

October 2009

AMA Chartered Club 1245

Volume XXXII1 Number 10

President's Message Bruce Martin

What an event! I must start out and thank all of the people that put on a great team selects event. It was a herculean effort and truly first class. The amount of effort required to pull off a three day event like this is huge. I am sure that I will forget someone, so if I do I am sorry. Jim Monaco for his coordination and driving force behind getting the event here. He also generously donated to the raffle. We can also thank Airtronics for there donation to the raffle of the sweet SG radio for the volunteers. Hal Remington for the coordination of all of the volunteers. Mark Howard for CD'ing the event, Bob Vixie helping, Steve Suntken for field responsibilities, Tony O'Hara for scorekeeping, and many many others. All of the volunteers that donated their time made the event superb. I never saw a flight that did not have an official timer! We have certainly set a high bar for anyone that wants to run an event in the future. That is all thanks to the people that put so much effort into it. Thank you again!

The flying at the event was just as we expected, phenomenal! We had very challenging conditions at times with great pilots pulling off some unreal flying. Congratulations to Cody Remington for coming out on top and taking the first spot on the US F3J team. I will leave the details of the event to the contest report but the top 3 on the seniors and juniors truly deserved to make the spots they earned. Mike Verzuh has been appointed team manager and we at RMSA need to get behind him and help support our F3J team. It is going to be a big fund raising effort to get the team to France.

I am also excited to hear that Lenny Keer made the 2010 US F5B electric team. Congrats Lenny! I am hoping to hear some more details on that. The amount of talent that we have in RMSA is truly amazing.

Well, the season is winding down and we only have a couple of contests left. I hope everyone is having a good flying season and has gotten out of the year what you hoped. The season sure flies by quickly. Hope everyone can make the challenge cup on October 11th. We also were going to have a RES event at Scienturfic Appreciation and Family Day on the 24th. Jim Monaco who normally heads up the appreciation day cannot make it this year. So unless someone can take his place we will have to cancel the appreciation day and do something else for the workers instead. Depending on the interest level will decide if we go ahead and still run the RES contest.

So last mentor day was cancelled because we were all exhausted from the team selects. Will know better next time on scheduling. I think people are still dazed from the event even now.

Indoor season is getting ready to get more in gear as the weather starts turning. Let me know if you have any interest. We have a lot of places we can try and fly at. If people are interested we can do one of our remaining club meetings as an indoor flying session. Let me know if you are interested.

Good flying all, **Bruce Martin**

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October 11th 2009 CD – Hal Remington

Registration:	8:30 AM
Pilot Meeting:	9:00 AM
First Round:	9:15 AM
Entry Fee:	\$12.00 (\$5.00 for Juniors)

Winchmasters – Please be at the field by 8:00 AM.

SEPTEMBER US F3J TEAM SELECTIONS REPORT

Mark Howard

The F3J team selection is a tough contest to CD.... keeping things going, resolving conflicts, measuring lines all the while trying to keep things fair and controversy to a minimum; with a large group of mostly type A personalities on the field. People expect you to have a crystal ball and know exactly which direction the wind is going to blow - even though you can't get two professional meteorologists in a group of fifteen to agree. With a LOT of folks helping out, we did many things right; and RMSA hosted a great contest. We managed to get in 7 rounds Saturday, 6 rounds Sunday and 5 fifteen minute rounds Monday for a total of 18 rounds. This translates to 3 hours and 25 minutes of flying time for the pilots lucky enough to max every round.

We started flying each day relatively early - 8:30 ish. This provided very challenging conditions, weeding out the "men from the boys". In the very first round Saturday, eleven of thirty-six did not make close to ten minutes (ouch!). Unfortunately, some of these were RMSA hopefuls. Conditions quickly improved however, and there were few short flights the rest of the day. The wind was SUPPOSED to be out of the SW - shifting to the SE. We set up towing to the south - but the wind did not go to the east; but rather to the north/northwest; causing a few groups to launch downwind. We reversed the field during the lunch break. Because of the crosswind (causing crossed lines for relaunches) and midairs, there were a few reflights granted. Mike Lee set a new record for flights required to complete a round - 4. I think he had two midairs and a crossed-line hindrance. RMSA had its share of woes on day 1. Bob Lewan suffered disappointing hits in rounds 1 and 3. Dr. Dan had problems in rounds 1 and 4. John Padilla had a hit in round 6, and Tom Gressman in round 7. Mike Verzuh took a hit in round 6 too; and Jim Monaco in round 4. Blaine Chastain and Bruce Martin had several troublesome rounds as well. Only RMSA pilots Skip and Cody made it through without a problem. At the end of day one, although the effects of throw-outs muddled the view, it was getting clear that if you weren't making 1000's or really close, your chances weren't good. In spite of this, few pilots were pushing the time (a side effect of the new emphasized landing I'm sure) - and many were losing a couple of points every flight because of that. The leaders - Cody Remington, Daryl Perkins, Richard Burnoski, Skip Miller, Josh Glabb, Mike Lee, Ben Clerx, Jeffrey

