



# Thermals

Newsletter of the Rocky Mountain Soaring Association

September 2010

AMA Chartered Club 1245

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## President's Message

Bruce Martin

Wow, the summer has quickly come and gone and we are into our fall flying. I hope everyone got out of the summer season what you were hoping. We certainly have had some great flying going on by all of the RMSA members. I am eagerly awaiting the F3J report from Mike V from the worlds. This month the club meeting will be at the contest, but next month I want to do an indoor flying session with hopefully Mike and Cody giving a presentation about the worlds. Hopefully we can get Lenny to talk about the worlds for him as well in electrics.

This month we have the annual challenge cup with the Pikes Peak soaring club. It will be on Sept. 12<sup>th</sup>. Please look for the contest announcement from Dr. Dan the C/D. We need to defend our field and our reputation. Most importantly we do not want to have to drive to Colorado Springs next year so we need to win to keep it here. SO as Uncle Sam says "We need YOU!" It should be a lot of fun with generally one of our larger contests as far as Colorado participation.

My how time flies, It is winding down my time as club president and the two years will be up after the banquet this year. Also general elections will be here before know it. If anyone is interested in taking over the reins please let me know. Or if you are interested in any position please let me know as well. It's not too hard and between Mike and myself we can make sure you have everything you need. Mike sure did a great job for me over the past two years. Thanks again Mike for all of the support.

There is a big contest in Dallas this year on Oct 22-23<sup>rd</sup>. I am contemplating driving down for it if anyone is interested in going. They usually have 40+ people with the opportunity to fly H/L, RES and two days of different open class contests. They do a two day champion as well. IT is a relaxed atmosphere contest with an open winch format in a window for each round. Let me know if you are interested in attending.

It looks like people are trying to get out more during the week to fly at Cherryvale and Violet. It also seems looks like there is some interest in doing this specifically around H/L as well. Please keep in mind that you can use the forum that Jim created to advertise where you are going to be and when. The link is at our site and is <http://www.rmsadenver.com/forums/> The forum has not been that active but sure would be a great place for people to coordinate where they are going and when for during the week flying. It is a resource that we really out to leverage.

So my last tidbit is winch safety. If we get a tangle on a winch during a contest I know we sometimes rush to try an clear it while the round is going on. Especially if we are flying F3J. Please make sure to TURN THE WINCH OFF before you start working on the tangle. Last year I almost lost a finger while working on a tangle as a pilot with eyes to the sky on a plane stepped on the peddle accidentally. Fortunately I got my fingers out in time but it could have been bad. At the last contest I have seen a couple of people working on the winches with them hot. This is an accident waiting to happen. So please remember to turn off or at least unplug the pedal.

Please come out for the challenge cup and represent!!!!!!!

Good flying all,

**Bruce Martin**

**RMSA President H 303 862 8451 W 303 963 5019 C 303 249 7272**

## **NEW WINCH TRAILER NEEDS**

Fellow RMSA members:

Still needing a jack, tire iron and spare tire cover. Didn't really wanna have to go out and buy anymore stuff for the trailer. So, start digging your piles of junk.

Thanks .....Steve

## **SUNDAY SEPTEMBER 12<sup>th</sup> Challenge Cup CD Danny Williams**

**REGISTRATION Before 9:00 AM**

**PILOT'S MEETING: 9:00 AM**

Challenge Cup will be a standard AMA TD Contest 3inch per point Tape and Skegs allowed.

We will fly as many rounds as possible.

At this time I will say that no rounds will be started after 3:00 PM but that could change.

**Battery Masters – Please be sure to have your batteries at the field by 8:00 AM charged & “topped-up”**

## **SEPTEMBER SUNDAY 26<sup>th</sup> DLG Contest CD Dave Jensen**

The next club contest is scheduled for Sunday, Sept 26. Please note this is 1 week later than originally scheduled. We'll get started as close to 8:30 AM as possible.

This contest will be a bit different than the normal contest, as we'll have some guests from Utah joining us. The Utah pilots are trying to get organization together to have their own contests going, and are looking to us for some mentoring in that area. So we're counting on all our club DLG pilots to attend, and even if you're a newbie, don't be afraid to attend! We'll be working to get a lunch provided as well, so we'll have a fun day for as long as people want to stick around!

