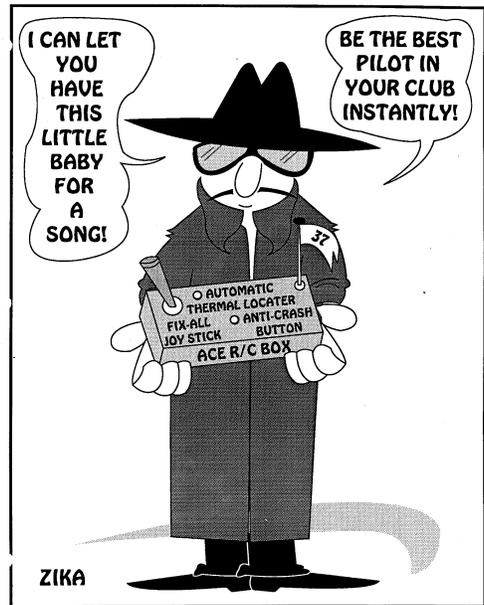


Thermals

Newsletter of the Rocky Mountain Soaring Association



February 1999

AMA Chartered Club 1245

Volume XXIII Number 2

VICE PRESIDENT'S MESSAGE

Confounded wind! Seems like all decent weather days are cursed with too much wind, at least for me.

Winch motor rebuilds and line replenishment work continues. Bob Rice has done a fine job coordinating and performing the tasks involved. We're on schedule to complete the launch equipment overhaul by the end of February.

The annual membership renewal period is coming to a close. If you haven't already done so, please renew now to continue receiving this newsletter and to enjoy flying privileges at the club field. Remember the new membership challenge posed by Skip Miller and sponsored by his company, Wood Logic. Whenever at the field, try to have a copy of the RMSA member application available to hand out.

The 1999 club contest rules and contest program were printed in the January newsletter. Comments are still welcome regarding

their phrasing or meaning. The rules and submitted comments will be discussed at the February club meeting whereupon they will be considered final and ratified.

Due to conflicts with the Pikes Peak Soaring Society club, note that the RMSA contest schedule has been revised as follows: Bob Douglas' Fun Fly on June 5th is rescheduled to June 6th; Jack Zika's HLG on July 25th is rescheduled to July 18th; and Mark Howard's 2 Meter on August 22nd is rescheduled to August 21st.

Renewal Reminder

It's time to renew your memberships. If you do not renew by February 20, this will be your LAST newsletter!
Don't miss a single issue!

At the January club meeting, Bob Rice introduced a motion to elect yours truly the 1999 club president. The motion was seconded and voted affirmatively. So, it looks like the club is stuck with me in this capacity for the remainder of the year <grin>. I'll do my best to perform the club's business and, as always, your input, help, and suggestions are always welcomed.

C'mon Spring & Go Broncos!
Michael O'Hearn

Next Meeting:

Date/Time: February 2, 1999 7:00 PM

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

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

Program: Review and Ratification of 1999 Contest Guidelines



Rocky Mountain Soaring Association

2nd Annual RMSA Pro Am Soaring Event

What is it?

A fun TEAM soaring event with 2-man teams picked randomly.

Who is it for?

Everyone - One Pro and one AM per team

Why?

To help new and current non-contest fliers learn to fly better, for our Masters to pass on their fantastic knowledge, and to tune up for the coming soaring season

How will it work?

One Pro and one Amateur will be paired as a team for the entire day. The team scores will be combined at the end of the day to determine the winning team.

