

# Thermals

Newsletter of the Rocky Mountain Soaring Association

April 2007

AMA Chartered Club 1245

Volume XXXI Number 4

## President's Message    Mike Verzuh

I hope everyone has had a chance to get out for some soaring lately. The conditions have really been outstanding with cool nights and warm days. Let's hope that we are finished with the snow and our moisture is just rain through April. I have a few club items to share with everyone so I'll dive into mostly club business for this month's message.

First off Jim Monaco has been very busy giving our RMSA web site a new look, replete with a current picture taken at our March contest on the front page. The frequency page has been updated, but it needs member update to be complete. Please update your frequency listing. It is not necessary to put in all your low active frequencies. Please be sure to update your High/Very Active channel. Also Jim has really been putting in some time to jazz up the site – give him a big thank you when you see him!

There are a couple of items to vote on. These are related to implementing a Contest Program rules change process, and then a proposed rule change. There is a separate write-up in this newsletter that covers the proposals. Please read through the proposals and send me your votes via email, or regular mail. Call me with any direct input.

My first order of business as Pres has been to look at the club financial picture. About two to three years ago the club invested in new winch frames, motor rebuild, battery purchase, and outfitting the club winch trailer (A big thank you still goes out to Mark Howard for donating the base trailer!). Over the last couple of years our membership and contest participation have been down. These provide the club's primary income stream. We have estimated (conservatively) the funding needed to maintain the current club assets and at the current income levels the club will be going in the hole over \$600 a year. Since we don't get the same privileges as our Federal Government something must change. The mentor program will help to increase membership (by the way I still need more Mentors to sign up!), but we can't count on an immediate increase. The board has gotten input from the club and the following changes are proposed:

1. Reduce monthly contest award expenses by limiting the purchase of the award plates to 1<sup>st</sup>-3<sup>rd</sup> in Masters, 1<sup>st</sup> in Sportsman, 1<sup>st</sup> in Novice, and Certificates will be given for 4<sup>th</sup> and 5<sup>th</sup> in Masters, 2<sup>nd</sup>, and 3<sup>rd</sup> in both Sportsman and Novice.
2. Continue with the reduced year-end awards given implemented last year. This just cuts out the award plaques for Masters 6<sup>th</sup> – 10<sup>th</sup>.
3. Increase contest fees to \$9, with additional classes in the case of a combo event remaining at \$5.
4. Increase the yearly club membership dues to \$30 for Senior and \$35 for family. The other levels will remain the same to encourage junior participation and CD participation.

As near as I can tell the club has not had a membership dues or contest fee increase for over ten years, and this proposal will net a positive budget of approximately \$100 a year. Also club sponsored contests like F3J in the

Rockies and the Colorado Challenge Cup will adjust their entry fees to be self-sustaining. The contest entry fees will be effective immediately and the membership dues change will be effective next year.

Please send me your input on these proposals via email, regular mail or please call me directly.

That's it from the business perspective. Please get me your input, check out the website changes (particularly the frequency page), and most importantly get out and get some flying in! The club meeting this month will be held at the April Open contest, and I hope to see everyone on the field for a day of great flying!

**Mike Verzuh**  
**Rocky Mountain Soaring Association President**

**Next Meeting:**

<b>Date/Time</b>	<b>April 15th</b>
<b>Location:</b>	<b>At Open contest</b>
<b>Program:</b>	

**RMSA Proposals 2007**

**Mike Verzuh**

Members, the following is a new proposal for club members to consider. This proposal would be a change to the Club Contest Rules. While precedent indicates that rules proposals are not adopted during a contest year for that contest year, there is no written prohibition of this. We will need to clarify the contest rules to describe how and when rules changes can be proposed and adopted. We will likely have 2 votes, the first being the adoption of the rules change procedures, which may or may not allow rules changes during the season. The second would be for the adoption of this rules change. Depending on the outcome of the first vote – this change will be effective as per the voted rules procedures – either this year or next year.