## **August Open Contest Report CD Bob Lewan**

We had a fairly good turn-out for the August open contest. Even Dr. Dan showed up after missing several contests this summer. Missing was Cody and Mike, who were attending another little contest in France. With the World soaring Masters to take place in September, I decided to run this contest by the WSM rules. 12 minute flight times, no skegs, FAI landing tapes.

It was a typical Colorado soaring day with strong lift at times, and big sink at others. Nobody can attest to this more than Blaine who launched first in one group and went east only to hit some of the worst sink schmutz I've ever seen, he was on the ground 2 minutes later, while the group that went west maxed out on time in big air. Another example was a group later in the day, Charlie and Jon were skied out west over the houses, deep, 7 minutes into the flight while Mark Howard was struggling down low, 3 minutes later Charlie and Jon are on the ground while Mark held on to win the group, never getting above 400 ft.

Thanks to Jim Monaco for his expert scoring and to Steve for hauling out the winch trailer. These contests would not be possible without the effort of these guys.

In the end, John Christensen won Sportsman flying his new (used Supra). In masters, 3<sup>rd</sup> place went to Dr. Dan flying a High-end. Skip Miller finished in 2<sup>nd</sup> place flying Satori's (only 1 point out of 1<sup>st</sup>), and myself in 1<sup>st</sup> flying a Satori.

## SCORES

### August Open Contest

Contest Date: 8/8/2010

Class	Name	Place by Class	RD 1	RD 2	RD 3	RD 4	RD 5	Raw Total	Rounds Flown	Total	Norm by Class	Norm by Contest	Place by Contest
M	Bob Lewan	1	1000.00	1000.00	998.78	1000.00	1000.00	4998.78	5	4998.78	1000.00	1000.00	1
M	Skip Miller	2	1000.00	1000.00	996.34	997.56	1000.00	4993.89	5	4993.89	999.02	999.02	2
M	Dr Dan Williams	3	998.78	1000.00	997.56	995.12	992.67	4984.11	5	4984.11	997.07	997.07	3
M	Mark Howard	4	990.22	991.42	988.96	998.77	1000.00	4969.37	5	4969.37	994.12	994.12	4
M	Bruce Martin	5	993.90	988.98	1000.00	1000.00	959.71	4942.59	5	4942.59	988.76	988.76	5
M	Jon Padilla	6	998.77	1000.00	997.56	1000.00	934.30	4930.63	5	4930.63	986.37	986.37	6
M	Charles Miller	7	993.90	1000.00	1000.00	968.25	780.55	4742.71	5	4742.71	948.77	948.77	7
M	Jim Monaco	8	1000.00	997.55	919.41	1000.00	379.76	4296.73	5	4296.73	859.56	859.56	8
M	Blayne Chastain	9	1000.00	268.62	1000.00	806.85	1000.00	4075.47	5	4075.47	815.29	815.29	9
M	Byron Blakeslee	10	998.77	560.44	970.55	464.55	997.56	3991.87	5	3991.87	798.57	798.57	10
M	Steve Suntken	11	984.15	484.07	413.20	985.26	998.78	3865.45	5	3865.45	773.28	773.28	13
S	RES												
S	John Christenser	1	921.76	984.07	987.78	640.05	428.57	3962.22	5	3962.22	1000.00	792.64	11
S	Jim Degroot	2	984.07	988.98	669.94	937.73	286.47	3867.19	5	3867.19	976.01	773.63	12

## August Blue Skies Over Colorado DLG Contest Report Dave Jensen

In its third year, Blue Skies Over Colorado continued its rise up in the DLG contest world. This year saw attendance by 19 pilots from as far away as Southern California. All came together for 3 days of DLG fun.

Friday was designated as a social time along with some friendly competition. Having a few contest newbies in attendance, we seized the opportunity to do some mentoring on plane setups, DLG task strategies, and other such topics of interest. An hour before sunset we had a "Poker Tourney" -- actually 3 rounds of the DLG Poker task. Buy-in was \$5 for anybody interested in participating, with the winner claiming the pot. As pretty much expected, the pot was claimed by George Morris of Arizona. After the planes were put away for the day, Gary hosted a spaghetti dinner where he served up a batch of his home-made sauce... from comments heard around the field, it was a hit.