- Round 1 will be the "Trim" round. In this round the Pro may fly 1 time to achieve the round duration, but the Am may fly as many times as they can/want to achieve their "best" score. Best is defined as a combination of 1 flight and landing. Landings may not be combined with a different flight. It need not be the last flight. During this round the pro may launch and fly the Am sailplane to help with trimming and setup, but only flights completely flown by the Am are eligible for scoring.
- Rounds 2-n will be standard AMA T1 International Duration with only 1 scoring flight allowed per contestant and FAI 15 meter landing tapes.
- Amateurs are allowed 2 popoffs per round - Pros are allowed 1 per contest.
- Rounds will be flown "open winch" which will allow the Pros to instruct the Ams in air reading and selecting a time to fly.
- Rounds will be 50 minutes long and you must launch prior to the round-end signal in order for the flight to count.
- Pro and Am MUST time for each other - Pro should help the Am learn the basics of timing.
- There are no field boundary requirements - land safely where you can for flight points.
- In order to balance the number of Pros and Ams it may be necessary for a single PRO score to count with more than one AM score (different teams) or vice versa..
- The CDs will be the final determination of who is a Pro and who is an Am. Basically all Masters are Pros and all Novices or non-contest flyers are Ams. The Sportsmen pose a classification challenge. For simplicity - any flyer that went to sportsman in the last 1/2 of the 1998 season will be considered an Amateur unless in the opinion of the co-CDs the flyer is significantly closer to a masters skill than a novice. The guiding rule is fairness.
- Amateurs are encouraged to fly their plane up the winch with the Pro throwing and pedaling the winch, but for those unable or fearful of the winch, the Pro may fly the sailplane to the top of the launch, but must give the transmitter to the Amateur immediately when the plane is off the towline.
- Your first flight of a round must be your scoring round (except flight 1 for Amateurs), but after you have completed a scoring round you may fly as many flights for fun as you can in the rest of the flight window.

Masters - This is an opportunity to have some fun and help out our newest flyers and members... and tune-up for the contest season.

Beginners/Novices - This is your opportunity to work one on one with a Master for a whole day, and even if you never fly another "contest" this will improve your soaring skills a great deal. Come take advantage of it...

Date: Sunday March 7, 1999

Registration: 8:00 AM to 8:30 AM

Pilot's Meeting: 8:30 AM

First Round: 9:00 AM

No Entry Fee, AMA Membership Required

Certificates will be awarded to the top 5 scoring teams and the top Pro and Amateur



Rocky Mountain Soaring Association

RMSA LSF Members

Full Name	LSF Level	LSF Number
Wayne Angevine	3	
Jim Barr	2	2393
Byron Blakeslee	3	1146
Jeff Burg	4	6544
Jack L. Dech	4	1034
Bob Douglas	4	3589
OBert Evans	1	7208
Nathan Evans	2	7034
Dustin Evans	2	7038
Tom Gressman	3	
Charles Howerton	1	
Lenny Keer	3	5015
Fred Kuhns	1	4459
Raymond Marvin	4	1418
Skip Miller	4	1704
Michael O'Hearn	1	7420
Jon Padilla	1	6555
John Pearson	2	6054
Bob Rice	1	7433
Bill Thomas	3	2371
Philip Weigle	3	1598

E-mail Delivery Saves Money

You should know that nearly \$8.00 of each member's dues goes toward the postage and reproduction of this newsletter. It also takes time and is subject to the whims of the postal delivery and the mechanical process of reproduction. Those of you that have web access can get to the newsletter via Mark Howard's gracious hosting of the RMSA web page at <http://www.tobindatag.com/rmsa/rmsa.html>. Those that have e-mail that can handle attachments (and these days most do - including the newest JUNO which is entirely free - all you need is a modem...) can have the newsletter e-mailed to you directly. We send out the newsletter in Adobe Acrobat PDF format. The reader for this file can be downloaded for free from the Adobe site (<http://www.adobe.com>) or if you ask I can send it to you directly. If you need any help getting set up to do this, I will be glad to see if I can help you - just give me a call at (303) 924-3393 during the day or (303) 464-9895 evenings or email to jmonaco@us.ibm.com.

If you want the newsletter sent to you via e-mail each month or can get it from the web page, give me a call or an e-mail and I will put you on the list. Note that if we can get just 25 of our members to do this we can save about \$200/year that can be better spent on RMSA equipment maintenance, and activities. I encourage you to participate, you will get timelier newsletters and be helping the club. If any of you would like the back issues electronically I have all of the issues that were produced by me since January 1998 and some of Mark Howard's for 1997. I would be happy to send them to you for your collection - they take up a lot less space than the paper versions...

