



# Thermals

Newsletter of the Rocky Mountain Soaring Association

March 2012

AMA Chartered Club 1245

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## President's Message

John Lovins

Well as good as January weather was for flying, February has been a total bust for the most part. With near record snowfall, wind, and cold temps its just been miserable. That's what made it so sweet to go to Phoenix for 5 days of flying at the Southwest Classic. Nine (I think) pilots from RMSA represented well in this early season warm up. Look for the write up in the newsletter. Special thanks to Bob and Tressa Peterson for pulling the trailer down for us. I don't know how he did it in those high winds....

We will try again on March 11th for a skills day. Its a great opportunity to get things trimmed up and get the jitters out of your system as the season gets in full swing the following weekend with hand launch and open contests back to back.

On 2/25 Wings Over the Rockies museum held their annual model airplane expo. This is the first year RMSA has participated and was well received by the public and other clubs. John Jonke, Dave Runyon, and myself manned the table, with Bob Peterson and Shawn Curry stopping by to check it out. There were 20 clubs/vendors, and though public attendance was down I still estimate around 500 visitors over the 6 hours. We had several people pick up flyers and express interest. If we pick up 1 new member I will consider the effort worth it. Thanks to Jim Rogers for helping out on the flyer.

We are in need of 2 new battery masters. This involves maintaining a club battery, and getting it to, or making arrangements to get it to the contests. Most of the more seasoned pilots have done their part in supporting this vital effort, and its time for someone else to pick up the slack. As an example Mike Verzuh is currently taking care of 3, that's not fair. Please step up in this small way to support your club. Every time you launch on a winch you have the battery masters to thank.....

Thanks,

John Lovins

judcaissons@gmail.com

303-929-9883

## SUNDAY MARCH 11<sup>th</sup>

## SKILLS DAY

**10:00am-2:00pm**

We will set up a braided club winch and a mono F3B winch. This session will be to tune up you launch technique for the coming season. We will cover throwing and launch techniques for both types of winches. You will get practice in both throwing and flying – and perhaps both at the same time... J

Some help a little early will be good to get things set up.

Jim Monaco

## **SUNDAY MARCH 18<sup>th</sup> Open Contest CD Jim Monaco**

Pilot meeting 8:30 first flight at 9:00.

This is a standard MoM thermal duration contest – a nice easy way to start the season.

We will use FAI tapes for the landings.

### **The South West Classic F3K**

The South West Classic F3K is in the record books and was a great event. A warm break from the winter weather we have been having in Colorado.

Having flown 2 days of F3J in the Desert on Wednesday and Thursday, many of the pilots continued the fun with 6 rounds of F3K. This was the first F3K event for many of the diehard F3J pilots from Colorado; Jim Monaco, Mike Verzuh, Skip Miller, and myself. Also Mario, Scolari from southern California was flying in his first F3K event under the tutelage of Mike Smith. I decided to enter only a week before after receiving a RTF Salonit from Jeff Carr's DLG surplus. Programming the Salonit took place a couple days before the competition under the guidance of John Lovins. We worked on the launch settings and differential to get this bird flying like it should. Timing the task was a snap using F3KTimer application for my android smart phone. The fast pace and quick air reading skills make this format addictive. Many of the skills learned in F3J crossover in F3K. Can't wait to do more F3K this year.

Thanks to:--Charlie, Phillip, Jen, Donnie, and all the CASL crew for putting on this first rate event.

Jon Padilla

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If you didn't go – then you missed it! This was a great event with tons of great flying. This was 5 full days of glider camp with various events. I'll cover the ones that I flew here.

