



Thermals

Newsletter of the Rocky Mountain Soaring Association



April 1999

AMA Chartered Club 1245

Volume XXIII Number 4

PRESIDENT'S MESSAGE

Well now, the flying conditions certainly are improving. No weather problems holding the Pro-Am and the first Open contest last month. And what a superior turnout for the March Open; 26 pilots in all competed and I counted several "regulars" who didn't show. A positive start to the '99 season.

I want to take this space to stimulate thought and discussion regarding several areas of possible interest to the active club members.

First: I think the time has come to seriously consider selling off the four club retrievers. The reasons are several. Much too frequently, the retrievers are the cause of delays in launch operations because of line entanglements. Line snags during launch jeopardize the health and well-being of the unlucky plane to which the line snag happens. Line snags and other equipment problems make the completion of a flight task longer especially during man-on-man competitions since the other pilots in the flight group have to land and relaunch. And since for the most part, our club's dominant competition format is either man-on-man, retrievers do not contribute greatly to reducing the time to complete a flight task across all competitors.

What can the club do with the proceeds resulting from the sale of the retrievers? Several thoughts come to mind. One would be to purchase two additional club winches to support R&R and contest activities. If the March Open contest is an accurate indication, extra winches would really ease the burden on the current four and allow more 7+ minute, man-on-man tasks. Another would be to provide Porta-Potties at the field during contest days for the obvious reasons. Still another would be to purchase a field generator for recharging winch batteries.

Second: Sailplane evolution combined with technological innovation has yielded a class of glider that when flown by a skilled pilot has elevated them into another level of competition. Should we, do we, want to consider implementing another competition class? Grand Master Class, Pro Class or something? Many issues would merit discussion and resolution. Many things would require definition, i.e. criteria for promotion into, allowing, disallowing transfer to/from the Master's class, selection of the year-end club champion, and so on. I want to initiate dialog at the club meeting and would like to form a committee to investigate further. Is this a non-starter or not? Come to the meeting, express your opinions and find out.

Third: How much tolerance does the membership have towards raising the annual membership fee and by how much? Equipment maintenance costs money, as do the contest trophies and newsletter production. For the March Open contest, the winches were equipped with new 250#

Next Meeting:

Date/Time: April 6, 1999 7:00 PM

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

Program: SWAP MEET – BRING IT TO SELL OR TRADE...

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



Rocky Mountain Soaring Association

line and new, deep cycle marine batteries. We had over 100 launches without a single line break and no noticeable decrease in motor performance. Plans are to replace the winch lines with new line every three months during the contest season to minimize breaks and maximize flying. I would like to tackle the idea of fabricating smaller, lighter winch platforms after the '99 contest season concludes. What can the club do with additional revenues? Purchase raffle items for the annual awards banquet instead of relying on donations, award quality but affordable trophies at the conclusion of each Open contest, and provide nice contest mementos to all contestants at the Colorado Challenge Cup. I'm certain that we can think of many ways to smartly spend the club treasury on what the membership wants but we need to bolster the treasury savings to accommodate not only our anticipated, fixed costs but discretionary spending as well. A nominal

increase of \$15 would yield an additional thousand dollars that could be applied towards a number of club projects or activities.

Lastly, in my couple of years as an RMSA club member, I've made a couple of observations that I want to express. Some folks are either ignorant of the need or just plain refuse to shag chutes at the contests. Those individuals that perform the lion's share of this chore share my frustration regarding this. As Clinton is wont to say, "We can do better". But on a positive note, the willingness of members to share advice and to help fellow pilots with repairs or problems is in abundant supply and is the main reason that RMSA continues to prosper.

Michael O'Hearn

ROCKY MOUNTAIN SOARING ASSOCIATION
APRIL 11, 1999 SPRING THERMAL CONTEST
JIM BARR - CD

Entry Fee: \$5.00
Registration: 8:00 am
Pilot's Meeting: 8:30 am

PLEASE BE REGISTERED AND HAVE PLANES ASSEMBLED BY PILOT'S MEETING

WINCHMASTERS: PLEASE BE AT THE FIELD BY 8:00 AM. IF YOU ARE UNABLE TO ATTEND, PLEASE CONTACT THE CD TO ARRANGE TO HAVE YOUR WINCH/RETRIEVER AVAILABLE

