Thermals

Newsletter of the Rocky Mountain Soaring Association

April 2016 **AMA Chartered Club 1245** **Volume XXXX Number 4**

PRESIDENT'S MESSAGE — Bob Pederson

MARCH CONTEST RESCHEDULED -- INFO!

If the weather lets us fly the open contest as scheduled for this Sunday, April 3, then we schedule the March contest make-up for Saturday, April 16. If the weather/snow cover prevents us from flying the April 3rd contest as scheduled, then we re-schedule the April contest for April 16 or 17 and cancel the March contest for this year.

The April meeting is at Canuck Engineering 15201 Huron St. Broomfield, CO. 80023
Meeting time is 7:00.

Please note the change in meeting place. Canuck Engineering is Andrew Williams shop. He has offered his shop for our meeting and it should be interesting. If you don't know what Andrew does in his spare time, check out his web page at: http://www.canuckengineering.com/
He manufactures and sells RC gear, supplies, planes etc. He's a good guy to know especially if you are in to slope soaring. I'm hoping to convince him to do a program or two on building with foam.

Jim Monaco will be doing a presentation on Telemetry using Spectrum radios. Should be very interesting. Telemetry is becoming very common in today's radios and making the best of its capabilities will enhance your enjoyment and survivability of your planes.

I sent out an email to the membership a few weeks ago with an updated contest schedule. I got a few good comments back and incorporated them in the revised schedule. Please see the full new schedule included with this newsletter. The changes primarily affected the F3K contest dates. I tried to make the schedule compatible with everybody's availability as much as possible. The F3K contests are now split 4 and 4 between Saturday and Sunday dates. I hope this works for the most pilots.

The next Open contest will be April 3rd and CD is Jim Monaco.

Our next F3K contest will be Sunday April 10th and Reid Roberts will be the CD. Pilots meeting is at 8:30 Entry fee is $5.00. Please monitor the RCGroups Handlaunch forum and the "Colorado DLG Happenings" thread for the latest info.

One last thing, please get your membership renewals in to Mark Howard. We have about 36 members signed up. Go to:
https://drive.google.com/open?id=1Fli5m3B2hEJ_B5ATYzHLI9xdCKxH6rHq_H1plpTrino
to verify if we got your registration.