Competition got underway Saturday morning at 8:30, after a light breakfast served on-field. Conditions on the field were perfect, if perhaps a bit breezy. As is so typical, nearly every round saw pilots at least nearly maxing out the round, as well as pilots (like me) who turned the wrong direction, only to find the immense sink that surrounded the field. The winds made for some dangerous down-wind runs... many times the pilots made their times, but just couldn't make the return run to the field. Sunday saw similar conditions, but with lighter winds.

There was a lot of competition making this contest a real challenge for those in attendance. We got in 9 rounds of flying on Saturday, with 5 more preliminary rounds on Sunday. Flyoffs proved to be intense (at least for me)! Many on-field reported this was one of the best contests they've attended.

A significant "first" for DLG contests nationwide, we provided live scoring from the field. Via rc groups, we published a couple web links through which anybody with web access could access the up-to-the-minute scores for all rounds, prelims through flyoffs. Stats showed that at least 190 different people across the country viewed the scores at least once... not bad for a first time!

BSOC 2010 came off with nary a hitch, thanks to the support of many.

I want to express my thanks to many, without whom the weekend wouldn't have happened.

John Lovins -- aside from being a great flier, he stepped up to arrange for Sunday's meal, as well as bring the club's trailer to the field. And the "Opponents by Round" report that was handed out to the pilots was John's

idea... and a good one!

Jim Monaco -- not a DLG pilot (something we're hoping to change), but Jim came to the field to help us with setting up the club's sound system the first time. Thanks Jim!

Steve Suntken -- Your working with the field management was again superb.

John Jonke, Shawn Curry, Bob Pederson -- You guys always chip in when and where needed. You're always appreciated!

Dave Runyon -- our newest member in the RMSA DLG crew. BSOC was actually the first contest he's flown in. Dave was great at helping along the way, and especially in the cleanup phase... he insisted on helping until the last item was stowed, and until everybody else was on the road. Thanks Dave -- you're going to be a tremendous addition to the group!

Denise Jonke and Jensens Kelsey and Kim -- Your help with the scoring table and score entry was second-to-none.

Spouses Kris and Rita -- your moral support to Gary and I through all this has been amazing.

Finally, Brother Gary -- There could not be found a better brother anywhere. You're a great brother, and an even better friend. Thanks for your help and many-fold suggestions... some of which I actually used!

BSOC 2010 was the contest that almost wasn't. Many of you may not know that our mother (Gary's and mine) was in her last days on this earth. As it was, the contest was only "difficult" to put together... if her illness had been on a slightly different schedule, the contest may not have been pulled off. As it was, the only issue likely noticed by those on-field was a different menu than would have been otherwise provided.

Again, my thanks to all!