TASKS: TBD

FORMAT: FIXED FLIGHT ORDER



Rocky Mountain Soaring Association

2nd Annual RMSA PRO/AM Report

Well – we had another excellent PRO/AM. The turnout could have been better from the PRO side, but I think a lot of fliers saw the forecast and decided it was not worth the drive. They were wrong. The day dawned cold and clear. The weather forecast was for winds gusting to 30, with a front moving in during the afternoon bringing sleet and snow. Boy were they wrong. Those who braved the forecast were rewarded with great flying weather. The bright sun warmed the field up quickly and by noon we were in shirtsleeves. The initial forecast predicted Southeast winds, but the morning breeze was out of the North. What to do... hedge the bet. I advised one winch be set out to the North and one to the Southeast. Since we were going to run open winch format, you pick the one that best fit the wind.. The bad news was that the wind didn't change, so about 11:30 we moved the winch to the Northeast where they remained the rest of the contest.

Bob Rice and Mike O'Hearn had coordinated the rebuild of the winches over the winter and they were strung up with 200# brand new line for the contest. We have a lot of glass planes in the lineup these days and we discovered that the 200# line was not going to cut it. We had numerous line breaks – even from the non-molded ships. This slowed things down a lot, but

better this warmup contest than the first counting contest. Everyone was patient and pitched in and generally everything went fine and the 16 flyers got 5 rounds in. I had expected less problems from the newly restrung winches and told everyone that they could funfly in between their counting rounds. Unfortunately most of the time was used up dealing with the line breaks. As you will see in the March contest report, those problems are behind us.

With a 2 to 1 ratio of Ams to Pros, I assigned 2 amateurs to each pro. The Pro only flew one counting flight – but it counted for 2 teams – one for each amateur. The contest was a lot of fun. The Master flyers seemed to enjoy getting a tuneup before the first contest and the novices loved the attention from the pros. I think they all learned a lot. The Charlie Miller teams excelled taking first and fifth place. A new member, Dale Pahl, was his team mate for the winning score. Congratulations Dale and Charlie. And Dale did this in his first TD contest using MY Sagitta... Jack Zika and Mike O'hearn were hot on their heels taking second place, and Mark squared (Mark Howard and Marc Monaco) took third place honors.

So it was a great day of flying, we had the opportunity to wing out the winches before the first counting contest and we all had fun.. It don't get better than that. Thanks to all the folks that pitched in to set up and tear down and who pitched in to shag when we gave up on the retrievers. **Jim**

PRO/AM Results

Team	Class	Name	RD 1	RD 2	RD 3	RD 4	RD 5	Total
2	S	Dale Pahl	307.00	419.00	350.00	442.00	304.00	1822
2	M	Charlie Miller	322.00	387.00	457.00	330.00	436.00	1932
2 Total								3754
9	M	Jack Zika	339.00	392.00	357.00	418.00	383.00	1889
9	S	Mike O'Hearn	248.00	407.00	359.00	238.00	333.00	1585
9 Total								3474
1	S	Mark Monaco	274.00	357.00	290.00	174.00	172.00	1267
1	M	Mark Howard	368.00	445.00	455.00	454.00	444.00	2166
1 Total								3433
7	M	Bob Lewan	352.00	435.00	452.00	449.00	217.00	1905
7	s	Don Ingram	316.00	203.00	319.00	256.00	316.00	1410
7 Total								3315
10	S	Rick Stillman	199.00	218.00	347.00	335.00	190.00	1289
10	M	Charlie Miller	322.00	387.00	457.00	330.00	436.00	1932
10 Total								3221
8	M	Jack Zika	339.00	392.00	357.00	418.00	383.00	1889
8	S	Greg Merkle	271.00	323.00	239.00	217.00	226.00	1276
8 Total								3165



Rocky Mountain Soaring Association

Team	Class	Name	RD 1	RD 2	RD 3	RD 4	RD 5	Total
11	M	Mark Howard	368.00	445.00	455.00	454.00	444.00	2166
11	S	Gene Oxenrider	233.00	138.00	199.00	112.00	239.00	921
11 Total								3087
4	S	Bob Moffett	139.00	278.00	229.00	132.00	278.00	1056
4	M	Jim Monaco	290.00	399.00	236.00	236.00	417.00	1578
4 Total								2634
5	S	Gary Lewan	157.00	150.00	150.00	244.00	235.00	936
5	M	Jim Monaco	290.00	399.00	236.00	236.00	417.00	1578
5 Total								2514
3	S	Kevin Moffett	158.00	130.00	169.00	130.00	200.00	787
3	M	Bob Rice	60.00	326.00	254.00	142.00	158.00	940
3 Total								1727

March Contest Report

The first RMSA contest of the year is now history. Sunday, March 14th dawned bright and cool. The wind was light, out of the southwest. We'd had a practice contest the weekend before, so I knew the winch lines had to be changed. We had new 200 lb. test on, but it kept breaking, so I had the winchmasters strip the old line off before setting the winches out into the wind, and put on 250 test line. While we prepped the winches, 26 pilots registered for what was to be the largest contest in Colorado in many a year – with the possible exception of the challenge cup. All tasks were international duration, man-on-man with mixed club classes.