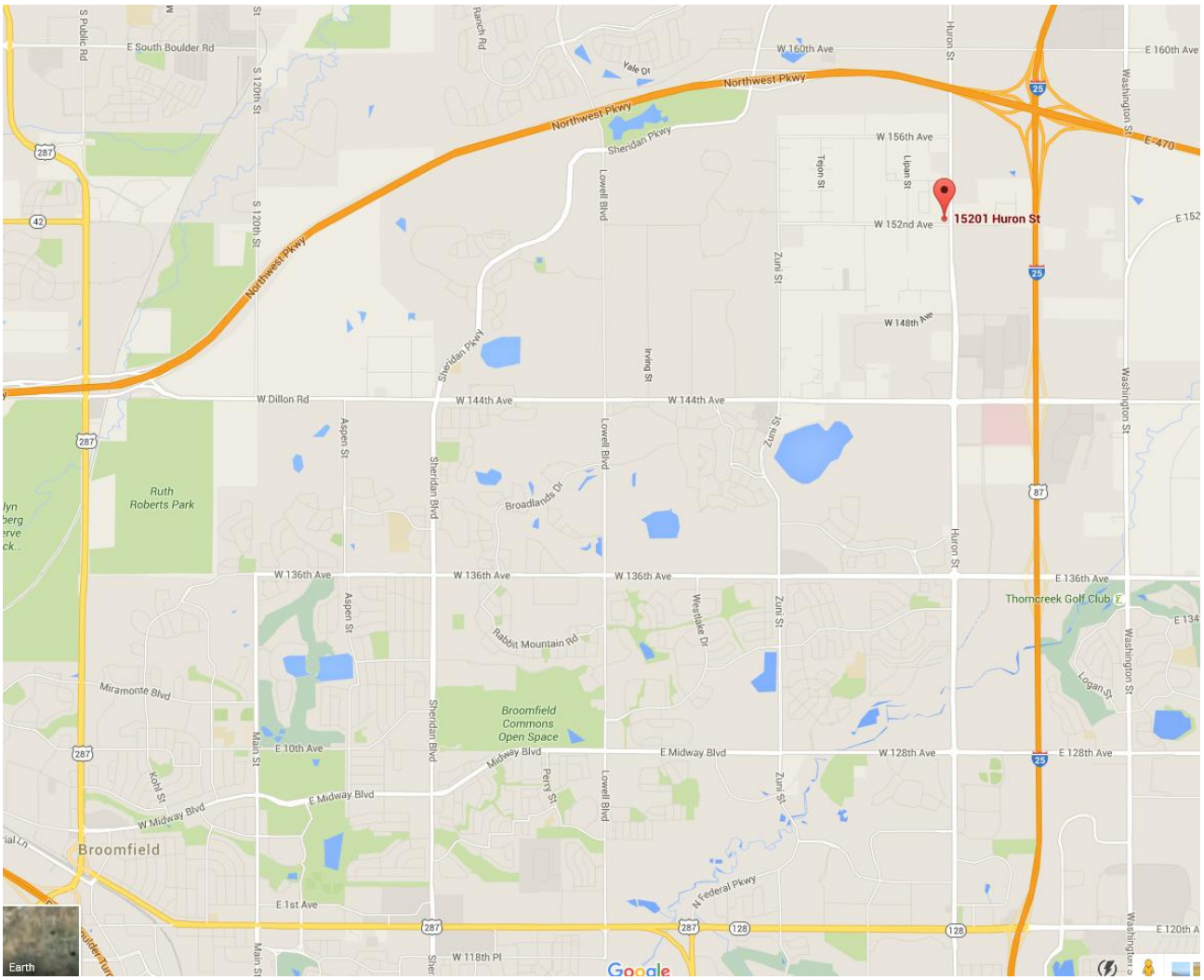
Respectfully submitted
Bob Pederson
(bpedersn@colomail.com) 970-532-3437

Canuck Engineering
15201 Huron St
Broomfield, CO
80023

Directions.

Location is between 144th and Hwy 7 on Huron St. (1st major street West of I25) NW corner of Huron St. and 152nd Ave. (First driveway NW of the intersection)

https://www.google.com/maps/place/15201+Huron+St,+Broomfield,+CO+80023/@39.972691,-105.0000907,17z/data=!3m1!4b1!4m2!3m1!1s0x876c7531fae8c9d5:0xfca387a387c49728



Shop is the building on the north side of the driveway before you get to the house.

Entry door is on the West side of the shop. There's parking in front and back of the house as well as in front of the shop. Overflow is on the grass to the west of the shop weather permitting.

Contest report
March 5th F3K contest

Boy, did we luck out. Warm weather in March, light winds, some perverse air just to make things interesting and lots of pilots. Couldn't ask for much more. Thirteen guys showed up to stretch out their arms. I think a lot of them went home sore from not enough flying over the winter. Dr. Chris Adams made the trek down from Cheyenne to fly with us. Four hours of driving and 7 hours of flying must have made for a long day. That's dedication.
We flew a full 8 rounds of standard F3K tasks including a new one called "Big Ladder" The task involves flying a 1 minute, 1:30, 2:00, 2:30, and 3:00 in order. There is no slop time so you have to get close to your target time but not over and then make a quick turnaround. Reviews were mixed on this task and we'll look at including it (or not) in future contests.
We had one tragic incident during the second round. Our new DLG pilot Ryan Friedman in his first contest got Sam'd by George Messer. Ryan was coming in to land and George launched right through him at about 30 feet up. Significant damage to both planes was incurred. I understand that repairs are already in progress so let's hope we see both guys at the next contest in April.
George, good guy that he is, stayed long after he wiped out his and Ryan's planes. He stayed around and helped Stewart Bergner with flying his DLG. Thanks George.