Walter, Thomas Cooke, and Jon Padilla. - settled in for a battle that would see few place changes over the course of the contest.

Sunday had the same forecast - but we gambled and went north for the first group. This turned out to be a good decision. Again the first round proved tough, as twelve pilots fell well short of ten minutes. At this point, aside from Cody Remington, Jim Monaco and Skip Miller --- Jon Padilla, Tom Gressman, and Mike Verzuh were the only viable RMSA competitors -- and all 3 saw their hopes fade in round 1. Jim Monaco would take hits in 2 rounds later in the day to end his hopes. The day quickly developed into more typical RMSA conditions - big lift and big sink with a bit of wind. Make the ten on one thermal if you can (boy it's a LONG way out there!). At the end of day 2, Cody and Skip had both picked up a throw-out, but still in contention.

Monday was supposed to blow from the west all day. By this time I'd decided that the forecasts were wrong enough so as not to be trusted. We were more proactive - managing to get the field reversed quickly after a single wind shift and without an official lunch break. This resulted in less than half an hour of downtime allowing us to complete five fifteen-minute rounds. This meant that pilots could take two throw-outs for the contest. Conditions were not typical of our fifteen minute rounds. I usually associate the fifteen minute tasks with wind, marginal to good lift and radical flying. Monday was just too nice! Conditions were so good that maxes were almost guaranteed. Cody had a lock on first place, Daryl in second, Rich Burnowski in third, and Josh Glaab in fourth. It would take some real strategy for fifth place Skip Miller to pull two places ahead and make the team. His team flew like a well-oiled machine however; Skip winning three of the five fly-off rounds. In round 18 to help his teammate, Cody took a short tow -- attempting to put a hit on Josh Glaab. Cody flew an amazing 14:58.22 / 99 to hold Josh to 994.31 points. Next Skip took a short tow against Rich and flew a 14:56 /100. Rich had a great flight but overflew the round. If Skip was a bit closer this strategy might have put him on the team, but it wasn't to be. Josh and Rich had too much of a lead. The final places first through fifth were Cody Remington, Daryl Perkins, Richard Burnoski, Josh Glabb and Skip Miller. The Junior team will be Brendon Beardsley who finished first, Connor Laurel and Michael Knight. The alternate will be Nick Tasto.

Jim Monaco did a great job of planning the event and arranging logistics (as usual) - as well as providing sage counsel when needed. Steve Suntkin was my "right hand man" - setting up and running the flight line -- and keepings things going. He showed up incredibly early to pick up the Scienturfic cart (Thanks Don!!!), and make sure that the field was in proper order. Tony O'Hara handled the scoring all weekend. Hal Remington instructed and supervised the timers. Combined with others that generously volunteered whenever necessary - these folks made this a great contest. When we departed the field, Steve Suntkin was almost as happy as the new team members. He won both the Airtronics radio AND the airplane in the workers raffle. THANKS AIRTRONICS and Jim Monaco for the raffle donations and support.

I think that we truly did pick the three best pilots that the U.S. has to offer and I know we'll see a great show from them at the world's next year.

Hal Remington

The US Team Selections were held in Denver, Colorado to choose the senior and junior teams who will compete in the 2010 WC. It was a 3 day event with 31 senior and 4 junior contestants comprising a total of 10 teams. Juniors and seniors flew together but their scores were tallied separately.

The format of the contest did not include fly-offs so all pilots were allowed to fly all three days. The first two days were all 10 minute rounds with a total of 13 rounds flown. The third day was all 15 minute rounds with a total of 5 rounds flown. Overall a total of 18 rounds were flown. The scores were combined over the three days with 1 throw out from the 10 minute rounds and 1 from the 15 minute rounds.

Jim Monaco did his typically stellar job of coordinating the event so that it ran efficiently and smoothly. Scores were posted from the field to the internet in real-time. In fact, the final results were posted before the competitors on the field knew who the new US team was going to be.

