

Thermals

Newsletter of the Rocky Mountain Soaring Association

April 1998

AMA Chartered Club 1245

Volume XXV Number 4

PRESIDENT'S MESSAGE

Wonder of wonders! After 2 or more years of trying, we finally had a contest with 4 winch/retrieval systems in operation. No, it wasn't perfect and there were hang-ups from time to time just like in the past with winch-only systems, but with a very responsible and dedicated retrieval crew, the problems were overcome and our learning curve increased! We still need more people to become checked out and proficient on winch usage before retriever pool is up to strength. So... especially if you are a contestant you need to meet the need! Retrievers will be out on weekends to practice with. As to launching systems used for R & R, everyone seems to be laying out their equipment with consideration to line crossings, segregation of high start and winch systems, etc. I have seen a few close misses on launch where the pilot in the air strayed over the launch area and the launching pilot was not aware of his presence. The launching plane has the "right-of-way" so, before launching, yell out loud and clear -LAUNCHING - to secure your area of launch. We also need to be tagging all spikes with fluorescent tape and turnaround positions with fluorescent flags so the grounds

crews are aware of the hazards and we don't forget a spike or hammer, screw driver, etc. for them to run over with the mowers. As always, upon arrival, checkout the sprinkler rotation, grounds crew activity, etc. so we don't have conflicts. The foremen and grounds crew are very receptive to our sport and RMSA members. Keep up the good PR work! We still need more people to become actively involved in the contest venue, not only as contestants but also as helpers in various areas to help the CD run a more efficient and pleasurable event. Call the CD and volunteer! CD's and contestants need to read or re-read the 1998 rules and regulations that the contest committee drew up in the interest that all members would have guidelines under which they could act responsibly and have a fair competition. As you read this issue of the "Thermals," we have completed the first 2 events of the season successfully, and I would like to thank all involved for their dedicated help in that success! Participation, RMSA enrollment, "esprit de corps" is up; good times prevail at the R & R weekends. There is anticipation of upcoming events, etc. A positive attitude is thermalling on up! Get on board and enjoy positive progress.

Jack Zika

Next Meeting

Date/Time: April 7, 1998 7:00 PM

Location: Newgate Apts.
10400 W. 44th Ave.
Wheatridge, Co.

*Steps to meeting room are behind
the building near the pool.*

Program: Dynamic Soaring Video Tape (Joe Wurts does incredible things...)

Jim



March RES Contest Results

Two weeks late due to being snowed out on the 8th, our Rudder, Elevator, Spoiler contest was finally held on March 29th. 13 contestants showed up with airplanes ranging from Jim Barr's venerable Sailaire to Jack Zika's Pulsar that he won in a rigged drawing at the RMSA banquet last December. A Sagitta 900 and 2M, Oly II, Magnum 12 and Essence, among others were also being flown. The first task was 15 minute add 'em up with a six minute maximum per flight. The skies "semi" cleared and the wind seemed manageable but the air was up and down for the entire three flights of the round. Some guys managed to get their times while others struggled. By the time the second task started, the wind was starting to become a bit brisk and the early flight groups had a distinct advantage as the wind continued to build during the round. By the call up for the last group of this round, the wind was measured at ~15 with gusts to 20, not good for the gasbag floaters that most of us were flying. I told everyone to tie their planes down and called a twenty minute lunch break to see if the wind was going to back off or continue to blow. When it became obvious that it was going to continue, the contest was called at this point. I will leave it to Jim Monaco to insert the final results and scores but I would like to make a few comments here: First, after several years of frustration, the retriever problems "seem" to have been worked out. After some initial start-up problems at Mark's contest two weeks ago, the retrievers worked well for the second half of his contest. At

this contest, we launched over 60 flights with ONE (1) retriever malfunction that turned out to be a bad battery. We swapped out batteries and continued to use the retriever for the rest of the contest without any problems. The solution to the problem was a co-operative effort of many individuals, Matt Sheldon, Jack Zika, Bob Rice of RMSA, and Dave Register and the winchmasters of the TulSoar club in Tulsa OK who answered my many questions quickly and patiently. Thanks to all, and if I forgot to mention YOUR name, thank YOU also. Next, the random draw for flight groups. Although this contest was shortened, it seemed to work well anyway. Yes, occasionally, there are inequities but over the long run, the more flights we can get in, the more things are evened out. And "sometimes" special things happen. For instance, In the second round, 14 year old Novice Marc Monaco was paired against, (shudder), Matt Sheldon (Master) AND Marc's Dad, Sportsman Jim Monaco. Guess who won the flight, MARC did. Convincingly over Matt and he CREAMED his Dad. Think Marc's going to remember that ? I do. So, random draw does work. Lastly, for you CD's out there, I had a chance to see Jim Monaco's scoring program in action. Awesome. And FREE. All you have to do is contact Jim at jmonaco@us.ibm.com or go to his website at <http://members.theglobe.com/rcav8or/> if you have internet access to download it. All Jim asks is that you give him some feedback so he can continue to improve it.