Full Name	E-Mail
Wayne Angevine	wayne@al.noaa.gov

Bill Beggs	billbeggs@bbcyber.com
Shannon Bingham	bringhams@boulder.earthnet.com
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Tracy Cochran	tcochran@idcomm.com
Jack L. Dech	jdech@aol.com
Bob Douglas	silentflyer@uswest.net
Terry Grau	graycondon@aol.com
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Charles Howerton	howerton@oneimage.com
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Gabriella Sterne	srllec@world.att.net
Richard Stillman	stillfat1@aol.com
Bill Thomas	thomasb@ruraltel.net
Philip Weigle	philip.weigle@mcione.com

Jim Monaco

For Sale

Unlimited, 134", ALL CARBON FIBER, hollow molded "Probe" sailplane. Brand new in box with glass winglets. Must sell. Cost \$550 - will sell for \$400.

3 Meter Shadow Plus - A competitive thermal duration ship that is also very easy to fly (960 sq. in wing area @ 74 Oz) with S7037 Airfoil. It comes ready to fly with 4-141 metal geared ball bearing servo's in wings. 1-102 for rudder and 1-454 coreless double ball bearing for elevator.

Includes 1400 mAh battery pack. Includes Ballast Rod.
Excellent Condition.
Reduced to \$ 400

Call Jon Padilla at (303) 932-2504

RMSA Equipment Sale

The following items were donated to RMSA by Dan Santelli in memory of his father, Nello Santelli. . All proceeds will go to RMSA General Fund. Contact Phil DeLong at 303-452-1038 H or cell phone (303) 912-6636 for viewing and purchases. Please support this sale in



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any manner you can. Pass the word! We have an excellent opportunity to help the club finances with this offering. Prices listed are suggestions - all items will be sold for the best reasonable offer. Items not sold by the Jeffco R/C auction will likely be taken to the auction for sale.

Thanks for your support. **Jack Zika**

All prices are suggestions - please make you best offer on the equipment listed!

Complete Fixed Wing Systems

1. Falcon by Carl Goldberg. O.S. Max FP25 engine, Futaba Servos, Ch #56 receiver, all ready to Fly! Perfect shape! With Futaba IP-6FG Ch. #56 radio. **Suggested Offer \$150.00**

2. Aerin's Lass 2-meter sailplane; Cox Tee-bee. .049 Power Pod Kraft single stick radio and receiver (Gold Medal Series) Kraft servos. 72.960 channel. Ready to fly. Good Shape. Radio must be upgraded to narrowband to be legal. **Make an offer**

3. Amigo 2 meter sailplane; Cox Tee-Dee .049 Power Pod; Kraft radio 72.960 ch. receiver and servos; (Gold Medal Series). Very good shape. Ready to fly! Radio must be upgraded to narrowband to be legal. **Make an offer**

(O.S. Engines new in box):
O.S. Max 40SF **Suggested Offer \$50.00**
O.S. 40FP **Suggested Offer \$30.00**

Used Engines: (make offers)
(3) Cox Tee-Dee .049
(1) (2) O.S. Mufflers (new) #744.

Kraft EP-6 12-volt Fast Rate Charger **Suggested Offer \$30.00**

Pro-Tech Fast Rate Charger #701 AC/DC adj. current **Suggested Offer \$25.00**

Tower Hobbies - Deluxe Power Panel (Starter, Pump, glo-plug) **Suggested Offer \$20.00**

Sonic Tronics - vari-pulse power panel (starter, pump, glo-plug) **Suggested Offer \$20.00**

Hobbico ESV Meter **Suggested Offer \$5.00**

Southern Products "Six Shooter" Fuel Pump **Suggested Offer \$10.00**

Universal Einstellwinkel Lehre #1366 Helicopter blade pitch gauge **Make offer**

(2) Flight boxes (open tray - 2 drawer, battery box, etc.) **Suggested Offer \$25.00**

