



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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2006-3 (Apr-May)



## PONDERINGS DEP'T

April 23<sup>rd</sup> is the first contest, I'm the CD. If the weather holds this could be a good one. Bring out your tow-liners too and we will see if we can get a little action going, if nothing else. Maybe we can put a buck in the pot and I will resurrect my past scoring system for a winner take all.

MAX: A-1 2 MINUTES  
A-2 3 MINUTES

Basic Score:

Total flight time / total event max time

Tiebreaker scoring:

Total fly-off time / total event max time

This year we have additional requirements upon us. First, we have to be trained in the fine art of ordnance avoidance. Second, to keep the land board happy we may have to get "parking passes," which may be nothing more than a club decal on the window, but maybe more later on that.

## LATE BREAKING NEWS:

Pete has had much conversation with the Land Board in the past couple days.....please read his comments! Verrrry Important.....!

See you on the field, Thermals!,  
Rick



Ma.....the motor cycle needs a little outing...say  
April 23<sup>rd</sup>?

*"The MAX-OUT"* newsletter is printed about the second or third (?) week of the month. Submissions should be not later than the end of the prior month.

**TO JOIN THE CLUB OR SUBSCRIBE**

- Full membership is offered to any current AMA member: \$35
- (Under age 18 Free)
- SAM-1 Crossover membership: \$20
- Newsletter Subscription Only: \$15
- Send \$ to:

**Chuck Etherington**  
33946 Goldfinch Dr.  
Elizabeth, CO 80107-7419

**MMM Club Officers and Contact List**

**President:**

Pete McQuade 719-522-1239

**Vice President:**

Mel Gray 720-851-9498

**Vice President At Large:**

Jack Ivey 719-635-0944

**Treasurer:**

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John Lovins 303-758-7011

Don DeLoach 719-578-1197

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Rick Pangell 303-798-2188

**Club Records Monitor:**

Dave Wineland 303-499-8566

**Flying Site Oversight:**

Art Hillis 303-627-2802

**Newsletter & Other Stuff:**

Rick Pangell 303-798-2188

Steve Jones 303-987-0145

**Flying Field Weather Line: 303-766-0020**

**NEAR TERM EVENTS:**

<b>MMM MTG!</b>	<b>Every Fourth Thursday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.</b>
<b>Wings Over the Rockies Indoor</b> 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission \$. A good clean site, 24' height Al Yuhasz at <a href="mailto:al-yuhasz@worldnet.att.net">al-yuhasz@worldnet.att.net</a> to receive notice by E-Mail.
<b>APRIL 23</b>	<b>MMM MONTHLY</b>
<b>APRIL 29-30</b>	<b>SAM MONTHLY</b>
<b>MAY 21</b>	<b>MMM MONTHLY</b>
<b>JUNE 10-11</b>	<b>SAM MONTHLY</b>

Note: For those of you who wish to have a real live MMM Club Member Name Tag, you can order them yourself through:

**Sun Signs**  
**4420 Tennyson**  
**Denver, CO 80212 - 2310**  
**(303) 477-1594**

Call and tell them you are with the Magnificent Mountain Men FF Model Airplane Club. The cost is about \$5 delivered to your door.

**MMM Decals!**  
*Self adhesive, black on thin, clear mylar*

**Prices:**  
**\$2 per sheet (5 assorted sizes per sheet)**  
**3 sheets for \$5 -- save 17%**  
**15 sheets for \$20 -- save 33%**

Plus \$2 for shipping or, you can to pick them up at one of our summer contests

To order send an email to: [ddeloach@earthlink.net](mailto:ddeloach@earthlink.net) or, mail your check to:  
MMM Decals  
831 E. Willamette Ave  
Colorado Springs, CO 80903  
Indicate the quantity you'd like.

