

Thermals

Newsletter of the Rocky Mountain Soaring Association

May 2011

AMA Chartered Club 1245

Volume XXXV Number 5

President's Message

Jim Monaco

Wow – Time is flying by, it's almost May already and the season is well under way. The weather has been less than fun recently with way too much wind. F3J in the Rockies is coming up soon, so get your registration in and your team(s) set up. I'm sure it's going to be a great event – as usual. I know a bunch of us are doing everything we can to get ready for the US F3J Team Selections. It is likely that winches will be allowed this year and that throws a new learning opportunity for us in getting prepared. Nothing is finalized but here is what I expect:

Team selections will be either in Chicago, Labor Day Weekend or in Cocoa Beach, Fl at the end of October. If I was a betting man (and I am) I would bet on Chicago. The Team Selection committee will vote soon on the venue. If you have an opinion please be sure to contact your representative on the committee – Skip Miller (skip@skipmillermodeleds.com).

Winches may be allowed. The TS committee needs to approve the motion and then the F3J program participants will be mailed ballots from the AMA to approve it. Again – contact Skip with your thoughts. If they are allowed it is likely that the winches will be limited to 150m of mono with the rest of the line required to be braided winch line. This is to attempt to equalize the launch capabilities between the winch and hand tow. There are a number of new things to consider including drum sizes, how to connect the braided and the mono and line and battery management. We also need to ensure that the winches are tested within limits. F3J in the Rockies will try the new combination lines so we should get a good test of what might be ahead.

Quite a few members will also be attending the NATS this year to prepare for the TS. Entries need to be in by the beginning of June – so if you plan on attending you will need to get going.

We have a busy schedule at the field and unfortunately time is running out to reschedule the Pro/AM. I am willing to delegate this to someone if they want to coordinate it, but my work schedule and the limited slots available at the field prohibit me from running this event, so unless someone volunteers to take this over it will be canceled. On a related note, Bruce Martin is attempting to schedule a skill building class where some master pilots come out and provide lessons on improving specific skills. If you are interested in participating please contact Bruce at rbrucemartin@aol.com. Jon Padilla is running the May event, be sure to come out and support it. I will not be there as I will be at the Kentucky Derby – a bucket lists item...

I hope everyone finds some time to get out and relax and get some quality soaring time in...

Club Meeting---To be held after the May contest at the club field May 7th.

'til next month...

Jim Monaco

SOD FARM UPDATE

Steve Suntken

OK people,

Sod farm operations are in full force. Meaning we're going to have to do some moving until things calm down. Few months ago I was told there was going to be some harvesting **in and around** the irrigation pivot. But, our flying area will *not* be effected. Guess this harvesting has been expanded due to a sudden surge in sod demands.

As we have just lost our present flying area. So... **as of now**, we have the use of the area just south of the access path. **Access Path** meaning: that little road that ran parallel to our field down to the water pivot. . Only clincher is, as these little access paths are not parallel with 120th, making this section narrow on the farthest east side (Parking Area). So for the time being (inc: May's club comp & any funflying), up to the F3J in the Rockies, just use this area. We can also use (**On Sunday's Only**), the access path to drive our vehicles to get to a wider portion of the field, if needed. Such as if we need launch to the east. But, please when turning around, stay off the newly planted area (our old flying area).

I will be meeting with farm management sometime next week to secure a better area for F3J in the Rockies. As we can't have 20-30 cars driving up and down that path. Mostly likely on the west side of this field. Down by the houses. Just exactly where is what I will find out.

It shouldn't be but a couple months until we will be back to our present flying field.

Steve

SATURDAY MAY 7th Open Contest CD Jon Padilla

IMPORTANT----This is a SATURDAY contest.

REGISTRATION	Before 8:30 AM	Masters \$10.00 Sportsman/Novice \$5.00
PILOT'S MEETING:	8:30 AM (also Club meeting.)	
FIRST FLIGHT:	9:00 AM	
Tasks:	F3J with winches. All 15 min rounds	
Battery Masters –	Please be sure to have your batteries at the field by 8:30 AM charged & “topped-up”	

SUNDAY MAY 15th DLG Contest CD Dave Jensen

IMPORTANT----This is NOT at the SOD Farm. See below for details

The May DLG Contest will be held on Sunday the 15th. As is our usual, we'll plan on about 8 rounds of F3K tasks. Note that this contest will NOT be held at the sod farm; rather, it will be at the Jonke DLG Ranch just south of Parker, at 4732 Fox Sparrow Road. It's a smaller, but very challenging field for flying DLG. And remember, we're newbie-friendly, so don't hesitate to come join us... even if it's just to watch us!

