



Thermals

Newsletter of the Rocky Mountain Soaring Association

February 2003

AMA Chartered Club 1245

Volume XXVII Number 2

President's Message

Well a good number of RMSA members will be down to the Southwest Winter Classic when you get this, so I hope I can bring you good news for next month's news letter. We have 17 club members heading down, so this will be the best showing for the RMSA there ever. All are great pilots so lets hope we bring back the club trophy again this year and we can prove that last year was not a fluke.

Renewal Reminder

It's time to renew your memberships. Renew with the application in this newsletter, or online at <http://www.jmceconsulting.com/rmsa>

THIS IS YOUR LAST NEWSLETTER IF YOU HAVE NOT RENEWED!!

There is a new club starting in the Boulder area called the "F3S" The Flatirons Slope Soaring Society. Charley Miller and myself were there to help with the start of this group but the slope group did a great job there, as there was 19 people in attendance for the start of this group and I think they will do great things in the Front Range area for slope soaring. The F3S have a web page that you can go to and join in. If you fly slope in the Boulder area give them a hand if you like. Their web site is: <http://groups.msn.com/SlopeBoulder>

This will be a great group. They are starting to implement frequency control there so you will need to pin up when on Powerline hill. If anyone is interested I can talk with you and tell you anything you would like to know about the F3S group or direct you to who you need to talk with. So if you like flying Slope in the Boulder area I would recommend you joining the group to help out with the start of a great new club....

On another note, both Joseph Newcomb and Ali Gafari have been moved to masters class at their request and the approval of the board. So they will be starting the new year off as Masters.... As the group would say "Fresh Meat". Congratulations to you both and good luck to all going to the South West Classic.

A BIG THANKS should also go out to Jim Monaco and Ali Gafari for really going above and beyond the call of duty. They both did a lot of work in the last few weeks on getting the new shirts ready so we could have them for the SWC. And a great job indeed as you will all see soon.

Dr. Dan

Next Meeting:

Date/Time: February 4, 2002 – 7:00 PM
Location: Broomfield Advanced Chiropractic
26 Garden Ctr
Broomfield CO 80020-7012
Program: None Scheduled

For Sale

1. **Zumma** - with HS 85bb servos less batt and receiver. **\$425**

Contact Dr. Dan Williams drdandc@juno.com

2. **Emerald** – Some battle scars but in pretty good condition. Freshly painted fuselage. Built-up rudder installed (original molded rudder comes with it). 2 HS-85BB servos on ailerons. 2 HS225BBMG servos on Flaps. 2-HS85BB for rudder elevator. No receiver or battery. \$450
Jim Monaco JimMonaco@Earthlink.net (303) 464-9895

Stylus Initialization and Re-Calibration Procedure

1. If an advanced function card such as the Glider card has been and is being used in the Stylus, the Stylus needs to be initialized to the native “3-type” mode before proceeding. Do this by removing the advanced function card while the transmitter is turned OFF. With the card removed, turn ON the transmitter. The display will read:

INIT ALL DATA? Y

OR RSTART S-GLID

Move the cursor over the “Y” and press the “YES/+” key. If the radio begins beeping and reads:

IDLE UP ON!

Simply press the top, right, front toggle switch (#4/5) to the rear (#4 position).

2. Turn off the radio and remove the nicad battery, antenna, and the RF module.
3. Remove the rear of the transmitter case. There are a total of (6) screws. Two of the screws are located underneath the molded rubber finger grips. Remove the molded grips by pulling with your fingertips against the grips and lifting up.
4. Unplug the cable that is attached to the rear of the transmitter case and the small circuit board. Remove the piece of tape from the wiring harness. Grasp the wire harness close to the connector on the small circuit board and rock slightly side-to-side to un-seat the connector. Pull straight away from the circuit board and the harness will unplug.
5. Before going further, you will see a small cutout in the nicad battery box (black plastic box inside transmitter case that the nicad slides into). Through the cutout you can see part of the main circuit board. There is an integrated circuit located in this opening (IC 10 p/n HC541) that has a pad next to pin #9 and a second pad next to pin #10. There are two arrows with the letters “SVC” silk-screened on the circuit board in white identifying the service contacts. These two pads must be shorted together *after* the nicad battery box is removed.
6. Remove the nicad battery box by first removing the two screws located on the bottom of the transmitter (they are recessed more than the other screws). Remove the two black screws on the bottom of the transmitter that hold the bottom of the right side of the transmitter in place. You will see that the battery box will be loose but cannot be removed unless the right-hand side of the transmitter (black plastic) is flexed out slightly to provide clearance for removal.
7. Once the nicad battery box is out of the transmitter case, remove the tape holding the two power leads (red and black wire) to the nicad battery box so that you have enough slack wire for the next steps.

