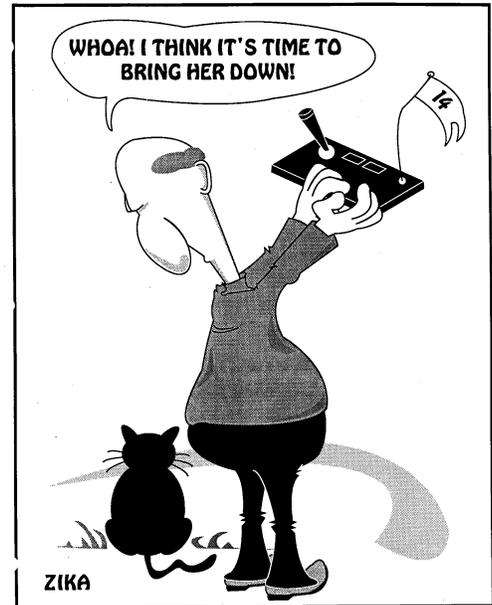


Thermals

Newsletter of the Rocky Mountain Soaring Association



June 1999

AMA Chartered Club 1245

Volume XXIII Number 6

PRESIDENT'S MESSAGE

With the rainy and chilly conclusion to Lenny Keer's May contest, the 1999 contest season is already one third of the way over. Contest attendance has been growing and competition for the top places is keen. Weather has delayed the first RES contest, we should have it rescheduled before too long. The first of four scheduled hand launch contests should have been held by the time this newsletter is delivered. If you haven't already participated in any contest so far but have been wanting to or thinking about it, please come out and give it a try, you won't regret it. Bob Douglas' June Fun Fly would be a good opportunity to come out and fly with and against others in a friendly and fun format.

As some of you are aware, the sod farm is in the midst of harvesting operations in the quadrant of the field at which we do our flying. We need to be mindful of these operations and not hinder the crews in any way. Be especially careful of all equipment brought out and used for launching. Leave nothing behind that can damage the mowers or the cutters.

Now that summer is almost here, we can look forward to many weeks of warmer and sunny weather. There will be many thermals out there with your name on it. Looking forward to flying with you in the coming weeks.

Michael O'Hearn

Next Meeting:

Date/Time: June 1, 1999 7:00 PM

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

Program: Show and Tell - bring something to show off!!

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



Rocky Mountain Soaring Association

Great Plane Race and Funfly

Bob Douglas - CD

Date: Sunday, June 6 (note this was originally scheduled as a Saturday event)

Time: 9-11:30 Funfly

Entry fee: No Entry fee but must be AMA members

Time: 11:30-12:30 Lunch break. Club will furnish burgers, hot dogs and soda

Time: 12:30-3:00PM Great Plane Race

Entry fee: \$5.00 per team to be divided among the drivers to help pay for their time and gas (WE NEED VOLUNTEERS WITH TRUCKS !!!)

General Guidelines:

Course: Approximately 10 k in length. A course map will be available at monthly Club meeting or by calling 303-933-6993 by June 1 to receive one by e-mail or snail mail.

A start/finish gate will be established at the sod farm, ¼ lap increments will be used for scoring. NO RE-LAUNCHING ON COURSE, if you land out you must record your distance and return to sod farm to re-launch.

Unlimited attempts but only your last attempt will count for scoring, if you are on the course at 3PM you will be allowed to complete that LAP.

Racers have frequency priority, funflying will be allowed to continue at the sod farm on unused frequencies only.

2 to 4 man teams (to include driver).

Winner will be determined by most laps completed in a single attempt with ¼ lap increments for any partial laps.

Local traffic laws must be obeyed and please respect land owners rights if you land out.

This is an entry level, low key event to see if there is interest in the club for more XC type of events. Rules are subject to change if I am having a bad day or I don't like the way you look. Be flexible and HAVE SOME FUN. Chill ! Don't take things so seriously.

PLEASE: We need volunteers with open pick-up trucks or convertibles for crew members. If we don't have enough vehicles, teams will have to take turns with the available vehicles (1 team per vehicle ONLY)



Rocky Mountain Soaring Association

June Open Contest Announcement

CD: Bob Rice

Date: Sunday, June 13, 1999

Cost: \$5.00 for Senior Members
\$3.00 for Junior Members

Time: 8:30 AM Registration, 9:00 Pilots Meeting

Tasks: Come out for an interesting variety pack of flying tasks.