Bob Douglas

Contest Results for: March RES

Date: March 30, 1998

ID	Class	Name	RD 1	RD 2	Total	Normalize by Contest	Normalize by Class
	N	Novice					
11	N	Marc Monaco	767	1,000	1,767	884	1,000
6	N	Bob Lewan	745	1,000	1,745	873	988
9	N	Charles Miller	502	1,000	1,502	751	850
12	N	Gary Lewan	704	389	1,093	546	618
4	N	Jim Butler	440	284	724	362	410
	S	Sportsman					
13	S	Bob Rice	580	689	1,270	635	1,000
10	S	Jim Monaco	580	541	1,122	561	884
3	S	Bob Douglas	607	207	814	407	641
	M	Masters					
7	M	Mark Howard	1,000	1,000	2,000	1,000	1,000
2	M	Jack Zika	966	1,000	1,966	983	983
8	M	Jim Barr	891	851	1,741	871	871
1	M	Matt Sheldon	899	746	1,645	822	822



March Open Class Contest

Well the March weather cooperated and we had a great day for our first Open Class contest. CD Mark Howard called for a relaxing day of flying using the open winch format for flying. This was the first contest with the retrievers in use and they worked out quite well. There were only a few equipment failures and it got better as the operators became more familiar with the machines. As always – there was good lift and bad sink, but it was your own fault if you launched into the bad stuff. The rounds went very quickly with 6 rounds being flown. Bob Douglas took the nice photo of your newsletter editor launching his Pelican. The photo was snapped just before the launch that nearly caused a loss of sphincter control for the pilot when the retriever line wrapped around the wing. The retriever nearly ran out of line before the ship



was turned around toward the retriever, and full flaps were deployed to a safe landing. Whew...

In Novice Class Mike O'Hearn took top honors again, followed closely by new member Charlie (no relation to Skip) Miller. Third place was taken by my son – Marc.

I was fortunate to beat my 2 nemeses – Bob Douglas (2nd) and Bob Rice (3rd) in Sportsman.

Masters Class was won with a nice performance of air picking by Lenny Keer with runner up being taken by John Padilla, both of whom started flying our open contests again this year. Third place was won by Mark Howard.

A nice set of plaques were presented to the winners which for The remainder of the prizes were gift certificates with a street value of over \$65 - contributed by Glenn at Action Hobbies. Please recognize his valuable contribution by patronizing his excellently stocked hobby shop. Thanks – Glenn...

Jim Monaco

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	Total	Norm by Contest
	N	Novice								
1	N	Michael O'Hearn	347	632	280	332	549	395	2,535	767
3	N	Charles Miller	299	306	593	134	659	205	2,196	664
19	N	Marc Monaco	261	290	600	80	252	291	1,774	537
9	N	Gary Lewan	224	371	590	146	126	102	1,559	472
8	N	Bob Lewan	118	313	133	171	307	181	1,223	370
11	N	Mac Arthur	134	119		50	279	247	829	251
17	N	Bill Beggs	111				149	363	623	189
	S	Sportsman								
18	S	Jim Monaco	287	593	513	254	595	158	2,400	726
15	S	Bob Douglas	342	288	120	557	612	426	2,345	710
7	S	Don Port	189	338	92	479	529	574	2,201	666
2	S	Bob Rice	159	158	158	152	175	226	1,028	311
	M	Masters								
10	M	Len Keer	326	621	593	655	682	428	3,305	1,000
5	M	Jon Padilla	354	677	435	365	658	483	2,972	899
13	M	Mark Howard	373	410	410	647	144	663	2,647	801
14	M	Matt Sheldon	317	223	170	592	667	600	2,569	777
6	M	Phil Weigle	320	595	205	591	538	261	2,510	759
4	M	Bob Pederson	352	376	232	552	269	382	2,163	654
12	M	Jack Zika	261	696	290	521	231	105	2,104	637
16	M	Jim Barr	213	301	271	145	542	403	1,875	567



Minutes of March 3, 1998

Officers Present: Jack Zika, Bob Rice

Visitors/New Members: Richard Van Pelt, Ryan Hull, Jim Laniewicz, Glenn Miller

Meeting was called to order at 7:10P by Prez Jack Zika. New members and visitors were introduced.

No treasurer's report.

Old Business: T-shirts and decals are still available. Bob Douglas will prepare a LSF information sheet to be included in the new member packet. Mark Howard has sent request letters to the manufactures.

New Business: Rules for a proposed Fun-Fly ProAm will be published in the April Newsletter. Editor Jim Monaco thanked everyone for the contribution of articles for the newsletter.