APRIL OPEN CONTEST RESULTS CD Mike Verzuh

April can be a fickle month for the weather, offering great differences between night and day temperatures, which is good for us soaring junkies. Also April can offer some wind, which of course is bad. This past April contest offered both conditions. The forecast was for high wind in the afternoon so we had a light turnout with 9 hardy fliers.

It was really good to see Bob Moffat and Byron Blakeslee join us, both flew very well until the wind stopped them.

The conditions opened up great with little to no wind. We set the winches out west anticipating the forecast for a strong west wind and got started as early as we could to try and beat the wind. The first couple of rounds were no issue with a mixture of good lift and of course sink. We got through most of the second round and then the wind started. Both Bob Moffat and Byron decided to save their models and not risk the wind in round three, which was a good decision as it came up quickly to a steady 20mph. We pushed on to try and get three rounds in to complete the contest and just made it. Bruce and Mark went head to head in the last group. It must have been blowing 25mph steady with gusts to 30 mph. After that we all agreed we had had enough and no one was keen to damage any models so that completed the event.

I managed to pull down 1st place, with Bruce in a very close second and John Lovins in third. Thanks to all the brave flyers that came out.

Mike Verzuh

Scores

Class	Name	Place by Class	RD 1	RD 2	RD 3	Raw Total	Rounds Flown	Total	Norm by Class	Norm by Contest	Place by Contest
M	Open	0				0.00	0				
M	Mike Verzuh	1	1000.00	997.57	1000.00	2997.57	3	2997.57	1000.00	1000.00	1
M	Bruce Martin	2	989.24	1000.00	1000.00	2989.24	3	2989.24	997.22	997.22	2
M	John Lovins	3	957.55	948.30	1000.00	2905.85	3	2905.85	969.40	969.40	3
M	Jon Padilla	4	1000.00	1000.00	792.55	2792.55	3	2792.55	931.60	931.60	4
M	Mark Howard	5	989.65	579.83	860.30	2429.78	3	2429.78	810.58	810.58	5
M	Jim Monaco	6	1000.00	922.70	0.00	1922.70	2	1922.70	641.42	641.42	6
M	Bob Lewan	7	906.09	1000.00	0.00	1906.09	2	1906.09	635.88	635.88	7
M	Byron Blakeslee	8	541.99	595.10	0.00	1137.09	2	1137.09	379.34	379.34	8
M	Bob Moffatt	9	738.69	0.00	0.00	738.69	1	738.69	246.43	246.43	9

APRIL DLG Contest Report CD Dave Jensen

So, where's this "global warming" I keep hearing so much about???

The April DLG contest was another great contest with a great group of guys. The weather was acceptable for most of the day, except for the wind that pelted us most of the day. We had about 4 rounds of 5-10mph, and 4 rounds of 10-15mph. About 20 minutes after our contest finished, we could see the dust picking up to the west, so we had a couple minutes to pack up before the 40 mph winds hit us. Other than the winds, we had the typical spectacular day of sod-farm flying. As usual, we had the small population of pilots that could seem to find the lift whenever they were on the field... and there were folks like me that couldn't buy lift at all. The one thing we all found was the fun of flying with friends. We also continued our trend of welcoming new pilots into the mix, this time with Jim DeGroot joining us. It's just a shame his plane didn't last longer than 1 round.

One of the more memorable events I witnessed was while I was timing for Dave Runyon. It was while the winds were probably about 12-15 mph. We had been getting occasional bumps of lift right over the field, but these were far between, and very disorganized due to the wind speeds. Most folks had been going down-wind,

but, again due to the wind speeds, most were having problems getting back to the field. I told Dave I had no good reads for him, but that didn't really bother him, it seemed. He just calmly launched up-wind. He passed through a couple spots of light lift that I suggested he might wish to stay in for a bit. Unfazed, he continued upwind, all the while getting what I thought was dangerously low. After I suggested he might wish to head back to the field, he just assured me the lift was on its way to him... sure enough, about 10 seconds later, his plane began rocketing upward. No thanks to me, he got his time on that flight. All I could say after that was "Good Job Dave!"