Ryan got lots of advice on how to repair his Super Fr3aK. He stayed for the entire contest and timed for anyone who need help. He also got some useful instruction from Skip and John J in launching that was immediately apparent. Thanks Ryan.

I can't tell you how many times today that I struggled to get a 1:30 until the last minute of the window when I would hit a boomer. Pretty frustrating. Has that ever happened to you???

It was a great start to the RMSA F3K season. Lots of pilots and challenging conditions. I promise next time I will remember to bring the score cards that were at home on my clipboard along with my checklist of what to bring to the contest.

Also, Thanks to Oleg for F3KScore and Adrian for F3KMaster. Both are excellent programs and made my job easy. I remember when I had to bring a big piece of poster board, ruler and magic marker to record scores. This is so much easier

Congratulations to Jon Padilla who took first place with 6891 points out of 8000. Second was John Jonke close behind and Reid Roberts came in third. Great job guys. Here are the totals:

Event Name: RMSA March 2016 F3K Start Date (MM-DD-YYYY): 03-06-2016 End Date (MM-DD-YYYY): 03-06-2016

Pilot List | Task List | Flight Matrix | Start List | Round Scores | Total Scores | Team Scores

	Name	1 Laddr	2 AUp5	3 3of6	4 BLddr	5 5x2.0	6 3of6	7 1234	8 Poker	Penalty & Rnd	Score	%	Class	FAI/AMA number	Club	State
1	Jon Padilla	1000	1000	1000	(828)	1000	1000	1000	891		6,891	100.0%				
2	John Jonke	1000	1000	989	867	1000	(819)	992	865		6,713	97.42%				
3	Reid Roberts	(771)	946	986	1000	830	831	826	1000		6,419	93.15%				
4	Skip Miller	741	962	1000	896	895	(735)	922	1000		6,416	93.11%				
5	Bowdie Ormsbee	771	1000	797	1000	908	785	980	(749)		6,241	90.57%				
6	Jim DeGroot	741	842	932	746	903	1000	1000	(584)		6,164	89.45%				
7	Harold Bailey	(571)	768	822	710	922	709	681	652		5,264	76.39%				
8	Bob Pederson	741	785	715	715	941	(329)	652	337		4,886	70.90%				
9	Chris Adams	(257)	399	560	490	827	572	550	534		3,932	57.06%				
10	John Hsu	571	508	641	747	(0)					2,467	35.80%				
11	Bill Beamer	143	251	235	541	504	(0)				1,674	24.29%				
12	Ryan Friedman	519	679	(0)							1,198	17.38%				
13	George Messer	571	600	(0)							1,171	16.99%				

Hey all,

We have an opportunity! The AMA President has asked us to write to our elected representatives and we have a real window!:

-The House Transportation and Infrastructure Committee has passed some key points in the 2016 FAA AIRR Act (Air Innovation, Reform and Re-Authorization) prior to it going up for a vote. The following point was included in the committees recommendations and COULD save us:

Direct the U.S. Department of Transportation (DOT) inspector general to assess the FAA's registration process and require the FAA to assess compliance with and effectiveness of the system. With criticism coming from all sides on drone registration, and both the legality and the utility of the system in question, an independent assessment may help to get the registration program either changed, or accepted.

THOSE are good words! Consider including bullets like the following to your elected representative:

-Please consider voting to rescind UAS and Drone restrictions to members of the Academy of Model Aeronautics (AMA).
-The AMA, founded in 1936, has been a bedrock of physics, the aeronautical and the aerospace sciences for generations of Americans.
-We, the membership, have subscribed to and participated in a set of community based safety programs and guidelines for 75 years with a virtually flawless record.
-We are aware of our place in the National Airspace System and take our role in preserving the safety, security and freedom of our system very seriously.
-AMA and it's members work actively in the community and with all governmental agencies to ensure our utility in preserving the safety, security and freedom of America's airspace while promoting and encouraging the hobby of remote control aviation.