8. The nicad battery will need to be re-inserted into the nicad battery box that you just removed to power-up the transmitter. While holding the battery box away from the transmitter, but in its installed orientation, open the right battery access door of the transmitter and notice the single rounded edge that “keys” the nicad in the proper direction. Carefully slide the nicad into the nicad battery box with the same orientation. Before proceeding, **RE-CHECK THE ORIENTATION OF THE NICAD BATTERY IN THE BATTERY BOX**. Failure to plug the battery in the correct direction could result in severe damage to the transmitter.
9. Turn the transmitter on using the DISPLAY ON switch. Verify that the radio turns on properly with the display active. If so, turn off the radio and move to the next step.
10. Set all of the sticks, trim levers, knobs (VR9 and VR10) and sliders (right and left) to their “mid” or neutral position. This is important, so take your time.
11. With a pair of sharp pointed tweezers or a small piece of wire bent in a hairpin shape, short pins #9 and #10 of IC 10. While shorted, turn on the transmitter using the DISPLAY ON switch. If done properly, you should get the following display:

SVC NEUT TRV LCD

SW MEM VR BA-ALM

12. If you do not get the above display, turn off the transmitter, re-check the connection of your “shorting tool” (tweezers or hairpin shaped wire) at IC 10 and try again.
13. The cursor should be flashing over the NEUT selection. Press the YES/+ key. You should get the following display:

NEUTRAL - ADJ

PUSH YES KEY

Verify that **ALL** of the controls detailed above are still centered. When they are centered, press the YES/+ key and you will see “OK”, then press the END key.

14. Move the cursor to the right so that it is flashing over the TRV selection. Press the YES/+ key and you should get the following display:

TRAVEL - ADJ

PUSH YES KEY

Move **ALL** of the sticks, trim levers, knobs (VR9 and VR10) and sliders (right and left side) to their “+” or full position. This means to move both sliders to the front of their stops (toward you), knobs (VR9 and VR10) fully clockwise, elevator and flap trims and sticks up (toward the top of the transmitter), aileron and rudder trims and sticks left. While holding the sticks firmly in these positions, use your thumb to press the YES/+ key.

15. Next move **ALL** of the sticks, trim levers, knobs (VR9 and VR10) and sliders (right and left side) to their “-” or zero position. This means to move both sliders to the rear of their stops (away from you), knobs (VR9 and VR10) fully counter-clockwise, elevator and flap trims and sticks down (toward the bottom of the transmitter), aileron and rudder trims and sticks right. While holding the sticks firmly in these positions, use your thumb to press the YES/+ key.
16. Return all of the sticks, trim levers, knobs (VR9 and VR10) and sliders (right and left) to their “mid” or neutral position, then press END.

17. Move the cursor to the right so that the cursor is flashing over LCD. Press the YES/+ key twice, then press the END key twice.
18. Move the cursor to the right so that the cursor is flashing over BA-ALM. Press the YES/+ key and the display should read BA-ALM>9.1. This is the low battery threshold voltage or the point that the radio starts to beep when the battery falls below this set point. You are strongly advised to use the default of 9.1! Press the END key.
19. Move the cursor to the right until you see the cursor blinking over PPM-INV. Press the YES/+ key so that the display reads, "PPM-INV – ON". Press the END key.
20. If you wish to have the trainer function active, move the cursor so that it is flashing over TRAINER. Press the YES/+ key so that the display reads, "TRAINER>ON". Press the END key.
21. Move the cursor so that it is flashing over the last item. The item will normally read SANWA, but may read ATX. Press the YES/+ key until it reads, "ATX". Press the END key.
22. Turn off the transmitter.
23. Remove the nicad from the nicad battery box then re-assemble the transmitter by following steps #1- #7 (above) in reverse.
24. When done re-insert the nicad and power-up the transmitter with the DISPLAY ON switch. If everything looks correct, power-off the transmitter and insert the advance function card (i.e. Glider card), if you are using one.
25. Turn the transmitter back on and verify that everything is working properly. Scroll to the MOD (modulation) menu. Press the YES/+ key and you should see, "PCM, PPM, PPM-INV". If you see, "PCM, PPM8, PPM6", then you made a mistake and will need to begin at step #1 and follow all the steps again.

Rocky Mountain Soaring Association - 2003

RENEWAL _____ **NEW MEMBER** _____ **SPONSOR** _____

Please complete the following information for our records:

Family Memberships - Please make and complete a copy for EACH flying family member!

