



Thermals

Newsletter of the Rocky Mountain Soaring Association

March 2013

AMA Chartered Club 1245

Volume XXXVII Number 3

PRESIDENT'S MESSAGE

Jim Smith

I would like to thank Cody Remington for taking the time to share his programming expertise on the SD 10-G during our last club meeting. Cody did an excellent job of explaining the basic and advanced functions of the radio. It's truly amazing what you can program in the radio. Thanks for sharing this with us Cody.

As pointed out in Jim Monaco's F3J in the Desert report in this newsletter, John Lovins and Blayne Chastain drove the trailer down to Phoenix and back to Colorado through a pretty nasty snow storm. Personal and equipment arrived safely at both locations. Thanks guys!! Once again the contest was made possible by Jim Monaco who organized the whole thing. Jim even convinced his wife, Cathy to help with the scoring. Thanks again Jim.

Thanks to Mike Verzuh for spearheading the proposed RMSA Boy Scout Youth Program. I'm hoping that after everyone reads Mike's overview of the program we end up with more than enough volunteers that are willing to help with flight instruction and field support.

Lastly, John Lovins will CD our first Open contest that is scheduled for next Sunday, March 10th. Since daylight savings time kicks off then, the pilots meeting will be at 9:00am. John plans on holding a TD event. Come on out and have some fun.

---Jim Smith 303-818-7576 Gjs.smith@comcast.net

SUNDAY March 10th Club Open Contest—CD John Lovins

REGISTRATION Before 9:00 AM

[REMEMBER DAYLIGHT SAVING STARTS THIS DAY]

PILOT'S MEETING: 9:00 AM

FIRST FLIGHT: 9:30 AM

TASKS: TD event

BATTERY MASTERS: Please be sure to have your batteries at the field by 8:30 AM charged & "topped up"

F3J IN THE DESERT REPORT

Jim Monaco

Once again I organized the annual F3J in the Desert contest in Phoenix Az. This event was originally created as a fundraiser for the US F3J team and has since become a fundraiser for either the B or J team that is in cycle. This year it is the B team. It was scheduled for Thur/Fri prior to the Southwest Classic TD event. John Lovins and Blayne Chastain kindly drove the trailer down to the event with all of the equipment to run the event and more importantly the planes and equipment for the Colorado pilots that were going down. It was a little lighter in Colorado attendance this year with Blayne, John, myself, Mike Verzuh, Jim Rogers, and Skip Miller attending the J event and Lenny Keer and his wife Barb and Shannon Bingham coming down later for the TD event. My wife Cathy also came down to do the scoring.

This year we also had some international attendance with Joe Wurts from New Zealand, Phillip Kolb from Turkey, Vladamir Gavrilko (manufacturer of the Maxa) and David Webb from Canada... This is a VERY tough set of pilots...

We went down early on Wed to attempt to set the field up and get some practice in – the bad news is that we arrive in rain and SNOW!! All the news was the about the snow in the valley. Since it was raining we topped and killed some time getting a nice BBQ lunch and finally made our way to the field. What we saw when we arrive shocked us! The field was a lake... Water was everywhere. How could this be – it did not rain that much... The answer arrived later in the day. In order to soften up the field for us the farm had turned on the water to flood the field several days prior – unfortunately they forgot to turn it off.... The SWC guys found the farmer about mid-day and had it turned off – but now the damage was done. The water was still moving all over the field making setup difficult. Blayne and John had kindly set up the field on Tuesday when they arrived – but the moving water made it impossible. I then set out to rearrange the field to avoid the deepest water and had to cut up the lane markers to move things around the standing water. I managed to get all the winch areas out of standing water, but most of the turnarounds were in the flooded areas. I did the best I could and we got a little practice in on the other side of the farm that was not flooded. Landing zones were in wet muddy areas... yuch... I was not optimistic about all the water people would have to traipse thru fetching lines the next morning.

The next morning came early as we were still intent on an 8:00am launch. I was very surprised to see how much water had evaporated or drained over night!! Most of the launch and landing areas were clear with one lane needing boots. The main part of the field was just muddy – not under water – woo hoo... Everyone got set up and we were launching at 5 minutes after 8. The cool but sunny weather continuously improved the field. Off to a good start.

The early air was very challenging – and Joe Wurts wanted a really good launch and tensioned up his Maxa 4 to the max, let it rip and then dove way too deep in the bucket and on the pullout the plane exploded – many tiny parts raining down. Before the last part hit the ground he had his backup relit... very fast recovery. I was in the 5th group and launched my brand new Max4. This plane only had a few trim flights on it, but it launched great and I had a great flight landing 1.2 seconds behind Phillip Kolb and nailing the hundred. Phillip hit the 99 thou so he beat me by only .2 seconds... I was really happy with the new plane...