## **THE NEW PREZ SAY'S.....:**

April 15, 2006

It's a great honor to be able to serve you as MMM's president this year. I look forward to the flying, fun, and challenges that face us this year. Believe me, it's going to be hard to follow Don DeLoach's terrific successes of the past two years. Don has almost single-handedly turned the MMM into one of the most prominent free flight clubs in the nation. He has re-invigorated indoor flying to a level never before seen in Colorado. And he and Steve Jones have promoted our outdoor events to the degree that we're getting more out-of-state participation than we've seen in a long time. Our contests are now major events for the US free flight community. The magic that Don and Jerry Murphy worked for the fabulous 40<sup>th</sup> Rocky Mountain Championships was awe-inspiring. It'll be hard to top that experience.

Don, you've done an outstanding job as president, and I'm glad you're still on the leadership council, as past-president. Thanks, Don, from all of us. With you around, we're all confident that the MMM will be a successful club for many years to come.

This solid footing will serve us well, as we all face some new and important issues, as described below.

Please take a few minutes to carefully read the rest of this article, even if you read the similar flier I passed out at the UXO training. This version contains some important new information.

Our MMM leadership council, with Art Hillis also representing SAM-1 have been meeting with Melissa Feeder, who manages the Lowry Range for the State Land Board. These meetings have been very productive and friendly, but they have revealed two important challenges that now confront us. First, the unexploded ordnance (UXO) search and cleanup on the field is now underway, by Shaw Environmental, Inc., under contract to the Army Corps of Engineers. After several years of searching the land, the Corps now knows that the hill we launch from is just outside the northwest corner of "Bombing Target 3" of the Air Force's old Lowry bombing range. In fact, the gravel access road is actually inside the target area. We now know that there are some dangerous things on and just under the surface of our field. These items include pieces of detonator cord, incendiary white-phosphorous charges, and some small, very old bombs. And many of them actually look just like pieces of ordinary scrap. But we don't need to panic. We've been flying safely for over 25 years, the Hunt Club has never had a problem, and Mr. Pancost's cows have safely wandered the area for many years. The best information we have is that it takes something of a sharp impact to set off one of these items. Walking on or riding over one at normal speed on a small motorcycle are unlikely to cause a problem. However, we do have to be careful. Watch where you walk/ride, drive your motorcycle responsibly (and not too fast), and don't pick up anything except your models. Recently, some workers at the sand mine north of Pancost's compound came across a small white-phosphorous charge that was being mangled by their machinery. They got curious, got close, and sure enough, it went off, and one of the workers was slightly injured. The State Land Board is extremely sensitive about this, and is understandably nervous about us flying on the field. However, Melissa Feeder is working with us, and so far things look favorable for our staying on the field.

As part of our agreement with Melissa, we asked her to hold a training session on recognizing UXO for our club members. She graciously agreed, and she and her associates from the Corps of Engineers and Shaw Environmental gave up much of their Sunday afternoon, March 26<sup>th</sup>, to come out to the Corps of Engineers' office on Quincy to brief us. If you missed this training you'll have to attend the makeup training session, which Melissa will schedule soon. That session will be on a weekday afternoon when they can fit us into their schedule. If you attend that briefing, please give them your full attention and respect. Our continued access to the field depends on it.

For the next few contests, CDs will be required to brief the UXO situation to everyone attending—both contestants and spectators. The CD briefcase will have a poster showing a photo of the types of items that have been found on the field. It will also have a short briefing sheet to read to the contestants.

As all this goes on, Shaw Environmental is doing the ordnance search and disposal on the field. They will be working Monday through Thursday each week, and we are not to interfere. If anyone goes to the field while they are setting off ordnance, Shaw has to shut down their operation—and they will not be pleased. So, if you go to the field Friday, Saturday, or Sunday, things will be normal. Just go fly, and be careful. And do not disturb anything that looks like Shaw's operation, which includes a few large, blue storage bins.

However, if you go to the field Monday-Thursday, you must first call the Corps of Engineers office that's adjacent to Arapahoe Park racetrack. **Their number is (303) 690-3816.** Tell them you want to fly at the MMM field. They will then radio the Shaw workers and let them know to expect you. This coordination shouldn't take more than a few minutes. We absolutely must not cause difficulties for Shaw, the Corps of Engineers, or the Land Board, or we will probably be kicked off the land.

