



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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Or, join the web group at:
<http://groups.yahoo.com/group/MMMFreeFlight/>

2008-5 (July-Aug)



PONDERINGS DEP'T

Builder of the Model Rule, eavesdropping comments:

getting younger kids involved...Cass said "It takes too long. All my friends think it's cool, but they want something now."

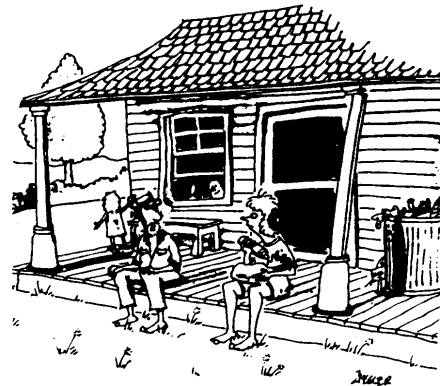
...enough said for "The Old Days."

Builder of the model rule is like saying you have to use heavy balsa.

This issue is late and sort of incomplete, but I will try to get everyone up to speed. I was pretty well wrapped around the axle with the 2008 Symposium, but that is over now. Back to trying the fruits of my labor...but on the other hand, I have not done any flying so I haven't crashed anything this year...but then again, I haven't fixed anything from last year either...so I guess I am back in the same boat...er...airplane. The good news is..."Hot stuff!"

There is good and bad news in this newsletter...I hope none of you take it incorrectly. It's just reality.

Thermals!...or heat from the lights, or whatever...
Rick



Ma.....thanks for reading all those articles...and you spell "so over that," how?

"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: \$40
- SAM-1 Crossover membership: \$20
- Newsletter Subscription Only: \$15
- Send \$ to:

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

NEAR TERM EVENTS:

MMM MTG!	Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.
Wings Over the Rockies Indoor 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
AUGUST 9	MMM SATURDAY MONTHLY
AUGUST 16-17	SAM MONTHLY
AUGUST 30, 31- SEPTEMBER 1	42ND ANNUAL ROCKY MOUNTAIN CHAMPS

MMM Club Officers and Contact List

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Flying Field Weather Line: 303-766-0020

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.

NOTE: !!!! Going to the field Monday-Friday? Don't forget to call the Corps of Engineers trailer on Quincy Rd, The number is (303) 690-3816

Motorcycle Use on the Field Policy:

- *Follow the roads wherever possible and not to follow the planes cross-country. If the plane lands within walking distance of the road, park the bike and retrieve the plane on foot. If not, take the shortest path possible to the plane in order to retrieve it.*
- *Avoid riding through noxious weeds.*

LOSS OF AN MMM FRIEND

Prolific free-flighter Willard Smitz made his final flyoff on Friday the 13th, 2008. He was a spry 86.

He and late better half retired to Sun City, AZ where he took almost daily advantage of his proximity (2 mi) to the PMAC test field.

We are better for our paths crossing.

A tough act to follow,

And, he was a *champion* flyer. Willard was the 1970 Mulvihill Trophy winner and was a U.S. F1B team member in 1975 and 1977. Willard was also the 1976 National Nordic Champion.



"Run Willard, run!."

I'm having more trouble with this than with other FF friends that have died. When a gentle soul leaves this earth the loss is more painful. Willard was the best among us; considerate, gentle, unassuming. He had no false pride and deeply appreciated gestures of kindness toward him. He was very reluctant to ask for help launching a glider out of concern for not interrupting the activities of others.

Every summer I'll hear in my mind Brigitte's voice yelling, Wherever you are towing gliders now Willard, I'd like to say, Run Willard, Run!

See you down-wind old friend,
Chuck

True story. Gary Baughman put a T-Bird in the Mighty Hooch and went in after it. Actually, the Chattahoochee is a decent-sized river at that point and some modest peril was involved, if you're weak and stupid that is. Gary is neither. He also had enough sense to jump in with a grappin' stick. I think that's the technical term.



In recognition for his efforts in leading the group that saved the field for us Pete was awarded the Pearl by its current holder, Jerry Murphy. It is now up to Pete to determine the next person to be awarded this high honor.

Jerry Murphy
Former holder of the Pearl.



2007 June MMM Monthly

June 8, 2008

CD: Darold Jones

The day started out windy, rainy and cold but by about 10 the sun came out and the wind slowed to almost perfect conditions that lasted three hours or more. The HLG muscle men were doing their best to fill the sky with airplanes and Todd Reynolds and Mark Covington were impressing everyone with the height of their launches. Todd won with two maxes and only 6 seconds dropped on his third flight and Mark Covington was close behind.

