



Thermals

Newsletter of the Rocky Mountain Soaring Association

Feb 2015

AMA Chartered Club 1245

Volume XXXIX Number 2

PRESIDENT'S MESSAGE

Bob Pederson

We had a productive meeting last month. We planned out this year's contests and events including adding some new events. We will have two F5J powered sailplane events lead by Lenny Keer. Also, we will have at least one cross country event lead by Mike Verzuh. The contest schedule should be in this newsletter and is posted online at <http://www.rmsadenver.com/>. We have CDs for most of the contests but we still need some volunteers to CD the F3K contests. Most important is finding a CD for Blue Skies Over Colorado (BSOC). If you think you can help, please give me a call.

We had a past member, Steve Whittaker, show up at the meeting. He is getting back into the hobby so please welcome him and introduce yourself.

Jon Padilla volunteered to do a presentation at the February meeting. Jon will be representing the USA as a pilot for the national F3K team. He will be talking about his preparations for the World Championship in Croatia this July. Information on the F3K Championship can be found at www.f3k2015.com/

We had a very successful club maintenance day on the 1st. We cleaned up the club trailer and re-lined the winches. Accumulated junk was thrown out (actually Mark H took most of it home for re-purposing). We got a light coat of wax on the outside and installed a new hitch lock. The old one was acting up and hard to use. The hitch lock key is kept in the side trailer door lockbox. Code for the lock box is our AMA club #. One trailer door was found to be rotting out so new member John Knott offered to take it home and re-build it. Thanks very much John. The pilots going to F3J in the Desert will be hauling it to Phoenix in a few weeks so we wanted everything in order.

The next meeting will be February 11, 7:00 PM at Skip Miller Models at their hanger at Longmont airport. The meeting agenda will cover:

- Rules updates including field rules with respect to F3K (DLGs).
- Clarify F3K contest award structure and look at using an out-of-state contest for yearly scores.
- Ideas for meeting programs that will draw the membership to our monthly meetings.
- Updates to club website – review existing info and update to reflect F3K and new contests – Mark Howard and I will be working on this over the next month.
- Club notice/flyers offering help in getting new glider owners get started in flying. We used to do this but have not kept the notices current and supplied to the hobby shops for inclusion with new sailplane sales. If anyone has a copy of the old notices, could you get one to me for updating?
- Club instructors program: Mike Verzuh coordinator? Need to identify instructors and how the program would run. Should we purchase a Radian glider to aid in teaching new pilots and entice prospective members?

One last thing, please get your membership renewals in to Bob Rice.

Respectfully submitted
Bob Pederson
(bpedersn@colomail.com)
970-532-3437

F5J 101

Last year we tried adding one electric contest into the schedule. It was fairly well received and better attended than some of the winch based monthly contests. This year there will be two electric contests on the schedule, and we will be using the F5J format.

So what is F5J, how does it work, and what do you need to participate? F5J is a fairly new FAI provisional class for electric thermal soaring. It is being extensively flown in Europe, but has been slower to catch on in the US. It is expected that F5J will soon be granted permanent status as an international competition class, so a World Championship will be scheduled and a US team will be selected. F5J is starting to gain some traction now in various clubs around the country and interest will likely accelerate rapidly once there is a World Championship on the horizon.

To explain it simply, F5J is very similar to ALES competition, except that each pilot gets to decide his own launch height. The higher you choose to launch, the more "launch penalty points" are deducted from your score. If you choose a lower launch height, you have less launch penalty points, but less chance of finding a thermal and completing the 10-minute duration. It's all about risk versus reward. High powered motors are not needed or even desired. 30 seconds are given to climb to the starting altitude of your choice. F5J is flown man-on-man in a 10-minute window, just like F3J. Landings are less demanding than F3J though since the center spot is 2 meters wide and worth 50 points.

If you haven't already got a suitable electric sailplane to fly, there are several ways to join the fun.

1. Probably the least expensive option would be to just buy a Radian. They fly extremely well for a simple foam model and can be quite competitive in light wind conditions.
2. Another fairly simple option is to get an electric fuselage for a sailplane that you're already flying. Most of today's F3J models have an electric fuselage available, that you can use with your existing wings and tail. Even an old glider fuse can often be converted to electric use. The motor, controller, and lipo in the electric fuse replace the battery and noseweight in the glider fuse, and the flying weights are often very similar.
3. Finally, there are a number of specialized F5J models available now. These are often based on current F3J models, but with lighter layups and lighter spars since they don't need to withstand a winch launch. With a low power, light weight power system, these models are often lighter than their winch launched counterparts.

There are a variety of suitable motors available for F5J models, ranging from inexpensive outrunners, to well built gear driven inrunners. Motor currents are typically under 50A, so a Castle ICE or Edge Lite 50 works well and provides a reliable power source for the receiver. Batteries used are usually 3-cell lipos 850mah - 2200mah.