The State Land Board is also fighting an infestation of noxious weeds on the Lowry Range--in particular Leafy Spurge and Canadian Thistle. The UXO training session mentioned above will also train us on how to recognize these weeds. We must be careful to avoid spreading them by our chase bikes. Also, the club will be charged for a Land Board contractor to spray our field for the weeds. The charge shouldn't be more than a few hundred dollars a year. A small price to pay for such a great flying field.

Finally, the sand mining operation north of Mr. Pancost's compound will be expanding significantly this summer. Schmidt Construction Co. runs the operation, and they have applied for a permit to expand to the south and east of where they currently are. It is likely the application will be approved, and they will start moving toward our hill, probably starting in June or July. In 2-3 years, they expect to be on a line running north-to-south, about a half-mile to the west of our hill. However, the news isn't all bad. First, they won't be tearing up the whole area, but rather a number of smaller areas. And it won't necessarily make it impossible to chase models in that area. We just have to be careful. Schmidt expects to work Monday-Friday, and an occasional Saturday. They'll have trucks driving around, so we have to watch out for them. We've contacted their environmental consulting company, Southwest Environmental Services, who is aware of us and our needs. Mark Heifner, of Southwest Environmental, said he wants to work with us to ensure we can continue to fly and operate safely. He feels they can inform the Schmidt workers to be aware of our presence and to be considerate to us—and to help us retrieve models that land in their areas.

Another new requirement, specified by the Lowry Range Manager (Melissa Feeder) is that each of us must now display an identification card on the dashboard of our car whenever we are on the field. Don DeLoach printed them up and distributed them at the UXO training on the 26<sup>th</sup>. If you haven't yet gotten yours, you can either contact Don or pick up one from the CD at any contest.

Finally, please be aware that our field lease expired April 6<sup>th</sup>. We are now being allowed to fly, by Melissa's permission, until the lease is renegotiated. Once again, our continued access to the field depends on everyone's adhering closely to the spirit and letter of these new rules from the Land Board. Also, there will undoubtedly be an increase in our rent. Hopefully, it won't be prohibitive. We'll keep you posted.

So, the bottom line is that we face some important challenges, if we want to keep flying on the same field. The club's leadership council will start looking for new fields, just to hedge our bets. But it may be possible that with care, diplomacy, and common sense, we can continue to use this beautiful field for the foreseeable future. My goal is to be flying on the same site 25 years from now.

In closing, I need to address the issue of the condition of the gravel access road. As you know, MMM and SAM-1 have recently invested a good deal of money to keep the road from deteriorating. Specifically, last year we bought, and put down (and raked, my aching back reminds me) a good deal of gravel. Surprisingly, much of that gravel has already been sprayed off the road by vehicle traffic. To mitigate this, we need to drive more slowly. Some of our friends in SAM-1 have done some experiments, and have found that speeds above 15 mph spray the gravel. So, from now on, the two clubs are setting a speed limit of 15 mph on the gravel road. We've paid for 2 signs to be posted, as a reminder. Please adhere to the speed limits. We're all depending on you. The penalty for speeding may be to wield a rake for two hours on some Sunday that would be much better spent flying.

Hey, lest we forget what we're really all about, the first contest is April 23<sup>rd</sup>. Let's go flying! I'll do my best to ensure that next month's Prez Says will be more about models and flying.!

Pete McQuade

## **[MMMFFreeFlight] deaths in the family**

With sadness, I report the death of Glen Menu from cancer. It happened rather quickly and it seemed just a few days after we found out about his being ill. Glen was always a cheerful face at the contests and enjoyed flying. He had a long history with the club and had been an active flyer as long as I can remember. He and Norm Roglits were good friends and attended many contests together, a flying buddy team too. The last time I spoke to Glen was at the annual awards banquet. He and his wife showed up a bit late, but on time to support our club and was excited to be there to see all of us. --- The Max-Out

And another to the god of thermals...