The CLG twangers were also busy, but not as successful in finding air good enough to max.. Randy Reynolds and Troy King were flying their Classic Tow Line gliders with some success. Pete McQuade was busy trimming and flying his nordic gliders and showing off his dance form with his gliders.

FAI 3 Minute Combo

Contestant Name	Event flown	Time
Pete McQuade	F1A	618

CLG

Contestant Name	Time
Don DeLoach	209
Marc Sisk	177
Neil Myers	99
Todd Reynolds	56

HLG

Contestant Name	Time
Todd Reynolds	354
Mark Covington	247
Randy Reynolds	209
Neil Myers	112

Classic Towline

Contestant Name	Time
Randy Reynolds	262
Troy King	137

FEATURE EVENT: P-30

Contestant Name	Time
Darold Jones	315
Marc Sisk	298
Don DeLoach	240
Jerry Murphy	210
Rick Pangell	177

The feature event was P-30 with 5 flyers entered. Don DeLoach and Jerry Murphy were flying Don's Polecat design and showing why it is such a competitive model. Don would have won the event with 3 maxes, but he DTed early and dropped the nose block. The airplane maxed, but received no score because of the dropped part. The prize is a Polecat short kit which will be awarded at the FAI 14 rounder.

The contest was called at 4 pm because the wind was blowing hard enough that no one wanted to risk an airplane. A bad day at the field beats a good day just about anywhere else, and since we had a better than bad, if less than perfect day, a good time was had by all. Thanks for all the participants, even those who didn't record any official flights.

Darold

Kid's model airplane event on Sat, Aug 16.

The Elbert County Mentor Program (in which Sue is involved) is having a model airplane event for the kids in the program. The kids will construct AMA Delta Darts, trim them out and fly them in competition. The kids range from 10 to 18 and will need help with both construction and trimming. John Read will be providing the kits, building supplies and lending his experience with this kind of activity. He is VP and newsletter editor of the Pikes Peak Soaring Society (PPSS), a friend of Jerry Murphy's, and a mentor with the Elbert County program. He has done events like this several times with the Boy Scouts at the Peaceful Valley Boy Scout Ranch. He expects to have a few volunteers from PPSS and we would like a few (besides Murph and myself) from the MMM & SAM 1 Clubs. The event will take place in the AG building at the Elbert County Fairgrounds in Kiowa and will last 2 to 3 hours. Please let me know if you can come out and help with this rewarding event (I'm volunteering Murph's van for carpooling).

Thanks. - Chuck

HAPPY BIRTHDAY ART HILLIS !!!!

We had the pleasure of celebrating Art's 80th birthday on the field last Sunday (July 20) It was a great honor to be able to celebrate one of our truly magnificent mountain men's birthday on our world class field. What a great fit, world class club member celebrating his major birthday on our world class field. This was truly a magnificent event even though the wind kept all of our models in their boxes we still had a great time.



FAC GENESEO REPORT

From: "Bob Clemens"

"From the radar map, kinda looks like the FAC'ers are gonna get a bit wet, some heavy stuff. {:-{"

It didn't happen. The only threat of rain was on Thursday, and it passed by Geneseo to the northeast with lots of threatening clouds and lightning bolts. But wind was a problem on some of Friday, although there was a 2-3 hour period of relative calm in the morning. Saturday was the pits for wind, as it blew most of the session and kept many models in their boxes and somewhat limited the performance of those that did fly. It is amazing to me how some models can fly well in wind. Saturday was hot and humid, but relatively calm until later in the afternoon. Fields of potato plants were on three sides of the site and

there low-lying by dense growth mad for really hard retrievals.

Chris Starleaf's Rapier-powered B-47 was destroyed in a crash. I'm no expert, but it seemed to me that it was way overpowered for the task at hand. It was flying at 2-3 times what to me would have looked like scale speed. It also appears to me that most Rapier models are somewhat undersize for the powered applied.

Scale grand champion was Tom Hallman; non-scale champ was **Don DeLoach**.

Attendance was 135+. The awards banquet Saturday night featured an absolutely hilarious standup performance by Vance Gilbert. You guys should have been there.

Bob

Some additional comments from **Don** :

--the Wx was not that bad on Saturday, actually. Plenty of lulls between breezes and there were even some long calm spells. Best thing about Friday was the lack of stifling heat! Overall the 3 days of flying were very nice. I did think the air was tough to pick, though. NAd, it was turbulent near the ground.