### **F3J in the Desert**

I ran this contest again – primarily as a fund raiser for the US F3J team. We had 63 entries on 13 teams this year. We had some expenses for the field and for the awards, but we raised a nice chunk of money for the team. For those that don't know – I was selected to be the US Team Manager again. I have a article later with more about the team. This event was the largest F3J event ever run in this country. I did the organization, while Phil Renaud was the able CD and Tom Tate and my wife Cathy helped out with the scoring. This thing ran like clockwork. We started promptly at 8:00AM each day and didn't stop flying for anything. We managed to get in 13 rounds of prelims and 4 rounds of fly offs. There were several teams with RMSA members on them. Shannon Bingham and Jim Smith flew with 2 members of the Canadian F3J team. John Lovins flew with his Arizona buddies and Jim Rogers, Skip Miller and Mike Verzuh were on another team.

Day 1 was generally uneventful. Everyone had their winches and planes set up and we were rocking and rolling at 8. The early air was a little challenging, but most folks got their times early in the day. I was about a minute short on the first flight – so I had my throwout right away. I was flying with US team members Daryl Perkins, Tom Kiesling and Bob McGowan. RMSA member Jon Padilla rounded out our team. Daryl was flying like a machine – getting his times with quick launches and nailing the 100s. Tom was flying great, but was rusty on his landings, but improving as the day went on. Bob McGowan was flying well, but some communication issues with his callers needed to be worked out and he struggled a few rounds. Jon also struggled a bit, but was learning a lot working with the team. We used 17m spacing and thankfully avoided a lot of launch carnage. The bad news is that everyone was stretching the limits as the conditions became more difficult and there were many land outs in the farm area. One bad incident happened when a plane hit the power lines and create a HUGE fireball and cloud of smoke by the camping area. Unfortunately the farm owners were not happy, since it knocked the power to the campground out and this resulted in the entire north side of the field being declared a no-fly zone. Since the wind was generally out of the south, this made following thermals downwind impossible and made flights quite difficult. I think we got 8 rounds in – with 5 man groups that was a lot of flying. I was unfortunate to also lose my new MAXA. Before the

no-fly zone was declared I had followed a thermal way downwind under the expert guidance and eyes of Daryl and Tom. When I reached my limit I told them I needed to come back, so I turned for home. All three of us were watching it closely and I was porpoising to show the top and bottom on the way back to see it. At one point I told my callers I couldn't see it and they advised a pull up – and nothing happened. Pull more – still no sighting – pull full and loop it – still no plane. It just disappeared in the sky! Daryl and Tom had never seen anything like it. We were all watching it and it disappeared on the way back in a perfectly clear sky. It went down about ¾ mile away and a farmer heard it crash. He came over to the field after we spent about 90 minutes searching for it and took me back to the farm to get the pieces. The tips were confetti, the center section had some delams and a crack, the nose pod was completely unscathed. The boom had come loose of the pod but only had a slight crack, and the whole tail group was sheared cleanly off the boom, with minimal damage. It was very weird. The good news is with some tips from Barry Kennedy and some tender loving carbon fiber it is back in flying state!

Day 2 was another decent day with plenty of thermals and most people getting their times – even me with my backup ICON 2. This meant the standing didn't change much during the rest of the prelims. The beginning of the prelims were interesting. Everyone took a relatively short tow in the first group and they all got their times – Tom K turned in a 14:57.27 but blew the landing. Mike Smith won the round with a respectable 14:56.95/100The second round started with a big gaggle of buzzards behind the flight line – this meant really short tows then a run to the sure lift.. Daryl turned in a 14:58.30 and 100 to win the round. Everyone got their times again... In the third round it appeared a front was coming through and conditions were deteriorating. Two pilots failed to get their times. Mike Smith won the round with a consistent 14:56.56/100 Daryl was right behind with a slightly better time at 14:57.40, but a 99 landing – see how important that hunski is? The fourth round is where the fun was. Conditions really deteriorated. The front was in full bloom, the wind was now making downwind launches - an– the launches were terrible. Tom Keisling won the round with some of the best flying I have ever seen. He went east over the treeline (downwind) and tried to make a thermal work – but it was not happening. He could see a lot of pilots struggling and he came back to a gap in the trees and I thought he was just going to come back in for a landing, but noooo, he hit a bump of slope lift and turned. He then worked the slope lift from the trees for about 13 minutes. I swear he was never more than 20 feet above the trees. This was a case where one single bobble in a turn would put him in the trees. He was so smooth, it was incredible. He managed a 14:54.15/100 for the flight to win the round. Daryl landed out and got a zero along with another pilot. Steve Garland did a fantastic job of getting his time on that last flight (only he and Tom did) but he only hit a 93 landing.

