



Thermals

Newsletter of the Rocky Mountain Soaring Association

March 2007

AMA Chartered Club 1245

Volume XXXI Number 3

President's Message Mike Verzuh

I have seen a very strange sight the last couple of weeks or so and I wanted to check with our membership for confirmation. There are brown patches emerging through the solid white cover on the flying fields lately. Does anyone know what this phenomenon is? Could it signal the onset of real soaring weather again! I wonder how landing on that brown stuff would be compared to snow!

Actually I can confirm that flying in warm weather and landing on uncovered ground is great as we have just returned from the South West Classic in Phoenix, more on that later. First some club news.

Last month I proposed a Mentor Day program developed by Jim Monaco. I have received very positive input for this program so I would like to put it in place. I would like to kick it off in May to run through the end of the summer and perhaps into the fall. The first step is to line up mentor commitments. Again the expectation is that on the committed day the mentor would be at the sod farm from 10:00 to 2:00 (this is of course flexible if needed, but we want to have a pre-set schedule for the day so those attending for help can plan). The mentor should set up a winch and perhaps a hi-start and be available to assist any and all that show up to improve their skills or learn to fly. The day could start with a skill building task for the first 90 minutes where the mentor demonstrates and then helps attendees with specific skills – for example launching, or landing or air reading, or building or repairing... etc. The rest of the time is open mentoring where the mentor assists the attendees with whatever specific needs that they want to improve. It is basically open flying with mentoring assistance. Naturally more than one mentor could come out, but what I need now to get things going is for our experienced members to Step Up and volunteer for one day in a month of your choice. Please call me directly to arrange a date of your preference. After the schedule is set I will update the club calendar and arrange for informational posters and material to go out to attract attendees. Give me a call experts and we will get this going!

On other club news Jim has implemented a new calendar format on the web site for the yearly schedule – check it out. Also we still have some regular members that have not signed up for 2007 yet, and as a reminder this is the last newsletter you will receive directly and you will drop off the membership list if you don't get signed up. It is extremely easy as Jim has implemented an electronic signup right on the RMSA Website. Get-er-done folks! Finally our first club open is upon us in March see the contest section for details.

The SWC this year was incredible for RMSA with some outstanding placing. **Our team brought home 1st place team!** The Phoenix weather was great; the lift was very nice; the turnout was very strong. The only challenges were poor quality winch lines prone to breaking (we could still get some great launches in spite of this), and a weather front pulled through early on Sunday bringing strong winds and causing a cancellation of the last round. RMSA took half of the top twelve places in open, and an individual first place in RES, congratulations Skip. In open Daryl Perkins took 1st place - Congratulations Daryl! Mark Howard came in with a tried and true Eraser Xtreme, flew lights out, landed very well and took 2nd, giving Daryl a real run for 1st

place. Skip took 4th place, Guy Russo, a long time RMSA member, joined us from his home in the Northwest to take 7th place, I managed to get wood with 10th place, Cody and Joseph finished at 11th and 12th to round out the top 12. Mark Howard has taken some great pictures; check out his site <http://www.msh-co.com/phoenix2007/index.html> for a show.

As a final note Wayne Angevine will be speaking at our March club meeting. Don't miss it as we will have a fun discussion on the foundation of thermal sailplane flying – the thermals!

See everyone at the club meeting and the March Open.

Mike Verzuh
Rocky Mountain Soaring Association President

Vice President's Message Steve Suntken

Nothing to report this month other than:
First few pictures of flying few weeks ago.



Last pic of what it was like flying today. (Feb 27)



If all goes well, I'm pretty sure we'll be flying March's comp. Hope everyone make it to our club's March meeting.
Should be a good one!!

Next Meeting:

Date/Time :March 7th at 7:00 PM **This is next Wednesday**

Location: Broomfield Library.

Program: Wayne Angevine speaking on thermal structure and behavior as related to sailplane flying.

Wayne has been flying gliders for over 20 years, starting out with PPSS before moving to Boulder. That interest led to a second career in atmospheric science, specializing in observations of the boundary layer. Currently, he builds and flies pure and electric sailplanes, and is especially interested in scale sailplanes. Wayne holds a Ph.D., is a P.E. and a CIRES Research Scientist at the National Oceanic and Atmospheric Administration (NOAA) Aeronomy Laboratory in Boulder.