Round 1: T-2 Simple Duration L-4 Landing

Round 2,3: T-1 International Duration L-4 Landing

Round 4: T-4 15Minute Add-um Up L-4 on last flight (Open Winch)

Round 5: 2 Minute Duration NO TIMER/CLOCKS No Landing Task

All rounds scored man-on-man except rounds 4 and 5.

Winchmasters: Please be at the field by 8AM. Strip all line for winches and retrievers before you get to the field. We will be putting new lines on both devices.

Spring Fling HLG Contest

CD: Jeff Burg

Date: Sunday, June 27, 1999

Time: 9:30AM Pilots Meeting

First Round: 9:30 AM

Tasks: 6 rounds of man-on-man precision. More if weather permits. Tasks to be announced at the pilots meeting.



Rocky Mountain Soaring Association

April Contest Report

The May contest was the first time in several years that we've flown a distance event. We used to fly distance a couple of times a year, but have gotten away from it recently.

The dubious weather forecast, and the threatening skies didn't prevent 18 flyers from showing up to fly this contest last Sunday. It looked like we should have a few hours of dry conditions, so we proceeded to set up the winches and distance course. We used the Colorado F3B team's sound system and sighting devices and quickly had a top notch distance course. Most of the pilots had never flown distance before, so the task was explained during the pilots meeting. A demonstration flight was then flown for further clarification.

The poor conditions made the lift difficult to find, but the man on man format still made for some exciting competition. The pilots were divided up by their competition classes to keep things equitable, and everyone seemed to catch on quickly to

flying laps. Many positive comments about the contest format were made, and everyone seemed to enjoy the change from our usual TD tasks. We managed to finish 4 rounds before the weather finally moved in and shut us down.

Charlie Miller won Sportsman class, even though he flew with the Masters to even out the classes. Kevin Moffat lead the Novice class, and Lenny Keer was the top Master. Shannon Bingham may have been the luckiest flyer.....he blew off a wing on his plane on launch, but landed it safely anyway. After some field repairs the plane was launched again. This time he folded a wing, and AGAIN landed it without further damage!

The gift certificates awarded to the winners were generously donated by Colpar Hobbies. Thanks go to Skip Miller who laid out the distance course, Jim Monaco who tallied the scores, and everyone else who pitched in to help. Kalman Kanyo and Bob Adamson came out just to watch the action and to help with the turn calling duties.

Lenny

May Contest Results

Contest Results for: May Distance								
Date: May 16, 1999								
Class	Name	RD 1	RD 2	RD 3	RD 4	Total	Norm by Contest	Norm by Class
N	Novice							
N	Kevin Moffat	142.86	1,000.00	333.33	375.00	1,851.19	462.80	1,000.00
N	Matt Curtis	285.71	333.33	333.33	250.00	1,202.38	300.60	649.52
S	Sportsman							
S	Charlie Miller	1,000.00	900.00	900.00	1,000.00	3,800.00	950.00	1,000.00
S	Marc Monaco	714.29	1,000.00	1,000.00	1,000.00	3,714.29	928.57	977.44
S	Bob Lewan	1,000.00	800.00	750.00	1,000.00	3,550.00	887.50	934.21
S	Gary Lewan	571.43	800.00	1,000.00	1,000.00	3,371.43	842.86	887.22
S	Don Ingram	1,000.00	583.33	833.33	250.00	2,666.67	666.67	701.75
S	Bob Moffat	714.29	416.67	666.67	750.00	2,547.62	636.90	670.43
S	Shannon Bingham			500.00		500.00	125.00	131.58
M	Masters							
M	Lenny Keer	1,000.00	1,000.00	1,000.00	1,000.00	4,000.00	1,000.00	1,000.00
M	Skip Miller	1,000.00	1,000.00	916.67	846.15	3,762.82	940.71	940.71
M	Dusty Miller	800.00	1,000.00	615.38	1,000.00	3,415.38	853.85	853.85
M	Jim Monaco	1,000.00	200.00	750.00	818.18	2,768.18	692.05	692.05
M	Jim Barr	727.27	636.36	800.00	571.43	2,735.06	683.77	683.77
M	Jon Padilla	200.00	818.18	1,000.00	692.31	2,710.49	677.62	677.62
M	Mark Howard	357.14	750.00	1,000.00	181.82	2,288.96	572.24	
M	Bob Rice	500.00	250.00	692.31	384.62	1,826.92	456.73	456.73
M	Byron Blakeslee	857.14	454.55			1,311.69	327.92	327.92