--the model-eating potato field sucks! Thank God for radio telemetry.

--the trees & briars to the east of the potato field are even worse!

--The FAC GHQ crew did an outstanding job.

--the WWI mass launch was magical. Perfect, dead-calm weather and beautiful flights on every round!

--I did not see the B-47 crash, fortunately.

--I did see my own Pegna racer eat dirt, unfortunately.

--Vance was not in attendance for the speech by the WWI Lt. Washington. He must have been in the bathroom??!!

--Don

29th MMM 14-ROUNDER

June 27, 28, 29, 2008

CDs Chuck Etherington & Bill Lovins

This contest report, with its five attachments, will undoubtedly be the longest in the history of Free Flight. I hope, however, that you find it interesting.

- Rene Limberger won F1A becoming only the 4th sportsman in history to max out all 14 rounds at the FAI Annual. Congratulations Rene!
- Brian Van Nest was only 15 seconds behind with a drop in the 8th round.
- George Batiuk nearly repeated his 2001 max-out. Unfortunately, he dropped 20 sec in the 3rd round. Blake Jensen also dropped the 3rd round (same air?) but by 13 sec more than George. Both maxed the remaining 11 rounds with George hanging on by a thread for the win.
- Tiffany O'Dell won FIG with a near max-out dropping just 14 sec.
- Mike Thompson maxed-out F1H with Brian Van Nest just 1 sec. behind him. Ouch!
- Tim Batiuk won HLG with 6 maxes with Todd Reynolds and Lee Hines hot on his heels with 5 maxes each.
- Todd Reynolds won CLG with 4 maxes. He has become a superb competitor!
- Two youngsters experienced their first flyaways in small glider: Ellen Major in Jr. HLG and Raymond Boyd in Jr. CLG. Much thanks Mel Gray for setting them up with gliders.
- It was great to have both Batiuk bros. back in Colorado from whence they came.
- Fast Richard drove his new Mini Cooper Clubman up from Louisiana to fly F1C with us – very enjoyable having him here.
- Friday night saw a fine barbeque at Mel and Karen Gray's clubhouse. Very enjoyable evening.
- The most touching event of the contest was the symbolic flying of the late Willard Smitz's Nordic. Among those who towed it up were: Don DeLoach, Mel Gray, George Batiuk, Rene Limberger, Lee Hines, Brian Van Nest, Peter Brocks and even Sue Etherington. With each flight the mantra, "Run Willard Run" could be heard." Kurt Smitz, Willard's son, was on hand for the tribute. He brought a memorial book for us to sign and wine and beer for us and offered a toast to his dad. There were some emotional conversations. Lee Hines reflected on the 1978 Team Selection Finals in which Willard was in 3rd and Lee was in 4th place with only a few rounds remaining. Willard and Lee were duking it out for the final team position (only the top three make the team) when Willard began to have problems and decided to stop circle-towing his glider. Instead he would straight-tow his remaining flights and hope to pick air from the ground. This act put him at a major disadvantage, and by the end Lee was able to creep up and overtake Willard for the final team slot. Lee called this the greatest contest he'd ever flown in —out of more than 500. At the ensuing 1979 World Champs the US F1A team won the Gold, and Lee was the highest placing American in the Bronze position. Don DeLoach later recalled Willard's crowning achievement at our field - his F1A victory at the 2000 14-Rounder--flying his 1970's straight tow gliders! Willard bested Pete McQuade and Jon Davis, both of whom were flying carbon bunters. Willard's winning score was 2292 and he made 11 out of 14 maxes!!
- On the subject of Lee Hines; the most admirable thing about Lee was that at age 70 he was concurrently flying 14 rounds of F1A along with F1H and sprinting over to the pen to get his HLG and CLG flights in. Lee has won the Nats CLG event four times in barely ten years.
- Eddie VanLandingham, Peter Brocks and Tim Batiuk (Rick Pangell chasing) had flyaways in monster thermals and all recovered their models. All three accounts are herein described by the flyers themselves.
- The strongest image to come out of the contest was Brigitte Brocks waiting for Peter to return from his very long chase. She sat on her lawn chair facing west from early afternoon to 10:00 at night with her binoculars, two-way radio and water, patiently waiting for her man to return.

