deserved to make the spots they earned. Mike Verzuh has been appointed team manager and we at RMSA need to get behind him and help support our F3J team. It is going to be a big fund raising effort to get the team to France.

I am also excited to hear that Lenny Keer made the 2010 US F5B electric team. Congrats Lenny! I am hoping to hear some more details on that. The amount of talent that we have in RMSA is truly amazing.

Well, the season is winding down and we only have a couple of contests left. I hope everyone is having a good flying season and has gotten out of the year what you hoped. The season sure flies by quickly. Hope everyone can make the challenge cup on October 11th. We also were going to have a RES event at Scienturfic Appreciation and Family Day on the 24th. Jim Monaco who normally heads up the appreciation day cannot make it this year. So unless someone can take his place we will have to cancel the appreciation day and do something else for the workers instead. Depending on the interest level will decide if we go ahead and still run the RES contest.

So last mentor day was cancelled because we were all exhausted from the team selects. Will know better next time on scheduling. I think people are still dazed from the event even now.

Indoor season is getting ready to get more in gear as the weather starts turning. Let me know if you have any interest. We have a lot of places we can try and fly at. If people are interested we can do one of our remaining club meetings as an indoor flying session. Let me know if you are interested.

Good flying all,
Bruce Martin



Colorado Challenge Cup

October 11th 2009
CD – Hal Remington

Registration: 8:30 AM
Pilot Meeting: 9:00 AM
First Round: 9:15 AM
Entry Fee: \$12.00 (\$5.00 for Juniors)

Winchmasters – Please be at the field by 8:00 AM.

SEPTEMBER US F3J TEAM SELECTIONS REPORT

Mark Howard

The F3J team selection is a tough contest to CD... keeping things going, resolving conflicts, measuring lines - all the while trying to keep things fair and controversy to a minimum; with a large group of mostly type A personalities on the field. People expect you to have a crystal ball and know exactly which direction the wind is going to blow - even though you can't get two professional meteorologists in a group of fifteen to agree. With a LOT of folks helping out, we did many things right; and RMSA hosted a great contest. We managed to get in 7 rounds Saturday, 6 rounds Sunday and 5 fifteen minute rounds Monday for a total of 18 rounds. This translates to 3 hours and 25 minutes of flying time for the pilots lucky enough to max every round.

We started flying each day relatively early - 8:30 ish. This provided very challenging conditions, weeding out the "men from the boys". In the very first round Saturday, eleven of thirty-six did not make close to ten minutes (ouch!). Unfortunately, some of these were RMSA hopefuls. Conditions quickly improved however, and there were few short flights the rest of the day. The wind was SUPPOSED to be out of the SW - shifting to the SE. We set up towing to the south - but the wind did not go to the east; but rather to the north/northwest; causing a few groups to launch downwind. We reversed the field during the lunch break. Because of the crosswind (causing crossed lines for relaunches) and midairs, there were a few reflights granted. Mike Lee set a new record for flights required to complete a round - 4. I think he had two midairs and a crossed-line hindrance. RMSA had its share of woes on day 1. Bob Lewan suffered disappointing hits in rounds 1 and 3. Dr. Dan had problems in rounds 1 and 4. John Padilla had a hit in round 6, and Tom Gressman in round 7. Mike Verzuh took a hit in round 6 too; and Jim Monaco in round 4. Blaine Chastain and Bruce Martin had several troublesome rounds as well. Only RMSA pilots Skip and Cody made it through without a problem. At the end of day one, although the effects of throw-outs muddled the view, it was getting clear that if you weren't making 1000's or really close, your chances weren't good. In spite of this, few pilots were pushing the time (a side effect of the new emphasized landing I'm sure) - and many were losing a couple of points every flight because of that. The leaders - Cody Remington, Daryl Perkins, Richard Burnoski, Skip Miller, Josh Glabb, Mike Lee, Ben Clerx, Jeffrey

Walter, Thomas Cooke, and Jon Padilla. - settled in for a battle that would see few place changes over the course of the contest.