Tower Hobbies Electric fuel pumps (12v/6v power/AA battery) **Suggested Offer \$10.00**

JMW Gyro-Sensor (for helicopter/fixed wing craft) **Make an offer**

2 sets of helicopter rotors **Suggested Offer \$20.00 ea.**

Litco bar graph ESV Meter **Suggested Offer \$15.00**

Playboy Junior - motorized free flight plane (new in box) **Suggested Offer \$20.00**

Buzzard's Bombshell - motorized free-flight plane (new in box) **Suggested Offer \$20.00**

Complete Helicopter Systems (Ready to Fly)

1. Helicopter (Schoonard X-Cell) B O.S. Max 61 engine; channel 26; Futaba FP-5UAP PCM 1024 Futaba PCM (new in box) DynaTron Super Hi-Tork Starter (12 volt) **Suggested offer: \$550**

2. Helicopter - X-cel. O.S.Max.61 engine with: channel 42 receiver; Futaba FM FP.7FGH; DynaTron Super Hi-Tork Starter (12 volt) **Suggested offer: \$550**

Miscellaneous: Make an offer

Plans for: 1/6 scale "Tiger Moth" Bi-plane

Plans for: "Sagitta 900"

Plans for: "Cirrus" (Graupner)

HELICOPTER BOOKS:

Modern Fighting Helicopters - Bill Gunston/Mike Spick

The Illustrated Encyclopedia of Helicopters - Michael Taylor

Radio Controlled Helicopter Manual - Dieter Schluter (2 books)

Radio Control Helicopter Models - John Drake

Radio Control Model Helicopter Handbook - Don Lodge

Radio Control Helicopters - Wil Snitjer

The Complete Guide to Homebuilt Rotocraft - Kas Thomas/ Jack Lombie

Flying the Helicopter - John J. McDonald Flying

Model Helicopters - Dave Day

Misc. Books:

Radio Control Handbook - Howard G. McEntee

The Complete Microlight Guide - Ann Welch

Ultralights - James Mrazek Jr.

Sr. Top Gun - George Hall

Video Cassettes

AMA "Those Marvelous Miniatures"

Jay Gerber Rotorway Aircraft Presents "The Exec"

Plus support materials for engines and helicopters too numerous and varied for listing.

COLD WEATHER EFFECTS ON NICAD BATTERY PACKS AND OTHER OBSERVATIONS

This is the time of year when we get many new members. The following is meant for them but even the old timers may learn a thing or two. I am not a battery expert but most of the following information is from information sent to me by Red Scholefield and/or from articles on Red's "RC Battery Clinic" website. I've also thrown in a



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few of my observations learned ,some the hard way. from several years of RC flying.

First, let's get some definitions out of the way:

The charger that comes with your system is, most likely, a 50ma charger. This is approximately a C10 rate for the most common packs and is considered a "safe" charge rate that can be left on indefinitely without harming your pack. Don't do it. Charge at this rate for overnite charging only.

C 10 charge rate is the charging rate that is required to give your pack a full charge in 10 hours. Due to the inefficiency of the charger and an individual pack this , in reality, works out to 14 or 15 hours for a full charge.

C 1 is the rate that is required to bring your pack up to a full charge in one hour. (i.e. 600ma for a 600mAh pack

I fly year round. With the recent cold weather, I had some questions regarding the effects of cold weather on the NiCad battery packs that we use.

I went straight to the man, Red Scholefield. Red is the R/C battery columnist for RCM and an acknowledged expert regarding the care and feeding of NiCad batteries.

The following is what I was able to glean from some e-mails that I sent to Red and he was kind enough to answer.

Here are some important points to remember,

you should not charge your packs at a temperature of 32F or below.

Red says that if you start your charge (like the evening before) and the temperature is above 32F and then drops while charging you will be OK.

Fast Charging (field charging) should not be done when the temperature is below 41F.