Mark Howard donated a SIG Riser 100 to the club for the year end raffle. Thanks Mark!!

RES contest scheduled for 3/8/98. 8:30A registration. 9:00A Pilot Meeting. Tasks to be a 15 min add-m-up and International Duration Man-on-Man, no classes. Rain Date 3/22/98

Open contest scheduled for 3/15/98 8:30A registration, 9:00A Pilot Meeting. 6-10 minute rounds, International Duration, Man-on-Man, assigned winch order. Rain Date 3/29/98.

Show & Tell: Phil DeLong selling Pulsar 2M

Meeting closed at 8:10P.

Raffle Results: Pin Vise - Phil DeLong
Reflector tape - Jack Zika
Screwdriver Set - Jack (again?)
Drill Bit Set - Phil (I know it's rigged!!!)
Trickle Charger - Mark Howard
Transmitter Case - Jim Butler
Radio Shack talking Timer - Mac Auther

Respectfully submitted,

Bob Rice

RMSA Member E-Mail List

I am building a list of all member's E-mail addresses. If you would like to have your E mail address included, please send a mail message to bobr@tobindatag.com.

Thanks

Bob Rice

For Sale

Need room in the hanger, must sell beautiful Eclipse V F3J ship. 130" span, 82 oz., 7037, hollow core, all molded wing and V tail. Test flown and used in March contest. Will sell for my cost of \$600. Also available with 141 servos installed.

Rubber Duck flying wing sloper by Birdworks. Made from flexible foam (more resilient than EPP). Flown once, and still in new condition. No decent slopes in Greeley. Has mechanical mixer, so simple radio will fly it. \$40.

Monarch HLG. Well flown, has been repaired several times, but is structurally sound, not heavy, and flies very well. \$40

Lenny Keer
(970) 352-1194 Lenny970@AOL.com

For Sale

Graupner "Cirrus" 3 meter sailplane. Brand new, covered with white mica-film to keep it on the light side. Excellent scale German sailplane. If you can read German, you can read all about it and the original in the manuals. This model has all the scale detail of the record holding real plane. Can take a graupner engine assist pod if desired. Asking \$125.

Jetco Eastwind 100 inch span sailplane, 3 channel (uses miniture servos). This model has retractable engine pod for cox tee-dee .049-.051. Red and white (highly visible). Brand new, never flown, probably a classic and ready for your radio. Nice looking sailplane! Currently on consignment at "Don's Hobbies" in Greeley.

Bob Perkins
Loveland, Co
(970)-667-0278

A Timer Primer...

This great discourse on timers was posted by Les Grammer on the RCSE listserver. I thought I would share it with those of you who are not *yet* wired... Thanks Les

Over the last 2 years I've listened to a lot of comments about why attendance is down at competitions lately (as they are in the NWSS) and the associated explanations of "the expense of the hobby", "too much emphasis on landing instead of flying", "elitist attitudes" or "rude behavior to new pilots", etc.

I've thought it over, and have a new theory I'd like to share with you. Let's talk about the Responsibilities of Timers!

From my experiences over the last 3 years of competition, combined with the expectations expressed in posts to the RC Soaring Exchange, I've compiled the requirements to time for a nice, friendly, thermal/duration type of competition.



(Disclaimer: The following requirements are typical for the NWSS (and apparently for other areas represented on the Soaring Exchange...however, these may vary slightly in your own area!)

Physical qualities:

Mobile: The infirmed, arthritic, overweight, or lazy need not apply! (You never know exactly when you're going to need to make that wind sprint to the landing line!)

Eagle-eyed: If there's an eagle in the sky, your pilot's going to want to know where it is, so you better be able to spot it! (Or hawk, or seagull, or vulture, or flock of swallows...we all know these birds only hang around in lift, which is where you will need to direct your pilot to fly. *BEWARE*...seagulls sometimes lie!) Also useful for tracking control surfaces which were blown off due to flutter!

Perfect hearing: Used for triangulating the cry of birds, so you know where to look with your eagle-eyes to spot that eagle, or hawk, or seagull, or vulture, or flock of swallows, etc.! Also used to warn the pilot when they may be building up excessive speed or experiencing flutter! (In the case of flutter, this usually ends up in tasking your eagle-eyes again. See eagle-eyed above!

Instantaneous reflexes: used for capturing the exact millisecond the plane comes off tow, or lands. (This reflex is required only if the plane is over the time task. If it's under, you can be as slow as you want to be!) Also required for dodging planes overshooting their landings!

Male: This isn't actually necessary, just helpful. It saves on embarrassment when the pilot needs to call out an expletive! (Note: wives timing for their husbands are excused from this requirement! They've heard it all before!)

Mechanically inclined: You'll most likely have to help fix the winch and/or retriever before your pilot can fly!