Rocky Mountain Soaring Association

RMSA 1999 Standings

	Mar	Apr	May	Best 6	Place	98 Pts	98 Wins	99 Pts	99 Wins	Tot Pts	Total Wins	Promoted this year
Masters												
Miller Skip	995	1000	941	2936	1							
Keer Lenny	995	875	1000	2870	2							
Howard Mark	989	956	572	2517	3							
Monaco Jim	948	857	692	2497	4							
Padilla John	792	903	678	2373	5							
Miller Dusty	1000		854	1854	6							
Barr Jim	493	556	684	1733	7							
Weigle Phil	965	720		1685	8							
Blakeslee Byron	758	595	327	1680	9							
Zika Jack	688	936		1624	10							
Dech Jack	977	490		1467	11							
Evans Nathan	835			835	12							
Douglas Bob		744		744	13							
Pederson Bob	645			645	14							
Rice Bob			457	457	15							
Sheldon Matt				0	16							
Pearson John				0	16							
Evans Dustan				0	16							
				0								
Sportsman												
Lewan Bob	747	1000	934	2681	1	13	1	4	1	17	2	
Lewan Gary	536	743	887	2166	2	1	0	1	0	2	0	
Moffat Robert	639	830	670	2139	3	0	0	0	0	0	0	
Monaco Marc	821	336	977	2134	4	6	2	2	0	8	2	
Ingram Don	920	388	702	2010	5	0	0	0	0	0	0	
Miller Charlie	1000		1000	2000	6	7	2	6	2	13	4	P
Bingham Shannon	938	676	131	1745	7	0	0	0	0	0	0	
Merkle Greg	888	649		1537	8	0	0	0	0	0	0	
O'Hearn Mike	583	180		763	9	0	0	0	0	0	0	
Evans Bert	547			547	10	0	0	0	0	0	0	
Kay Tony		498		498	11	0	0	0	0	0	0	
Port Don				0	12	11	3	0	0	11	3	
Mac Arthur				0	12	0	0	0	0	0	0	
				0				0	0	0	0	
NOVICE												
Kevin Moffat	996		1000	1996	1	0	0	5	1	5	1	
Curtis Matt		1000	650	1650	2	0	0	5	1	5	1	
Oxenrider Gene	745	266		1011	3	2	0	3	0	5	0	
Butler Jim	1000			1000	4	3	1	3	1	6	2	

Note: Charlie Miller has moved to Masters - Congratulations Charlie...



Rocky Mountain Soaring Association

For Sale

"Legend" Sailplane - Airtronics; NIB - partial construction, 113" span, 997 sq.in., SD3021 foil, super T.D. airplane!
Retail cost \$200.00 Sale price is \$125.00

"Pulsar" Sailplane - NIB 100 inch span, 870 sq. in. 3021 foil,
Balsa sheeted, fiberglass fus., Can be built as a poly or flap/aileron ship. A very good intermediate ship.
Retail cost \$140.00 Sale price is \$80.00

"Synergy" Sailplane by R-R. RTF, good condition, 6 servos, molded wing, 112" span, fiberglass fus., a great multi-task sailplane.
Retail cost \$400.00 plus servo cost Sale price is \$300.00

"Falcon 880" RTF, Two 112" wings, 10 servos!! 3021/3014 wing; Obechi over foam. SD 8000 wing; fiberglass, carbon fiber, Kevlar reinforced! Fiberglass fus., Good condition. Two wings cover all conditions of TD. A super offer! Don't pass this one up!!
Retail cost \$330.00 plus servos Sale price is \$300.00

Numerous building and flying materials - too varied to list.

All items in care of Jack Zika.
Phone (303) 279-1549 for viewing/purchase!