Results

Place	Pilot	Round	Round	Round	Round	Round	Round	Round	Round	Total	Pct
		1	2	3	4	5	6	7	8		
1	Gary Jensen	-866	974	880	1000	887	1000	1000	1000	6,741	100.00%
2	John Jonke	1000	984	1000	833	972	-400	1000	591	6,380	94.64%
3	John Lovins	1000	1000	766	1000	944	1000	617	-614	6,327	93.86%
4	Cody Remington	975	1000	1000	0	1000	771	572	1000	6,318	93.72%
5	Scott Dueck	973	968	-601	770	1000	771	817	706	6,005	89.08%
6	Dave Jensen	963	906	-660	878	771	771	683	883	5,855	86.86%
7	Shawn Curry	942	873	784	760	696	-257	763	937	5,755	85.37%
8	Bob Pederson	893	982	472	-395	706	771	792	865	5,481	81.31%
9	Dave Runyon	826	567	277	975	874	571	378	04,468	66.28%	
10	Jim Degroot	386	0						386	5.73%	

FOR SALE

Pike Perfect ET – Orange over Black,

\$1100 to an RMSA member

Good condition except for an overkill repair on the fuse. This will not fail there again... J It comes ready to fly with all 761s and an extra set of regular tips.

Jim Monaco (jimmonaco@earthlink.net)

POTPOURRI

Where the air is rare

Dave Runyon

March 11-13, 2011

A phrase sometimes used for high mountain terrains and/or the X-Prize, but this time it is used for the rare opportunity to fly the skies with the USA F3K Team, plus an even more rare chance to glide with a legend and repeat World Champion in multiple soaring categories; Joe Wurts.

I boarded a plane in Denver with a securely packed Sportube and landed at LAX on Friday. Everything went smooth until I opened my tube to find that the TSA had managed to break the rudder control horn on one of the DLGs. The plan original was to fly at the Eldorado Park in Long Beach, but due to a Hollywood movie being filmed there, the Park became unavailable, so the local pilots scrambled to find another field. Everything from San Diego north to Thousand Oaks was scoured for a special happening. In the 11th hour a good hearted school teacher (and RC pilot) managed to get exclusive use of a school yard in Downey. Since I was foreign to the area, I scouted on Google Map for the location and made a quick drive by so that I'd know where to be the next morning; then dinner, few drops of CA on the tail, a shower and early to bed.

Saturday morning I drove to the schoolyard. Wow, it was a postage stamp! My flying buddies were the best of the best in the world, and this field is really tight. The playground was surrounded by nice homes with totally enclosed back yards, even fenced front yards and lots of German Shepherds! Landing off field was simply NOT an option. Well the time came for everyone to launch, but.....I was alone.....where were the guys? My cell phone rang, and the excited guy on the other end wanted to know if I was going to show up to fly. Guess

what, there is more than one school yard in Downey California, and I wasn't at the right one. Quick directions, program the GPS, jump in the rental car, and cruise the Boulevard. Even with GPS, I got to the wrong corner of the block...traffic stopped while a road crew trimmed extremely tall palm trees with a big crane....yup, I was in Southern California alright, and staring straight up at formidable DLG swatting palm trees. Amazing how much they look like a fly swatter when you have two Stobels packed in the trunk.

The phone rings again, and it was my mentor wondering why a geologist who makes maps for a living can't find the entrance to the school yard. Finally when I broke the code, I arrived at the correct gate.....at least this yard was as big as three postage stamps, so I felt reassured. Jun met me at the gate with his beaming smile. At least I can make him laugh! The real reason that Jun was smiling that morning, is that he was totally proud to drive his new Toyota Prius; it probably didn't cost him 75 cents to get to the field in this day of \$5 CA gasoline! We began setup. The party was just getting cranked up, and Joe arrived from San Luis Obispo in his rent-a-ride ten minutes after me.....we were finally all in one spot. There was about ten RC crazies that were pumped up and ready to rumble. The cast that I knew before hand would be there: George and Charlie and Jen Morris. They drove the truck-camper in from Phoenix; picked up a hitch hiking Dentist from Tucson named Dave Rosenthal; Jen brought her stuffed bear. Paul Anderson streaked to the field in his white Beamer, and Matt Nelson came with his DLG hauling family wagon. The guest of honor, Joe Wurts agreed to free up his weekend to fly with us. He had been working for two weeks and was headed back home to OZ (that's New Zealand for you non-Kiwis).