General Knowledge Requirements:

Boyscout: This is critical, if you can't tie the knots, you can't fix the previously mentioned winch and/or retriever lines!

Geography: You'll be expected to know the lay of the land (and thus the likely areas for thermals to build) for a radius of 3 miles from the launching site! This also includes being familiar with the 'exact' boundaries of the field. (e.g., your pilot landed with the right wing on the road, the left wing on the grass. Is the road the boundary? The edge of the grass? The opposite edge of the road?)

Able to judge abilities quickly: Your requirements for timing will vary depending on the class of pilot. You should be able to ascertain their skills from their walk and their talk, prior to the flight you are timing for them.

History of each pilot: Aids in your ability to remember your previous judgment of their piloting skills. This is particularly helpful on the second day of a contest, after the pilot has spent a late night drinking or making repairs, and now their walk and their talk is somewhat fuzzy.

The tasks for the day: The pilot's going to forget, or not fully comprehend. You better not, least your name be used in vain!!! ("My *&%\$% timer timed me down to the wrong task!!! I DEMAND a refligh!!!")

The layout of the landing area: The first time your pilot is going to see it is as the plane is being brought in for a landing (of course). If you cannot, in 10 seconds, tell him everything he needs to know about the direction, the markers, the proximity of one line to another, obvious or subtle obstacles, other planes on approach, etc.....well, let's just say if the pilot gets confused, your reputation is at stake!

Flight characteristics of all planes: You will, undoubtedly, be asked by the pilot you're timing whether he can transition from the sink he is currently circling in to the thermal Joe Wurts (or Gary, your local hot-shot pilot) is working 3 miles upwind! See? The pilot, obviously, expects you're

intimately familiar with his plane and its ability to penetrate great distances. (Luckily, you can usually dodge this requirement with the generic answer "There's too much sink between you and him...go somewhere else!")

Good at working puzzles: How else will you be able to untangle that backlash on the winch, without cutting the line off? (However, the Boyscout requirement can help cover your weaknesses here!)

OK, so...you've been asked to time for someone. What are your responsibilities if you accept? It varies, according to the pilots rating of: novice, competitor (sportsman), or expert. Each step has its own requirements, as follows:

1)Before the launch:

Novice: insure the pilot has his time card, frequency pin, and knows what the tasks are.

Competitor: insure the pilot has his time card, frequency pin, and knows what the tasks are.

Expert: insure the pilot has his time card, frequency pin, and knows what the tasks are.

(Some things never change!!!)

2)Hooked up for launch:

All Classes: help fix the winch and/or retriever lines, then...

Novice: Chances are you're launching the plane and running the winch. Make sure the plane is on and the control surfaces all move in the right direction. Check for any anomalies (rudder offsets, spoilers up when they should be down, buzzing coming from the plane). Watch for traffic over the launch area, but otherwise don't worry much about whether other planes are finding thermals or not. Your flight will be totally independent of what's going on in the air!

Competitor: Ask if everything is turned on. Somehow you will have to ascertain if all the surfaces move in the proper direction without making him look stupid and asking! Be warned, however, as "the timer should have spotted it!" will be heard if the ailerons are hooked up backwards! Warn the pilot if something is 'not centered', e.g. flap, aileron, rudder, etc. (This will cause a delay as he unhooks to check out why it's not centered!) Be prepared to tell him where Joe Wurts (or Gary, the local hot shot expert) is flying! (Don't ask me why! He'll never be able to get there anyway! He will take comfort in heading in the same general direction though!)

Expert: ask him if he's ever going to fix that reflexed aileron or drooping flap, without questioning the fact it's 'suppose' to be that way, and that it will straighten out when the plane gets underway. (However, be prepared to stand down and check the surface one more time if all he can see are planes falling out of the sky! If it's sinky air, don't worry, he'll find some reason to move off the line!)

3)During the launch:

Novice: This is your only easy task! Just pulse the winch for a gentle launch of this built-up winged beauty. Avoid the temptation to give him a higher launch because he tells you to 'step on it' unless you can calculate, by simple observation, the exact amount of winch pressure required to fold those flexing wings. Encourage him with words instead! "Going good! Nice launch! Looking Good!" (He will be so nervous he won't really notice it only went 1/2 way up anyway!)

Competitor: Watch for planes coming across the launch lines as he won't see them, and will launch right through any intersecting flight path. Ask the retriever operator if he's ready for launch (hopefully before the pilot steps on the winch). Warn the pilot if his wing flex looks a little dramatic to you (but don't worry much, you won't be responsible if he does fold the wings!) Be prepared to tell him where to go off launch, 'cause this will be the first time he's actually thought about his flight routine. If you advised him of obvious lift before he launched, be prepared to find lift elsewhere, as his launch zoom (and resultant stall and overall loss of altitude) will head him in exactly the opposite direction. If you haven't already told him, don't worry about it



unless his flight path is in the same general direction. Then, when he hits it, you can compliment him on his good find!