NON-FAI CONTEST RESULTS:

2008 MMM FAI Annual (non FAI)

* = Max Out

Event/Place	Class	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	F/O	F/O	F/O	F/O	Total
HLG												
1	Tim Batiuk	120	120	69	120			120	120	120	100	820 *
2	Todd Reynolds	120	120	120				120	120	116		716 *
3	Lee Hines	120	120	120				120	120	24		624 *
4	Mel Gray	120	70	68	28	120	120	13				373 *
5	Randy Reynolds	28	92	49	120	120	35					332
6	Mark Hoffman	98	62	53	99	50	DNF					259
7	Neil Myers	24	35	57	28	33	41					133
8	Mark Covington	38	DNF	DNF	DNF	DNF	DNF					38

Jr. HLG	Class	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
1	Ellen Major	120	28	18	25	15	18	173
2	Stephen Boyd	12	20	17	DNF	DNF	DNF	49
3	Raymond Boyd	4	6	30	DNF	DNF	DNF	40

CLG	Class	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	F/O	F/O	Total
1	Todd Reynolds	120	31	41	120	120		120	73	553 *
2	Lee Hines	44	53	47	120	120	120	50		410 *
3	Tim Batiuk	47	120	120	27	64	61			304
4	Don DeLoach	41	35	120	31	69	100			289
5	Mark Covington	101	101	6	44	DNF	DNF			246
6	Neil Myers	9	16	38	120	8	64			222
7	Marc Sisk	48	24	32	120	DNF	DNF			200
8	Peter Brocks	70	52	23	43	0	DNF			165
9	Mel Gray	39	120	DNF	DNF	DNF	DNF			159
10	Mark Hoffman	48	DNF	DNF	DNF	DNF	DNF			48

Jr. CLG	Class	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
1	Raymond Boyd	7	23	120	12	22	12	165
2	Ellen Major	60	12	18	21	34	39	133
3	Stephen Boyd	17	15	17	19	20	17	56

Classic Towline	Class	Flight 1	Flight 2	Flight 3	F/O	Total
1	Randy Reynolds	120	180	240	82	622 *
2	Don DeLoach	74	180	240		494
3	Mel Gray	120	180	78		378
4	Tim Batiuk	106	180	0		286
5	Troy King	63	47	68		178
6	Ray Boyd	68	90	DNF		158
7	Todd Reynolds	58	DNF	DNF		58

Slow Gas Combo	Class	Flight 1	Flight 2	Flight 3	Total
1	Bill Lovins SLOP	180	180	130	490

Fast Gas Combo	Class	Flight 1	Flight 2	Flight 3	F/O	Total
1	Bill Lovins B Gas	180	180	180	180	720 *
2	Dave Wineland A Gas	180	180	88		448
3	Troy King 1/2 A	57	62	DNF		119

O/T Rubber Combined	Class	Flight 1	Flight 2	Flight 3	Total
1	Jim O'Reilly	177	145	180	502
2	Eugene Jensen	90	180	180	450
3	Don DeLoach	180	180	42	402

Nostalgia Wake/Rubber	Class	Flight 1	Flight 2	Flight 3	Total
1	Herb Kothe Nos Wake	120	180	240	540 *
2	Jim O'Reilly Nos Wake	120	180	150	450

P-30	Class	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
1	Rob Romash	120	120	120	150	180	181	871 *
2	Marc Sisk	120	120	120	150	180	135	825 *
3	Don DeLoach	120	117	120				357
4	Jerry Murphy	120	95	120				335
5	Neil Myers	99	120	114				333

AND YOU'VE HAD LONG CHASES? The good news about the field is it's big, the bad news is it's big! These are long, but think about it really...you can get your model back!

A Loong Retrieval

I have had some long retrievals on and off the Lowry Range field – but what happened to me last Saturday, June 28 at the MMM FAI Annual was a bit more than usual.

In the 4th round I launched my Green Machine F1A and when the bunt came both rubber bands on the stab broke. The model and the separated stab came down without a problem. When I tied down the stab and wound the timer I did not realize that the dt line was over the timer scroll. After I launched into a boomer and the model did not bunt I realized that the timer had not started. Brigitte watched it through the binoculars for 14 minutes, going higher and higher, and gave me the bearing of 206°. I had a strong signal for 29 minutes, then the signal stopped. I assumed that my glider was out at 3.5 to 4 miles. With Walston, GPS, a walkie-talkie and a pint of water I left on my little Honda XR-70.