Many of you have much better ideas, knowledge and can write much better than this but these might get those creative writing juices flowing
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I know some are not thrilled with the AMA as it relates to r/c soaring but they are our only hope. Don't forget to write to them also.

Keep in mind when writing: We are asking to rescind, or change, the existing rule for drone registration. In 2011 we were "helping" craft the original language...big difference. We need them to ELIMINATE restrictions, specifically in our case, the 400' agl restriction for AMA members. Personally, I'm going for the whole enchilada as in "HANDS OFF THE AMA!". We (meaning me) don't want a series of small victories, we want them to leave us the hell alone into perpetuity!

Here's how you find your elected representative and how to go about e-mailing them:
http://www.house.gov/representatives/find/

Here is a document that I found on RCGroups that fills you in on the tactics of flying F3K competitively. It was written by Erik Dahl Christensen of Denmark. I hope you find it useful.

This document started as a thread on rcgroups about "***Techniques to help WIN contests***"**. It is very detailed and if you find it too detailed, realise that it is because you have become so experienced that you don't need all of it anymore. The stuff that you master 100% - just skip it. I'm though not quite sure that I master anything 100% ☺. On the other hand, if you are a beginner in this game, you may need even more advice than I have gathered. Please feel free to use this document as an unfinished document, and add whatever you feel is lacking. Either ask someone about what you miss, or close you eyes and think deep for a while. Have fun.**

Practice	**comments / equipment**
generally	
The road to winning a contest will start months before the day of the event.	
Physical fitness will eventually come into play as you get closer to the end of the event. During a 2 day contest you will put up at least 100 launches and if you arrive on Friday that could be much higher. Stay in shape in the off season with aerobic exercise and stretching a couple of times a week. During the contest season launch launch launch!	
Launch	
Start your flying sessions with a warm up of 20 launches. Then try to string along 10 perfect tip catches. From there, work on the basic skills needed for any task. Read the air and get an idea where the lift is before you launch. Fly directly to that spot and sniff it out. When you find lift make a few climbing circles and bring it home for a tip catch and relight right back into it. Do this over and over until that thermal is too far to catch again.	
Practise launching.	This is a big issue!!
You must be ready to catch and relaunch in less than 2 seconds every time.	
Thermal	
You must be able to find lift on every flight.	
"In and out" - Land and launch again and try to find again the same thermal.	
Never stay more than 5 minutes in a thermal during practice.	2½min ??
If reading lift still seems like voodoo to you try this to help make sense of it all. Next time you encounter lift quickly land your airplane and take a look around. What do you feel, see and hear? Now launch back into it.	
Treat each flight like an all up last down task. Stand there and read the conditions first and then launch to the lift. When broken down to the very basics this game is the same for any task. Launch, find lift and land on time. Focus on those basics every time you fly.	
Get comfortable chasing that lift way downwind, you know it is there so go for it. When that thermal is gone don't just start launching and looking.	Spend some time practising and experiencing how to get back and exactly how far away you can fly downwind, to get to know your limits. This means that you will land out. It is though better to land out practising than during a contest ☺
Practice turning the plane around without too much height loss.	
Practice finding your own lift, but use everybody else's lift during the contest	
Practice low level thermaling, but stay high during the contest.	