**Contest Rules Change Procedure: (You will vote for or against adopting this procedure as written)**

1. Rules are changes by membership vote
2. Rules changes must be submitted by a member to a board member in writing
3. The board will formulate a rules change proposal(s) and review with the submitter
4. The proposal(s) will be published in the newsletter and will be a topic for discussion at the corresponding club meeting
5. The proposal will be voted on by the membership in a manner determined by the board – options include:
  - a. Voting at a club meeting
  - b. Voting by electronic means or by regular mail

**Members will need to vote on the affectivity of a rules change as follows: (If you vote for the above procedure you need to vote for one of these options)**

1. Rules changes are effective immediately following a successful vote and are effective for the current contest season. Rules are retroactive to the beginning of the season.
2. Rules changes are effective immediately for the remainder of the contest season. Changes are not retroactive but only apply to the rest of the season. (this prohibits changes being proposed based on the benefit of a previous known performance to be included in the season standings)
3. Rules changes only affect the following contest season (Jan 1 – Dec 31). Rules approved become effective the next January 1.

**Rules Change Proposal (You will vote for or against this rules change)**

Currently contestants can use one (1) national level competition as part of their individual score toward the RMSA yearly club championship. The current language in the club contest program is as follows:

#### *NON-RMSA CONTESTS*

*To encourage AMA members to participate in national level competitions, any national contest spanning two or more days with 30 or more contestants may be counted towards season total points.*

*Contests must be of a class compatible with the RMSA class they will be counted against, e.g. Open Thermal Duration (including F3J and F3B) for the RMSA Open class, or HLG for the RMSA HLG title.*

The proposal is to expand the criterion for Non-RMSA national level counting contest to include other formats, such as RES, F5J (electric), Cross Country, Scale events, 2 meter. Only one contest would still be counted, and the national level contest must still meet the requirement of a 2-day event with 30 or more participants.

#### Arguments For:

- \* Other formats meeting the 2 day, 30 participant requirements are very competitive, typically drawing top-level pilots from across the country.
- \* The challenge level and associated achievement level is high with type of event and should encourage RMSA members to expand their competitive skills to other variants of soaring
- \* RES is becoming a popular soaring event – attracting many competitors giving more opportunities to score

#### Arguments Against:

- \* The intent of the existing contest format is to allow a national level competition comparable to the RMSA class. In this case Open Class events compare to RMSA Open Championships and other formats do not compare well as the club doesn't routinely hold these types of events.
- \* There are a very limited number of national level events that are held over 2 days with 30 or more participants that are not Open Class
- \* Few RMSA members are capable in both skill and time and funds to take advantage of this rule.
- \* Definition of the contests that count are ambiguous – e.g. should a 2 day slope combat event quality?

## **March 2007 Contest Report**

**CD: Mike Verzuh**

Wow! who would have predicted the beautiful weather for a March contest! The day started a little cool and some fog rolled in from the south, but after 10 AM things really started to warm up. The fog lifted and we got started. We had a good turnout of 17 snow weary pilots with the forecast of warm weather. We ran a combo event with RES and 2 meter in separate groups along with Open. There was a lot of activity with these extra classes. First thanks to Hal Remington for calling the flight line most of the day, Hal really kept us going, and did a great job. I was pleased to see we had new members, Gary Slocum competing and Frank Chao stopping by for advice. Also it was great to see Tony and Ryan O'Hara, Jim Barr, and Jon Padilla make it out.

We started off with the launch direction to the South, and that worked for a couple of rounds. Then, per one of the wind forecasts, the wind switched to the North so we complied by changing the winches. This also had a benefit of launching away from the sun, which was getting very challenging this early in the year.

We had a full group of six RES competitors and three of us with 2 Meter. This meant extra groups so we were only able to get in three rounds of RES and two rounds of 2 Meter. Tom Gressman took 3<sup>rd</sup>, Bob Vixie brought his SWC magic back to take 2<sup>nd</sup> and Cody reined in 1<sup>st</sup> place in RES, scoring three winning rounds!

In Open the competition was outstanding. Pilots were getting their times and nailing landings. In the fourth round Lenny turned in a 98 landing with exact time – he won the round right, not so, Cody aced the flight with a perfect 100 and exact time to win the round. WOW! Less than five points decided the top six places. Jim Monaco took 5<sup>th</sup>, yours truly 4<sup>th</sup>, Dr Dan took 3<sup>rd</sup>, Cody claimed 2<sup>nd</sup>, and Joseph grabbed 1<sup>st</sup> place. Congratulation to all!