Jim Monaco launching his Eclipse

The field sprinkler was parked in the area we would normally use for the winch lines, so the winch setup was a bit odd. We had a bit of a hike out to the launch area, but it worked out alright in the end. I chose not to use retrievers to begin with and see how shagging worked out. That turned out to be a good

decision; and we hardly had to ask for volunteer shaggers. Thanks to all who helped out.



Bob Lewan and Lenny Keer on the flightline

I chose a 5 minute task for the first round, and ended up wishing it was 10. The lift was as good as I've seen it since we moved to the new field. The task was bumped to 10 minutes for the second round. Again, many pilots had little difficulty under the almost ideal conditions. The temperature had been rising rapidly all morning, and was T-shirt warm by the middle of the second round. Wind was seldom a factor in the landing circle. Unfortunately, the wind had shifted to the east during the second round, making for downwind launches and crosswind landing approaches. We quickly moved the winch line, and proceeded apace. In the interest of saving time, I reduced the tasks for the last two rounds to 7 and 5 minutes. I don't believe the final standings would have been much different if we'd flown 10 minute tasks for all the rounds – the lift was that



Rocky Mountain Soaring Association

good. In Master class, the contest was decided in the landing circle – with all the top finishers getting every time.

The molded F3J planes dominated the day with Eclipses taking three out of the top four places in Masters class. Dusty Miller won outright and Lenny Keer edged out Skip Miller for second by less than a point. Charlie Miller won Sportsman with a Xantipa. Jim Butler edged Kevin Moffett by less than 4 points

to win the Novice class. All in all there were really 26 winners that day!

We had 0 equipment failures, and 0 line breaks for the day. Bob Rice did a great job getting the winches rebuilt over the winter. Thanks to Jim Monaco for scoring, and the winchmasters for doing such a great job. Included are a couple of pictures that Charlie Miller took at the contest. **Mark**

March Contest Results

ID	Class	Name	RD 1	RD 2	RD 3	RD 4	Total	Norm by Contest	Norm by Class
	N	Novice							
12	N	Jim Butler	963.28	168.99	541.83	597.88	2,271.98	567.99	1,000.00
21	N	Kevin Moffett	615.12	405.57	928.12	315.10	2,263.91	565.98	996.45
25	N	Gene Oxenrider	698.92	196.61	693.43	104.71	1,693.68	423.42	745.46
	S	Sportsman							
14	S	Charlie Miller	1,000.00	1,000.00	961.17	1,000.00	3,961.17	990.29	1,000.00
22	S	Shannon Bingham	977.04	981.36	821.01	935.57	3,714.98	928.74	937.85
24	S	Don Ingram	954.30	1,000.00	997.57	693.55	3,645.42	911.35	920.29
7	S	Greg Merkle	736.98	889.39	892.22	1,000.00	3,518.58	879.65	888.27
2	S	Marc Monaco	1,000.00	306.99	1,000.00	944.44	3,251.44	812.86	820.83
5	S	Bob Lewan	1,000.00	437.97	957.82	564.52	2,960.30	740.07	747.33
17	S	Bob Moffett	918.08	149.48	573.20	888.89	2,529.65	632.41	638.61
20	S	Mike O'Hearn	914.51	264.61	317.12	812.99	2,309.23	577.31	582.97
9	S	Bert Evans	918.58	155.84	779.16	314.14	2,167.71	541.93	547.24
6	S	Gary Lewan	1,000.00	204.05	161.35	755.84	2,121.25	530.31	535.51
	M	Masters							
13	M	Dusty Miller	1,000.00	1,000.00	1,000.00	1,000.00	4,000.00	1,000.00	1,000.00
10	M	Lenny Keer	981.77	1,000.00	1,000.00	1,000.00	3,981.77	995.44	995.44
11	M	Skip Miller	979.59	1,000.00	1,000.00	1,000.00	3,979.59	994.90	994.90
3	M	Mark Howard	997.31	1,000.00	976.65	982.41	3,956.38	989.09	989.09
16	M	Jack Dech	943.01	972.64	1,000.00	992.27	3,907.92	976.98	976.98
8	M	Phil Weigle	917.10	971.01	1,000.00	973.12	3,861.23	965.31	965.31
1	M	Jim Monaco	951.53	1,000.00	889.11	952.26	3,792.90	948.22	948.22
18	M	Nathan Evans	936.39	474.67	1,000.00	927.27	3,338.33	834.58	834.58
19	M	Jon Padilla	1,000.00	239.13	984.03	945.03	3,168.19	792.05	792.05
15	M	Byron Blakeslee	1,000.00	452.97	579.08	1,000.00	3,032.04	758.01	758.01
4	M	Jack Zika	536.08	425.45	792.23	1,000.00	2,753.76	688.44	688.44
26	M	Bob Pederson	611.68	350.65	661.73	957.29	2,581.35	645.34	645.34
23	M	Jim Barr	608.14	316.11	464.14	583.33	1,971.73	492.93	492.93