### BSOC10 Prelim Scores

Place	Pilot Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Penalty
1	Charlie Morris	1000.00	984.46	1000.00	1000.00	-778.89	-983.90	1000.00	-922.91	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	
2	George Morris	993.01	986.18	1000.00	1000.00	1000.00	-900.45	-895.93	1000.00	1000.00	1000.00	-923.37	1000.00	1000.00	1000.00	
3	Aradhana Singh Khalsa	947.55	963.68	966.67	1000.00	1000.00	1000.00	1000.00	-531.61	-574.86	1000.00	1000.00	-667.33	1000.00	909.71	
4	John Lovins	973.78	1000.00	1000.00	974.00	-561.04	1000.00	977.35	762.31	-532.35	771.43	-741.38	1000.00	1000.00	885.86	
5	Dave Jensen	1000.00	811.29	-610.24	946.83	934.67	907.44	-773.76	970.97	878.00	-771.43	925.34	880.95	1000.00	974.56	
6	John Jonke	924.83	954.14	-685.04	971.04	-727.27	-680.08	1000.00	824.71	1000.00	771.43	956.14	836.31	1000.00	981.32	
7	Mike Maurer	917.83	1000.00	783.33	941.07	-572.89	882.88	976.80	-548.39	855.36	771.43	821.27	995.24	-743.33	818.34	
8	Scott Dueck	929.95	810.02	740.00	-591.77	831.17	1000.00	-361.99	680.65	942.70	1000.00	1000.00	-679.36	716.67	869.27	
9	Gary Jensen	994.05	863.25	-653.33	849.06	915.60	-610.36	669.90	1000.00	762.50	1000.00	762.45	789.58	-366.67	898.13	
10	Bruce Twining	1000.00	774.25	-320.00	792.45	890.91	686.12	956.19	-531.05	796.67	771.43	-657.09	713.43	1000.00	917.81	
11	Shawn Curry	737.30	1000.00	1000.00	674.62	-494.97	-622.17	706.19	635.06	696.43	-571.43	880.09	980.95	890.00	1000.00	
12	John Armstrong	926.57	518.13	-271.65	769.50	-419.60	656.11	679.61	729.03	844.64	1000.00	609.65	-107.14	1000.00	828.52	
13	Scott Ginn	986.11	627.87	-200.00	960.82	-319.69	750.50	834.95	-512.90	750.46	571.43	971.49	554.76	616.67	695.06	
14	Dave Runyon	670.63	910.26	708.66	818.18	-359.30	723.98	533.51	862.96	792.98	-400.00	747.81	673.81	-480.00	848.38	
15	Fateh Singh Khalsa	664.68	647.67	-250.00	571.18	0.00	596.85	-343.04	1000.00	866.91	518.52	519.74	990.48	1000.00	964.77	100
16	Matt Gewain	726.80	590.83	-314.96	674.62	1000.00	864.86	-365.70	663.81	553.57	571.43	696.83	729.46	-470.00	703.58	
17	Bob Pederson	908.73	908.12	740.16	712.31	-438.96	459.46	659.79	-367.74	526.80	571.43	597.70	-345.24	470.00	954.99	
18	Cory Shantz	896.83	0.00	-216.67	519.59	685.71	-454.75	488.69	505.75	560.07	518.52	527.15	791.67	610.00	714.77	
19	Micah Hazegh	837.13	656.08	243.33	568.46	145.78	468.33	588.24	987.15	0.00	0.00	0.00	0.00	0.00	0.00	

### BSOC10 Flyoff Scores

Place	Pilot Name	Round 1	Round 2	Round 3	Round 4	Round 5	Flyoff Total
1	George	1000.00	-993.20	1000.00	1000.00	1000.00	4000.00

	Morris					
2	Charlie Morris	958.331000.00	976.19	-936.731000.003934.52		
3	John Lovins	802.08	989.80	-717.69	922.451000.003714.33	
	Aradhana					
4	Singh Khalsa	-475.00	967.69	874.15	914.29	844.443600.57
5	John Jonke	-389.58	982.99	835.03	918.37	729.633466.02
6	Dave Jensen	750.00	962.59	787.41	-716.33	798.153298.15

## WORLD F5B REPORT

## LENNY KEER

The 2010 World Championships for Electric Models was hosted by the United States and held in Muncie Indiana in August. The San Diego Electric Silent Flyers, along with support from the AMA did an excellent job of organizing and running the event. I participated in the F5B (FAI Electric Gliders) competition, along with Steve Neu and Jeff Keesaman, both from San Diego. 37 of the World's best F5B pilots from 13 countries attended the contest.

For those who don't know, F5B is a multi-task electric glider event consisting of a 200 second distance task, a 10-minute thermal duration task, and spot landing -- all done on the same flight. For a more detailed explanation, here's a brief article printed in Model Aviation last year. <http://www.modelaircraft.org/files/f5b.pdf>

The US team arrived in Muncie several days before the competition to test fly various motor/prop combinations and optimize our setups to the local conditions. It's a good thing we did too, as the hot, humid Muncie air was quite different than we were used to. After numerous test flights and motor and propeller swaps, I settled on my final power setups just before the contest began. One final test flight on each of my two models and I was ready.

As usual, the World Championship competition was preceded by a 2-day "open" contest to serve as a warm-up for the competitors and course workers. Sponsored by NeuMotors and Castle Creations, the Neu-Castle Cup ran smoothly and was won by Remo Frattini (Italy). Still struggling somewhat with the very different conditions, the US team members placed in the middle of the pack. Most of the Europeans use a high-climbing style for the distance task, while in the US we generally use a lower but faster style. The hot, humid Muncie air seemed to be better suited to the European flight style so we made a conscious effort to adapt to the conditions and alter our flight style.