Expert: Tell him "timer's ready" and ignore everything else for the good of your own conscious. If he's not getting the launch he wants, something will cause a pop-off! You may be asked to verify something happened...it's a lot easier if you weren't paying attention. You can say "well, something happened!", and not really be lying about it!

4) During the flight:

Novice: Hope you brought your neck brace and sunglasses, as he's probably going to fly right over the field, right over your head, right in the sun! Stay calm when you talk to him!!! Any sign of anxiety in your voice will evoke an unexpected control input from the pilot, which will increase your anxiety as the plane dives down, which will increase the anxiety in your voice, which will...well, you get the idea! Keep an eye out for other planes, pilots, cars, dogs, children, etc., and try to talk his flight away from those objects. (Particularly avoid mothers with children! They're like bears with cubs, one threatening moment will place you directly in the path of a charging bear ... er ... mother!)

Competitor: Remind him that if he really were in lift, his plane wouldn't be losing altitude with each circle. Be gentle! ("I don't know... doesn't look that good to me!") Try to keep him from flying over the same ground 5 times looking for lift. (You won't be able to, he'll wander back like a salmon coming home to spawn. But at least try!) Remind him he'll need more than 80 feet of altitude and 40 seconds of time to return from sink he's flying 1/4 mile downwind. He'll ask "How is Gary doing?" (again with Gary, the local hot-shot expert!) Tell him "he found some lift over to the north, but is only doing so so" instead of "he saw your flight and headed north to where the lift was and is specked with the rest of them!"

Expert: Remember Gary? The guy the competitor asked about? Well, you better know who he is and what he's flying, 'cause this guy is going to want to know the same thing. (For what purpose, I don't know! Your pilot won't go fly with Gary! He'll speck out in his own quadrant of the sky in air where you'll be lucky to even see his plane! He'll still want to know where Gary is though!) For once you get to sit back and watch, and learn, and consider yourself lucky! If you're timing an expert, it was only by mistake! He couldn't get his regular partner (probably Gary) and needed to get up before the round ended. Make best use of this brief moment together!

5) The landing:

Novice: Just talk him into a nice, smooth landing, anywhere on the field. Don't worry about the landing lines (they're probably on the other side of the field anyway!) DO NOT COUNT DOWN THE SECONDS if he's close on time! Otherwise, when you hit the mark, he will nose-dive his plane into the ground ... probably from 20 feet up! This gives him his best chance for being able to fly the next round.

Competitor: Hopefully you're established on the line (unless it was the wind sprint to get there!) Warn everyone he's coming in, and prepare to give a "every 15 seconds in the next to the last minute, then every 5 seconds the last minute" countdown. Remind him as to whether the landing is up, down, or cross wind. If he's late coming in, be prepared to jump out of the way when the plane bounces back into the air due to excessive speed on the approach or replace the 12" divot his landing skag dug out!

Expert: You will finally have some work to do (other than locating Gary's plane), and you better have a clear mind. He doesn't want anything 'til the last minute. So, here you are, nice and relaxed and learning a lot, then suddenly he needs to know, in the last minute, every 10 seconds for 20 seconds, every 5 seconds for 30 seconds, every second for 10 seconds (and hopefully he's down), then every second for 5 seconds over, every 10 seconds from there on! (Luckily, you rarely ever have to remember those last two legs!) Or was that every 10 seconds for 30 seconds, every 5 seconds for 20 seconds, every....etc.?

6) After the flight:

Novice: You won't have to worry about measuring the landing. Instead, check for parts and pieces of his plane to make sure you have them all, congratulate him on a 'pretty good time, really', and relax. Expect him to ask you again, particularly if he did come up with a pretty good time, really.

Competitor: Pick yourself up off the ground (if he was late), and/or measure the landing. You can usually say "Not bad!!!" for either the time or the landing to make him feel good about his flight. Make sure he walks away from the landing area before he sits his plane down and starts checking all those control surfaces and making those programming changes.

Expert: Again, you usually don't have to worry about measuring the landing. Writing down 99 or 100 usually is sufficient. He'll hand you his time card and say "Here! Thanks Russ!" (though your name is Les) and wander over to Gary to tell him his flight story. Oh, don't worry! He most likely won't ask you to time for him again, unless you really could tell him exactly what was happening to Gary during the flight!

Maybe this is why people are skipping a contest or two. They're afraid someone will ask them to time for them.

(Note to all you female pilots/timers. The above is not an example of being sexist in referring only to males (he, him, etc). The requirements and expectations of the timers and pilots are entirely different when they involve females. Since I use female timers a lot, I figured it was probably best to wait until after the end of the season to cross that bridge.)