For Sale – Probe

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

Call Jon Padilla at (303) 932-2504

Man-on-Man Contest Tips

Always make sure your sailplane is in reasonable trim. Check settings before hooking up to tow line (make sure Before you go to the contest that all mixes , switch settings etc are where they are supposed to be). As soon as tow line releases, make sure you can take hands off the transmitter, otherwise adjust the trim with the trim levers.

Always make your own decisions about lift first; if you have none, shadow the guys you perceive to be strong. Know where you're thinking of going before you even hook up to the line. Many times while on tow I change my mind and go a different way determined by how the tow goes, ground signs, etc. The air never discriminates on who might be looked upon as good. Usually the stronger pilots will find air which comes from experience, but they certainly try to find it asap as every one is coming down. Make sure your caller keeps you abreast of what they are doing. Try to not let anyone slip away. My goal is to read the air and slip away unnoticed as quickly as possible; climb rate is everything, many thermals close up low down. Try to have a caller that you are familiar with; work with the same one if possible, as much as possible . Let them know your game plan before the flight. Encourage them to give you the info you want. This is very critical; if a mistake is made and you want this caller to keep

calling for you, them after the flight go over what you thought they missed, as well as what you agreed on. I like to know who is falling out (hopefully not me) then by process of elimination I DON'T GO THERE. A lot of air is being covered in the first 30 seconds of the flight. The mental picture of the air given to you by your caller is critical. If a top dog is circling he or she is probably in air. Don't commit to go there unless your caller is sure they are climbing, and make sure the caller gives you headings to get you there. Mentally you are King Kong before the flight - believe you are going to find air and keep going until you do. Try not to cover the same air twice, if you do at least cover it upwind of where you were. Assuming the aircraft you fly is comparable and competitive, which these days they all are, fly with confidence. If you think there are fish in the river you'll probably catch some, if you don't you won't. It really is just a game, the more you pay attention, the better you will

do. The more ground you cover, the better you will do; the farther you learn to fly away from yourself, the better you will do. Practice flying as far away as you can - on a nice flat sod farm this is easy - you can land out and not hurt anything. Practice flying as far as you can , when you are getting uncomfortable, that's where the practice begins. I often find lift far away because that's how far I had to go to find it; it

isn't typically by choice. I'm comfortable there, my competition may not be. I have always practiced off of short high starts; low down(30-50 feet +-) This certainly helped at the team trials as over 50% of my flights never began until I was at 50-75 feet; I didn't like it but at least I comfortable there, and a lot of my competitors weren't. Man on man is a game of comfort. you're happy if you're in lift!!!

Skip Miller

Action Hobbies
A frequent supporter of RMSA contest programs!

8790 W. Colfax 303-233-6275

Sailplane kits by:
 Trick (Zagi), M&M Glider Tech, Whyte Wings, Goldberg, Sig,
 Dave's A/C Work's, Global, Great Planes, Model Tech, Midwest,
 Dynafite, Thunder Tiger, Frank Cavazos (Boomerang), AGR

Sailplane supplies:
 Ultracote lite, carbon fiber, hinge tape, hinge seal tape,
 tow hooks, hi starts, Hitiec & FMA micro receivers, servo wire,
 Cirrus micro servos, 50-1500 mah batteries & packs, Hitec.
 Airtronics, JR, & Futaba accessories including antennas.