The first day of the World Championship competition began with overcast skies and some light rain. The weather was supposed to improve and the flying started after a short delay. Steve Neu was first up for our team, but after an error by the base A judge he reflw his flight at the end of the round. I was next up and put in a mediocre flight in poor conditions -- I just couldn't get much speed going on the distance course. Fortunately, this later became my thow-out round. Jeff's flight and Steve's reflight were later in the round after the sky cleared and conditions were improving. They both put in good flights, placing them both in the top 10. Unfortunately, my poor flight put me at number 25 in the first round, so I had some work to do! I switched from my "safe" power setup to my "aggressive" setup after this round, and began to steadily climb in the standings.

In rounds two through four, Steve, Jeff, and I all put in respectable flights, scoring in the middle of the pack. The humid air and wind from the wrong direction continued to hamper our efforts as we tried to adopt the "European" flight style. In round five, I was called up to fly just as the wind was backing off a bit. I managed to get 45 laps on the distance course and a good duration score to win the round! Steve and Jeff each flew 43 laps. Steve had a good duration score, placing him in the middle of the pack, but Jeff missed the center landing spot,

which placed him further down. In round six, I flew 44 laps with a good duration score, Steve flew 43 with an OK duration, and Jeff flew 44 with a good duration but missed the center landing circle again.

In round seven I flew an excellent distance course, really nailing the turns. I finished with 47 laps, but had used a couple extra seconds of motor, which became an issue in the duration portion of the flight. Normally, the 10-minute duration is accomplished with two bursts of power, about 1 1/2 - 2 seconds each. In this flight, the lift wasn't very good and I found myself at about 100 foot altitude with 5 minutes to go and no motor left. Note that these models are quite different from the typical F3J models seen in our club contests. With high speed airfoils, smaller wings, and much higher wing loading, it is much more of a challenge to thermal an F5B model. Well, luck was on my side for this flight. As I began that last, likely futile search for lift, and started thinking about my landing approach, I detected a very slight improvement in the model's glide slope near the corner of the field. Yes! That was the thermal I needed! After several very careful turns, the model had gained a few precious feet of altitude. I stayed with it as it moved downwind and was able to fly out the remaining time to preserve a good score. The last minute thermal save forced a landing approach from an unusual direction and I landed 8 second early in the center spot. Not good enough to win the round, but a high scoring flight nonetheless. Steve and Jeff flew 44 and 43 laps, with good duration scores in this round.

Round eight was the final round and I flew a slightly more conservative distance flight to preserve my position. I ended with 45 laps and another good duration score. Steve flew 44 laps with a good duration score, and Jeff had 43 laps but landed early in duration.

When the final standings were posted, I was thrilled to have clawed my way up to a 7th place finish. Steve ended up at 15th and Jeff was 22nd, so our team finished in the middle of the pack at 5th place. Remo Fratinni (Italy) flew beautifully and finished first. Guntmar Ruub (Germany), the 2008 world champion, finished second, and Patrick Hausler (Switzerland) took third place. Final individual scores are listed at <http://www.jucki.ch/bilder/muncie/RankingEnd.pdf>





## FOR SALE

### **Supra Pro Competition**

**\$1900.**

Special build by Byron Blakeslee 56.1 oz ready to fly

### **Supra Pro Carbon Lite**

**\$1950.**

Mint condition (3 flights total - super flying model) ready to fly

I need money is the reason for selling these two excellent models.

I will be driving up to Denver on September 13 and returning on September 20th and will be able to hand carry for delivery. Jim Wing bags are \$100 extra for each model.

### **Tom Gressman**

Associate Publisher

Mineralogical Record **520-529-7281 cell: 303-246-3194**

### **Supra Pro Competition- (Left Pix)**

**\$1,350.00 OBO.**

ATX 761 servos on flaps and elevator, Hyperion DS-13 on rudder, and Hyperion DS-095 on ailerons. 4 cell Elite 1500 mah battery. 57 oz. All up weight. Comes with an extra wing tip.

### **Espada RL-. (Right Pix)**

**\$1,050 OBO.**

ATX 761 on all surfaces but elevator (JR 3421). 5 cell Elite 1500 mah battery. Comes with wing bags. Big stab and big rudder



**Bob Lewan**

[Blewan@q.com](mailto:Blewan@q.com) 303-884-3142

## **POTPOURRI**

### **WARNING REMINDER**

I was reminded a few days ago by an old colleague and friend who's an electrical engineering expert that LIPO cells are still DANGEROUS. We were actually talking about a LIPO battery installation that I saw on TV, for a Toyota Prius to get 90 mph!! He has a Prius, but he would not consider this installation because of the LIPOS used

He told me that the ones in our cell phones and notebook computers etc are somewhat protected but our modeling ones aren't.