It is my sad duty to report that the great Russell "Bear" Snyder of Universal City, Texas has passed away. It happened this morning, due to a heart attack. The Bear had been battling a chronic lung ailment for quite some time, the genesis of which was his fighter pilot service in the United States Air Force. Apparently breathing pure oxygen at high altitude is not healthy.

Russ was a tough-as-nails Cold Warrior, the kind of fellow you want on YOUR side in a fight. He was also a tenacious FF competitor, and a friend and mentor to me and many others in the FF community for decades. He will be genuinely missed. I will always remember his chase bike helmet on the FF field—it was his USAF crash helmet. I believe Russ primarily flew F-4 Phantoms in the Korea-Viet Nam timeframe.

Right now The Bear is riding up to Heaven going Mach 2 with full afterburner...no thermal required. Happy Landings Bear. --Don DeLoach



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## **DATA AND DOCUMENTATION DEP'T**

**From Lance Barber, Curator at the Wings Museum....via Sreve Smith**

I have 14 pages on military aircraft history and walk arounds  
(under screen name cba1974) and 8 other pages on CAHS, Lafayette Escadrille, etc.  
(under screen name f110spectre)

[Click here: Wings Over the Rockies Air & Space Museum -- Technical Aircraft Modeling Services](#)

[Click here: Colorado Aviation Links](#)

Best Regards,

Lance Barber

Military Aircraft Curator and Collections Mgr., Wings Museum  
& Director of Special Project, Colo. Av. Historical Society

## **BUILD A BETTER MOUSETRAP DEP'T**

I'm not sure who's airplane these are for, but I think it's from Bob Gutai's folder concept via Mike Achterberg via Bill Lovins, via Bill Gieskieng. In any event, it utilizes a torsion spring from a mousetrap. The potential problems are rotational velocity which puts a large load on the closure "slam." This high force could be worked with by using a smaller diameter spring wire and playing with the number of coils. It's all computable. Trying conventional springs purchased from Ace hardware and modified for torsional application could help too.

"The Max-Out"



## TRIMMING THAT NEW MODEL

By Terry Thorkildsen

At the Free Flight Champs I helped 2 of my friends trim in new AB Astrostars that they had built. Dialing these models in, I thought it might be nice to write up some of the trimming techniques that seasoned fliers have acquired through the school of hard knocks. Ralph Prey's articles that appeared in the July and Aug 1979 issues of Model Aviation are excellent on this and they go into much more depth. The following is written for a modern pylon gas model without auto surfaces.

1. Decreasing incidence will make the model go more to the left under power and also make the model go flatter in the climb. Taking out too much incidence will make the model go over the top or zero out under power.
2. Increasing incidence will make the model more loopy in the climb and go more to the right under power.
3. Thrust changes mainly affect the initial portion of the power pattern and has less pronounced effect in the latter portion of the power pattern. Because of this the earlier and latter portions of the power pattern should be examined to see if thrust changes are necessary.
4. It should be noted that thrust changes has more affect on a slower nostalgia type model. If the model jumps up when the engine cuts off on a nostalgia model it may have too much incidence and too much down thrust to compensate.
5. Adding tail weight will have the same result UNDER POWER as taking out incidence. The model will go flatter in the climb and go more to the left.
6. Using trailing edge stock at the rear of the rudder for a tab has a strong influence under power with minimal or less effect on the glide. This is one of the most effective trimming tools that you can use.
7. Looking from the rear of the model and adding stab tilt the model will turn to the higher side in the glide with minimal affect in the climb.
8. When adding stab tilt to the front of your stab platform only, you are taking out incidence. To avoid incidence changes, replace half of the amount that was added at the rear of the stab. As an alternate, you can just tilt the wing by adding the same thickness shim on one side of the pylon (full length of the pylon) with no incidence changes.
9. Looking from the rear of the stab a warp that raises the stab trailing edge will cause the model to hook to that same side under power. Hand launch glider guys have this one down pat.
10. Models with tall rudders have a tendency to weather vane in the glide. Too small of a rudder will cause a dutch roll. The height of the rudder is more critical than the actual size.
11. Unwanted warps in a model tend to be amplified by speed so the faster you go the pronounced the effect.
12. Wide glide circles do better in dead air, but do not let the model center into a thermal as easy as a smaller glide circle

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### NOSTALGIA ANYONE?