In the next round I was running the pedal for one of the Morris brothers and a few seconds before launch there was some hollering and crashing noises right next to our lane. I didn't see what was going on, but finished the launch and looked over and my wife was looking at me with huge eyes. She was on the other side of our pits and as I walked over to see what that was about I saw what happened... A launching error 2 lanes away caused a plane to go out of control and it wrapped back around the CD tent just missing the CD and crashing into our pit area at high speed. It totally destroyed my new Maxa and damaged the wing on my backup Maxa and sliced the fin and rudder completely off. It then broke the fuselage and tails from John Lovins new Egida and damaged his Pike slightly, it also broke the fin of Blayne's Xplorer. I was devastated – and I had no planes to fly. A bunch of really great people offered me their backups to fly – but I just could not risk someone else's plane so I basically withdrew. John taped up his Pike to fly and Blayne still had his 2nd plane, and was able to do a field repair to his tail and make it flyable if he needed it. Oh well - bite the lip and keep helping the team.

There was one more Maxa blown up on launch, but the MFR was there and vowed to make it good as it should not have broken on launch in those conditions. The wind cooperated all day and the rest of the day ran very smoothly with few mishaps and some challenging air.

Friday was even better – but the forecast was for the wind to start out in the best direction for the current launch setup and then swapping 180 degrees. That is exactly what it did – but the speed was low enough that it was not a significant problem and we left the winches in one direction saving a lot of time. We ran 3 more rounds of prelims in the morning in some challenging air. It looked like our teammate Charlie Morris was going to make it into the fly-offs in the last spot. After the prelims we calculated the standings and Charlie

was in 14th barely missing the fly-offs. When we announced the fly-off pilots Dave Beardsley announced that he had to leave and would give up his slot – so Charlie was back in – Woo Hoo... In the end the following pilots made the fly off with Larry Jolly being the top finisher..

- | | |
|-----------------|---------------------|
| 1. Larry Jolly | 8. Tristan Sherman |
| 2. Philip Kolb | 9. Gordon Buckland |
| 3. Joe Wurts | 10. Jim McNeal |
| 4. Skip Miller | 11. David Beardsley |
| 5. Neal Huffman | 12. Kelly Johnson |
| 6. Mike Verzuh | 13. Tom Watson |
| 7. Ben Clerx | 14. Charles Morris |

After a brief pause to organize the lanes and helpers the fly offs got underway. Mike asked me to help him in the fly offs. When he was given his choice of lanes he picked lane 1 that had 2 excellent winches – unfortunately this was not a good lane choice. Lane 1 was at the end of the field and had trees very close to the lane on the left side and also at the end of the lane. By this time the wind had shifted and was downwind so low short tows were going to be even lower. – and this field position was going to be a factor...

Knowing that short tows were going to be required Mike was ready to go for it. At the buzzer he did his short tow thing and the line hung on the tow hook crippling his already low launch – he was unable to get high enough to clear the trees and had to re-launch. We organized, and he relit – this time diving too deep in the bucket and catching the tail on the tow line. He did a good job of circling around the turnaround and getting it down with no further damage. OK launch number 3 – an OK launch but there was not much air and everyone had long since followed the thermal downwind and we were left in the sink. We managed almost 10 of the 15 minutes, but that was a disappointing flight.

Flights 2 Mike had the best time with a great 14:58.97 but a 98 landing put him just behind Phillip who hit a 99. I think that is a personal best J time for Mike with just over a second given up on the launch and landing. Flight 3 was another disappointment with a good short tow but not enough room to make the low level climb out necessary over the trees. The fourth and final flight was good with a 14:58.53 but a botched landing of 93 really hurt the score.

Here are the final standings – note that our guy Charlie snuck into the fly offs on a withdrawal and managed to place 2nd – congrats...:

- | | |
|-------------------|---------------------|
| 1. Joe Wurts | 8. Ben Clerx |
| 2. Charles Morris | 9. Mike Verzuh |
| 3. Larry Jolly | 10. Jim McNeal |
| 4. Kelly Johnson | 11. Philip Kolb |
| 5. Tom Watson | 12. Tristan Sherman |
| 6. Skip Miller | 13. Gordon Buckland |
| 7. Neal Huffman | 14. David Beardsley |

In the end Joe Wurts continued his dominance in soaring besting the strongest set of contestants I have seen at any F3J event. All in all it was a great event with great competition and excellent pilots. Everyone really enjoyed the event including some new pilots that had never done J and are now hooked...