SW Classic Report

Bob Vixie

This year's SWC was one of the best I've attended. Good friends, good weather, good roads, good flying, great time. Jon Padilla rode down with Linda and I this year in our 4Runner. It was a tight fit, but we made it. I picked Mark Howard up at the airport Thursday morning. It's always good to see Mark again, this year was no exception.

We had great weather this year. Two good days of practice. I got my hour thermal LSF flight in Thursday afternoon. I then proceeded to fly my Majestic too close to some transmitters and swamped the receiver. It hit the ground, breaking the nose off. With a little Dremeling and some carbon the next morning, it was back in the air. Got it trimmed back out Friday afternoon.

Mark and I called for each other the whole contest. I was surprised to be flying well and calling air with more confidence than I was used to. I guess a trip to the worlds really helped. Mark flew great taking 2nd in Open. I couldn't manage to getting any landing points with my Eraser, but got all my time. I did get landing points with my Majestic and took home 1st place in Woody with it. RMSA took 1st place team.

I'd like to thank everyone from RMSA that came down this year. It's always fun to have great friends and flying support along.



If you haven't got a chance to see Mark's pictures, they are up on the net: <http://www.msh-co.com/phoenix2007/index.html>

Bob Vixie



SUNDAY March 11th Open Contest CD Mike Verzuh

REGISTRATION	8:30 AM Seniors \$5.00 Juniors \$3.00
PILOTS MEETING	9:00 AM
FIRST FLIGHT	9:30 AM

Battery Masters - Please be sure to have your batteries at the field by 8:30 AM "topped-up" and charged
TASKS Open + 2M and RES COMBO Event
Landing: AMA landing tapes.
Scoring: Man on Man, random flight group assignment, RES and 2 meter will be separately grouped

This is a great contest format to start the year for beginners and experts alike Please come out and have some great fun!

Potpourri

This is a new section where every one is encouraged to ask questions; provide answers and even give unsolicited tips. I'm sure most of the info will directly relate to RMSA activities however, even remotely related ones will be welcome (subject to space available!)

Let me suggest that your answers to published questions are made directly to the enquiring person in order to save time. Also the original questioner sends all answers (these can be condensed if necessary) and their results-where appropriate, to me for next newsletter insertion. Also Jim has indicated that he can add these question/answer topics to the RMSA web site to provide a resource for many of us.

Last months question from Tony O'Hara (Note italic words are edited)

I want to use ailerons on a 1.5M electric soaring Omega to slow glider up during precision landings. What are the pros/cons of controlling them up (as spoilers/crow) or down (as flaps)?

Answers

From **Steve Suntken**

With my Omega I eventually started experimenting and eventually ended up using the ailerons as flaperons so I could 'drop' the surfaces during landing. You'll use "a lot" less throw for spoiler than flap. (with flaperons you'll need) plenty of 'down' elevator coupling. I say the word "Plenty," as I've found this plane seems to need more airspeed than usual to keep from stalling. That's why I would find it usually landed at almost a 35* (nose down) angle. But this wasn't much of a worry as the plane was so lite and still floated at such a steep angle. If set up correctly, I could bring this plane into a nice, slow (almost) floating stop. Rather than the skid landing one would get using spoilers (and no skeg). Because, as people know, spoilers only kill lift and does very little in slowing, in most cases

From **Jon Padilla**

I flew a 1.9M omega with ailerons hinged to allow 80 degree flap deflection when landing. This is the way to go for this electric and makes the landing slower, controlled and predictable.

The only thing I would make sure is that you have more differential in landing mode 75-100%, not -50% *as is usual for normal flying This can be setup on Stylus*

NEW INPUT

Question on Flap-Elevator mix on Stylus TX--Tony O'Hara

Last fall, Ryan "speared" his "new" Escape into the ground while landing, as soon as the Flaps were deployed which broke of the nose section. (It had already been previously damaged.). So, reflection and fixit time!

I still also, vividly remember the time back in July 2001 when Joseph Newcomb's Escape "screamed" from horizontal flight into the ground as soon as he added 40% Flaps, and totally destroyed it

What happened? Are the two events related? I think they are!