#### **Model sizes (in2):**

Good 1/2A motors for  
250/300  
.15 450, .19 500  
.29/.35 740 /780

#### **Construction:**

One additional spar in the forward upper airfoil section is allowed  
Can beef up wood sizes if wing is flexible

#### **Recommended Models:**

Ramrod  
Top Banana  
Frisco Kidde  
Jays Bird  
Hot head  
T Bird  
Hoosier Hotshot

Lucky Lindy

Y Bar

#### **Washin:**

½ A's 1/16"  
.15/.19 3/32"  
.29/..35 1/8"

#### **Recommended Engines:**

OS max III or Max II's  
Johnson CS .35's or .29R's  
Fox Black head .35's  
Veco Combat .35's or .19's  
Fox Rocket  
Medallion .049  
Fox FAI .049  
Holland Hornets  
Atwood Shriek

#### **Fuels:**

25 to 40% nitro with castor oil

## **BUILDER of the MODEL RULE NEWS FLASH! 3-12-06**

At a recent NFFS Board of Directors meeting a proposal was accepted to change the NFFS Builder of the Model rule to allow use of models built by now deceased modelers in all NFFS outdoor events. Incorporation of this rule will have no impact of ancillary programs such as the National Cup. For example the flier of the model will continue to be credited with points appropriate to their placing at the contest even if the flier is using a model built by a deceased modeler as long as the model meets the revised BOM rule.

The current NFFS rule now states: "The NFFS Competition Rules endorse the AMA Builder of the Model Rule".

The rule is revised as follows: "The NFFS Competition Rules endorse the AMA Builder of the Model Rule with the following exception. Models built by now deceased modelers may be flown in any NFFS event. If such models are flown the following are required:

- Builder's AMA number shall be retained with the addition of a "- D" following said number. If no builder's AMA numbers are present the flier shall add builder's last name to the upper left surface of the wing followed by a "- D".
- Flier's AMA number shall be added to the model either immediately above or below the builder's number on the right wing if present. If builder's AMA number is not present the flier shall add their number to the right wing.
- Use of parts from deceased builder's models is also allowed. If such parts constitute a majority of the model, any two of the three major assemblies for example, the deceased builder shall be identified as in 1 and 2 above.
- Builder's identification/address label shall be removed and replaced by flier's identification/address label.
- Model shall meet all other rules for the event in which it is flown.
- Model may not be flown by more than one flier in any sanctioned contest.
- If you have any questions please contact Bob Mattes at bobmattes@charter.net

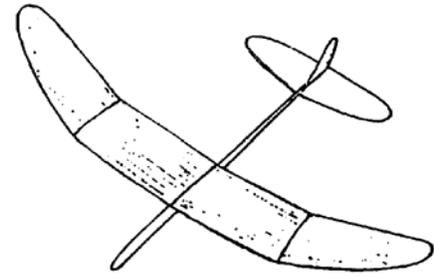
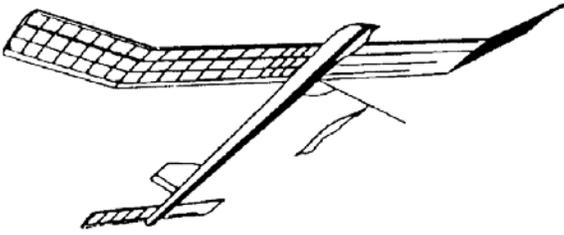
## **RESERVATIONS REQUIRED FOR BIG MEETS DEP'T?**

As usual, for the two big MMM meets this summer Don DeLoach arranged for a **special group rate** at the **Microtel Inn in Parker**. The new owners have raised the regular rate to \$79 for a standard room, but the manager is extending us the same rate we've always had: \$62.10 plus tax for a total of \$65.27 per night. This is for a standard room with 2 queen beds & free breakfast bar.