Flying	
You must be ready to fly in all conditions from wind to rain to big ole puffy clouds and blue sky. These things take practice and not just flying around with your buddies but practicing with intent.	
Don't land out, but do it occasionally and part wise on purpose during practise, to push your limits	
If you normally fly in a right circle, learn to fly left circles. Don't pay any attention to comments from the jocks that say you need to do right handed circle because the vertical is more efficient. Most people fly right handed circles, and by flying left, you make them struggle to circle better left. More struggle for them, makes them waste air. This is directly from George Moffat's book. He thought were that if he could make you lose time, you might not win.	
Learn to land in a crowd. Learn how to drop your plane into a hole. You have flaps, use them!	
You must be ready (confident) to fly in a crowded space standing on a crowded field.	
Preparing	
Have more than one primary ship. That is not saying that your backup should not be as good, but you should have two ships that you can fly interchangeably.	
The past 2 seasons, I had 2-3 planes for contests for the first time. When I needed to switch planes, I could do so without worry. If I had to repair one on the field, I did not have to worry about finding CA fast, repair cloth, or even wait for epoxy to cure. It was a pleasure not to have to worry about the next task when you know you have a good plane all ready to go!	
Preparation just before the task	
Stay confident. Relax. Launch your (fully charged up) plane before a round to get the jitters and butterflies out. This should allow you to get a feel for the air.	I use 3 launches to get me going. a) a small toss b) a low power discus launch c) a full power discus launch I have once made **one** launch during practise, where I had the wrong model in my transmitter. This 3 phase launch sequence prevents major damages if I mess that up. It also prevents damages from unseen damages to the plane, which could cause a totally damaged plane.
Always flight check the plane after the task to make sure that you are ready for the next task. If you set your plane down, it should be ready for the next task without any further attention. Store it so that a thermal cannot grab it to destroy it. They know how to do it!	
Always charge your plane after the task.	
Keep your planes charged up. If a plane isn't flying during a fun-fly or contest, it should be charging up. Before a contest, practice with your backups. I learned this hard way at the Blue Skies over Colorado. I kept practising with my primary (for the conditions) for the fly-off's and I almost launched it with a dead battery! Unexpectedly switching planes at the last second can screw with your current state of mind and confidence.	
If you find lift in the preparation time, don't show it to every pilot,	
If flying Prep time, do not circle for a long time in a thermal you found. If you do, the other pilots will determine how fast the	

thermal is drifting, and if it is going downwind, they will know how far they have to fly to get to it. The old turn and burn routine that Bruce Davidson uses.	
A preparation example from Matthias Hammerskiold, Sweden: 30-28 Check my gear and ballast 28-25 Passing through the trigger point 25-15 Check conditions of previous groups and winning tactics 15-10 Preparation time is running. I review the tactics with my helper and make a final condition check. Position myself in the launch area according to tactics. 10-0 Working time running. Carry out the tactics. Things can happen within this window which force me to change ballast or plane but I see this as "failing" of the plan which will take focus from the tactics. With a good team the risk can be minimized since they can take care of previous group analysis.	
Flying the task	
Don't land out	
Make sure you don't loose points in the ladder task.	
If you have a good pilot in your group, GREAT! Don't let that intimidate you. Just relax. Use him! He's just another thermal indicator for you.	
Know the planes in your group and who's flying them. I think Bruce D mentions this a lot-- Cover them! Fly far enough that you can work on your own and fly close enough that you can zoom to the planes seemingly in lift.	
In a gaggle of planes. Stay in blue skies. It's not worth losing your plane and maybe the other guy's plane over something that can be easily avoided. Most of the times, thermals are big enough that you can stay out of the gaggle. I do this all the time. Sometimes you cannot avoid it if people are ranged far out. It took me two mid-airs at the 08 IHLGF to learn this. One of them was my own stupid fault. It took out Kiwi's plane and I still regret doing it. And this was before the contest started!!!	
Keep your speed up!	
Never loose time; for example if I land at 10 meters from me, I begin to walk when my model is still flying to save time	
Fly against yourself, NOT the other pilots. You lose time because YOU did not make the flight task time, not because others do not make the time. You are competing to be the best at the task time and at the end if you drop time it is because you dropped the time. The more time you can get, the better you will place once any comparison is made for scoring.	
Never come in early. If you have a chance to bury another pilot by flying as long as you can, do it! Don’t assume you are the best of a flight until you max and cannot accumulate any more points.	
Let you timer know what you are going to do. Tell him your limitations, what you like to do and don’t, how you want time to be counted, that is, if he doesn’t already know.	
Never let you timer comment on your flight other than trying to compare what you are in versus what the other pilots are doing. I once had a time keep saying get out of there, get out of there, you are in really bad sink. I ALREADY KNEW that because I was already trying to get out, and penetrate through the sink! I am not blind!	
Winning a contest is a 2 step process. The first obstacle is to get	