-- Les Grammer
Pullman, WA
Grammer@wsu.edu
"I think I miss my mind the most!"



Current Membership List

Following is the list of current members. If your name does not appear on this list, you have not yet renewed your membership. (Since this newsletter only goes to PAID members, this announcement is like the PA test – If you can't hear this announcement, please report it to maintenance...). But if you see someone that was a member and does not appear on this list, please give them a gentle reminder that excellent flying weather will soon be upon us and we hope to see everyone back!

Full Name	Address	City	State	Zip	Phone	Work Phone
Wayne Angevine	4160 26th St.	Boulder	CO	80304	443-5165	497-3747
Jim Barr	1255 Ivy St	Denver	CO	80220	355-3833	337-4743
Peter Baur	2359 S. Madison St.	Denver	CO	80210	758-5640	771-5008
Bill Beggs	1375 North 111th St.	Lafayette	CO	80026	666-5252	
George Blair	448 Buffalo Circle	Golden	CO	80401	526-5420	524-5097
Byron Blakeslee	1448 W. Briarwood Ave	Littleton	CO	80120	738-1104	
Tom Blatter	12969 W 55th Pl	Arvada	CO	80002	422-2239	
Jeff Burg	21059 E Belleview Pl	Aurora	CO	80015	627-9895	672-1307
Jim Butler	9505 W Wagon Trail Dr	Littleton	CO	80123	978-1656	
Tracy Cochran	690 S. Canosa Ct.	Denver	CO	80219	934-8838	
Dwight Compton	40 Reed Ct.	Lakewood	CO	80226	238-4535	
Jack L. Dech	PO BOX 25188	Colorado Springs	CO	80936	719-590-7673	719-548-3287
Philip DeLong	11283 N. Forest Dr.	Thornton	CO	80241	452-1038	756-9030
Bob Douglas	4833 S. Hoyt St.	Littleton	CO	80123	933-6993	
Robert Edson	11402 S. Regency Ct.	Parker	CO	80138	841-0663	
Rob Edson	8285 S Poplar Wy	Englewood	CO	80112	224-9714	939-6942
Dustin Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163	
Bert Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163	427-5581
Nathan Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163	
Roland Gabeler	3760 W. 84th Ave. Apt 3	Westminster	CO	80030	657-1990	657-1990
Terry Grau	29955 Roan Dr.	Evergreen	CO	80439	670-7868	
Ken W. Hardman	10421 Inca St	Northglenn	CO	80234	452-5353	
Ryan Hill	10309 W Burgundy Ave	Littleton	CO	80127	303-972-9674	
Mark Howard	19015 W. 62nd Ave.	Golden	CO	80403	278-7519	
Charles Howerton	12707 Hillcrest Dr.	Longmont	CO	80501	772-2760	556-3433
Lenny Keer	5013 W 9th St	Greeley	CO	80634	970-352-1194	970-395-1251
Jim Keller	10797 E. Virginia Apt K	Aurora	CO	80012	303-365-1649	
Fred Kuhns	4985 S. Eagle Cir.	Aurora	CO	80015	699-7475	
Henry Langnes	9918 Garland Dr.	Westminster	CO	80021	424-2843	920-2400
Jim Laniewicz	330 Cottonwood Ct.	Broomfield	CO	80020	465-4495	4644848
Robert W Lewan	704 Locust Ave	Brighton	CO	80601	655-1649	807-6601
Gary Lewan	1305 Quaker	Golden	CO	80401	277-1375	914-1774
Lincoln Mac Arthur	9400 E. Iliff #125	Denver	CO	80231	666-9489	
Raymond Marvin	2781 S. Garfield	Denver	CO	80210	756-7589	
Dusty Miller	4865 Fountain St.	Boulder	CO	80304	442-6454	442-8642
Skip Miller	4865 Fountain St.	Boulder	CO	80304	442-6454	442-8642
Glenn Miller	16539 W Ellsworth Dr	Golden	CO	80401	278-2378	620-4530
Charles Miller	1325 S Bowen	Longmont	CO	80501	303-776-8036	303-443-7714
Marc Monaco	103 Breckenridge Trail	Broomfield	CO	80020	464-9895	
Jim Monaco	103 Breckenridge Trail	Broomfield	CO	80020	464-9895	924-3393
Erin O'Hearn	4821 S. Bahama Wy	Aurora	CO	80015	693-6925	
Michael O'Hearn	4821 S. Bahama Wy	Aurora	CO	80015	693-6925	344-6058
Dale Pahl	8011 Lodgepole Trail	Littleton	CO	80124	790-8016	
Neel Pahl	8011 Lodgepole Trail	Littleton	CO	80124	790-8016	
John Pearson	7777 E Yale Ave L103	Denver	CO	80231	745-1615	770-0797
Robert Pederson	7130 Sedona Hills Dr	Berthoud	CO	80513	970-532-3437	460-3528