An F5J logger is used to measure the launch height and stop the motor after 30 seconds. This is a small 1/4 ounce device that simply plugs in between the receiver and speed controller. The launch height is displayed on it and after landing it is recorded on the score sheet, along with the landing score. The preferred device for F5J is the Altis V4. It is available from SUSA and Esprit for about \$80. It should be installed somewhere under the canopy where it is easily accessible. An extension cable is normally run from the motor channel of the receiver up to the canopy, where the Altis and controller can be easily connected. The Altis V4 can be used for ALES competition as well as F5J, and can also be used to record the constant altitude changes for an entire weekend's worth of flights in an electric or unpowered glider model.

I am hoping to have some "loaner" F5J loggers available for use during our club contests, for those who haven't got their own. Those who own a CAM limiter can also use that for our events, but you would be limited to just the three altitude choices that it provides (100, 150, 200M). Most F5J launches typically seem to be between 100 and 150M, though that can vary greatly depending on condition. On a good thermal day, it may be reasonable to launch to only 50 or 60 meters, and in poor conditions 200M or more may be a better choice. Each pilot gets to make that

choice for himself. Expert pilots may be more willing to risk a low launch, and sportsman pilots may prefer higher launches to improve their chances of making 10-minutes.

The first RMSA F5J contest will be coming up in April, so start thinking about getting ready for it now. I'd be glad to answer questions and provide guidance on model and power system selection -- just shoot me an email. For anyone interested, the entire rules set is posted on the FAI website.

Lenny Keer
lenny970@AOL.com

RMSA Facebook Group Page

RMSA has a new Facebook page – which is a great place to share ideas and information. This is a closed group.

The link is <https://www.facebook.com/groups/424146784408056/>

You can also get there by finding the group by name “Rocky Mountain Soaring Association”

You need to be a group member so you should either

1. Ask to join the group using your Facebook account at the group page
2. Send me a request to be added via Facebook message - <https://www.facebook.com/mark.howard.775>
3. Friend me on Facebook – message and I'll add you to the group
4. Email me (howard4113@msn.com) and I'll add you to the group

FOR SALE

FOR SALE: Pike Perfect ET, yellow wing and orange fuse. Ready to fly: Newer wing servos (94761 on ailerons and DS398 on flaps), DS3421 on elevator and DS368 on rudder. With Airtronics 92104 receiver and eneloop 1900 mAh NiMH battery. Also includes factory original ballast set, fuse cover, reflective wing and stab covers AND carrying bag. **\$950**

Questions? Please call Jim Rogers, 303-933-8997

RC AUCTION

JEFCO AEROMOD'LERS RC CLUB PRESENTS

QUESTIONS? Bruce Riley
Auction Coordinator
auction@jefcoaeromodlers.org
303-898-6014

Saturday, Feb 7, 2015

**BACK THIS YEAR!
BUYERS & SELLERS
PRE-REGISTER ONLINE!
No Admission Fee to
View Merchandise.
\$10 Registration Fee
to Sell or Bid**

VISA, MC & Discover Accepted

**SCHEDULE OF EVENTS
NEW! ONE DAY AUCTION**

FRIDAY—FEB 6

11am—8pm Merchandise Check In

SATURDAY—FEB 7

8am—6pm AUCTION

Merchandise Check In—Till Noon

JEFFERSON COUNTY FAIRGROUNDS

15200 W. 6th Avenue—Golden
(6th Avenue/Indiana Street)

HUGE SELECTION & VARIETY OF ITEMS UP FOR BID

Airplanes Jets Cars Helicopters Gliders

DENVER, COLORADO

Radios Engines Tools MORE!

jefcoaeromodlers.org

BUYERS & SELLERS CAN PRE-REGISTER ONLINE AT

WWW.JEFCOAEROMODLERS.ORG

NEW! ONE DAY AUCTION ONLY!!



RMSA 2015 Calendar Of Events

[\(click for online version that may be more current\)](#) Note:-Italicized entries are changes from original