Sunday had the same forecast - but we gambled and went north for the first group. This turned out to be a good decision. Again the first round proved tough, as twelve pilots fell well short of ten minutes. At this point, aside from Cody Remington, Jim Monaco and Skip Miller --- Jon Padilla, Tom Gressman, and Mike Verzuh were the only viable RMSA competitors -- and all 3 saw their hopes fade in round 1. Jim Monaco would take hits in 2 rounds later in the day to end his hopes. The day quickly developed into more typical RMSA conditions - big lift and big sink with a bit of wind. Make the ten on one thermal if you can (boy it's a LONG way out there!). At the end of day 2, Cody and Skip had both picked up a throw-out, but still in contention.

Monday was supposed to blow from the west all day. By this time I'd decided that the forecasts were wrong enough so as not to be trusted. We were more proactive - managing to get the field reversed quickly after a single wind shift and without an official lunch break. This resulted in less than half an hour of downtime allowing us to complete five fifteen-minute rounds. This meant that pilots could take two throw-outs for the contest. Conditions were not typical of our fifteen minute rounds. I usually associate the fifteen minute tasks with wind, marginal to good lift and radical flying. Monday was just too nice! Conditions were so good that maxes were almost guaranteed. Cody had a lock on first place, Daryl in second, Rich Burnowski in third, and Josh Glaab in fourth. It would take some real strategy for fifth place Skip Miller to pull two places ahead and make the team. His team flew like a well-oiled machine however; Skip winning three of the five fly-off rounds. In round 18 to help his teammate, Cody took a short tow -- attempting to put a hit on Josh Glaab. Cody flew an amazing 14:58.22 / 99 to hold Josh to 994.31 points. Next Skip took a short tow against Rich and flew a 14:56 /100. Rich had a great flight but overflowed the round. If Skip was a bit closer this strategy might have put him on the team, but it wasn't to be. Josh and Rich had too much of a lead. The final places first through fifth were Cody Remington, Daryl Perkins, Richard Burnoski, Josh Glabb and Skip Miller. The Junior team will be Brendon Beardsley who finished first, Connor Laurel and Michael Knight. The alternate will be Nick Tasto.

Jim Monaco did a great job of planning the event and arranging logistics (as usual) - as well as providing sage counsel when needed. Steve Suntkin was my "right hand man" - setting up and running the flight line -- and keepings things going. He showed up incredibly early to pick up the Scienturfic cart (Thanks Don!!!), and make sure that the field was in proper order. Tony O'Hara handled the scoring all weekend. Hal Remington instructed and supervised the timers. Combined with others that generously volunteered whenever necessary - these folks made this a great contest. When we departed the field, Steve Suntkin was almost as happy as the new team members. He won both the Airtronics radio AND the airplane in the workers raffle. THANKS AIRTRONICS and Jim Monaco for the raffle donations and support.

I think that we truly did pick the three best pilots that the U.S. has to offer and I know we'll see a great show from them at the world's next year.

Hal Remington

The US Team Selections were held in Denver, Colorado to choose the senior and junior teams who will compete in the 2010 WC. It was a 3 day event with 31 senior and 4 junior contestants comprising a total of 10 teams. Juniors and seniors flew together but their scores were tallied separately.

The format of the contest did not include fly-offs so all pilots were allowed to fly all three days. The first two days were all 10 minute rounds with a total of 13 rounds flown. The third day was all 15 minute rounds with a total of 5 rounds flown. Overall a total of 18 rounds were flown. The scores were combined over the three days with 1 throw out from the 10 minute rounds and 1 from the 15 minute rounds.

Jim Monaco did his typically stellar job of coordinating the event so that it ran efficiently and smoothly. Scores were posted from the field to the internet in real-time. In fact, the final results were posted before the competitors on the field knew who the new US team was going to be.

The planes were mostly Espada RLs and Rs, Supras, Orcas, Icon 2s, Pike perfects, a few Xplorers and a couple Aspires. More than half the entrants were using 2.4 GHz radio systems.

Over the three days the weather conditions were very nice. This is fairly typical for Colorado conditions at 5280 feet of elevation but with some very challenging flying conditions in the thin air. The winds were relatively light and the lift was very light in the early morning. As the day progressed there were areas of huge lift along with huge sink. The wrong choice often meant a re-launch or landing off field which many competitors experienced.