SO:--

Be very careful with these cells. He's some recommended practices when using LIPOS.

1. Always use the proper charger set to the correct number of cells and never leave than unattended while charging! Preferably place the cells in a fireproof box and have some sand close by, just in case!
2. If your model crashes or has a hard landing wait at least 20 min or until the cells are cool to your touch before putting it into your vehicle. The cells may have become damaged and can burst into flame after a while!

There are other precautions particularly those relating to cell balance.

As I have never used LIPOS myself, perhaps some else can provide that detailed info.

Tony



## Contest/Event Calendar

Date	Type	CD	Notes
<i>Feb 10th</i>	if interested		TBA- possible indoor fun fly
Feb 18-19	F3J at SWC	Mike Verzuh and Jim Monaco	SWC - Phoenix
<i>Feb 20 Saturday</i>	<i>Open/RES/2M</i>	<i>Jim Schoon</i>	<i>PP Snow fly</i>
Feb 20-21	Open,RES,2M and other		SWC - Phoenix
Mar 3rd Wednesday	RMSA meeting		TBA- possible indoor fun fly
<b>Mar 13th Saturday</b>	<b>Open*</b>	<b>Dr Dan</b>	<b>RMSA club contest</b>
<i>Mar 21st Sunday</i>	<i>open,RES,2 meter</i>	<i>Bob Vixie</i>	<i>PP March Madness</i>
Mar 21st Sunday	Hand Launch**	Dave Jenson	multiple tasks
Apr 7th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<b>Apr 11th Sunday</b>	<b>Open*</b>	<b>Bruce Martin</b>	<b>RMSA club contest</b>
Apr 24th Saturday	Hand Launch**	Dave Jenson	multiple tasks
<i>Apr 24th Saturday</i>	<i>open,RES,2 meter</i>	<i>Joel Zellner</i>	<i>PP Humps and Bumps</i>
Apr 30th-May 2nd			IHGLF-Poway
May 6th Thursday	RMSA Meeting		TBA- possible indoor fun fly
<i>May 8th Saturday</i>	<i>Electric</i>	<i>Milt Woodham</i>	<i>Watts 'o Fun</i>
<b>May 16th Sunday</b>	<b>Open* (Changed date)</b>	<b>Mike Verzuh</b>	<b>RMSA club contest</b>
<i>May 23rd</i>	<i>Open/RES/2M</i>	<i>John Read</i>	<i>PP May Fly</i>
May 23rd	Hand Launch**	Dave Jenson	multiple tasks
May 28-30	F3J in the Rockies	Jim Monaco	RMSA national contest
Jun 5-6th	Blue skies- H/L		New Mexico
Jun 9th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
Jun 12th	Mentor Day	Blayne Chastain	LSF task day as well
<b>Jun 13th Sunday</b>	<b>Open*</b>	<b>John Padilla</b>	<b>RMSA club contest</b>
<i>Jun 19th</i>	<i>Open/RES/2M</i>	<i>Austin Cleis</i>	<i>PP Summer Solstice</i>
Jun 26th	Hand Launch**	Dave Jenson	multiple tasks
Jul 7th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<b>Jul 11th Sunday</b>	<b>Open*</b>	<b>Jim Monaco</b>	<b>RMSA club contest</b>
Jul 18th Sunday	Hand Launch**	Dave Jenson	
<i>July 25th Saturday</i>	<i>Open/RES/2M</i>	<i>Greg Tarcza</i>	<i>Height o' the Season</i>
July 24th-Aug 1st			Soaring NATS - Muncie ID
July 27th-Aug 8th			World's F3J
<b>Aug 8th Sunday</b>	<b>Open*</b>	<b>Bob Lewan</b>	<b>RMSA club contest</b>
Aug 11th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<i>Aug 14th-15th</i>	<i>Blue Skies H/L Series</i>		<i>Colorado</i>
<i>Aug 14th Saturday</i>	<i>Open</i>	<i>Frank Deis</i>	<i>Howling Coyote and picnic</i>
Aug 21st Saturday	RES	Blayne Chastain	
Sep 8th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<b>Sep 12th Sunday</b>	<b>Colorado Challenge Cup*</b>	<b>Danny Williams</b>	<b>RMSA club contest/vs PP</b>
Sep 26th Sunday	Hand Launch**	Dave Jenson	multiple tasks
Sep 19th Sunday	<i>Open/RES/2M</i>	<i>Chris Keller</i>	<i>Soar Bash</i>
Sep 24-26th	<i>Soaring Masters</i>		Soaring Masters
Oct 1-3rd	Visalia		Visalia
Oct 6th Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<b>Oct 10th Sunday</b>	<b>Open*</b>	<b>John Lovins</b>	<b>RMSA club contest</b>
Oct 16th Saturday	Hand Launch**	Dave Jenson	multiple tasks
Oct 22-24th	Texas TNT in Dallas	TBA	H/L, RES and two days of Open
<i>Oct 23rd Saturday</i>	<i>Open/RES/2M</i>	<i>Barry Welsh</i>	<i>pp Witches Brew</i>
Oct 23rd Saturday	Scienturfic Appreciation Day		Also Family Day - SATURDAY
Nov 3rd Wednesday	RMSA Meeting		TBA- possible indoor fun fly
<b>Nov 7th Sunday</b>	<b>Open*</b>	<b>Skip Miller/ Cody Remington</b>	<b>RMSA club contest</b>
<i>Nov 21st Sunday</i>	<i>Open/RES/2M</i>	<i>Jerry Murphy</i>	<i>pp Turkey Shoot (Members</i>
<i>Dec 11th</i>	<i>HLG etc</i>	<i>John &amp; Jo-Anne Read</i>	<i>pp Barn Fly (Members Only)</i>
Dec 12th	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*