Maybe next year we can find a field that has less challenged and provides a fairer venue. To next year and many thanks to everyone that helped set up, to Phil Renaud who CD'd the event and to my wife Cathy who froze 3 days to do the scoring for us... Special thanks to John and Blayne for taking the trailer down and braving the snowstorm coming back – you guys rock...

Jim

To all RMSA members.

One of the strongest ways to bring more folks into soaring and our club is a youth program. We have been discussing ideas on how to get started for some time and have settled on the idea of creating and supporting a Boy Scout program. The Boy Scouts already have an aviation badge and we could easily create a program to fulfill this with a soaring emphasis. Perhaps down the road we might even create a Soaring Merit Badge. Teaming with the Boy Scouts has several advantages. First we would draw young people (and their parents) of the right age. Second we would draw youth that have an interest in aviation and a desire to explore it further, as opposed to generic school programs which may draw youth with just a passing enthusiasm. Lastly the Boy Scouts offer all the organizational structure and methods so that we don't have to handle that side of it – rather we would organize the event elements and preselected, interesting boys and girls would attend.

The event elements we would have to create and support range from lecture on aviation and soaring, flight demonstration, flight training and finally contest environment experience. The club might procure a set of 5 or so Radians or other planes suitable for use. However we can't pull this off unless we have core club support. I think we really need 8-10 guys that are willing to help, particularly with flight instruction and field support. You do need to attend a one evening Boy Scouts mentor training and allow a background check to be certified as a Boy Scouts mentor. Apart from that all that is required is a willingness to donate some of your time.

This is a great way to give back to our youth, get more people interested, help the club and our sport overall, but we need folks committed to help before we start. Please let me know if you are interesting in supporting this program and if we have enough people interested we will proceed. Please email me at mike@verzuh.com with your interest level or questions.

Thanks very much,

Mike Verzuh

FOR SALE

None

Renewal Reminder

It's time to renew your memberships for 2013. Renew with the application in this newsletter, (below)

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



District 9 Council Meeting

Saturday April 13th, 2013
11:30 AM to 1:30 PM

Wings Over the Rockies Museum
Board room

Follow link for directions: <http://www.wingsmuseum.org/visit/directions>
7711 E. Academy Blvd
Denver, CO 80230
(303) 360-5360

Anyone with a current AMA membership can attend
Food and Drink provided!

Reason for meeting

1. Meet your AMA representatives for your district. Jim Wallen VP, Norm Berger AVP, Tom Neff AVP.
2. Bring any AMA issue with you to meeting to have it addressed.
3. Bring your expertise and knowledge to assist other area clubs with any problems they are currently facing and need assistance resolving.
4. Pick up a schedule of areas current events.
5. Get to talk about airplanes and events with a group that is really interested.

Please RSVP by April 1 so we know how much food will be needed.

Please RSVP to candymantom@q.com

Or by calling Tom (303) 829- 5416

Hope to see you there!

Tom Neff
District 9 Associate Vice President, AMA

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:

Signature



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

303-818-7576 e-mail to: Gjs.smith@comcast.net
303-929-9883 e-mail to: judcaissons@gmail.com
720-581-3099 e-mail to: briceflyer@q.com
720-273-2208 e-mail to: howard4113@msn.com
303-929-9883 e-mail to: judcaissons@gmail.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
 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

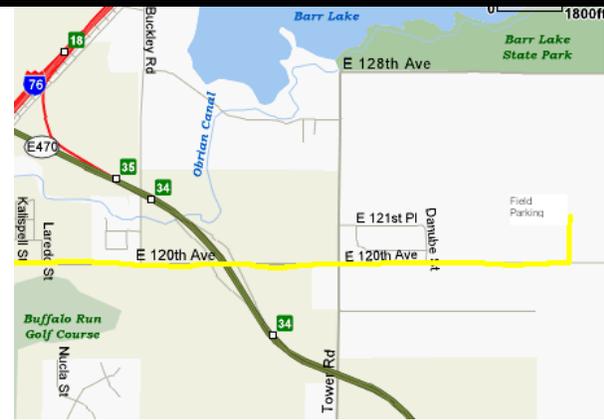
Steve Suntkin 303-477-6184 flyingdogtwo@cs.com

Battery Masters

Bob Lewan
 Skip Miller
 Mike Verzuh
 Cody Remington
 Dr. Dan Williams
 Steve Sunken
 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 on 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 farm.

Flying for RMSA members and accompanied guests only.



Rocky Mountain Soaring Association
 1860 S Vrain St
 Denver CO 80219

First Class Mail

Forwarding Address Requested