By the end of the day 2 with all of the 10-minute rounds completed the usual suspects percolated to the top ten positions. They were Daryl Perkins, Richard Burnoski, Cody Remington, Josh Glabb, Skip Miller, Mike Lee, Ben Clerx, Jeffrey Walter, Thomas Cooke, and Jon Padilla. The top 5 scores were really close so everyone had to be on their game for day 3. Daryl and Richard had flown near perfect rounds and really didn't need their throw-out. Cody and Skip had one bad score each and Josh had a couple very minor hits along the way so they all needed to have a perfect remaining contest or they would drop out of contention. The juniors in order of place at the end of day two were Brendon Beardsley, Nick Tasto, Connor Laurel, and Michael Knight.

On day 3, given the challenging morning conditions, making 15-minutes in the first group of round 1 was not going to happen. The unlucky draws for this round who were currently in the top ten were Mike Lee, Jon Padilla, and Cody Remington. Of the three Cody was only able to eek out a 13 min 45 sec round with a 99 landing but in the end that won the round. Through round 16 the top 5 pilots continued to post great flights with no major hits. The lowest score for the day being a 995.87.

It became clear at that point in the day that there would be 5 15-minute rounds flown and that there would be a throw-out applied to those rounds as the rules stated. At this point the one throw-out was being applied to all the rounds that had been flown, all 16. Because of that it wasn't clear on the posted scores what the true ordering for the top five was once you applied one throw-out to the 10-minute rounds and then 1 to the 15-minute rounds. So the battle for the top three was still unclear, any of the top five pilots had a chance. By the end of round 17 the top two spots became a little clearer. Josh Glaab took a hit in round 17 that would become his throw-out but the rest of the top-five group continued to have solid rounds. At this point only a major hit would change the ultimate outcome. In round 18 Cody took a short tow and posted a 14:58.22 with a 99 landing putting a minor hit on both Glabb and Perkins. The next to last round of the day matched Skip Miller against Richard Burnoski. There was clearly lift not too far off the field but it was on the opposite side from Skip's lane. He took as short of a tow as he could and reached the lift with about 50 feet of altitude and continued on to win the round while Richard managed to overfly the round. In the end it wouldn't have mattered. With the final throw-out applied to the rounds the team was set.

In third was Richard Burnoski, second was Daryl Perkins, and in first place was Cody Remington with Josh Glaab as the alternate. The junior team has one returning pilot from the previous cycle, Brendon Beardsley who finished first. In second was Connor Laurel, third was Michael Knight and the alternate will be Nick Tasto. The junior team will be getting plenty of practice together as they are all from the Seattle, Washington area.

September DLG Contest Report

CD Dave Jensen

The final DLG contest of the year was, unfortunately, pretty low on attendance, with only 4 pilots. Those that showed were treated to a beautiful day for flying. Lift was there, but it had to be found and pursued. Those that found it were treated to some incredible rides, while those that didn't (me) got increasingly frustrated. We flew a very relaxed 6 "normal" rounds, using the various F3K tasks. We then decided to fly 2 rounds of all-up-last-down with all 4 of us on the field at the same time. (Thanks to Denise Jonke for providing timer support to allow this to happen!)

Looking back over the year, I feel it was a very successful time for DLG. We have gained 3 new pilots who have become regular attendees. The Blue Skies Over Colorado contest saw attendance rise about 50% over the previous year, and hopes are that our 3rd year will be a breakout year for attendance. We also had a few pilots travel to other regional contests, representing RMSA well.

Thanks to all for a great year -- I look forward to seeing what next year holds!

SCORES

Place		Round 1			Round 2			Round 3			Round 4			Round 5		
		Raw	Gr	Norm	Raw	Gr	Norm	Raw	Gr	Norm	Raw	Gr	Norm	Raw	Gr	Norm
1	John Lovins	521	A	1000	576	B	1000	444	B	1000	563	A	1000	195	B	1000
2	Bruce Martin	444	B	989	487	B	845	441	A	984	385	B	1000	190	B	974
3	John Jonke	449	B	1000	386	A	887	409	B	921	285	B	740	205	A	1000
4	Dave Jensen	434	A	833	435	A	1000	448	A	1000	447	A	794	124	A	605

	Round 6			Round 7			Round 8			Total
	Raw	Gr	Norm	Raw	Gr	Norm	Raw	Gr	Norm	
John Lovins	336	B	1000	501	A	1000	393	A	1000	8000
Bruce Martin	303	B	902	475	A	948	329	A	837	7480
John Jonke	322	A	1000	332	A	663	385	A	980	7191
Dave Jensen	320	A	994	316	A	631	350	A	891	6747

FOR SALE



Espada R.