The two contest weekends are: FAI Annual, June 30 – Jul 2 (Fri., Sat., Sun.), and Rocky Mountain Champs, Sept. 2-3-4 (Sat., Sun., Mon.).

The **Microtel** is located about ½ mile south of the E-470/Parker Rd. intersection. **Microtel Inn & Suites**, (720) 851-2644, 6230 E Pine Ln, **Parker, CO** 80138. There are dozens of restaurants, fast food places, and other shopping with a 1 mile radius of the Microtel.

Call ASAP to reserve your room. Just mention that you want the MMM group rate. **There is NOT a block of rooms reserved**, so if you wait too long to make your reservations you'll have to find another hotel. For comparison purposes, the nearby Hampton Inn at E-470 and Parker Rd. is \$99/night



It's time to dust off those models, oil up those knee and elbow joints, bring those wonderful modeling stories from years past, and earn some points. Sorry no points for modeling stories!

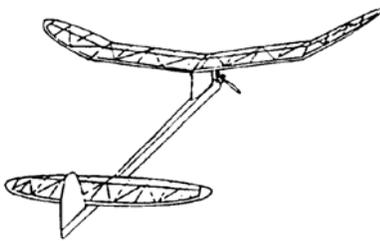
For the year we'll crown an indoor, gas, glider, rubber, and GRAND champions. All you have to do is accumulate points throughout the year.

It goes like this:

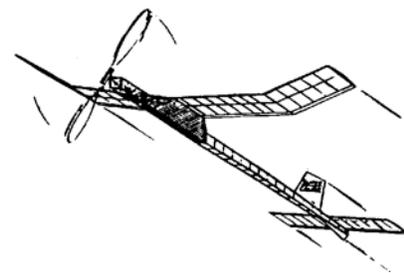
- 1 point for each event you fly
- 1 point for every flyer you beat in the event you enter
- 1 point for each max
- 2 points for winning an event (if more than 3 fliers)
- 1 point for winning an event (if less than 3 fliers)

All points will be accumulated and reported in each newsletter.

In the end, those with the most points generally have the biggest stories to tell. So, let's make the winners work hard for those stories and bragging rights and pad the club treasury in the process.



Dust off those models.  
Run those engines.  
Stretch that rubber.  
Loosen up those arms and legs.  
And come out for some fun.



*If you're thinking about coming out and flying.....stop thinking, load the car, and meet us at the field.*

*It's a great time to see one another doing what we all love to do best.*

***As a reminder, put the Contest dates on your calendar***

FIRST CLASS



IF THIS BOX IS CHECKED, THIS IS YOUR  
LAST ISSUE UNTIL YOU PAY YOUR DUES!



6994 So. Prescott St.  
Littleton, Colorado  
80120

**The Magnificent  
Mountain Men**

## COMING EVENTS

First Shot at the Contest Season,  
So gentlemen (persons), please start your engines!

MMM	APRIL 23	MMM MONTHLY
SAM	APRIL 29-30	SAM MONTHLY
MMM	MAY 21	MMM MONTHLY
SAM	JUNE 10-11	SAM MONTHLY

NOTE! Shaw Environmental, the folks doing the UXO cleanup, are underway, working down by the silo to the south of our hill. They're working Mon-Thurs, so weekend fliers won't notice a thing. But if anybody wants to fly on the field during the week, Melissa wants us to first call the Corps of Engineers trailer (303) 690-3816, or stop by the trailer. Barb is the preferred person to talk to, since she knows the situation. They will then radio the Shaw guys on the field, to notify them that someone will be flying on the field. This is very important, since they're detonating UXO. If one of our guys just shows up, they have to stop their activities. Until now, it's been OK to just stop on the access road and honk your horn, and get a go-ahead from the Shaw guys. But from now on, we have to call ahead. Again, this is only for flying during the week. We need to get the word out to the whole club ASAP. Rick, could you please put this in the newsletter? Thanks!