There were a few locals; some were old geezers like me, one with a 3 meter plane. Lex is the only other local that I recognized (from the JEM contest in January). They were great guys to hang out with and spin yarns. This party was the brain child of Jun Catacutan. He wanted to get the U.S. Team together with Joe and provide a relaxed atmosphere to share knowledge. It was a good plan. We flew individually for a time, tuned planes, tested the local environment, then gave in to the competitive spirit of champions. The mood was light, the air not so much early on, but it did prove to be an instructive climate later that day as we did several AULD tosses and invented other tasks. Even with the world's best DLG pilots, there was a mid-air wreck that sacrificed Joe's V2 leading edge to the soaring gods. George Morris came to the rescue with CA and accelerator, and Joe the master, was back in the air quickly.

We were hanging around when Jun signaled my attention, and said come with me. We approached Joe out on the playground, who was sitting yoga style on the grass; plane and transmitter in hand. The air was calm; quietly and with sudden precision Joe over-hand tossed his Stobel to a six-foot altitude. In short order, everyone on the field approached, most with planes in tow, and sat on the grass close in; not just to hear, but to sense the air currents. You could have heard the proverbial pen drop in a concert hall as Joe talked about sensing the air, and proved his point by launching from a sitting position and dancing inside a thermal. Not every toss got above the six foot ceiling, but some of them did, and could have specked out, but that was not the objective. Time passed quickly; after thirty minutes everyone was standing and doing soft tosses to about 20', just for the express purpose of working the low level lift. I was amazed at how popular this easy launch technique enthused everyone. Here was an assembly of the best F3K pilots in the world, most of which can launch to the moon, and we're doing 20 footers looking for spawning air puffs.

The day was winding down as calmly and relaxing as it began. We all jumped in our iron horses and headed to Tustin for dinner at Matt Nelson's home. I hugged Matt's bumper on the freeway and didn't get lost this time. Beth Nelson greeted me in the driveway, then gave a tour of their yard. They have done a magnificent job of planning a xeriscape, but also by creating a natural sanctuary; no kidding an actual conservatory marked with proudly printed signs. We gathered under the veranda and gobbled down a welcome grilled meal which was followed by Beth's popular chocolate chip cookies. All of that food was chased down by an authentic Rodizio Brazilian Barbecue, which was prepared by Tai. He is a native of Taiwan, but lived his young life in the S. America Amazon. Tai will fly the world competition on two country teams, Brazil and Taiwan; go figure. We traded many stories, and went home grinning and tired.

The sun rose Sunday morning, and it was time to leave the hotel to find the ISS Field in Riverside. Google maps pinpointed the spot, or should I say *bare* spot in the smack middle of Orange groves. There is a small creek bottom that the local club has graded into a dirt strip; did a nice job too. The field is frequented by electric enthusiast and soaring geeks. We were down in a hole; no kidding a hole! Will thermals generate here?

.....yes. We had a different collection of pilots now, but still the U.S. Team and Joe were there to conquer this facility. I had just got the wing bolted onto my V2, when a 3 meter Supra swooped over head. That was incredible to watch, as it was Joe Wurts again showing us how to maneuver and harvest the low hanging thermal fruit. Joe had actually overhand launched his Supra (his Masters Championship Plane). It was a three minute + flight which I doubt got more than forty feet of altitude. That one flight taught me a lot about working the low level stuff and drifting with the thermal. This Joe guy is the real deal!

For the rest of the afternoon, we continued mixing up the tasks with soft launches.... extremely low level flying, then occasionally grunting out a few monster launches just to prove that we could still do it. Careful not to land off field here, either. There were thousands of HLG eating orange trees, but lots of thermals roaming around to hitch a ride.

We all had a great time getting to know each other and soaking up the CA sun. By 3:00pm we had not stopped for lunch. Our stomachs were growling. The crowd thinned and the MoBros wagon was pointed eastward to Phoenix. Jun, Joe and I hung in for a goodbye chat. Some of pilots that I got to fly with this weekend will be on the winners stand in Arborga Sweden this summer, bank on it! Any one of them can take it all.....just sayin!