The planes were mostly Espada RLs and Rs, Supras, Orcas, Icon 2s, Pike perfects, a few Xplorers and a couple Aspires. More than half the entrants were using 2.4 GHz radio systems.

Over the three days the weather conditions were very nice. This is fairly typical for Colorado conditions at 5280 feet of elevation but with some very challenging flying conditions in the thin air. The winds were relatively light and the lift was very light in the early morning. As the day progressed there were areas of huge lift along with huge sink. The wrong choice often meant a re-launch or landing off field which many competitors experienced.

By the end of the day 2 with all of the 10-minute rounds completed the usual suspects percolated to the top ten positions. They were Daryl Perkins, Richard Burnoski, Cody Remington, Josh Glabb, Skip Miller, Mike Lee, Ben Clerx, Jeffrey Walter, Thomas Cooke, and Jon Padilla. The top 5 scores were really close so everyone had to be on their game for day 3. Daryl and Richard had flown near perfect rounds and really didn't need their throw-out. Cody and Skip had one bad score each and Josh had a couple very minor hits along the way so they all needed to have a perfect remaining contest or they would drop out of contention. The juniors in order of place at the end of day two were Brendon Beardsley, Nick Tasto, Connor Laurel, and Michael Knight.

On day 3, given the challenging morning conditions, making 15-minutes in the first group of round 1 was not going to happen. The unlucky draws for this round who were currently in the top ten were Mike Lee, Jon Padilla, and Cody Remington. Of the three Cody was only able to eek out a 13 min 45 sec round with a 99 landing but in the end that won the round. Through round 16 the top 5 pilots continued to post great flights with no major hits. The lowest score for the day being a 995.87.

It became clear at that point in the day that there would be 5 15-minutes rounds flown and that there would be a throw-out applied to those rounds as the rules stated. At this point the one throw-out was being applied to all the rounds that had been flown, all 16. Because of that it wasn't clear on the posted scores what the true ordering for the top five was once you applied one throw-out to the 10-minute rounds and then 1 to the 15-minute rounds. So the battle for the top three was still unclear, any of the top five pilots had a chance. By the end of round 17 the top two spots became a little clearer. Josh Glaab took a hit in round 17 that would become his throw-out but the rest of the top-five group continued to have solid rounds. At this point only a major hit would change the ultimate outcome. In round 18 Cody took a short tow and posted a 14:58.22 with a 99 landing putting a minor hit on both Glabb and Perkins. The next to last round of the day matched Skip Miller against Richard Burnoski. There was clearly lift not too far off the field but it was on the opposite side from Skip's lane. He took as short of a tow as he could and reached the lift with about 50 feet of altitude and continued on to win the round while Richard managed to overfly the round. In the end it wouldn't have mattered. With the final throw-out applied to the rounds the team was set.

In third was Richard Burnoski, second was Daryl Perkins, and in first place was Cody Remington with Josh Glaab as the alternate. The junior team has one returning pilot from the previous cycle, Brendon Beardsley who finished first. In second was Connor Laurel, third was Michael Knight and the alternate will be Nick Tasto. The junior team will be getting plenty of practice together as they are all from the Seattle, Washington area.