Highlander, 2M Foamie Sailplane

by Bob Douglas



Jeff's Highlander was built in 4 - 2 hour evenings

and a 5 hour Saturday. Flies and looks GREAT!
A "perfect" beginner airplane for learning to

FLY

(My son Jeff decided he was ready to learn to fly RC airplanes. After some discussion on choice of his first aircraft we decided on the MAD Highlander. The following is a review of a really good kit that I whole-heartedly endorse)

The Highlander is a 2 meter, EPP foam Sailplane that can be built as either a 2 channel polyhedral or a full house, 6 servo, straight wing version with flaps and ailerons. The Highlander is designed for thermal or slope flying and is capable of HD highstart and moderate winch launching as well as the regular old "fling it off a tall mountain" launch. It is available direct from the manufacturer (MAD Aircraft Design, 15268 Rolling Ridge Dr, Chino Hills CA 91709. Ph: 909-606-0363) or your local hobby dealer (read, Glen at **Action Hobbies**) for ~\$75

The kit comes COMPLETE, with everything you need to finish it except for adhesive, covering (Ultracote), radio system and your normal workshop items (Xacto, sandpaper, heat iron, etc). NO, extra trips to the hobby shop were required for the little items that you wish were included but weren't. Things like clevises, pushrods, even the nylon wing mounting bolt are all there.

Construction is typical foamie construction with hollowing out radio gear cavities and 2 inch nylon filament strapping tape(not included) under your covering choice. A HUGE basswood spar helps to give the wing some strength.

One of a couple of "misses" of the Highlander was averted at this point. With all the good things I have been reading regarding the Highlander on Radio Controlled Soaring Exchange (RCSE), one common "improvement" was repeatedly suggested. That is to take a piece of 1/4 or 5/16 square x 20 inches (or so) spruce or an arrow shaft and rout out a channel in the bottom of the fuse from a little forward of the wing TE to a little behind the LE of the horizontal stab and epoxy this fuse "stiffener" in.

This prevents the fuse from flexing in a dive or high speed run and causing the plane to go into an uncontrollable "tuck" due to the elevator/rear fuse being at a negative incidence to the wing because of the fuse flexing.

Another "miss" was in the lack of a more definitive positioning of the tow hook location. The drawings in the instruction booklet are very well done but not to scale. Tow hook location (which, in the Highlander also included the wing mounting block as a unit) is a close "guess-timate". It would be nice to see some actual measurements included in the instructions).



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The same could be requested for control throws. There are no suggested throws anywhere in the booklet. We started with all the throw we could get and cut down from there. This empirical method worked for me but when Jeff flew, he was all over the sky (pass the airsick bags please) until I cut down the elevator throw to about 1/3 or 1/2 of what we had started with (my flying improved when we did this also). Please, some hard numbers would be appreciated.

The proof of the pudding is "how does it fly?" Well, very well thank you.

We took her out on Sunday and the wind was blowing about +15. I was a little apprehensive about risking Jeff's new pride and joy but.....hell, it wasn't MY money. (heheh)

So after a couple of hand tosses we put her up on the string. Straight up with no surprises. After a couple of seconds to verify that she was in trim I handed the transmitter to Jeff. He did an admirable job but we could see that the elevator was a little(?) too sensitive and needed to be cut back.

Then Jeff did what all new flyers do, he let the wind fly his plane instead of HIM flying the plane and the Highlander got behind him instead of keeping it out front.

So after struggling to get back to the field, Jeff was floundering around, just trying to get things under control and he.....crashed into the sprinkler arm. Arghhhhhh !

We went over to pick up the pieces and....there weren't any pieces. Oh yeah, EPP remember. We looked over the plane. I KNOW that the plane hit the sprinkler 'cause I saw it cartwheel around the sprinkler arm. Yet, there wasn't even a MARK on the plane, or the sprinkler. Wow, this EPP is awesome stuff.

I flew it and the Highlander started going up in the wave that sets up when the wind is blowing. Don't make any thermal circles, just keep tacking back and forth. Cool.

Jeff tried it and after crashing into the wheel of a car on landing, HE was able to semi-speck the Highlander in the wave.

The Highlander flies GREAT. So great I'm thinking of buying one and building it as a straight wing for the 2M contests this summer. You know....put in a CF spar and a shark's tooth and a skeg and.....hmmmmmm. Might not be a Super V but.....

Summary, I don't like EPP foamies for learning. Or do I ? After much thought I realized that I didn't like foamies because

they don't teach you to BUILD. But they do teach you to FLY. And that is exactly what Jeff wanted, something that he could learn to FLY with while making the mistakes that all beginners make. Something that would give him a chance to learn while on a limited budget.

You can always learn to build AFTER you get the basics of flying down.

(note: I sent a copy of this article to Mark Pavey of MAD Aircraft for review and comments prior to publication. Mark was kind enough to write back that concerns regarding control throws and CG were noted and recommendations would be included in future kit runs. Howzdat for manufacturer response ! Bob)

I Been Simulated...