In thinking about this recently while repairing the Escape, I noticed in the Stylus Glider Card instruction manual (page 88) Flap-Elevator discussion. After it mentions the need for compensating Elevator mix (which we all know about-right!), it goes on to talk about adding Delay to the Flap-Elevator Mix, because the Elevator movement acts faster than the Flaps (maybe some aerodynamic effects too?)

So, yesterday after I had the Escape repaired and all functioning correctly I checked on this. Here is what I found

1. The Stylus Escape program (gotten from a very experience pilot) had considerable Flap-Elevator Mix dialed in. (as expected) In fact the amount of down movement mixed in was close to the max amount of normal down available.
2. There was no Mix Delay set at all.
3. In checking the actual speed of the Flaps vs. the Elevator, the Flaps were indeed much slower! I would guess the time difference from full down elevator to full down flaps was close to 3/4 second. I was able to make these times about the same by entering 50 into the Delay Mix setting.

4. With 40% Flaps deployed and then moving full UP elevator (this is what Joseph said he did) the Elevator position went only close to neutral! So even if done fast enough (after one's heart stops!) it would not make much (in any) difference.

My conclusion is that if Flaps are activated quickly (with no Mix Delay set) then the sailplane for ½ a second or so sees only a large amount of Down Elevator and responds appropriately!

So if flying fast and/or close to the ground, disaster can result!

Now this is all theory (but I plan to do some actual flight testing) and different models/servos etc may be different. I'm also assuming that Joseph's Stylus also had no Delay (He probably had the same Escape program!)

I think it all makes sense, but I have never heard any one mention this before!

Comments anyone? Tony O'Hara tonyoco@peoplepc.com

For Sale

Airtronics Stylus with Glider card and new battery pack. I've been flying this transmitter for a couple of years and am replacing it with a new one. Working great. Module and crystal on channel 36. \$250

Aveox F12-LMR geared brushless motor and 100 amp speed controller. Not the latest hardware, but good quality. Good power system for 3-meter size TD plane or smaller hotliner type model. \$100 for both!

Schulze 6-330d excellent universal charger with lipo firmware update and two charge ports. Charge/discharge up to 30 nicad or nimh cells, and all lipo packs up to 11S. \$130

Dynaflite Daydream balsa kit. This is a beginner type 2-meter polyhedral sailplane kit brand new in the box. Free to somebody who will build and fly it.

Note: I'll be out of town the first week of March and will respond to e-mails in order when I return.

Lenny Keer Lenny970@AOL.com

Wanted

I wonder if any of you guys might have an **Ava Electric fuselage** you would part with ?
Buzz Averill

Tsunami nose cone: for a week

I sold my Tsunami at the SWC, but would like to make the guy another nose skeg for it. So, I'd like to borrow a Tsunami nose cone for about a week. I believe the Strato has the same nose cone. If you have one that I can borrow, e-mail me at bvixie@comcast.net You can send it down, and I'll send it back with your postage inside.
Bob Vixie

Renewal Reminder

It's PAST time to renew your memberships. Renew with the application in this newsletter

Or on-line at <http://www.rmsadenver.com>

This is your LAST Newsletter if not renewed NOW!

Rocky Mountain Soaring Association - 2007

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 areas 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. You **MUST** tag your winch/high start spikes or stakes with fluorescent tape so they are easily spotted on the field by all concerned. Members may be fined \$10 for each stake or nail not so marked. Previous damage to sod farm equipment from spikes left in the ground have made this rule **EXTREMELY** important.
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