You can fly (discharge) down to about -4F (you're more of a man than me) without problems.

If you insist on flying below -4F.....YOU'RE AN IDIOT ! Plus, you will see a significant drop off in battery capacity.

For those of us with unheated hangers (I mean - garages) NiCads can be safely stored down to about

-22F. Red didn't say what would happen if the temperature dropped to -23F but I imagine it's not a pretty sight and will probably end up costing you a few bucks. Moral: beg your wife to let you bring in your airplanes during our extreme Arctic Blasts. You may end up sleeping on the couch holding your pride and joy, your AIRPLANE, not Mr. Happy! Get your mind out of the gutter.

Now, not being able to field charge a pack at below 41F throws a damper on some of our winter wonderland type of fun. How can we get around this? Quite simply actually. Try charging your plane or

transmitter INSIDE of your car. Have a cup of hot cocoa and run that heater full blast. It'll not only warm you but will bring your NiCad packs up to a safe charging temperature too.

Or how about normal charging ? A common method of keeping your packs peaked between flying sessions is a timer attached to the standard charger that comes with your radio system. These timers can be purchased for \$5 - \$10 at any K-Mart or hardware store. Red suggests a one hour charge for every 24 hour cycle. Just leave it hooked up and you will (1) not have to worry about the predicted cold front that is supposed to come through on Thursday, (2) have a fully charged pack for those "spur of the moment" flying sessions and, more importantly, (3) not have to worry about some of the bad things that can come from leaving these "safe charge rate" chargers on forever.

"But Joe Stud Flyer said to discharge my pack for storage". Yep, for STORAGE. Like, not going to fly for a month or two. For us mere mortals who succumb to our obsession every week or two, keep your packs peaked.

But if you insist, discharge down to 1.1 or 1.0 volts PER CELL. A good pack will come back up to a UNLOADED voltage of 4.8+ volts very quickly. When you are ready to take your pack out of storage, check the voltage with a unloaded voltmeter. If you have a bad cell the reading will be below 3.7 or so. DON'T RECHARGE thinking that the reading is the result of storing the pack and will go away when you charge it. It may PRETEND to go away but it's really still there, just waiting to bite you and your airplane.

You could rebuild the pack by replacing the bad cell but REMEMBER, all these cells are the same age. If one cell has gone south, chances are another one will not be far behind. The prudent thing to do is to take the pack out of service and use it in some other, non-critical, application like...ballast for those really windy days.

Which brings us to a non-weather related but very important point, the forming charge.

We all have seen the instructions that come with new radios to "charge packs for 16 to 24 hours before using". I always thought that this was the manufacturers way of making sure that we wouldn't crash our airplanes because we thought they were charged at the factory.

In fact, batteries are shipped UN-charged from the factory, something that we learn once we've been involved in RC for a short time. What I didn't know was that the initial charge (the "16 to 24 hour charge") that we put on our packs is critical.

In industry terms it is called the "forming charge" and is the basis for ALL of your subsequent charging.

And THIS is also the reason for discharging packs for storage. To even out the cells and prepare them for a new forming charge when you are ready to start a new flying season.

In other words if you want to get the full potential out of your packs (i.e. life, capacity, reliability and the ability to ACCEPT a full charge) perform a forming charge with EVERY new pack and EVERY pack coming out of storage. DO NOT fast charge for your initial charge.



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Finally, get in the habit of using a ESV (Expanded Scale Voltmeter) REGULARLY. Even more regularly in cold weather. ESVs can be purchased for \$15 or so and are good insurance if you use them. Get in the habit, you've got a big investment in airplane and radio, use every tool at your disposal.

I hope the above information has been of interest and helps some airplanes live a little longer.

Watch for my new upcoming article "WARM WEATHER EFFECTS ON FIBERGLASS FUSELAGES (or, DOES MY FUSELAGE REALLY SAG IN THE MIDDLE DURING JULY ?)".