\$1,800.00

Airtronics 94761 servos. 63oz. Ready to fly. New, perfect condition.

MA-HO, Espada RL.

\$1,500.00

3.7 meter 94761 on ailerons and flaps. JR digitals on elevator and rudder. 69oz. Ready to fly. Includes

bag set. Excellent condition.

Bob Lewan 303-655-1649, blewan@q.com

Can provide programs for Stylus or SD-10G.



2 meter, 2 channel polyhedral \$50
Includes plane, Hitec transmitter, servos, receiver and battery.



Schpotdorker, Beginner F3J – (pix on left) \$150

Also

Pike Superior S/L – \$250

Flys great on replaced wingtip

2 Stylus transmitters \$250

In perfect operating condition with glider card

2 Bungee launching reels - \$50 each

If interested, call Gary at 720-236-4383 or email
slocga@gmail.com

Renewal Reminder

It's time to renew your memberships. Renew with the application in this newsletter,
(below)

Or on-line at <http://www.rmsadenver.com>

Rocky Mountain Soaring Association - 2009

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
\$ 7.50 Junior - under 17
\$ 35.00 Senior - individual 17 and over
\$ 40.00 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

1860 S. Vrain St

Denver CO 80219

ROCKY MOUNTAIN SOARING ASSOCIATION FIELD RULES

The sod farm operations take precedence over **ALL** activities. We use the field at the convenience of the owner.

All members will follow **ALL** instructions from **ANY** sod farm personnel without question.

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.

Park only in the designated parking areas Do not park on grass, dirt or roads.

Avoid setting up on newly seeded areas or young grassy areas. The nice grassy areas are better to land on anyway!

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.

Parking and pit areas should be as condensed as possible for the safety of launch and landing.

Establish flight line areas for winch launch, high start launch, and hand launch that are separate for the sake of launch, flight & landing safety.

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.

No aerobatics or speed runs over the parking/pit/Launch/Landing zones.

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.

When entering a thermal occupied by other aircraft, enter in the same direction as the first aircraft

Landing aircraft have the right of way!

In the event of no mechanical retriever, please shag your own chute/line for the flight

Please share the usage of club equipment so that all have equal flight time.

Please be courteous and helpful to your fellow flyers as well as informative to all guests/spectators. Enjoy yourself and others!!

Absolutely no debris or trash is to be left on the field! Please take it home with you for disposal.

Make sure that your plane and electronics are airworthy before each flight. Exercise good safety sense in your flight

The aircraft will have an identification name/address or AMA number on or in the model in case of loss.

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.

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

2009 RMSA Contest/Event Calendar (Revised 1-29-09)

Date	Type	CD	Name/Notes
<i>Jan 31</i>	<i>Practice</i>	<i>Mike Fritz</i>	<i>Fun Fly</i>
Feb	RMSA Meeting		TBA- possible indoor fun fly
Feb 21-22			SWC - Phoenix
Mar 03	RMSA Meeting		
Mar 08	Open*	Mike Verzuh	F3J Intro
Mar 21	RES and 2 meter	Dr. Dan Williams	
<i>Mar 22</i>	<i>Practice</i>	<i>Joel Zellmer</i>	<i>march madness</i>
Apr 07	RMSA Meeting		
<i>Apr 18</i>	<i>Practice</i>	<i>Milt Woodham</i>	<i>humps and bumps</i>
Apr 19	Open*	Cody Remington	Co CD Bob Lewan
Apr 25	Mentor Day	Blayne Chastain	
Apr 26	H/L	Dave Jenson	
May 05	RMSA Meeting		
<i>May 09</i>	<i>Electric</i>	<i>Jack Dech</i>	<i>Watts 'o Fun</i>
May 09	Open*	Dr. Dan Williams	
<i>May 17</i>	<i>Open/RES/2M</i>	<i>John Read</i>	<i>May Fly</i>
May 17	H/L	Gary Jenson	
May 23-24	F3J in the Rockies*	Jim Monaco	
Jun 6-7			IHLG - California Event
Jun 02	RMSA Meeting		
Jun 14	Open*	Bob Rice	
<i>Jun 20</i>	<i>Open/RES/2M</i>	<i>Austin Cleis</i>	<i>Summer Solstice</i>
Jun 20	Mentor Day	Jim Asbury	
Jun 27	H/L	Dave Jenson	
Jul 07	RMSA Meeting		
Jul 11	Open*	Jim Monaco	Saturday
Jul 18	RES and 2 meter	Bruce Martin	
<i>Jul 19</i>	<i>Open/RES/2M</i>	<i>Greg Tarcza</i>	<i>Height o' the Season</i>
July 19-26			Soaring NATS - Muncie ID
Jul 19	H/L	Dave Jensen	
Aug 01	Mentor Day	Dr Dan	LSF task day
Aug 04	RMSA Meeting		
Aug 09	Open*	Bruce Martin	
<i>Aug 22</i>	<i>Open</i>	<i>Frank Deis</i>	<i>Howling Coyote and picnic</i>
Aug 22-23	HLG**	Dave Jensen	Blue Skys Series
Sep 01	RMSA Meeting		
Sept 5-7	US F3J Team Select	Jim Monaco	
Sep 12	Mentor Day	?	
Sep 13	H/L	Dave Jenson	
<i>Sep 20</i>	<i>Open/RES/2M</i>	<i>Chris Keller</i>	<i>Soar Bash</i>
Sep 19	Open*	Dr. Dan Williams	SATURDAY - NOT
Oct 3-4	Visailia		
Oct 06	RMSA Meeting		
Oct 16-18	Texas TNT in Dallas	TBA	H/L, RES and two days of Open