RESULTS

See http://www.rmsadenver.com for details

US F3J Team
Selections
Contest Date:
Sept. 5-7

Class	Name	Place by Class	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	RD 7	RD 8	RD 9	RD 10	RD 11	RD 12	RD 13	RD 14	RD 15	RD 16	RD 17	RD 18	Raw Total	Rounds Flown	# Throw Outs	Safety Penaltys	Total	Norm by Class	Norm by Contest	Place by Contest
	SENIOR																											
s	Cody Remington	1	996.69	991.91	999.64	996.42	1000.00	999.63	1000.00	1000.00	1000.00	1000.00	999.73	825.86	996.61	1000.00	999.77	1000.00	1000.00	1000.00	17806.25	18	2		15980.62	1000.00	1000.00	1
s	Daryl Perkins	2	1000.00	997.66	1000.00	995.95	996.46	1000.00	1000.00	1000.00	998.02	998.69	996.24	998.41	1000.00	995.87	999.92	998.14	998.58	995.03	17968.97	18	2		15977.99	999.84	999.84	2
s	Richard M. Burnoski	3	1000.00	997.85	1000.00	996.06	999.71	996.86	1000.00	999.54	996.75	985.45	996.14	1000.00	1000.00	996.17	997.19	996.86	998.23	867.94	17824.75	18	2		15971.36	999.42	999.42	3
s	Josh Glaab	4	994.97	989.46	999.33	994.94	1000.00	1000.00	995.79	999.50	1000.00	999.25	996.59	998.89	1000.00	1000.00	997.12	994.27	743.96	994.31	17698.38	18	2		15964.96	999.02	999.02	4
s	Skip Miller	5	992.12	999.29	994.32	999.36	1000.00	997.63	995.15	1000.00	995.66	992.13	895.71	1000.00	997.72	998.92	1000.00	995.57	1000.00	1000.00	17853.58	18	2		15962.30	998.85	998.85	5
s	Mike Lee	6	980.19	989.29	989.50	996.72	998.11	1000.00	992.83	988.53	988.78	989.46	1000.00	991.88	992.81	651.80	994.56	990.02	995.28	997.25	17527.02	18	2		15895.03	994.64	994.64	6
s	Jeffrey Walter	7	798.31	988.68	999.90	998.15	990.00	1000.00	996.59	988.07	994.45	987.56	982.73	967.72	997.05	996.17	997.78	995.61	997.45		16676.22	17	2		15877.91	993.57	993.57	7
s	Thomas Cooke	8	943.35	994.76	990.15	985.17	991.74	997.94	988.90	828.98	994.38	1000.00	995.59	993.29	999.16	762.15	997.70	999.57	998.68	998.43	17459.93	18	2		15868.80	993.00	993.00	8
s	Mario Scolari	9	987.90	994.77	997.05	859.89	988.13	995.42	996.98	997.33	998.19	996.50	999.50	799.84	892.90	854.78	997.10	999.11	998.70	998.27	17352.38	18	2		15697.76	982.30	982.30	9
s	Ben Clerx	10	984.44	999.27	981.26	998.07	994.20	986.91	992.25	997.47	988.15	993.59	1000.00	987.33	819.86	772.66	997.25	996.12	673.42	998.81	17161.07	18	2		15667.79	980.42	980.42	10
s	AJ McGowan	- 11	986.33	994.22	994.32	1000.00	993.06	992.49	917.18	994.54	714.81	906.50	1000.00	1000.00	880.26	963.25	1000.00	1000.00		898.90	16235.85	17	2		15521.05	971.24	971.24	- 11
s	Jon Padilla	12	997.66	1000.00	995.18	1000.00	997.29	376.08	994.85	851.14	998.93	993.85	994.50	905.93	999.31	617.13	997.92	994.75	998.59	790.95	16504.04	18	2		15510.84	970.60	970.60	12
s	Thomas Kiesling	13	1000.00	1000.00	997.46	995.28	861.59	998.33	686.63	1000.00	987.36	995.64	937.48	991.49	724.05	993.00	1000.00	1000.00	1000.00	998.91	17167.22	18	2		15487.59	969.15	969.15	13
s	Bob McGowan	14	997.42	994.72	906.70	997.71	999.12		987.59	926.07	1000.00	998.92	1000.00	999.29	989.55		990.30	1000.00	998.09	979.49	15764.97	16	2	300	15464.97	967.73	967.73	14
s	James McCarthy	15	998.76	990.63	998.10	994.49	997.52	993.05	991.66	982.51	560.79	1000.00	993.42	959.59	598.24	992.12	994.59	991.67		972.78	16009.90	17	2		15449.11	966.74	966.74	15
s	Marc Gellart	16		988.77	989.46	994.57	995.71	998.29	998.57	993.46	987.33	999.18	696.89	727.80	991.10	719.65	973.93	990.49	999.12	994.84	16039.16	17	2		15319.51	958.63	958.63	17
s	Jim Monaco	17	984.09	995.24	982.75	405.64	987.63	986.98	985.71	993.58	999.67	996.52	988.36	836.76	616.92	995.08	978.52	695.12	970.19	987.50	16386.25	18	2		15285.50	956.50	956.50	18