You can contact me at (303)933-6993 or e-mail at silentflyr@aol.com or silentflyer@uswest.net
Bob Douglas

The R/C Soaring Guy

This unsolicited contribution was submitted for publication by a member who wishes to remain anonymous (would ya blame him??). You guess who it might be.. Jim

If you have questions regarding RC Sailplanes, ask The RC Soaring guy. The Soaring Guy will attempt to answer your questions honestly and completely.

The RC Soaring Guy remembers how it was when he started, there are no "dumb" or "too basic, everyone knows how to do that" type of questions. The Soaring Guy will never belittle or downplay a question or questioner.

To ask the Soaring Guy a question, call 1-800-newbie and leave your question on the voice mail. Questions of general interest will be presented here on a semi-regular basis

Dear Soaring Guy, I have heard that there is a "dive test" to help you figure out if your CG is correct or not. Could you explain the dive test and how to do it ?

Thanx,
Clue less in Arvada

Dear Clue (if I may call you by your first name), Launch, push over into a heart-wrenching, near terminal velocity dive and release the sticks. Close your eyes and slowly count to 20. Open your eyes and if your airplane is still flying you have too much weight in the nose.

Hey RC Dude, My new full-house, open class , hollow molded Katzinjammer veers to the right every time I launch it. Any suggestions ?

Exciting Launches in Boulder

Dear Excite, Take out all the nose weight and do a dive test.

Dear Sir, I am considering building a Gentle Lady for my first RC Airplane but some friends of mine said I should get a foamie (?) for my first plane and we could all go to the slope and they would show me a "game" while I learned to fly it. I have two questions. What is a foamie and would it fly as well as a Gentle Lady ?

Pimples in Denver

Dear Pimp,
I'll answer your second question first (follow close now, I don't want to confuse you). NOTHING flies as well as a Gentle Lady. The GL (as she is fondly referred to) is the epitome of high performance, state of the art sailplanes as we know them today.

As for your first question, just let me say, friends don't let friends fly foam. If I was you (and I'm glad I'm not), I'd build the GL and when it was done, I'd take it to the slope and ask your friends if they'd like to fly some combat. That'll show 'em.

Dear Soaring Guy, I just finished the new, improved Katzinjammer Mk II and I have a slight problem when I launch her. She seems to want to veer off to the left everytime I throw her. Can you help ?

Perplexed in Arriba

Dear Moron, The solution is so simple that even you should have been able to figure it out. After you get your Katzinjammer Mk II hooked up and ready to go, face straight down the towline with it and hold it above your head. Now, turn and face 90 degrees to the right. In other words, if the line is strung out to the north, you should now be facing east with your plane above your head and ready to launch. Build up tension and give her a mighty heave. The plane should bank to the left and then be headed straight into the wind for optimal launch height.

That's it for this month, remember, the RC Answer Guy cares.

Editor's Thoughts

We have advertised the Pro/AM Contest a little early so you can have plenty of time to get ready to fly. I hope the weather cooperates, but we know how fickle the March weather can be. Last time we did this we had a lot of fun. Everyone got plenty of flying - which is the main goal. Take this opportunity to bring out your planes and get them tuned up for the flying season. It's a great way to get going again!

As Mike said earlier Bob Rice is doing a great job getting the equipment ready for the 1999 season. Winch rebuilds and new line highlight the changes. We should be in good shape.