## Potpourri

It has been suggested that the name for this section "Potpourri" is too "old fashioned" A new name of "The Leading Edge" has been suggested  
Anyone have any ideas on this? Please let me know-Tony

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### PREVIOUS INPUT

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

Basically about adding MIX Delay to the Elevator/Flap mix setup in Stylus (See last month for details)

*No flight testing has been done of yet and the reported slowness of the Flap deployment may have been due to a bad RX battery! (one cell died after a short time!)*

### REPLIES

#### **From Jim Monaco**

Your observations are correct. It is a hard balance to get everything to balance out at all speeds. I generally play with the 2 flap points to get that mix as close as possible. It almost never is perfect though and takes a lot of playing to get it close. Skip generally only uses one point and he sets it so there is no pitching at full deployment, but he rarely uses anything except full flaps.

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### NEW INPUT

#### **All about your Timing Assistant--Steve Sunken**

Ya-Ya, I know, most monkeys can learn to start & stop a watch. But when you stop and think about it, can a monkey learn to communicate with us, glider guiders? To work as one on our quest for that perfect flight. Not to mention the consistency it takes. Sounds all too easy, don't it? But, I'll be the first to admit that perfect flight is not all that easily accomplished. The following is a reprint I read few years ago I feel gives a good insight into that all too often overlooked guy!! (NO!! Not the Shagger)

*Who's This Timer Person?*

*What are the basic duties of a timer:*

The most basic duties of your timer are: Start the stopwatch as soon as the plane comes off of the launch line. Stop the stopwatch as soon as your plane touches the ground. (Technicalities covered later in this post) The official timer's job is to time your flight, and report it on a scorecard. That said, if you get a timer, who only does this and no more, go look for someone else.

*But what about all that other stuff?*

Here are what I consider the duties of a good Timer.

Start & stop the stopwatch.

Before you launch, give you commentary on who's in lift, and where they are.

Report signs of lift, wind changes, etc.

As soon as the launch is complete, the timer should guide the pilot to walk away from the launch area to a place where he can stand and fly. If you are new to contests, be prepared for a timer to grab your arm, belt buckle, or shirt sleeve and gently guide you across the field.

During the flight, tell the pilot of others going up (that the plane can reach).

Provide commentary on the pilot's own flying, if it's wanted. For example: "your plane is climbing better on the left side of the circle", or "smooth it out a little".

Note: I am not saying the timer should be critical; just offer gentle critique of minute-by-minute action. But only, if this commentary is actually desired by the pilot. More skilled pilots don't want this kind of talk.

I always try to talk in a calm and reassuring voice.

If someone crashes, don't upset the pilot.

Keep an eye on the landing zone. If someone's plane zooms beyond the landing zone, I take it as my duty to get in front of the pilot and protect him from a collision, if necessary.

Remember, the timer is not flying and should be aware of what's going on on the ground.

When about 2-3 minutes remain in the flight (or the plane is getting low), walk the pilot towards a landing zone. There will be several. If there are others in the landing zone (and there will be), the timer should work it out with other timers, who is going to land where and when. Usually a 1-minute separation is required in landing times for one pilot to land, measure the landing, and get out. As the landing time approaches, the timer should straighten out the landing tape, and report to the pilot any last minute changes in the wind direction, etc.

Provide a countdown, exactly as the pilot wants it.

I know that's a lot. As you can see, the timer has plenty to do and think about.

Ideally a timer should know you, your abilities, and limitations. Fred Sage covers this better than I can in his in-depth article [When to Launch](#)

### *Personality:*

You must realize that personality plays a big part in selecting a timer. In a pinch, most anyone will do. If you're a beginner, any pilot is fine. If possible, always try to get a timer who's a better pilot than you. Of course, if everyone followed this line of thinking, that ace pilot would not want you as his timer.

If you are the pilot, you must communicate with your timer a few minutes before the flight on what you want. Specifically: How do you want to hear the watch countdown? Count-up, count-down, how often? For example: "I want a count up time (just read the clock), starting in the last 2 minutes. After 2 minutes, give me the time every 15 seconds. In the last minute, give me the time every 5 seconds".

Whatever the pilot wants, he should let the timer know before the launch. Commentary on flight (see above). Some pilots want it. Some don't. Some timers just don't give any. Some talk too much. The pilot and timer need to work that out.