I packed the SporTube again, mounted the trusty rental car and headed west toward the Pacific Ocean to LAX. The freeways were wide open, and the only thing nagging at me was the deep red sunburn on my legs. It hurt so Good!

Thanks to Jun C. for sponsoring a fun party, to the MoBros to keep it light, Paul A for joining us, and especially to Joe for mentoring. I loved it. Two extra chocolate chip cookies to finish and it's done.....I'm on my way back to the Rockies.....and the F3K TEAM; they'll be in Sweden July 4th. I'm confident they will bring home trophies.

Red Rocks Challenge

Saint George, Utah

Dave Runyon

March 19-20

For all of you DLG enthusiasts, there's a new game "out-of-town"; First Annual Red Rocks Challenge.

It's been a fun year for me to observe the spawning energy and growth of the DLG club in Utah. Last year Mike Maurer caught the fever to compete and came to Denver for an RMSA club contest, then later brought a few buddies back with him for the Blue Skies Over Colorado contest. Their DLG infection grew more intense, and they went home and recruited a small Air Force of pilots. Mike is the spark plug for sure, smart and very organized. He came up with the idea of a spring contest in St. George, since the weather in the Wasatch Front had been so tough earlier in the year. The idea caught on.

Needing a Contest Director, Mike put out invitations, while Sam Pendelton, the only pilot who lives in St. George scouted for a field. To shorten the story, Mike and I agreed on me being CD, and Sam "landed" a sod farm for the venue. The contest drew 23 pilots from Utah, Colorado, Arizona, California, and Washington. The weather turned out to be a bit on the windy side, but there were periods of good thermaling. No one had home field advantage as all but one came from hundreds of miles away to fly at this new and scenic field.

A special thanks to the Jensen brothers for support from Colorado. Dave Jensen provided some supplies, and coordinated with Jim Monaco for RMSA sponsorship so that AMA insurance would cover the event. Dave was not able to make the trip, but Gary Jensen did the drive and brought along his lovely wife and princess daughter. Kelsey flawlessly ran the scoring and posted them online, while Kris took photos that were also posted. Without the Jensen's help, this contest would have been "primitive." Many thanks.

Two thirds of F3K Team USA were present, but the glory of winning went to Charlie Morris. George Morris was second and Jun Catacutan was third. The contest was well organized and ran smoothly. The sod farm was a grand and pristine flying field. Planning for the 2nd annual St. George contest is already underway for 2012. Again, a special thanks to the RMSA for sponsoring the inaugural contest of the Utah club. They have reached critical mass to be on their own now, and will be hosting the Blue Skies Over Utah (also sponsored by RMSA), September 17-18. Ya'll Come.

RMSA 2011 Calendar

[\(click for online version that may be more current\)](#)