into the fly offs. The tactics employed to do this may be quite different from those used to win the fly offs. It is wise to be a bit conservative and fly closer to the field during the preliminary rounds.	
You should have a plan before every launch even if that means holding for a couple of seconds. The goal here is to be consistent. At the IHLGF this year (2009) it only took an average of 921 points per round to make it into the fly offs in 10th place. In the finals the game changes from conservative to calculated risk taker. It will take aggressive flying to get the most out of every flight. Transitions will come into play so you better be ready for tip catches on every flight.	
Do not underestimate the importance of a great timer.	
When you start to treat it like a team event you will have a big advantage.	
<u>Tactics for each of the tasks</u>	Either memorize these task specific tactics, write them down and show them to your timer seconds before the start of the working time (not advisable), OR let your timer be part of these tactics, so you gather the synergy from 2 brains doing different parts of the necessary thinking during the flight :-). Think F3K as a team event. Suggestion: Print and laminate these task specific tactics AND the general tactics, and keep them on you score board until you don't need them anymore.
<u>Generally</u>) Avoid the same sink twice – be "the river of air" Avoid "cross overs" => no midair's Fly different areas if you don't have a positive thermal indication Circle **only** in lift Be conservative - stay in the middle of the pack until you know where the thermal is Learn to spot thermals from vegetation movements, birds, insects, wind shifts and other planes in the air. Don't land out if there is time left in the tasks *3 out of 6, ladder, 2 last, last, AULD* Use the excessive time to find lift => in & out Don't land early. Find lift while flying, then land a relaunch directly into the lift. Your don't loose points for over flying the time. Turn-around tasks *5x2, 1-2-3-4* Make the time a little short. 2 seconds "wasted" on ground is better spent watching for lift, than 2 seconds stressed over flying. If you can find lift before you land = in & out If you are in doubt before the launch, use 5 seconds to scan the sky, make a decision and launch <u>change</u> of tactics If you loose time in *5x2 or 1-2-3-4*, the task changes from a turn around task to a task with time left in the working time. This change suddenly gives you time to either scan the sky from ground, or over fly the other times while searching for	

lift in the air. In the same manner a task with time to spare and the above mentioned changed turn around task, can change or change back to a turn around task, if you have used all the spare time :-)	