Note, if you do not have a consistent landing pattern, then hearing the time every 5 seconds is probably going to frazzle your nerves more than help. If you are new at contests, just try to land within 20-30 seconds of the specified time.

### *Technicalities:*

There are a few technicalities in the AMA rules that you should be aware of, regarding timers. Rules. What rules? Yes, there are rules, and they are worth reading. [AMA Sailplane Rules Related to timing](#), some rules of note.

The clock should stop when the model touches the ground; not after a 2 second slide in the grass. (section 10.2.2b)

All times should be rounded to the nearest second. (section 10.2.2b) Note: do whatever the CD specifies during the pilots meeting.

The official timer is not supposed to give out the time during the last 10 seconds of flight (section 10.2.2b).

Note: This rule is very often ignored.

### *Count up or down?*

One important thing to think about. Do you want count up (5, 10, 15, 20) in the last minute, or count down (55, 50, 45, 40)? If you practice with a Talking Timer, then you probably want count down. But some people do not have countdown stopwatches, and are unable to "translate" on the fly. They have to read 9:05 and say "55". Then read 9:10, and say "50". It can be confusing for the timer, if he's not used to it. If you are the pilot, be prepared for anything. At a nearby club, they have all standardized on "count-up, just read the clock". Once the pilot has learned that, anyone can time for him.

### *Philosophy*

My personal philosophy when I am the timer. I try to be a coach, assistant, guide, tactician, and gopher.

Anything the pilot needs; I try to take care of. As a timer, I consider myself a consultant. The pilot is in control, and I try to be his assistant, and make as many things as possible smooth for him. Do what the pilot cannot do himself. Be his eyes looking around the field, while he is flying.

I give advice, but do not get the least bit angry if it is ignored. Some timers get insistent if they tell you there is lift over so and so, and you don't go. Not me. The pilot might like the weak lift he's in, and not want to go where you told him a boomer exists. That's fine. It's his flight, not mine. I try to not tell the pilot what to do, but to give him information and advice that are useful. He has to decide what to do with it.

Be pretty sure of the advice you give. It's a sinking feeling (no pun intended) when I tell a pilot to go somewhere. He follows my advice and finds nothing but sink. Ughh.

I also try to only give information to the pilot that he can actually use. If the pilot is struggling to make his time and is at 100' of altitude, I do not tell him of the 5 guys climbing in lift at 1500' altitude on the opposite side of the field. He cannot reach them, so no sense bothering him with that. If the pilot is looking for lift and someone else in his area or at lower altitude has found some, I will report that.

For a 10-minute flight, I don't even bother reporting the time to the pilot until he's flown at least 5 minutes. What's the use? If he's high, it's useless to tell him there are 8 minutes left. If he's scratching for lift at 100', he does not need that added pressure, either. Of course, if the pilot requests time, then let him know.

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### **South West Classic "Incident"-Jim Monaco**

Here is a picture of Shannon Bingham's plane at the SWC.

This is what happens when you are so focused on the landing that you don't see the tree in the approach path.



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### **Slope Flying with Pike Perfect & SWC**

**Guy Russo, Coeur d'Alene Idaho**

Was on slope yesterday - choppy and windy. Gave sticks to my friend John who has not been flying for a few years. He was way impressed with Perfect with the big bar ballast in it. Have not rechecked my CG but she does not pull out of a dive and this worked against us on the slope. John drifted into the sun then gave some inputs to try and fly out of the sun. Unfortunately, the Perfect was headed right for us in a near vertical dive and we could not see the model. I took control and caught a glimpse of a wingtip to the right of the sun. I realized the Perfect was right on top of us and screaming down. I had no choice but to pull up. The pull out was the most violent I have ever witnessed. Far more stress than any F3J tow I have seen. The wings flexed terribly as she pulled up. Judging the altitude before getting into the sun and the proximity of the pull out I would say we entered the dive at medium fast speed and dropped near vertical for 850-950 all this with the big ballast tube.

Three things are apparent here. *Let's skip the one about unpracticed flying buddies and the sun!* But RE: the Pike Perfect. No flutter in any surface. Very neutral set up has advantages and disadvantages. Usually I do not set up my TD models this way. Tremendous acceleration of this very clean design. Unbelievable strength in the airframe. SAMBA is fantastic and this model is a keeper. So is John!! Poor guy was a wreck but the Perfect wasn't.