See you at the field - Jim



Rocky Mountain Soaring Association

Paid Membership Roster

Full Name	Address	City	State	Zip	Phone	Work Phone	Ama
Wayne Angevine	4160 26th St.	Boulder	CO	80304	303-443-5165	303-497-3747	6502
Jim Barr	1255 Ivy St	Denver	CO	80220	303-355-3833	303-337-4743	594
Byron Blakeslee	1448 W. Briarwood Ave	Littleton	CO	80120	738-1104		6153
Tom Blatter	12969 W 55th Pl	Arvada	CO	80002	422-2239		380235
Jeff Burg	21059 E Belleview Pl	Aurora	CO	80015	303-627-9895	672-1307	62392
Jack L. Dech	PO BOX 25188	Colorado Springs	CO	80936	719-590-7673	719-548-3287	2829
Bob Douglas	4833 S. Hoyt St.	Littleton	CO	80123	933-6993		5839
IDustin Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163		377561
Bert Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163	427-5581	208350
Nathan Evans	5515 S. Olathe Ln.	Aurora	CO	80015	699-7163		210198
Lloyd Fisher	7130 S. Reed Ct.	Littleton	CO	80128	303-933-7502	303-971-8826	99596
Terry Grau	29955 Roan Dr.	Evergreen	CO	80439	303-670-7868		596082
Tom Gressman	7753 Emerald Peak	Littleton	CO	80127	303-979-8073	303-744-3535	20538
Bob Hatch	1035 Stoneham St	Superior	CO	80027	303-494-4508	303-661-7211	420619
Charles Howerton	12707 Hillcrest Dr.	Longmont	CO	80501	303-772-2760	303-556-3433	434664
Lenny Keer	5013 W 9th St	Greeley	CO	80634	970-352-1194	970-395-1251	100318
Fred Kuhns	4985 S. Eagle Cir.	Aurora	CO	80015-2215	699-7475		97282
Robert W Lewan	704 Locust Ave	Brighton	CO	80601	303-655-1649	303-261-9100	542813
Raymond Marvin	2781 S. Garfield	Denver	CO	80210	756-7589		L77
Greg Merkle	11661 Decatur St Apt J303	Westminster	CO	80234-2582	303-410-1527	303-966-7316	618033
Dusty Miller	4865 Fountain St.	Boulder	CO	80304-4331	442-6454	442-8642	459745
Skip Miller	4865 Fountain St.	Boulder	CO	80304-4331	442-6454	442-8642	22047
Charles Miller	1325 S Bowen	Longmont	CO	80501	303-776-8036	303-443-7714	192529
Marc Monaco	103 Breckenridge Trail	Broomfield	CO	80020	303-464-9895		543461
Jim Monaco	103 Breckenridge Trail	Broomfield	CO	80020	303-464-9895	924-3393	493215
Michael O'Hearn	4821 S. Bahama Wy	Aurora	CO	80015	303-693-6925	303-306-8858	581474
Erin O'Hearn	4821 S. Bahama Wy	Aurora	CO	80015	693-6925		602541
Tim Olvey	8706 Dover St	Westminster	CO	80005	303-424-4916	303-267-7022	632690
Travis Olvey	8706 Dover St	Westminster	CO	80005	303-424-4916		632691
Jon Padilla	7655 S. Allison St.	Littleton	CO	80123	303-932-2504	303-271-0663	277950
John Pearson	8707 E Florida Ave Unit 704	Denver	CO	80231	745-1615	303-306-6800	191017
Bailey Phelps	1629 Parkside Circle	Lafayette	CO	80026	303-604-2890	303-777-4228	556232
Tom Powers	10361 Tennyson Ct.	Westminster	CO	80030	466-2678	624-1677	108839
Peter Rackow	5425 S. Hoyt St	Littleton	CO	80123	303-973-9934		112455
Bob Rice	1123 S. Oakland St.	Aurora	CO	80012	745-5629	303-831-3412	8101
Art Ries	2020 So. Monroe St. Apt 802	Denver	CO	80210	303-759-4383		488935
Denny Rosenberger	711 S. Holly St.	Denver	CO	80222	322-5616		153178
Keith Stillman	12432 Clayton Ct	Thornton	CO	80241	303-280-1668		625906
Richard Stillman	12432 Clayton Ct	Thornton	CO	80241	303-280-1668	303-466-1714	625905
Neil Stillman	12432 Clayton Ct	Thornton	CO	80241	303-280-1668		625907
Bill Thomas	Box 284	Otis	KS	67565	785-387-2577		6372
Dave Thompson	1740 W 102nd Ave	Denver	CO	80221	303-438-5765		
Philip Weigle	1290 Salem St.	Aurora	CO	80011	303-341-9256	303-371-9112	8461
Paul Welschinger	2918 Benton St	Wheat Ridge	CO	80214	303-238-1944		Pending
David West	9352 S. Mountain Brush St.	Highlands Ranch	CO	80126	303-470-6356	303-355-4585	509122
Jack Zika	2390 Braun Dr.	Golden	CO	80401	303-279-1549		8223