So the last flight really mixed things up. When the totals were done – there was a huge surprise: Steve Garland had flown consistently enough in the flyoffs to be the top finisher. Steve is a relatively new F3J pilot and it was great to see him beat the top pilots in the country! The last flight of the flyoffs was worth the price of admission... J Everyone had a great time – and I'm sure the event will be even more popular next year...

Here are the final standings:

Rank Name Score

- 1 Steven Garland 3956.49
- 2 Michael Smith 3911.76
- 3 Thomas Kiesling 3885.11
- 4 Paul Sherman 3819.49
- 5 Larry Jolly 3667.95
- 6 Mike Verzuh 3609.67
- 7 Ben Clerx 3604.71
- 8 Skip Miller 3510.83
- 9 Peter Goldsmith 3509.76
- 10 Daryl Perkins 2999.15

- 11 Jody miller 2985.15
- 12 Aaron Lewis 2896.92
- 13 Jim McCarthy 2882.77

## **HandLaunch**

I brought my old blaster and a newer Topsy with me so I could play in the HL competition that was held on Friday. I had only flown one other HL event, and I throw like a girl (no offense to girls) so I had low expectations. This was a well organized event and was a ton of fun. Bob Pederson and John Lovins helped me a lot and I flew with Bob and Mike Verzuh for most of the event. Mike and I are newbies so it was the blind leading the blind, but we did OK. I really blew the first few rounds - but started getting better as the rounds progressed. My best round was the "best 2 in a row" I got 2 four minute flights back to back – woo hoo... There is a lot of strategy and Mike and I didn't really have it down – we made a few tactical errors as well as some flying errors, but the main thing is that we had fun. My poor Blaster got midaired in the next to last round, with a big chunk out of the wing, so I flew the last flight with my untrimmed Topsy and still did well with it. After the event John Lovins helped me trim it out and it is flying much better now.. If only I could launch... J

## **SWC – The Main Event**

This event was a called flight order event and while fun it has the problem of unfairness as the air changes quite a bit during a round. Some pilots get called during the good air cycle and some get called up in the crap air, so there is an element of luck to it. The worst part this year was that the whole North side of the field was off limits. I know that this cost both Skip and I a decent score where we had air but had to abandon it and move upwind into the sink to avoid the no-fly zone. The times were longer than usual this year with mostly 10 minute flights. This was very challenging at times especially with the restricted field. Most of the RMSA guys struggled, but skip hung in there for a 7<sup>th</sup> place finish. John Lovins did well as our next best pilot in 12<sup>th</sup>. I was the 3<sup>rd</sup> RMSA pilot at 22<sup>nd</sup>. It was still a lot of fun and plenty of camaraderie...

Huge thanks go to Bob Pedersen who drove the trailer down and back for us. We can't express our gratitude for his service...

This was a lot of flying for 5 days – you should plan on making down next year and join in the fun...

## **Jim Monaco**

# **FOR SALE**

## **WANTED**

Hi there, I fly with PPSS. Do you guys have a more up-to-date for sale section? I'm interested in getting sort of a beater DLG sometime next month, thought someone in your club might have a used one that would fit me. My objective is to put lots and lots and lots of flying hours on it to polish my skills for the larger sailplanes, so it doesn't need to be in pristine shape or F3K world-worthy; but does need to fly reasonably well; be relatively quick and easy to repair; and toward the low end of the price range.

I'm also looking around rcgroups and have been talking with Jim Schoon down here to try and figure out what I ought to get.

Thanks in advance!