"last flight" - working time 7-10 minutes dependant on CD Find lift in the 2-5 surplus minutes Your timer must be aware of anybody finding lift Use the excessive time to find lift => in & out Don't land early. Find lift while flying, and then land and relaunch directly into the lift. Remember that you don't loose points for over flying the time.	7 min w-time => 4x25 sec. free air scan time or 10 min w-time => 5x50 s free scan air time
"2 last flights" Find lift in the last part of the second last flight => in & out Don't land early – use the time in the air to find lift => in & out Your timer must be aware of anybody finding lift Use the excessive time to find lift => in & out Don't land early. Find lift while flying, and then land a relaunch directly into the lift. Remember that you don't loose points for over flying the time.	2 min surplus time => 4x25 sec free scan time
"AULD" Find lift from the ground Choose where to fly if you can be conservative – stay in the middle of the pack until you know where the lift is	
"Ladder" – there is 75 seconds excessive time in the working time Over fly each flight 1-2 seconds Find lift during the first short and easy flights Use the last part of the last longer flights to decide where to fly next Use the excessive time to find lift => in & out Don't land early. Find lift while flying, and then land and relaunch directly into the lift. Remember that you don't loose points for over flying the time.	The first 3-5 flights (dependant on skill) are free scan air time for the last longer flights
"5x2" Find lift during the prep time – decide where to fly Find lift in the last part of each flight => in & out Make the time a little short. 2 seconds "wasted" on ground is better spent watching for lift, than 2 seconds stressed over flying. If you can find lift before you land = in & out If you are in doubt before the launch, use 5 seconds to scan the sky, make a decision and launch	If the full time is not flown -> change tactics If the surplus time is spent on ground change back to turn around tactics 1 min surplus time coursed be a 1 min flight => 2x25 sec free air scan time
"3 out of 6" Find lift in the first minute If you search for lift in the air, make a decision at 0:40, so you can either stay in the thermal, relaunch in it if you are low or decide to fly the thermal that is somewhere else ☺ Find lift during the last part of each flight => in & out If you have time left, use it to find lift – preferably in the air Use the excessive time to find lift => in & out Don't land early. Find lift while flying, and then land a relaunch directly into the lift. Remember that you don't loose points for over flying the time.	
"1-2-3-4" Find lift during the first 40 seconds. Find lift or decide where to fly next at times 0:40, 1:40, 2:40 and 3:40. Make the time a little short. 2 seconds "wasted" on ground is better spent watching for lift, than 2 seconds stressed over flying. If you can find lift before you land = in & out	Dependant on skill and weather: 1 min flight is free air scan time 2 min flight can be free air scan time

If you are in doubt before the launch, use 5 seconds to scan the sky, make a decision and launch	

The following table can give you an estimate of which times you are aiming at when setting your target for next years competitions. Have a look at your scores from last year, and find where you can/will improve this year. Analyse where you can gain points. Practise that and advance placing in your next contest.

Find out what your target shall be for this years contests, and see what times you apr. shall fly to reach your goal and contest placing you wish for

The mentioned combinations of times are of course only some of the possible combinations.

Be aware that the tactics for a turnaround task flown to less than 100% changes the task from a turn around task to a task with slightly different tactics.

	at least 75% of max min 750 points	at least 80% of max min 800 points	at least 85% of max min 850 points	at least 90% of max min 900 points	at least 95% of max min 950 points	100% 1000 points
AULD	3 x 2:15	3 x 2:24	3 x 2:33	3 x 2: 42	3 x 2:51	3 x 3:00 Gratulations
Ladder	all but 2:00 =771 = 77.1%	all	all	all	all	all Gratulations
5x2	5 x 1:30	5 x 1:36	5 x 1:42	5 x 1:48	5 x 1:54	5 x 2:00 (*not possible but close*) Gratulations
3 of 6	3 x 2:15	3 x 2:24	3 x 2:33	3 x 2: 42	3 x 2:51	3 x 3:00 Gratulations
Last flight 5 min	3:45	4:00	4:15	4:30	4:45	5:00 Gratulations
2 last flights 2x4 min	3 x 3:00 or 4:00 + 2:00	2 x 3:12 or 4:00 + 2:24	2 x 3:24 or 4:00 + 2:48	2 x 3:36 or 4:00 + 3:12	2 x 3:48 or 4:00 + 3:36	2 x 4:00 Gratulations
1-2-3-4 min	1+2+3 + 1:30 or 1+2 + 1:45 + 2:45	1+2+3 + 2:00 or 1+2 + 2:00 + 3:00	1+2+3 + 2:30 or 1+2 + 2:15 + 3:15	1+2+3 + 3:00 or 1+2 + 2:30 + 3:30	1+2+3 + 3:30 or 1+2 + 2:30 + 3:30	1+2+3+4 (*not possible but close*) Gratulations