Date	Event	Location	Description
Thu Jan 13	RMSA Meeting	Broomfield Public Library	2011 Schedule
Sat Jan 22	Trailer/Winch Day	7257 W 116th Place, Broomfield	Trailer and Winch Repair Day
Tue Feb 1	RMSA Meeting	To Be Announced	Club Meeting
Thu Feb 17-Fri Feb 18	F3J in the Desert	Queen Creek AZ	CD-Phil Renaud
Sat Feb 19	Southwest Classic	Queen Creek AZ	CD-Chico
Tue Mar 1	RMSA Meeting	Club Field	Club Meeting
Mar 6 TBA	RMSA Pro/AM	Club Field	CD-Jim Monaco
Sun Mar 13	RMSA DLG	Club Field	CD-Dave Jensen
Sat Mar 19	RMSA Open Contest	Club Field	CD-Blayne Chastain
Sat Mar 19	RMSA Meeting	Club Field before contest	Club Meeting
Tue Apr 5	RMSA Meeting	To be Announced	Club Meeting
Sun Apr 10	RMSA Open Contest	Club Field	CD-Mike Verzuh
Sat Apr 16	RMSA DLG	Club Field	CD-Dave Jensen
Fri Apr 29-Sun May 1	International HLG	San Diego CA	
Tue May 3	RMSA Meeting	To be Announced	Club Meeting
Sat May 7	RMSA Open Contest	Club Field	CD-Jon Padilla F3J w/winch
Sun May 15	RMSA DLG	Club Field	CD-Dave Jensen
Sat May 28-Sun May 29	F3J in the Rockies	Sod Farm	CD-Jim Monaco
Tue Jun 7	RMSA Meeting	To be Announced	Club Meeting
Sat Jun 11	RMSA Open Contest	Club Field	CD-Cody Remington F3J w/winch
Sat Jun 18	RMSA DLG	Club Field	CD-Dave Jensen
Tue Jul 5	RMSA Meeting	To be Announced	Club Meeting
Mon Jul 11-Sun Jul 17	SOARING NATS	Muncie IN	
Sun Jul 17	RMSA DLG	Club Field	CD-Dave Jensen
Sun Jul 24	RMSA Open Contest	Club Field	CD-Mark Howard
Tue Aug 2	RMSA Meeting	To be Announced	Club Meeting
Sat Aug 6-Sun Aug 7	Blue Skies of Colorado DLG	Club Field	CD-Dave Jensen
Sun Aug 14	RMSA Open Contest	Club Field	CD-Bob Lewan F3J w/winch
Fri Sep 2-Sun Sep 4	US F3J Team Selections	Chicago?	Tentative
Sun Sep 4	RMSA DLG	Club Field	CD-Dave Jensen
Tue Sep 6	RMSA Meeting	To be Announced	Club Meeting
Sun Sep 18	Colorado Challenge Cup Open	RMSA Club Field	CD-Jim Monaco
Tue Oct 4	RMSA Meeting	To be Announced	Club Meeting
Sun Oct 9	RMSA Open Contest	Club Field	CD-Bruce Martin
Sat Oct 15	RMSA DLG	Club Field	CD-Dave Jensen
Tue Nov 1	RMSA Meeting	To be Announced	Club Meeting
Sat Nov 5	RMSA Open Contest	Club Field	CD-John Lovins
Sat Nov 12	RMSA DLG	Club Field	CD-Dave Jensen
Sun Dec 4	RMSA Awards Banquet	To be Announced	Jim Monaco - Coordinator

Rocky Mountain Soaring Association - 2011

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
\$ 7.50 Junior - under 17
\$ 35.00 Senior - individual 17 and over
\$ 40.00 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

1860 S. Vrain St

Denver CO 80219

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 has 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



President:	Jim Monaco	303-464-9895	mail to: jimmonaco@earthlink.net
Vice President:	Mike Verzuh	970-532-0638	mail to: mike@verzuh.com
Secretary:	Bob Rice	720-581-3099	mail to: briceflyer@q.com
Treasurer:	Mark Howard	720-273-2208	mail to: howard4113@msn.com
Past President:	Bruce Martin	303 963 5019	mail to: rbrucemartin@aol.com

Memb

Web Site <http://www.rmsaenver.com>

Chief

Instructor:	Mike Verzuh	970-532-0638	303-505-9488 (Pager)
Field Manager	Steve Sunken	303-477-6184	flyingdogtwo@comcast.net
Scorekeeper &	Jim Monaco	303-464-9895	jimmonaco@earthlink.net
Web master			
Librarian:	Tracy Cochran	303-934-8838	Tcochran@idcomm.com
Newsletter:	Tony O'Hara	303-948-2576	tonyoco@q.com

Winch Master

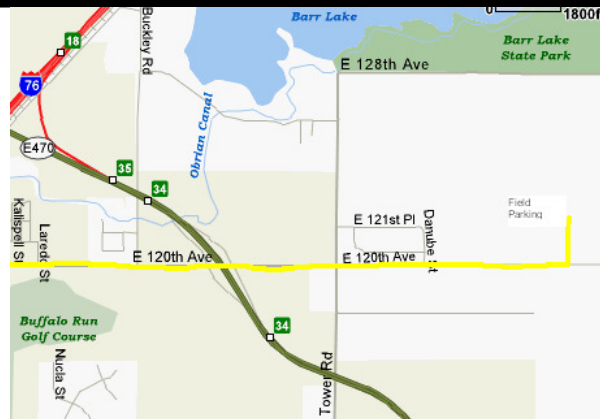
Steve Suntkin	303-477-6184	flyingdogtwo@cs.com
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Battery Masters

Bob Lewan
 Skip Miller
 Mike Verzuh
 Cody Remington
 Dr. Dan Williams
 Steve Suntken
 Bruce Martin

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 on 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

Forwarding Address Requested

First Class Mail