[Robert.deis.ctr@mda.mil](mailto:Robert.deis.ctr@mda.mil)

## Renewal Reminder

This is the LAST Newsletter you will receive UNLESS you have already renewed your membership for 2012, or do so by end of this month

Renew with the application in this newsletter, (below)

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

## RMSA 2012 CALENDER OF EVENTS

[\(click for online version that may be more current\)](#)

Date	Event	Location	Description
Sat Feb 4	<del>Open/HL Skills Day (Cancelled due to weather)</del>	<del>Sod Farm</del>	<del>Open/HL Skills Day</del>
Wed Feb 15 - Sun Feb 19	F3J in the Desert and SWC	Queen Creek AZ	
Sat Feb 25	WOTR Model Expo	Lowrey Air Museum	Wings over the Rockies
Sun Mar 11	Open Class Skills Day	Sod Farm	Launching Tutorials and Practice
Sat Mar 17	DLG Contest	Sod Farm	CD Dave Jensen
Sun Mar 18	Open Class Contest	Sod Farm	CD Jim Monaco
Sun Apr 15	Open Class Contest	Sod Farm	CD Mike Verzuh
Sun Apr 22	DLG Contest	Sod Farm	CD Bob Pederson
Sun May 6	Open Class Contest	Sod Farm	CD Jim Smith
Sat May 19	DLG Contest	Sod Farm	CD Dave Jensen
Sat May 26 - Sun May 27	F3J in the Rockies	Sod Farm	CD Jim Monaco
Sat Jun 2 - Sun Jun 3	California Challenge DLG Contest	California	
Sat Jun 9	Open Class Contest	Sod Farm	CD TBD
Sat Jun 23 - Sun Jun 24	Blue Skies Colorado DLG	Sod Farm	CD Dave Jensen
Sat Jun 30 - Sun Jul 1	The Bruce DLG	Kentucky?	
Sat Jul 7 - Sun Jul 8	Blue Skies New Mexico	ABQ New Mexico	
Sun Jul 15	Open Class Contest	Sod Farm	CD TBD
Sun Jul 22	DLG Contest	Sod Farm	CD Dave Jensen
Mon Jul 30 - Sun Aug 5	Soaring Nationals	Muncie IN	
Mon Aug 6 - Fri Aug 10	F3J Worlds	Johannesburg South Africa	
Sat Aug 11 - Sun Aug 12	Blue Skies Utah DLG	Utah	
Sat Aug 18	DLG Contest	Sod Farm	CD Dave Jensen
Sat Aug 25	Open Class Contest	Sod Farm	CD Mike Verzuh
Fri Aug 31 - Mon Sep 3	DLG US Team Selections (Proposed)	Sod Farm	Contact Dave Jensen
Sun Sep 16	RMSA/PPSS Challenge Cup / Club Open Contest	Sod Farm	CD Jim Monaco
Sat Sep 22 - Sun Sep 23	Soaring Masters	Muncie IN	
Sat Oct 6 - Sun Oct 7	Visalia Fall Fest	Visalia CA	
Sun Oct 14	Open Class Contest	Sod Farm	CD TBD
Sat Nov 3 - Sun Nov 4	Blue Skies Arizona	Phoenix AZ	
Sat Nov 10	DLG Contest	Sod Farm	CD Dave Jensen
Sun Nov 11	Open Class Contest	Sod Farm	CD John Lovins
Sun Dec 9	RMSA Awards Banquet	TBD	

# Rocky Mountain Soaring Association - 2012

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



**President:** John Lovins  
**Vice President:** Jim Smith  
**Secretary:** Bob Rice  
**Treasurer:** Mark Howard  
**Past President:** Jim Monaco

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**Memb**

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

Chief  
 Instructor: Mike Verzuh 970-532-0638 303-505-9488 (Pager)  
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**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**  
**1860 S Vrain St**  
**Denver CO 80219**

*Forwarding Address Requested*

**First Class Mail**