2009 RMSA Contest/Event Calendar (Revised 1-29-09)

Oct 11	Open*	Hal Remington	Colorado Challenge Cup
<i>Oct 24</i>	<i>Open/RES/2M</i>	Barry Welsh	<i>Witches Brew</i>
Oct 24	Scienturfic Apprec. Day		Also Family Day -
Nov 03	RMSA Meeting		
Nov 08	Open*	Steve Suntken	
<i>Nov 22</i>	<i>Open/RES/2M</i>	<i>Jerry Murphy</i>	<i>Turkey Shoot (Members Only)</i>
Dec 10	RMSA Banquet		
<i>Dec 12</i>	<i>HLG etc</i>	<i>John & Jo-Anne</i>	<i>Barn Fly (Members Only)</i>

*Club Open points contest
 **Club HLG points contest
Italics indicates PPSS events



2008 Board Members

President:	Bruce Martin	303 963 5019	mail to: rbrucemartin@aol.com
Vice President:	Hal Remington	303-661-9244	mail to: hal@hill.com
Secretary:	Bob Rice	720-581-3099	mail to: briceflyer@q.com
Treasurer:	John Pearson	303-306-6800	mail to: JTPI006@earthlink.net
Past President:	Mike Verzuh	970-532-0638	mail to: mike@verzuh.com

Member Support

Web Site <http://www.rmsadenver.com>

Chief

Instructor:	Mike Verzuh	970-532-0638	303-505-9488 (Pager)
Field Manager	Steve Sunken	303-477-6184	flvingdogtwo@comcast.net
Scorekeeper &	Jim Monaco	303-464-9895	jimmonaco@earthlink.net
Web master			
Librarian:	Tracy Cochran	303-934-8838	Tcochran@idcomm.com
Newsletter:	Tony O'Hara	303-948-2576	tonyoco@q.com

Winch Master

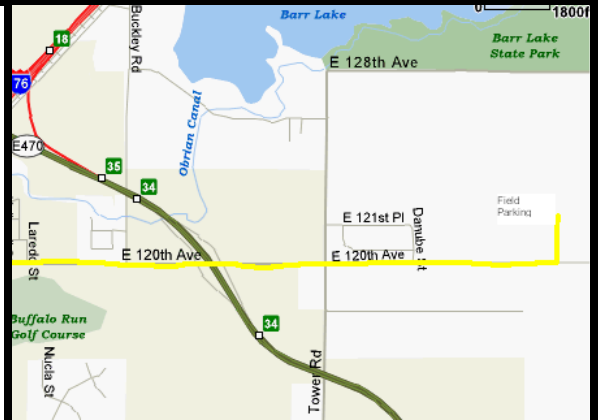
Steve Suntkin 303-477-6184 flvingdogtwo@cs.com

Battery Masters

Bob Lewan
 Skip Miller
 Mike Verzuh
 Cody Remington
 Dr. Dan Williams
 Steve Suntken
 Bruce Martin

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 20th 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

Forwarding Address Requested

First Class Mail