Revised contest schedule

Updated 3/27/2016 Changes In red

RMSA 2016 Contest Schedule

Date	Event	Location	Description
Thu Feb 18 Sun Feb 21	F3J in the Desert	Schnepf Farms, Queen Creek, Az.	
Sat Mar 5 Sun Mar 6	F3J in the South	Dallas Tx.	
Sat Mar 5	Pro-Am Contest	RMSA Club Field	CD Jim Monaco
Sun Mar 6	DLG Contest	RMSA Club Field	CD Bob Pederson
Mar 12 - 13	Arizona Open F3K	SAGE Field Marana Az.	CD Charles Martin
Sun Mar 20	Open Contest	RMSA Club Field	CD Jim Rogers
Sun Apr 3	Open Contest	RMSA Club Field	CD Jim Monaco
Fri Apr 8 and Sat Apr 9th	Red Rocks Utah F3K TS Qualifier	St. George Ut.	CD Jon Lemon
Sun Apr 10	DLG Contest	RMSA Club Field	CD Reid Roberts
Sat Apr 23	Central California F3J		
May	IHLF Handlaunch	Poway, Ca	
Sat May 7	F5J	RMSA Club Field	CD Lenny Keer
Sat May 14	DLG Contest	RMSA Club Field	CD TBA
Fri May 28 Sun May 30	F3J in the Rockies F3J Tour event	RMSA Club Field	CD Jim Monaco
Sun June 12	DLG Contest	RMSA Club Field	CD
Sat June 18	Open Contest	RMSA Club Field	CD
Sun June 25	F3J Chicago		CD
Sat July 9	DLG Contest	RMSA Club Field	CD
Sun July 10	Open Contest	RMSA Club Field	CD
Sat July 16 Sun July 17	Blue Skies over New Mexico	Moriarity, NM	
Sat Aug 13	DLG Contest	RMSA Club Field	CD
Sat Aug 20	Open Contest	RMSA Club Field	CD
Sun Sept 11	RMSA/PPSS Challenge Cup	RMSA Club Field	CD Jim Monaco
Sat Sept 17 Sun Sept 18	Blue Skies over Colorado F3K	RMSA Club Field	CD John Lovins
Sat Sept 24 Sun Sept 25	Masters Open Contest	Muncie Indiana	
Sat Oct 9	**F5J**	**RMSA Club Field**	**CD Lenny Keer**
Sun Oct 16	DLG Contest	RMSA Club Field	CD
Sat Oct 22 Sun Oct 23	F3J Virginia		
Sun Nov 6th	Open Contest	RMSA Club Field	CD
Sun Nov 13	DLG Contest	RMSA Club Field	CD
Sat Nov 12, Sun Nov 13	**F3J SOCAL**		
Sat Dec 10	RMSA Awards Banquet	TBD	

Note: Additional contests and regional events may be added as the schedule matures. Fun Flys at the RMSA field will be added after the present schedule is firmed up.

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
% Mark Howard
19015 W 62nd Ave
Golden, Co. 80403

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:	**Jim Monaco**	**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 & Web master	Jim Monaco	303-464-9895	jim@monacocasa.com
Librarian:	Tracy Cochran	303-934-8838	Tcochran@idcomm.com
Newsletter:	Tony O'Hara	303-948-2576	tonyoco@q.com

Winch Master

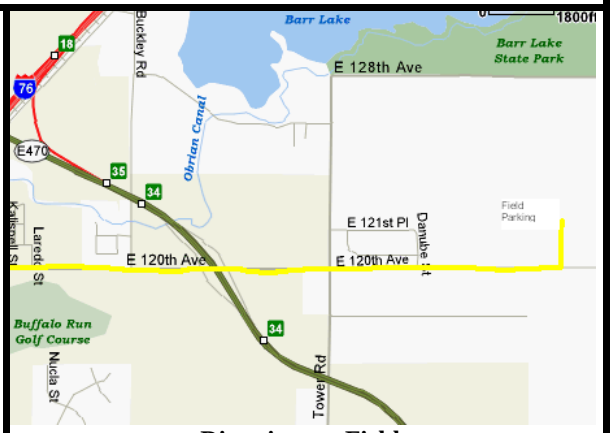
Steve Suntkin 303-477-6184 flyingdogtwo@cs.com

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

Forwarding Address Requested

First Class Mail