Rocky Mountain Soaring Association

Rocky Mountain Soaring Association Application

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? **No** Novice Sportsman Master

Address (if new member or incorrect on label) _____ 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: \$ 5.00 New Member Initiation Fee
 \$ 5.00 Junior - under 17
 \$ 25.00 Senior - individual 17 and over
 \$ 30.00 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!

Please send to: RMSA
 c/o Bob Rice
 1123 S. Oakland St.
 Aurora, CO 80012

1999 RMSA Contest/Event Calendar

Date	Event	CD	Notes
Jan. 5	RMSA Meeting		Newgate Apts
Feb. 2	RMSA Meeting		Newgate Apts
Mar. 2	RMSA Meeting		Newgate Apts
Mar. 7	Pro-Am	Jim Monaco	Second annual Pro-Am
Mar. 14	Open*	Mark Howard	
Apr. 6	RMSA Meeting		Newgate Apts
Apr. 11	Open*	Jim Barr	
Apr. 24	RES	Bob Lewan†	Restricted to Rudder/Elevator/Spoiler controls only. Saturday event
May 4	RMSA Meeting		Newgate Apts
May 16	Open*	Lenny Keer	
May 23	HLG**	Phil Weigle	
June 1	RMSA Meeting		Newgate Apts
June 6	Fun Fly	Bob Douglas	Great Plane Race and Funfly event
June 13	Open*	Bob Rice	
June 27	HLG**	Jeff Burg†	
July 6	RMSA Meeting		Newgate Apts
July 11	Open*	Phil Weigle	
July 18	HLG**	Jack Zika†	
Aug. 3	RMSA Meeting		Newgate Apts
Aug. 8	Open*	Jim Monaco	
Aug. 15	HLG**	Lenny Keer	
Aug. 21	2 Meter*	Mark Howard	Restricted to 2 meter models
Sept. 7	RMSA Meeting		Newgate Apts
Sept. 12	Open*	Matt Sheldon †/M. O'Hearn	AKA: Colorado Challenge Cup
Sept. 25	LSF & Fun Fly	Bob Douglas	Saturday event
Oct. 5	RMSA Meeting		Newgate Apts
Oct. 10	Open*	Bob Lewan†	
Nov. 2	RMSA Meeting		Newgate Apts
Nov. 6	RES	Michael O'Hearn	Restricted to Rudder/Elevator/Spoiler controls only. Saturday event
Dec. 5	Awards Banquet		



1998 Board Members

President:
Vice President: Mike O'Hearn (303) 693-6925 mjohearn@ccgate.hac.com
Secretary: Bob Rice (303) 745-5269 bobr@tobindatag.com
Treasurer: John Pearson (303) 306-6800 jp7120@aol.com
Past President: Jack Zika (303) 279-1549 (303) 505-9488(Pager)

Member Support

www.tobindatag.com/rmsa

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) 464-9895 jimmonaco@us.ibm.com

Winch Masters

Bob Rice (303) 745-5629 bobr@tobindatag.com
 Mike O'Hearn (303) 693-6925 mjohearn@ccgate.hac.com
 Shannon Bingham (303) 814-0571 binghams@boulder.earth.net.com
 Gary Lewan (303) 277-1375



Directions to Field

Take I-76 to exit 17. Take 120th East to Tower Rd. Continue straight through traffic light and look for the sod sprinkler on the left. We are on the southwest corner of that part of the sod farm.
Flying for RMSA members and accompanied guests only.



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

First Class Mail

Forwarding Address Requested