Full Name	Address	City	State	Zip	Phone	Work Phone
Bailey Phelps	1629 Parkside Circle	Lafayette	Co	80026	604-2890	604-2890
Don Port	711 Beech St.	Golden	CO	80401	232-8842	
Tom Powers	10361 Tennyson Ct.	Westminster	CO	80030	466-2678	624-1677
Peter Rackow	5425 S. Hoyt St	Littleton	CO	80123	973-9934	
Bob Rice	1123 S. Oakland St.	Aurora	CO	80012	745-5629	831-3412
Art Ries	2020 So. Monroe St. Apt 802	Denver	CO	80210	759-4383	
Denny Rosenberger	711 S. Holly St.	Denver	CO	80222	322-5616	
Dave Runyon	16276 E Crestline Pl	Aurora	CO	80015	766-3946	573-4705
Tim Runyon	16276 E. Crestline Pl	Aurora	CO	80015	699-6936	
Matt Sheldon	4580 Newland St.	Wheat Ridge	CO	80033	421-6532	432-8259
Ben Smith	1142 Eldorado Dr	Superior	CO	80027	554-9963	682-4798
Bill Thomas	Box 284	Otis	KS	67565	785-387-2577	
Jack Tovani	920 W 100th Ave	Northglen	CO	80221	280-2066	
Philip Weigle	1290 Salem St.	Aurora	CO	80011	341-9256	371-9112
Martin Weigle	1290 Salem St	Aurora	CO	80011	941-9256	
David West	9352 S. Mountain Brush St.	Highlands Ranch	CO	80126	470-6356	355-4585
Robert Wilson	4240 Shaw Blvd.	Westminster	CO	80030	427-2793	
Jack Zika	2390 Braun Dr.	Golden	CO	80401	279-1549	



RMSA Library List

The Following tapes can be made available to members by contacting our Club Librarian, Tracy Cochran. See the last page of the newsletter for phone number and e-mail information.

Hr/Min	Titles	Comments
1:30 0:18	Cutting Foam cores and making templates plus High Start/Winch Retriever. 2 copies	Shows manual and automatic cutting plus details of making templates.
0:18	High Start / Winch Retriever	By VMC Flight - showing their Model 20 retriever
0:35	Vacuum Baging Composite Wings. 2 copies	introduction to building fast, strong & efficient wings
1:45 0:15	Model Construction - Building Falcon 880 plus Bagging Techniques	
0:38	Aero Space Composite - From trade show	poor copy. shows types and uses of fiber carbon.
0:35	Moulding Fiberglass	demos making a copy of a cowling.
1:05 1:00	Foam Shop # 1 Cutting Foam Wings plus Hot Stuff Demo - both poor quality	
1.11	Monokote # 1, poor quality copy	Hard to see details. Pt.1 show basics covering.
0:55	Monokote # 2 Same tape	Pt. 2 talks about color schemes and design.
0:45	Battery Basics (by ACE) poor copy	
0:45	Workshop '92 Composite Structures Tech.	
0:43	Old Buzzard Goes Flying!	Good intro for new flyers. graphics of air / thermals
1:15	Composite Aircraft Engineering & Supply	Composite, vacuum-bagging using a hand pump kit
Hr/min	Newly received tapes	
0:27	Aviation Expo 1990 at Ida Grove Iowa	Air show mix of large scale RC & full size aircraft. (with simulated air to ground battle w/pyrotechnics)
0:27	AMA's Discovering Aeromodeling (PR tape) What a Father and Son Learn	General introduction to all types of modeling.
	RC Video Magazine Vol 5, 1986	Various topics as listed
0:01	Introduction	
0:07	Video Plane	
0:25	1985 Scale Masters	
0:06	RC Pterodactyl	
0:14	Soaring NATS	
0:03	AMA Radio Test	
0:10	Pietenpol 4 Review	
0:23	"How to fly Helicopters"	
0:10	85 Las Vegas Quarter Scale	
Hr/Min		
	RC Video Magazine Vol 10, 1988	Various topics as listed
0:04	Introduction	
0:20	Southwest Fun Fly	
0:10	Scale Detailing by Dave Platt	
0:10	Byron Originals B-29	
0:25	AMA Working For You	
0:25	87 Scale Masters Championships	
0:26	Harris Hill Soaring (incomplete copy-PBS)	A history of gliders featuring a mass cross-country.
1:15	1988 Nats (home video)	
2:00	Building With Foam (both on same tape) 1	cutting cavities in foam, using micro-balloons & K-B primer as prime coat on non bagged fiberglassed.
2:00	Techniques with Fiberglass (same tape)	modifying a fiberglass F51-D