I finally got to do the United Airlines simulator hour (turned into 2 1/2 !) that I won at the club raffle

All I can say is.....A ! W ! E ! S ! O ! M ! E !!!!!
Manomanomanomanoman !!! I GOT to get me one of those United Airlines simulators for my computer. Anyone got a couple of mill to loan me ?

Flew a A-320 Airbus to start with. The instructor was starting the engines with one of his instructor computer buttons so all I had to do was concentrate on the driving (thank God).

Took off on 34L at DIA and hooked a hard left to fly over the sod farm. Jim, the instructor, said that if we were down lower you can even see the sprinkler arm at the farm.

All I can say is...actually I'm speechless. We got it on a vcr tape that Jim gave me and I just kept muttering "awesome. Cool" and giggling like a school girl.

It was unbelievable. Jim said that the way the computer simulated acceleration was to tilt us back but the video display would remain as straight and level until I pull some up to rotate. VERY (!!!!!) believable. Same thing with deceleration. Gawd it was...awesome!

Then Mike O took the controls and wanted to try Meggs in Chicago (I think since that is the default on MS Flightsim 98). He came in about a thousand too high so Jim said to crash into a building in downtown Chicago ! Mike kept scrubbing altitude but it wasn't fast enough for Jim so he took my yoke (there is a red override button in case the pilots argue about who is in charge here <g>) and put us into a SCREECHING dive !!!!

Mike and I both reached up and grabbed our stomachs (really, it is THAT realistic) and THEN here came the buildings.



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We kept getting closer and closer and at the last instant Mike and I both threw up our hands over our faces and literally thought we were going to die !!!!!

But we flew right through the building and through the next several but it was REALLY heart stopping I ain't kidding you.

The Mike tried another landing and nailed it really good. Mike left and Jim and I went to the 757 sim. Jim asked where I wanted to go so I thought awhile and said SFO.

He punched in runway 28 and there I was sitting on the runway looking at all the pretty lights. I happened to glance over to the left and there was a hiway over there. AND YOU COULD SEE THE WHITE HEADLIGHTS AND RED TAILLIGHTS as they drove down the road.

Then I advanced the throttles and got pushed back in my seat as the motors started gaining power. I rotated at V1 (140kts) and we were flying out over the ocean (or bay or whatever it was). Off to the right was the Golden Gate Bridge so we decided to fly UNDER it. As I was getting ready to bank into my straffing run for the bridge an island caught my eye out the left window. Yep, you guessed it, Alcatraz!

AAAWWWEEEESSSSOOOMMME. Never did go under the bridge (I chickened out) so we flew back and I shot landings for awhile. Jim would set me up on a 7 or 9 mile final and I'd.....land ?

Really I only crashed bad once but had some rough ones before I smoothed out a little bit. The simulator is so realistic that on

my.....rougher (?) landings (?) the vcr camera that is taking the picture gets jostled around so hard that there is actually streaks across the picture like on America's Funniest Videos when someone runs into a photographer or drops the camera.

Man I had a GREAT time. We flew for 2 1/2 hours. Probably would have cost about \$250,000 if I had to pay for it.

My prayers have been answered, now I can die a happy man.

Volunteer Scorekeeper Needed!

I have been doing most of the scorekeeping for the last few years at our Open contests, but a need exists for someone to back me up for the Open contests and more importantly for the Handlaunch contests that I rarely am able to make. I have an older laptop computer and printer that I am willing to donate to the club for use by the alternate scorekeeper. I will load up the scoring program and teach you how to use the program. The battery on the laptop is kaput, so the club would need to buy an inverter (about \$50) to keep it and the printer running from one of the alternate winch batteries or a car cigar lighter. If anyone is interested, let me know and I will get the computer to you.

Jim



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

Member Support www.tobindatag.com/rmsa

Chief	Jack Zika Mark	(303) 279-1549	(303) 505-9488 (Pager)
Instructor:	Howard Mark	(303) 278-7519	Markho@tobindatag.com
Instructor:	Howard Tracy	(303) 278-7519	Markho@tobindatag.com
F3B/F3J:	Cochran Jim	(303) 934-8838	Tcochran@idcomm.com
Librarian:	Monaco	(303) 464-9895	jmmonaco@us.ibm.com
Newsletter:			

Winch Masters

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