# Rocky Mountain Soaring Association - 2010

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

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 has 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:

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Signature



**2008 Board Members**

President: Bruce Martin 303 963 5019  
 Vice President: Hal Remington 303-661-9244  
 Secretary: Bob Rice 720-581-3099  
 Treasurer: Mark Howard 720-273-2208  
 Past President: Mike Verzuh 970-532-0638

mail to: [rbrucemartin@aol.com](mailto:rbrucemartin@aol.com)  
 mail to: [hal@hill.com](mailto:hal@hill.com)  
 mail to: [briceflyer@q.com](mailto:briceflyer@q.com)  
 mail to: [howard4113@msn.com](mailto:howard4113@msn.com)  
 mail to: [mike@verzuh.com](mailto: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 [flyingdogtwo@comcast.net](mailto:flyingdogtwo@comcast.net)  
 Scorekeeper & Jim Monaco 303-464-9895 [jimmonaco@earthlink.net](mailto:jimmonaco@earthlink.net)  
 Web master  
 Librarian: Tracy Cochran 303-934-8838 [Tcochran@idcomm.com](mailto:Tcochran@idcomm.com)  
 Newsletter: Tony O'Hara 303-948-2576 [tonyoco@q.com](mailto:tonyoco@q.com)

**Winch Master**

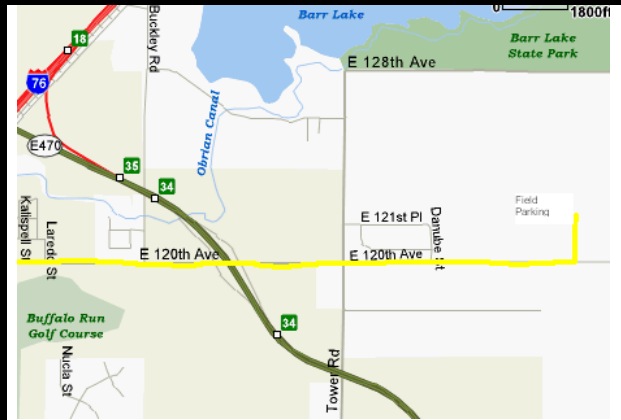
Steve Suntkin 303-477-6184 [flyingdogtwo@cs.com](mailto:flyingdogtwo@cs.com)

**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 120<sup>th</sup> eastbound towards the airport. Take 120<sup>th</sup> 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