2007 RMSA Contest/Event Calendar (Revised 1-24-07)

Date	Type	CD	Name/Notes
February 5	RMSA Meeting		
February 10-11			<i>SWC - Phoenix</i>
<i>February 25</i>	<i>Combo (PPSS)</i>	<i>Bob Avery</i>	<i>Snow Fly</i>
March 6	RMSA Meeting		
March 11	Open*	Mike Verzuh	Combo Event Open + 2m + RES
<i>March 24</i>	<i>Combo (PPSS)</i>	<i>Chris Keller</i>	<i>March Madness</i>
April 3	RMSA Meeting		
April 15	Open*	Bob Moffett	
<i>April 22</i>	<i>Combo (PPSS)</i>	<i>Joel Zellmer</i>	<i>Humps and Bumps</i>
May 1	RMSA Meeting		
May 6	Open*	Steve Suntken	F3J with Winches
May 13	HLG**	John Kappus	
May 19	Electric (PPSS)	John Read	Watts O Fun
May 26-27	F3J in the Rockies*	Jim Monaco	
June 2-3	IHLGF		IHLG - California Event
June 5	RMSA Meeting		
June 10	Open*	Jon Padilla	F3J with winches
June 23-24	F5B Electric	Lenny Keer	F5B in the Rockies
<i>June 24</i>	<i>Combo (PPSS)</i>	<i>Dave Kurth</i>	<i>Summer Solstic</i>
July 1	HLG**	John Kappus	
July 3	RMSA Meeting		
July 8	Open*	Mike Verzuh	F3J with winches
July 22-28			<i>Soaring NATS - Muncie ID</i>
<i>July 21</i>	<i>Combo (PPSS)</i>	<i>Greg Tarcza</i>	<i>Height O' the Season</i>
August 7	RMSA Meeting		
August 12	Open*	Dr Dan	Combination event Open +2m + RES
<i>August 18</i>	<i>Combo (PPSS)</i>	<i>Austin Cleis</i>	<i>Howling Coyote (night fly)</i>
August 26	HLG**	John Kappus	
September 4	RMSA Meeting		
September 9	Open*	Jim Monaco	Colorado Challenge Cup
September 23	Scienturfic Appreciation Day		Also Family Day
September 30	HLG**	John Kappus	
<i>September 23</i>	<i>Combo (PPSS)</i>	<i>Bob Avery</i>	<i>Soar Bash</i>
October			<i>Visalia Fall Fest</i>
October 2	RMSA Meeting		
October 14	Open*	Shannon Bingham	
<i>October 20</i>	<i>Combo (PPSS)</i>	<i>Chris Keller</i>	<i>Witches Brew</i>
November 7	RMSA Meeting		
November 11	Open*	Don Ingram	
<i>November 18</i>	<i>Combo (PPSS)</i>	<i>Jerry Murphy</i>	<i>Turkey Shoot</i>
December 9	RMSA Banquet	Mike Verzuh	

*Club Open points contest (Best 6 Scores)

**Club HLG points contest (Best 3 including the PPSS HLG event)

Italics indicates PPSS events held at their location in COS



2007 Board Members

President: Mike Verzuh
Vice President: Steve Suntken
Secretary: Bob Rice
Treasurer: John Pearson
Past President: Jim Monaco

970 532 0638 <mailto:mike@verzuh.com>
303 477 6184 <mailto:flyingdogtwo@cs.com>
303 745 5629 <mailto:briceflyer@comcast.net>
303 306 6800 <mailto:JTP1006@earthlink.net>
303 464 9895 <mailto:JimMonaco@earthlink.net>

Member Support

<http://www.rmsadenver.com>
Chief
Instructor: Mike Verzuh (970) 532-0638 (303) 505-9488 (Pager)
Librarian: Tracy Cochran (303) 934-8838 Tcochran@idcomm.com
Newsletter: Tony O'Hara (303) 948-2576 tonyoco@peoplepc.com

Winch Master

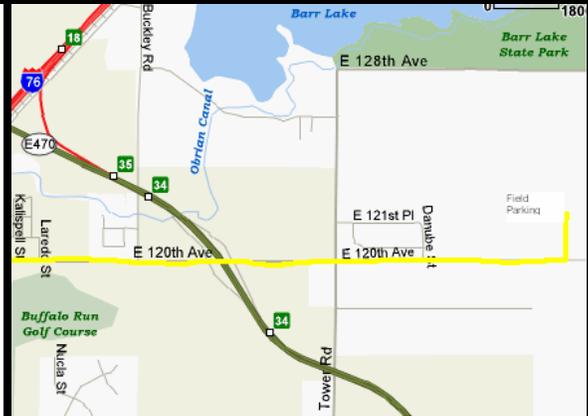
Mike Verzuh (970) 532-0638 <mailto:mike@verzuh.com>

Battery Masters

Bob Lewan
Skip Miller
Joseph Newcomb
Cody Remington
Dr. Dan Williams
Steve Suntken

For Winch Use:

If you are interested in using a club winch please contact Mike for the first time, and I will insure you have all the details for trailer access. Also if you are a new member and have not had a winch operation and safety briefing we will coordinate that.



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. Take 120th east of Tower Rd about 3/4 miles. We fly on the North side of 120th which is the SE quadrant 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