s	Tom Kallevang	18	993.76	996.11	820.88	985.57	963.13	985.70	982.98	999.35	985.74	774.28	801.83	729.71	988.07	955.46	999.89	992.45	999.04		15953.96	17	2		15224.26	952.67	952.67	19
s	Blayne Chastain	19	851.55	1000.00	997.26		992.96	991.36	724.70	1000.00	997.48	996.39	714.25	1000.00	990.77	791.09	998.78	989.96	999.55	694.83	15730.92	17	2		15036.09	940.90	940.90	23
s	Mike Verzuh	20	995.15	996.90	1000.00	980.96	995.80	614.44	999.78		679.52	995.41	991.75	880.40	1000.00	908.52	1000.00	996.71	999.97		15035.33	16	2		15035.33	940.85	940.85	24
s	Phil Barnes	21	980.56	994.01	999.80	994.68	1000.00	988.49	667.27	753.53	980.38	999.30	912.33	612.81	585.97	1000.00	999.59	995.04	995.41	900.66	16359.83	18	2		14873.20	930.70	930.70	25
s	Darwin Barrie	22	993.51	993.10	1000.00	813.04	859.55	907.28	414.21	917.30	991.45	985.69	983.63	676.84	974.36	473.04	809.46	979.60	991.46	993.44	15756.94	18	2		14869.69	930.48	930.48	26
s	Bob Lewan	23	578.08	999.38	567.67	988.98	961.04	995.31	899.73	984.58	992.18	1000.00	916.81	711.13	999.28	1000.00	998.71	816.58	998.73	658.82	16067.00	18	2		14840.52	928.66	928.66	27
s	Amy Pool	24	980.76	811.41	753.78	992.81	995.54	816.07	648.64	671.26	728.81	907.45	990.58	769.33	629.45	991.77	989.89	996.37	987.94	650.66	15312.53	18	2		14032.41	878.09	878.09	28
s	Tom Gressman	25	988.97	990.73	988.47	990.49	969.84	955.67	660.08	602.94	895.12	628.34	241.40	786.69	842.92	993.58	995.79	984.35	997.78	1000.00	15513.16	18	2	300	13987.41	875.27	875.27	29
s	Kelly Johnson	26	683.69	718.84	996.94	599.49	985.08	986.06	991.36	464.02	997.13	996.72	725.56	779.79	995.47	537.08	997.01	941.21	997.97	349.48	14742.89	18	2		13929.39	871.64	871.64	30
s	Bruce Martin	27	657.01	574.16	1000.00	988.28		977.88	995.28	590.81	936.54	996.88	995.00	995.51	986.32	918.03	601.62	675.48	992.77	37.07	13918.65	17	2		13881.58	868.65	868.65	31
s	John Diniz	28	720.97	500.50	988.59	982.70	824.35	936.68	522.44	777.35	548.12	572.35	1000.00	819.79	824.14	692.26	994.19	983.96	991.59	414.59	14094.56	18	2		13179.46	824.72	824.72	32
s	Dr. Danny Williams	29	530.71	997.83	995.59		814.07	986.99	944.84	993.88	614.66	967.70	654.04	840.38	739.63	336.15	999.40	998.34	945.82		13360.03	16	2	300	13060.03	817.24	817.24	33
S	Skip Richards	30	291.47	934.05	988.84	830.68	980.90	985.18	915.48	628.83	328.34	987.44	963.45	589.91	334.81	871.64	444.50	892.10	328.83	990.63	13287.08	18	2	300	12366.79	773.86	773.86	34
s	David Kalamen	31	520.92	359.37	137.97		992.29	691.28	985.41	648.35	455.12	670.22	526.30	580.85	351.84		420.19	873.64	241.70	_	8455.45	15	2		8455.45	529.11	529.11	35
s	Mike Skube	32	902.04	186.03	996.83	860.31															2945.22	4	2		2945.22	184.30	184.30	37
	JUNIOR																											
J	Brendon Beardsley	1	1000.00	1000.00	857.76	1000.00	999.19	1000.00	735.53	999.91	994.74	1000.00	965.12	744.02	996.83	991.55	622.18	794.91	1000.00	998.79	16700.53	18	2		15342.82	1000.00	960.09	16
J	Connor Laurel	2	994.57	998.24	992.27	997.87	999.58	981.20	996.77	777.80	996.81	993.89	647.70	774.06	999.13	691.08	996.46	996.28	604.57	1000.00	16438.30	18	2		15186.02	989.78	950.28	20
J	Michael Knight	3	644.92	999.14	998.58	1000.00	991.80	992.20	1000.00	991.26	1000.00	994.29	361.12	781.58	803.15	978.99	999.60	995.52	995.03		15527.18	17	2		15166.07	988.48	949.03	21
J	Nick tasto	4	704.52	990.31	987.59	986.90	989.26	994.08	984.58	687.18	987.63	995.49	990.93	895.11	997.54		996.72	996.12	986.81	616.77	15787.54	17	2		15100.36	984.20	944.92	22