1998 Contest/Event Calendar

Date	Type	CD	Notes
Jan 6	RMSA Meeting		Newgate Apts – See Cover
Feb 3	RMSA Meeting		Newgate Apts – See Cover
March 3	RMSA Meeting		Newgate Apts – See Cover
March 8	RES	Bob Douglas	Restricted to Rudder/Elevator/Spoiler controls only
March 15	Open*	Mark Howard	
April 7	RMSA Meeting		Newgate Apts – See Cover
April 19	Open*	Jim Barr	
April 26	HL**	Phil Weigle	Points towards club HL championship
May 5	RMSA Meeting		Newgate Apts – See Cover
May 17	Open*	Jim Monaco	
May 31	HL**	?	Points towards club HL championship
June 2	RMSA Meeting		Newgate Apts – See Cover
June 7	Open*	Phil Weigle	
June 21	FunFly	Bob Douglas	Fathers Day Family BBQ and Fun Fly
June 28	HL**	Lenny Keer	Points towards club HL championship
July 7	RMSA Meeting		Newgate Apts – See Cover
July 12	Open*	Bob Rice	
July 26	HL**	Jack Zika	Points towards club HL championship
August 4	RMSA Meeting		Newgate Apts – See Cover
August 9	Open*	Jim Monaco	
August 16	LSF Tasks	Bob Douglas	LSF Tasks and Fun Fly
August 23	2 Meter *	Mark Howard	Restricted to 2 meter models
Sept 1	RMSA Meeting		Newgate Apts – See Cover
Sept 13	Colorado Challenge Cup*	Matt Sheldon	Open Class
October 6	RMSA Meeting		Newgate Apts – See Cover
October 11	Open	Bob Rice	
October 25	Fun Fly	Bob Douglas	
November 3	RMSA Meeting		Newgate Apts – See Cover
November 8	RES	John Pearson	Restricted to Rudder/Elevator/Spoiler controls only.
December 1	RMSA Meeting		Newgate Apts – See Cover
December 6	Awards Banquet		Annual RMSA Family Banquet with Awards – location TBD

* Indicates contest included in club Open Championship points

** Indicates contest included in club HLG Championship points

Shaded events are historical



1998 Board Members

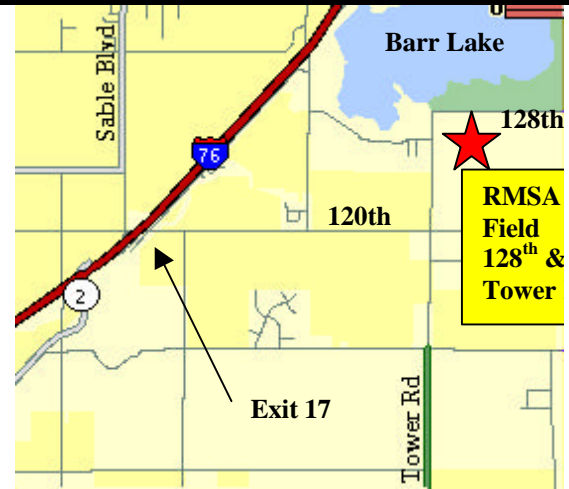
President:	Jack Zika	(303) 279-1549	(303) 505-9488 (Pager)
VicePresident:	Mike O'Hearn	(303) 693-6925	mjohearn@cgate.hac.com
Treasurer:	John Pearson	(303) 770-0797	jpearso1@ix.netcom.com
Secretary:	Bob Rice	(303) 745-5269	bobr@tobindatag.com
Past President:	Phil Weigle	(303) 341-9256	

Member Support

Chief
 Instructor: Jack Zika (303) 279-1549 (303) 505-9488 (Pager)
 Instructor: Mark Howard (303) 278-7519
Markho@tobindatag.com
 F3B/F3J: Mark Howard (303) 278-7519
Markho@tobindatag.com
 Librarian: Tracy Cochran (303) 934-8838
Tcochran@idcomm.com
 Newsletter: Jim Monaco (303) 924-3393
Jmmonaco@us.ibm.com

Winch Keepers

Matt Sheldon (303) 421-6532
 Bill Beggs (303)666-5252
billbeggs@bbcyrber.com
 Mike O'Hearn (303) 693-6925
mjohearn@cgate.hac.com
 Bob Rice (303) 745-5629
bobr@tobindatag.com



Directions to Field

Take I-76 to exit 17. Take 120th East to Tower Rd. Left on Tower Rd to sharp right curve onto 128th. Directly on the right is a dirt road thru the sod farm. We generally fly from the dirt road in the center of the farm.



Rocky Mountain Soaring Association
1123 S. Oakland St
Aurora CO 80012

Forwarding Address Requested

First Class Mail