Date	Event	Location	Description
Thu Feb 19 - Fri Feb 20	F3J in the Desert 2015	Schnepf Farms Queen Creek AZ	
Sat Mar 7	Open Contest	RMSA Club Field - 120th Ave	CD Blayne Chastain
Sun Mar 15	DLG Contest	TBA	CD - TBD
Sat Mar 28	Red Rocks Utah DLG	St George UT	Red Rocks F3K 2 day contest and TS qualifier
Sat Mar 28 - Sun Mar 29	F3J in the Deep South	Houston Tx	F3J Tour Event
Sat Apr 11	DLG Contest	TBA	CD - Bob Pederson
Sun Apr 26	F5J Electric	RMSA Club Field - 120th Ave	CD - Lenny Keer
Sat May 2 - Sun May 3	IHLF Handlaunch	Poway CA	International DLG
Sat May 9	Open Contest	RMSA Club Field - 120th Ave	CD - Jim Monaco
Fri May 22 - Sat May 23	F3J in the Rockies	RMSA Club Field - 120th Ave	F3J Tour Event
Sun May 24 - Mon May 25	Blue Skies Over Colorado DLG	RMSA Club Field - 120th Ave	CD - Need Volunteer
Sat Jun 6	DLG Contest	RMSA Club Field - 120th Ave	CD - Sam Pendleton
Sun Jun 7	F5J Electric	RMSA Club Field - 120th Ave	CD - Lenny Keer
Sun Jun 21	Cross Country	Verzuh Ranch	CD - Mike Verzuh - Note this is Fathers Day
Sat Jul 11	Open Contest	RMSA Club Field - 120th Ave	CD - Blayne Chastain
Sun Jul 19 - Sun Jul 26	DLG F3K World Championships	Croatia	
Sun Jul 19	DLG Contest	RMSA Club Field - 120th Ave	CD - TBD
Sun Jul 26 - Sat Aug 1	Soaring Nats	AMA Field Muncie IN	F3J July 31 - Aug 1
Sun Aug 9	Open Contest	RMSA Club Field - 120th Ave	CD - Jim Rogers
Sat Aug 15 - Sun Aug 16	F3J in New Mexico	Albuquerque NM	F3J Tour Event
Sat Aug 15	DLG Contest	RMSA Club Field - 120th Ave	CD - Jon Padilla
Sat Sep 5 - Mon Sep 7	F3J Team Selection	TBD	CD - TBD \nAlso F3J Tour Event
Sat Sep 19	DLG Contest	RMSA Club Field - 120th Ave	CD - TBD
Sun Sep 20	RMSA/PPSS Challenge Cup	RMSA Club Field - 120th Ave	CD - Jim Monaco
Sat Oct 3	Visalia Fall Fest	Visalia CA	TD Event
Sun Oct 4	Open Contest	RMSA Club Field - 120th Ave	CD - Mike Verzuh
Sun Oct 11	DLG Contest	RMSA Club Field - 120th Ave	CD - TBD
Sat Nov 7 - Sun Nov 8	Blue Skies Arizona DLG	TBD	TBD
Sun Nov 8	Open Contest	RMSA Club Field - 120th Ave	CD - Shannon Bingham
Sun Nov 15	DLG Contest	RMSA Club Field - 120th Ave	CD - John Jonke
Sun Dec 6	RMSA Awards Banquet	TBD	

Rocky Mountain Soaring Association - 2015

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:	Bob Pederson	970-532-3437	e-mail to: bpedersn@colomail.com
Vice President:	Blayne Chastain	970-405-5818	e-mail to: mailto:blayne@whistleanddrum.com
Secretary:	Bob Rice	720-581-3099	e-mail to: briceflyer@q.com
Treasurer:	Mark Howard	720-273-2208	e-mail to: howard4113@msn.com
Past President:	Jim Monaco	303-818-7576	e-mail to: jim@monacocasa.com

Member Support

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

Chief

Instructor:

Field Manager Steve Sunken 303-477-6184 flyingdogtwo@comcast.net

Scorekeeper & Jim Monaco 303-464-9895 jim@monacocasa.com

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

Battery Masters

Skip Miller

Mike Verzuh

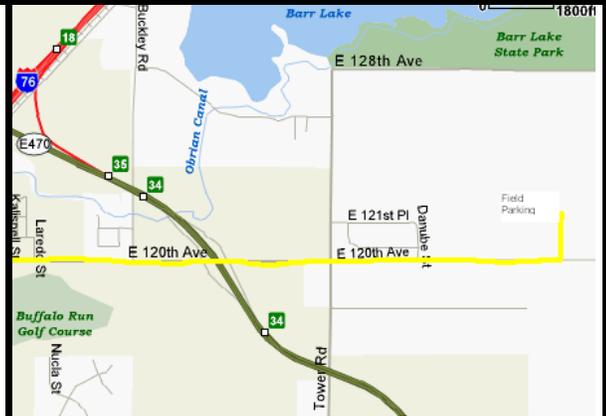
Cody Remington

John Lovins

Jim Rogers

For Winch Use:

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



Directions to Field

Take I-76 to exit 16. Turn left and follow the frontage road to the stoplight and turn east onto 120th eastbound towards the airport. Take 120th East to Tower Rd. Take 120th east of Tower Rd about 3/4 miles. We fly on the North side of 120th which is the SE quadrant of the sod farm.

Flying for RMSA members and accompanied guests only.



Rocky Mountain Soaring Association
1860 S Vrain St
Denver CO 80219

First Class Mail

Forwarding Address Requested