September Open Contest Report

Blayne Chastain

The September Open was great fun. We had gorgeous weather and flew 6 rounds - TD style with F3J landing tapes. Present were Lenny Keer, Steve Suntken, Dr. Dan, Bruce Martin, John Lovins & Myself. Lenny was just back from getting on the US F5B team so way to go Lenny! In all my years of flying this was my first contest that I've CD'd so I guess it was about time. I'm not looking at the results right now but I believe Lenny took 3rd, Dr. Dan 2nd and yours truly, 1st. I guess all the F3J practice paid off as I had all 1k rounds... (a nice change after my team selects performance!) All in all a great time, with good friends and great weather! Thanks again for the Saturday contest opportunity - it afforded this "Musical Priest" (the name of one of my favorite Irish tunes) another fun day at the field! Thanks to all who came out - and Jim for the computer and such... Look forward to flying with you soon!

Best,

Scores

September Open Contest Contest Date: 9/18/09

ID	Class	Name	Place by Class	RD 1	RD 2	RD 3	RD 4	RD 5	BD 6	Raw Total	Rounds Flown	# Throw Outs	Safety Penaltys	Total	Norm by Class	-	Place by Contest
10	M	Masters	0.000	1101	110 2	1100	110 4	110 0	110 0			1	. onanyo		01000	00111001	Control
1	М	Blayne Chastain	1	1000.00	1000.00	1000.00	1000.00	1000.00	1000.00	6000.00	6	1		5000.00	1000.00	1000.00	1
2	М	Dr. Dan Williams	2	941.77	1000.00	994.20	1000.00	987.11	997.14	5920.21	6	1		4978.44	995.69	995.69	2
3	м	Lenny Keer	3	994.97	977.27	982.63	986.43	1000.00	998.55	5939.86	6	1		4962.59	992.52	992.52	3
6	М	Steve Suntken	4	989.95	989.97	798.84	994.19	984.24	1000.00	5757.19	6	1		4958.35	991.67	991.67	4
5	М	Bruce Martin	5	1000.00	914.79	1000.00	988.35	594.56	855.51	5353.20	6	1		4758.64	951.73	951.73	6
	S	Sportsman										1					
4	S	John Lovins	1	967.09	997.47	994.21	920.39	985.67	989.88	5854.72	6	1		4934.33	1000.00	986.87	5
	Ν	Novice										1					
												4					

September DLG Contest Report CD Dave Jensen

The final DLG contest of the year was, unfortunately, pretty low on attendance, with only 4 pilots. Those that showed were treated to a beautiful day for flying. Lift was there, but it had to be found and pursued. Those that found it were treated to some incredible rides, while those that didn't (me) got increasingly frustrated. We flew a very relaxed 6 "normal" rounds, using the various F3K tasks. We then decided to fly 2 rounds of all-up-last-down with all 4 of us on the field at the same time. (Thanks to Denise Jonke for providing timer support to allow this to happen!)

Looking back over the year, I feel it was a very successful time for DLG. We have gained 3 new pilots who have become regular attendees. The Blue Skies Over Colorado contest saw attendance rise about 50% over the previous year, and hopes are that our 3rd year will be a breakout year for attendance. We also had a few pilots travel to other regional contests, representing RMSA well.

Thanks to all for a great year -- I look forward to seeing what next year holds!

SCORES

	Round				
	1	2	3	4	5
Place	Raw Gr Norm	Raw Gr Norm	Raw Gr Norm	Raw Gr Norm	Raw Gr Norm
1 John Lovins	521 A 1000	576 B 1000	444 B 1000	563 A 1000	195 B 1000
2 Bruce Mart	n 444 B 989	487 B 845	441 A 984	385 B 1000	190 B 974
3 John Jonke	449 B 1000	386 A 887	409 B 921	285 B 740	205 A 1000
4 Dave Jense	en 434 A 833	435 A 1000	448 A 1000	447 A 794	124 A 605
	Round				
	6	7	8		
	Raw Gr Norm	Raw Gr Norm	Raw Gr Norm	Total	
John Lovins	336 B 1000	501 A 1000	393 A 1000	8000	
Bruce Mart	n 303 B 902	475 A 948	329 A 837	7480	
John Jonke	322 A 1000	332 A 663	385 A 980	7191	
Dave Jense	en 320 A 994	316 A 631	350 A 891	6747	

FOR SALE



Espada R. \$1,800.00 Airtronics 94761 servos. 63oz. Ready to fly. New, perfect condition.



MA-HO, Espada RL. \$1,500.00 3.7 meter 94761 on ailerons and flaps. JR digitals on elevator and rudder. 69oz. Ready to fly. Includes

bag set. Excellent condition.