Name : _____ Need name badge? Yes
 Address: _____ Year Joined RMSA: _____
 _____ Home Phone: _____
 _____ Work Phone: _____

AMA #: _____ AMA Contest Director? Yes No
 AMA Class Open Youth Family Birth Date: ___/___/_____
 LSF #: _____ LSF LEVEL: ___ NSS #: _____ E-Mail: _____

RMSA Membership Class Senior Only Senior W/Family Associate Family
 (Note - Senior W/Family receive THERMALS - other Family members check Family Box)

Non-Flying Family members: _____
 RMSA Competition Class Novice Sportsman Master
 RMSA Offices Held _____

| ----- MODELS OWNED ----- | | | | |
|--------------------------|------|------------------------|------------------------|-----------|
| PLANE | SPAN | COLOR (Top,Bott.,Fuse) | CLASS (Open,HLG,Std..) | FREQUENCY |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

Interests: Sports Flying T/D contests HLG Contests NSS Soar-ins F3J
 F3B X-C contests Slope contests Other _____

Past Achievements: _____

Dues: \$ 7.50 New Member Initiation Fee
 \$ 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!
REMEMBER TO SIGN THE FIELD RULES!!!

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

ROCKY MOUNTAIN SOARING ASSOCIATION FIELD RULES

1. The sod farm operations take precedence over **ALL** activities. We use the field at the convenience of the owner.
2. All members will follow **ALL** instructions from **ANY** sod farm personnel without question.
3. When sod farm operations are occurring during a flying session it is **OUR** responsibility to ensure that we will not interfere with operations. If it is unclear as to what is happening or where they intend to mow or work try to talk to workers or management and always move equipment or vacate the premises if necessary. Some workers do not speak very good English – in that case you must make every effort to avoid conflict or interference with operations.
4. Park only in the designated parking area on the southwest corner of the field. Do not park on grass, dirt or roads.
5. Avoid setting up on newly seeded areas or young grassy areas. The nice grassy areas are better to land on anyway!
6. Establish a frequency control pole and tag system! Frequency control is to be in effect at all times!! All members will post their frequency control tags on the pole and if there are conflicts, please exercise safety sense as well as share the flight time.
7. Parking and pit areas should be as condensed as possible for the safety of launch and landing.
8. Establish flight line areas for winch launch, high start launch, and hand launch that are separate for the sake of launch, flight & landing safety.
9. Flying over the parking/pit areas at less than 30 feet is prohibited. Doing so in competition WILL result in a zero flight score and during R/R flying a disciplinary action by the club.
10. No aerobatics or speed runs over the parking/pit/Launch/Landing zones.
11. Do not launch if a plane is circling in a launch zone: vacate the launch zone as soon as possible if someone is waiting to launch.
12. When entering a thermal occupied by other aircraft, enter in the same direction as the first aircraft
13. Landing aircraft have the right of way!
14. In the event of no mechanical retriever, please shag your own chute/line for the flight
15. Please share the usage of club equipment so that all have equal flight time.
16. Please be courteous and helpful to your fellow flyers as well as informative to all guests/spectators. Enjoy yourself and others!!
17. Absolutely no debris or trash is to be left on the field! Please take it home with you for disposal.
18. Make sure that your plane and electronics are airworthy before each flight. Exercise good safety sense in your flight
19. The aircraft will have an identification name/address or AMA number on or in the model in case of loss.
20. Please tag your winch/high start spikes or stakes with fluorescent tape so they are easily spotted on the field by all concerned.
21. Absolutely no alcoholic beverages will be consumed, prior to or during participation in any model event on the flying field.

I understand and will comply with all RMSA field rules:

Signature

2003 RMSA Contest/Event Calendar

| Date | Event | CD | Notes |
|----------------------------|--------------------------|-------------------------|---|
| Jan 7 | RMSA Meeting | | |
| Jan 25 | Open Event (PPSS) | Joel Zellmer | Fun Fly |
| Feb 1-2 | SWC | | Phoenix SouthWest Classic |
| Feb 4 | RMSA Meeting | | |
| Feb 23 | Open event (PPSS) | Steve Bygren | Snow Fly |
| Mar 2 | Pro-Am | Jim Monaco | Sixth annual Pro-Am |
| Mar 4 | RMSA Meeting | | |
| Mar 9 | Open* | Bob Pederson | March Blowout |
| Mar 22 | Open event (PPSS) | Larry Laughlin | March Madness |
| Apr 1 | RMSA Meeting | | |
| Apr 5 | RES event (PPSS) | Rich O'Connell | REServe |
| Apr 6 | Open* | Jim Barr | Spring Thermals |
| Apr 27 | F5J! | Lenny Keer | |
| Apr 27 | Open event (PPSS) | Rich O'Connell | Humps and Bumps |
| May 4 | Open* | Don Ingram/Bob Johnston | Spring Fling |
| May 6 | RMSA Meeting | | |
| May 17 | Open event (PPSS) | Austin Cleis | May Fly |
| May 18 | HLG** | John Kappus | |
| May 24, 25 | Spring Soaring Festival* | Mark Howard | Special National Event– click date for more info |
| May 31 | F5J! | Lenny Keer | |
| June 1-2 | IHLG | | |
| June 1 | Open** | Bob Moffett | Summer Fun |
| June 3 | RMSA Meeting | | |
| June 7&8 | F5B! | Lenny Keer | National Level Contest |
| June 14 | Electric event (PPSS) | Jack Dech | Watts of Fun |
| June 22 | HLG** | Jim Newcomb | |
| June 22 | Open event (PPSS) | Chris Keller | Summer Solstice |
| June 28-29 | F3J in the Rockies* | Mark Howard | Two Day National Event – click date for more info |
| July 1 | RMSA Meeting | | |
| July 12 | RE event (PPSS) | Dave Kurth | Memorial |
| July 13 | Open* | Jim Monaco | Firecracker Open |
| July 19 | Open event (PPSS) | Bob Avery | Height of Season |
| July 20 | HLG** | Dr. Dan | |
| July 26/27 | F5J | Lenny Keer | Electric event – click date for more info |
| Aug 2 | Open event (PPSS) | Greg Tarzsa | Howling Coyote (Night Fly) |
| Aug 3 | F5J! | Shannon Bingham | |
| Aug 5 | RMSA Meeting | | |
| Aug 10 | Open* | Bob Johnston/Don Ingram | Hotter than Snot |
| Aug 24 | HLG** | John Kappus | |
| Aug 24 | Open event (PPSS) | Dave Meyers | Dog Daze |
| Aug 30-Sept 1 | F3J Team Selections | | TENTATIVE |
| Sept 2 | RMSA Meeting | | |
| Sept 7 | Open* | Bob Rice | AKA: Colorado Challenge Cup |
| Sept 20 | Open event (PPSS) | Barry Welsh | Soar Bash |
| Sept 21 | HLG** | John Kappus | |
| Oct 4-5 | VISALIA | | |
| Oct 4 | HL event (PPSS) | Bob Vixie | Toss Up |
| Oct 7 | RMSA Meeting | | |
| Oct 12 | Open* | Shannon Bingham | Falling Leaves Open |
| Oct 18 | RES event (PPSS) | Jack Dech | RESpite |
| Oct 26-27 | F5J | | Phoenix National Competition |
| Oct 26 | HL event (PPSS) | Mike Fritz | Witches Brew |
| Nov 4 | RMSA Meeting | | |
| Nov 23 | Open event (PPSS) | John Read | Turkey Shoot |
| Nov 9 | Open* | Jim Monaco | Last Chance Thermals |
| Dec 6 | ? (PPSS) | John Read | Barn Fly |
| Dec 7 | Awards Banquet | | |

*Club Open points contest **Club HLG points contest ! Field will be open to sport flying, but frequency control will be in use and contest participants have frequency priority. Italics indicates non-RMSA events



2003 Board Members

| | | | |
|------------------------|---------------------------|-----------------------|---|
| President: | Dr. Danny Williams | (303) 903-2291 | drdandc@juno.com |
| Vice President: | Mark Howard | (303) 278-7519 | Mhoward@spaceimaging.com |
| Secretary: | Bob Rice | (303) 745-5269 | bob.rice@tobin.com |
| Treasurer: | John Pearson | (303) 306-6800 | JTP1006@earthlink.net |
| Past President: | Shannon Bingham | (303) 877-7557 | binghams@boulder.earthnet.net |

Member Support

<http://rmsa.homestead.com>

Chief

| | | | |
|-------------|---------------|----------------|--|
| Instructor: | Jack Zika | (303) 279-1549 | (303) 505-9488 (Pager) |
| Instructor: | Mark Howard | (303) 278-7519 | Mhoward@spaceimaging.com |
| F3B/F3J: | Mark Howard | (303) 278-7519 | Mhoward@spaceimaging.com |
| Librarian: | Tracy Cochran | (303) 934-8838 | Tcochran@idcomm.com |
| Newsletter: | Jim Monaco | (303) 464-9895 | JimMonaco@earthlink.net |

Winch Masters

| | | |
|------------------|----------------|--|
| Chuck Stasek | (303) 530-9373 | ctstasek@attbi.com |
| Bob Johnston | (303) 678-5597 | gliderbob@att.net |
| Mike Verzuh | (970) 532-0638 | mike.e.verzuh@seagate.com |
| Gary Lewan | (303) 277-1375 | glewan@msn.com |
| Dr. Dan Williams | (303) 439-7777 | drdandc@juno.com |
| Phil Jones | (720) 488-2854 | philip.jones@galileo.com |



Directions to Field

Take I-76 to exit 16. Turn left and follow the frontage road to the stoplight and turn east onto 120th eastbound towards the airport. 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

Forwarding Address Requested

First Class Mail