With only a few flights on the new Perfect at the SWC I managed a 7<sup>th</sup> overall and helped the RMSA team to victory. Thanks to the RMSA pilots who were a big help with model setup and really approached the event as a team effort. Mike V. emailed the setup he was using and the model flew right out of my hand with near "perfect" settings. Shannon B. is an excellent timer and a calming presence in tough conditions. Doc was great to haul all the stuff. Thanks RMSA.

## For Sale

**Standard Hi-start                      Free**

Free to new flyer. Should be great for 2m and standard ships.

Jim Barr

[kj21500@msn.com](mailto:kj21500@msn.com)

**AIRTRONICS VISION 8SP - TX. AND RX. PACKAGE-----\$275.00**

**With ATRCS (Advanced Technology RC System) Upgrade            TX and both RX serviced and tuned at Airtronics Dec. 2006**

**8 Model Memory;** 10 aircraft configurations i.e.; 2,3,4,6 servo wing, X or V tail, Flying Wing etc.. Several Mixes and Dual Rates, End Points, Servo Reverse etc.

A great sailplane radio that can also be used for HL and E-Flight models or whatever.

**Three Position Switch** for Launch, Cruse and Reflex plus Camber Slider.

**Alternate Set-Up Switch** that allows you to try different set-ups in the air with the flip of the ALT switch. You can copy your proven set-up then change the copy to try a different set-up or mixes in flight. For example; rudder-aileron or flap-elevator changes can be set in the alternate copy then switched on and off in flight. This saves a lot of trimming and model set up time.

**Very easy to program** with plane language screens and complete manuals.

**New 1650mAh NMH batteries** (standard are 700).

**JR base load antenna.**

**Two: Plug In Modules for Ch 16 and 35**

**Two: 8 ch. Receivers** one FM and one PCM with extra crystals.

**Eight Servos.**

- 4- 94141 MG wing servos
- 2- 94501 coreless microlite
- 1- 94831
- 1- 94401

**Two: Switches; Dozens of servo wire extensions and connectors; Carrying Case.**

**Also included: RCD Micro 538 RX and RCD 8ch Platinum RX----both set up for Vision plugs**

**Guy Russo----- : [flyguy@adelphia.net](mailto:flyguy@adelphia.net)**



# 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

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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:

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Signature

## 2007 RMSA Contest/Event Calendar (Revised 3-29-07)

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 7	RMSA Meeting	Wayne Angevine	Thermal structure and behavior as related to sailplane flying.
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 15	RMSA Meeting		On field at competition
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>  
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**303 745 5629** <mailto:briceflyer@comcast.net>  
**303 306 6800** <mailto:JTP1006@earthlink.net>  
**303 464 9895** <mailto:JimMonaco@earthlink.net>

**Member Support**

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Instructor: Mike Verzuh (970) 532-0638 (303) 505-9488 (Pager)  
Librarian: Tracy Cochran (303) 934-8838 [Tcochran@idcomm.com](mailto:Tcochran@idcomm.com)  
Newsletter: Tony O'Hara (303) 948-2576 [tonyoco@peoplepc.com](mailto:tonyoco@peoplepc.com)

**Winch Master**

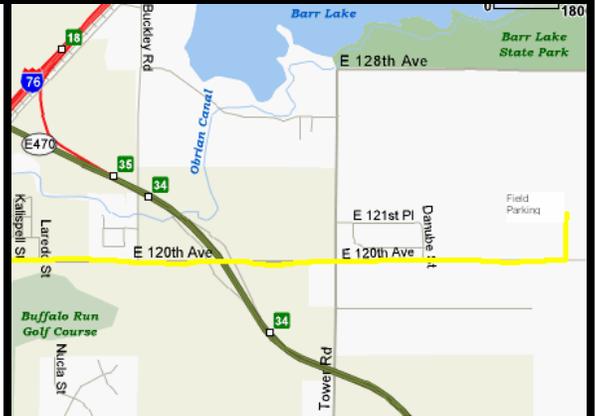
Mike Verzuh (970) 532-0638 <mailto:mike@verzuh.com>

**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 120<sup>th</sup> eastbound towards the airport. Take 120<sup>th</sup> East to Tower Rd. Take 120<sup>th</sup> east of Tower Rd about 3/4 miles. We fly on the North side of 120<sup>th</sup> 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*