Bob Lewan 303-655-1649, <u>blewan@q.com</u>

Can provide programs for Stylus or SD-10G.





2 meter, 2 channel polyhedral\$50Includes plane, Hitec transmitter, servos, receiver and battery.



Renewal Reminder

It's time to renew your memberships. Renew with the application in this newsletter, (below)

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

Rocky Mountain Soaring Association - 2009

RENEWAL	NEW MEMBER	SPONSOR
	Please complete	the following information for our records:
Family Memberships -	Please make and complete a cop	py 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 You	th Family Birth Date:	//
LSF #:LSF LEV	/EL: NSS #: E	-Mail:
(Note - Senior W/Fami		nily Associate Family Family members check Family Box)
RMSA Competition C	lass Novice Sportsman	Master
	MODELS OWNED	
F3B X-C conte	g T/D contests HLG Contests NS sts Slope contests Other	
\$ 7.50 Junio \$ 35.00 Senio \$ 40.00 Famil	r - individual 17 and over y - any number (same address) iate (newsletter only)	
	SIGN THE FIELD RUI	se include these with your form! LES!!!

ROCKY MOUNTAIN SOARING ASSOCIATION FIELD RULES

	The sod farm operations take precedence over ALL activities. We use the field at the convenience of the
owner	
	All members will follow ALL instructions from ANY sod farm personnel without question.
	When sod farm operations are occurring during a flying session it is OUR responsibility to ensure that we
will no	t interfere with operations. If it is unclear as to what is happening or where they intend to mow or work try to
	workers or management and always move equipment or vacate the premises if necessary. Some workers do
not spe	eak very good English – in that case you must make every effort to avoid conflict or interference with
operat	ons.
	Park only in the designated parking areas Do not park on grass, dirt or roads.
	Avoid setting up on newly seeded areas or young grassy areas. The nice grassy areas are better to land on
anywa	y!
	Establish a frequency control pole and tag system! Frequency control is to be in effect at all times!! All
memb	ers 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.
	Parking and pit areas should be as condensed as possible for the safety of launch and landing.
	Establish flight line areas for winch launch, high start launch, and hand launch that are separate for the sake
of laur	ch, flight & landing safety.
	Flying over the parking/pit areas at less than 30 feet is prohibited. Doing so in competition WILL result in a
zero fl	ight score and during R/R flying a disciplinary action by the club.
	No aerobatics or speed runs over the parking/pit/Launch/Landing zones.
	Do not launch if a plane is circling in a launch zone: vacate the launch zone as soon as possible if someone
waitin	g to launch.
	When entering a thermal occupied by other aircraft, enter in the same direction as the first aircraft
	Landing aircraft have the right of way!
	In the event of no mechanical retriever, please shag your own chute/line for the flight
	Please share the usage of club equipment so that all have equal flight time.
	Please be courteous and helpful to your fellow flyers as well as informative to all guests/spectators. Enjoy
yourse	If and others!!
	Absolutely no debris or trash is to be left on the field! Please take it home with you for disposal.
	Make sure that your plane and electronics are airworthy before each flight. Exercise good safety sense in
your fl	
	The aircraft will have an identification name/address or AMA number on or in the model in case of loss.
	You MUST tag your winch/high start spikes or stakes with fluorescent tape so they are easily spotted on th
	y all concerned. Members may be fined \$10 for each stake or nail not so marked. Previous damage to sod far
equipn	nent from spikes left in the ground have made this rule EXTREMELY important.
	Absolutely no alcoholic beverages will be consumed, prior to or during participation in any model event or
	ing field.