Rocky Mountain Soaring Association

RMSA Frequency List

It can be a bummer when you show up at the field and find out other folks are on your frequency. None of us want to share our precious time waiting for someone else to come down from that great thermal. Since we have a lot of new members, I have taken the liberty to go through all the contest score sheets for the last 2 years and compile them into a frequency list. This

list is obviously not complete, but gives a good picture of what frequencies have been used in past contests. If you need to pick a new frequency, it would be beneficial to pick one not in this list. If you have other frequencies that you will fly at the sod farm, send me a note and I'll put it in the list so everyone knows it may be used. I don't want ALL your frequencies, just the ones you would fly at the sod farm. There are two tables following, one sorted by frequency, the other sorted by owner name. I hope this helps you pick a free frequency. **Jim**

Frequency Listings

Sorted by Frequency		
Lastname	Firstname	Freq
Miller	Charlie	11
Arthur	Mac	11
Miller	Dusty	12
Miller	Skip	12
Rice	Bob	13
Blakeslee	Byron	13
Weigle	Phil	15
Miller	Charlie	17
Arthur	Mac	17
Dech	Jack	18
Pearson	John	19
Lewan	Bob	24
Butler	Buzz	24
Moffat	Bob	25
Monaco	Marc	25
Zika	Jack	26
Arthur	Mac	26
Moffett	Bob	27
Moffett	Kevin	27
Miller	Charles	30
Lewan	Gary	30
Butler	Jim	30
Howard	Mark	31
Ingram	Don	32
Lewan	Bob	33
Tivoni	Jack	33
Rice	Bob	34
Port	Don	34
Butler	Jim	35
O'Hearn	Mike	36
Bingham	Shannon	36
Oxenrider	Gene	37
Keer	Lenny	38
Evans	Nathan	38

Sorted by Name		
Lastname	Firstname	Freq
Arthur	Mac	11
Arthur	Mac	17
Arthur	Mac	26
Barr	Jim	50
Beggs	Bill	47
Bingham	Shannon	36
Blakeslee	Byron	13
Butler	Buzz	24
Butler	Jim	30
Butler	Jim	35
Clies	Austin	56
Dech	Jack	18
Dech	Jack	48
Douglas	Bob	39
Evans	Bert	45
Evans	Dustan	45
Evans	Nathan	38
Evans	Nathan	42
Howard	Mark	31
Howard	Mark	59
Ingram	Don	32
Keer	Lenny	38
Lewan	Bob	24
Lewan	Bob	33
Lewan	Gary	30
Lewan	Gary	45
Lewan	Gary	47
Merkle	Greg	52
Merkle	Greg	56
Miller	Charles	30
Miller	Charlie	11
Miller	Charlie	17
Miller	Dusty	12
Miller	Dusty	46



Rocky Mountain Soaring Association

Sorted by Frequency		
Douglas	Bob	39
Monaco	Jim	40
Evans	Nathan	42
Padilla	Jon	44
Miller	Skip	44
Monaco	Jim	44
Evans	Bert	45
Evans	Dustan	45
Lewan	Gary	45
Miller	Dusty	46
Miller	Skip	46
Beggs	Bill	47
Rice	Bob	47
Lewan	Gary	47
Dech	Jack	48
Sheldon	Matt	48
Barr	Jim	50
Merkle	Greg	52
Pederson	Bob	53
Miller	Dusty	53
Clies	Austin	56
Merkle	Greg	56
Monaco	Jim	57
Miller	Skip	58
Howard	Mark	59
Pederson	Bob	60
Wilder	Jeff	60

Sorted by Name		
Miller	Dusty	53
Miller	Skip	12
Miller	Skip	44
Miller	Skip	46
Miller	Skip	58
Moffat	Bob	25
Moffett	Bob	27
Moffett	Kevin	27
Monaco	Jim	40
Monaco	Jim	44
Monaco	Jim	57
Monaco	Marc	25
O'Hearn	Mike	36
Oxenrider	Gene	37
Padilla	Jon	44
Pearson	John	19
Pederson	Bob	53
Pederson	Bob	60
Port	Don	34
Rice	Bob	13
Rice	Bob	34
Rice	Bob	47
Sheldon	Matt	48
Tivoni	Jack	33
Weigle	Phil	15
Wilder	Jeff	60
Zika	Jack	26



Rocky Mountain Soaring Association

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		

* Club points contest



1999 Board Members

President:
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.earthnet.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