Signature

2009 RMSA	Contest/Event	Calendar	(Revised 1-29-09))
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Date	Туре	CD	Name/Notes
Jan 31	Practice	Mike Fritz	Fun Fly
Feb	RMSA Meeting		TBA- possible indoor fun fly
Feb 21-22			SWC - Phoenix
Mar 03	RMSA Meeting		
Mar 08	Open*	Mike Verzuh	F3J Intro
Mar 21	RES and 2 meter	Dr. Dan Williams	
Mar 22	Practice	Joel Zellmer	march madness
Apr 07	RMSA Meeting		
Apr 18	Practice	Milt Woodham	humps and bumps
Apr 19	Open*	Cody Remington	Co CD Bob Lewan
Apr 25	Mentor Day	Blayne Chastain	
Apr 26	H/L	Dave Jenson	
May 05	RMSA Meeting		
May 09	Electric	Jack Dech	Watts 'o Fun
May 09	Open*	Dr. Dan Williams	
May 17	Open/RES/2M	John Read	May Fly
May 17	H/L	Gary Jenson	
May 23-24	F3J in the Rockies*	Jim Monaco	
Jun 6-7			IHLG - California Event
Jun 02	RMSA Meeting		
Jun 14	Open*	Bob Rice	
Jun 20	Open/RES/2M	Austin Cleis	Summer Solstice
Jun 20	Mentor Day	Jim Asbury	
Jun 27	H/L	Dave Jenson	
Jul 07	RMSA Meeting		
Jul 11	Open*	Jim Monaco	Saturday
Jul 18	RES and 2 meter	Bruce Martin	
Jul 19	Open/RES/2M	Greg Tarcza	Height o' the Season
July 19-26			Soaring NATS - Muncie ID
Jul 19	H/L	Dave Jensen	0
Aug 01	Mentor Day	Dr Dan	LSF task day
Aug 04	RMSA Meeting		
Aug 09	Open*	Bruce Martin	
Aug 22	Open	Frank Deis	Howling Coyote and picnic
Aug 22-23	HLG**	Dave Jensen	Blue Skys Series
Sep 01	RMSA Meeting		
Sept 5-7	US F3J Team Select	Jim Monaco	
Sep 12	Mentor Day	?	
Sep 13	H/L	Dave Jenson	
Sep 20	Open/RES/2M	Chris Keller	Soar Bash
Sep 19	Open*	Dr. Dan Williams	SATURDAY - NOT
Oct 3-4	Visailia		
Oct 06	RMSA Meeting		
Oct 16-18	Texas TNT in Dallas	TBA	H/L, RES and two days of Ope

2009 RMSA Contest/Event Calendar (Revised 1-29-09)

Oct 11	Open*	Hal Remington	Colorado Challenge Cup
<i>Oct</i> 24	Open/RES/2M	Barry Welsh	Witches Brew
Oct 24	Scienturfic Apprec. Day		Also Family Day -
Nov 03	RMSA Meeting		
Nov 08	Open*	Steve Suntken	
Nov 22	Open/RES/2M	Jerry Murphy	Turkey Shoot (Members Only)
Dec 10	RMSA Banquet		
Dec 12	HLG etc	John & Jo-Anne	Barn Fly (Members Only)

*Club Open points contest **Club HLG points contest *Italics indicates PPSS events*



2008 Board Members

President:

Secretary:

Treasurer:

Bruce Martin Vice President: Hal Remington **Bob Rice** John Pearson **Past President:** Mike Verzuh

303 963 5019 303-661-9244 720-581-3099 303-306-6800 970-532-0638 mail to: rbrucemartin@aol.com mail to: hal@hill.com mail to: briceflyer@q.com mail to: JTP1006@earthlink.net mail to: mike@verzuh.com

Barr Lake State Pari

r Lake

M<u>ember Support</u> Web Site http://www.rmsadenver.com E 128th Ave Chief Instructor: Mike Verzuh 970-532-0638 303-505-9488 (Pager) Field Manager Steve Sunken 303-477-6184 flyingdogtwo@comcast.net jimmonaco@earthlink.net Scorekeeper & Jim Monaco 303-464-9895 Web master Tcochran@idcomm.com Librarian: Tracy Cochran 303-934-8838 E 121st PI Newsletter: Tony O'Hara 303-948-2576 tonyoco@q.com E 120th E 120th Ave S Winch Master ffalo Ru Steve Suntkin 303-477-6184 flyingdogtwo@cs.com Battery Masters For Winch Use; Bob Lewan If you are interested in using a club **Directions to Field** winch please contact Mike for the first Skip Miller Take I-76 to exit 16. Turn left and follow the frontage road to the time, and I will insure you have all the Mike Verzuh stoplight and turn east onto 120th eastbound towards the airport. Take details for trailer access. Also if you 20th East to Tower Rd. Take 120th east of Tower Rd about 3/4 miles. Cody Remington are a new member and have not had a We fly on the North side of 120th which is the SE quadrant of the sod Dr. Dan Williams farm. Steve Suntken

WWY -BR ANDUNTAIN SOARING ASS

Bruce Martin

Rocky Mountain Soaring Association 1123 S. Oakland St Aurora CO 80012

Forwarding Address Requested

winch operation and safety briefing we will coordinate that.

Flying for RMSA members and accompanied guests only.

First Class Mail