At about 2.5 miles out I went a bit further south to a higher elevation (6,075') and had a very faint signal from the other side of County Line Road. I stopped a few times, no signal. Then at County Line road I put my motorbike under the barbed wire fence and went up Michiels Gate Way (6,160', 4.3 miles out) where again I had a faint signal pointing a bit further west than my line. Nobody answered the door at that horse farm so I went through a few gates and down and through the woods. I saw 2 deer right in front of me - I would see about half a dozen more. As I went into the Amanda Pines development I did not get a signal for a long time as I was driving up and down these roads many times. Finally I had a faint but slightly stronger signal (6,190', 5.5 miles out). Then I went on Rt. 186/ E Buckboard Road. I drove it up and down many times without getting a signal but on the highest point (6,250', 6 miles out) I went into a farm where I had my signal again. From there it went down some roads where I met Mike Thompson looking for his glider. He was so nice to give me some cold water. I drove further southwest, then up the hill towards the air park, small airplanes taking off and landing right above me, no signal. Then I drove south on N Delbert Road into the air park (6,320'), no signal. As I drive out again a car comes at high speed from a hangar and cuts me off. Three people jump out and accuse me of videotaping. After I explain what I was doing with my Yagi antenna they let me go. I then go further south on Delbert Road and turn right into a farm road (6,390', 7.25 miles out). As I switch on my Walston I finally get a loud signal. As I walk along the high fence, I see horses, stables and a beautiful house in the distance. I drive back to Delbert and turn west into East Parker Road. I find the entrance to the horse property with a nice hydraulic gate, strong signal. I ring the bell and tell the lady on the intercom that I'd like to come on her property because I believe that my model airplane is somewhere there. She tells me that I should come in through a small opening. I hide my Honda and walk up 1/3 of a mile to the main house. She comes out of the house holding my glider. The distance to the launch point was 7.7 miles. Where I found the model was at a bearing of 218° or about 12° further west than Brigitte's compass line.

It is already 7:30 pm and the sun is low. I talk to Brigitte and ask her how I can get back to Quincy Ave.. She talks to the folks left on the field but nobody has a good map. So with the wings under my left arm and the fuselage in my left hand I start my way back to our motorhome on the field, first north on Delbert and then east on County Line Road. After more than 5 miles on this road I look at my GPS and it tells me that my 'home' is 3 miles north. As it is getting dark I stop at a house and the man tells me that somewhere there is a gate into the Hunt Club but that it is locked. I play with the idea of finding the gate, to hide my Honda and to climb the fence. But then I decide to just drive the roads. The man tells me that I have to go another 6 miles east on County Line Road, then 5 miles north on Rt.129 and then 6 miles west on Quincy. Now it is pitch dark and after a few miles the black top of the road turns into a very soft, sandy dirt road. I have a hard time driving and have a few soft falls when stopping. It is getting a bit cold and I am happy when I finally get to Quincy Ave. and its blacktop surface. After 3 miles a police SUV with all colored flashing lights is behind

me. I stop and the police lady sternly tells me that I should not be driving in the night without lights and license. At first she does not believe any of my story but as I put the wings on the fuselage she softens up. She opens the door of the cruiser so I can put in my model and tells me that she would light the way for me so I can drive in front of her towards the gate for a few miles. At the gate we meet the “search crew”, Jim O’Reilly, his son Joe and Todd Reynolds. I put my glider into Jim’s van and drive in to the MMM flying site with the lights of Jim’s van behind me. Shortly after 10 pm Brigitte and all the people on the field are happy that the day ended well. - A big thank you to everybody who was concerned or worried about me!

On this retrieval trip I must have driven at least 60 miles. The next day I saw that my tank was still 1/3 full. Also, I was told then that the combination for the south gate is the same as for the north gate.

I knocked on many doors, saw many deer, rabbits, had to explain many times “what I was doing”. Now back at home in Arizona using Google Earth I relived the whole “trip”. One thing that I only really realized at home with Google Earth is that my model landed just a bit west or in the “shade” of the highest elevation. The “slope” of the highest points when I had a weak signal was less than the steeper slope close to the model. Even though I was getting closer to the model the transmitter was actually more in the “shade”. I only got a strong signal when at the end I was at the same elevation as my glider. Tracking my glider I always assumed that it was much closer than the 7.7 miles.

Peter Brocks

Lost & Found:

Saturday: Marlene picked my air for the fifth round and it was a boomer. I started my chase and quickly lost sight of the airplane. Stopped and set-up my Walston and got a good signal. I chased South on the field and kept getting signals-as if the plane was over the next hill. Kept “next hilling it to” E. County Line Rd. at Crosswinds RC field. The signals were still good but I had run out of field. I went under the fence and walked West on County Line Rd. I stopped, after a little while, and called Marlene to get out my back-up ship, while I returned to the field for the next round. Did not make-it (big-zero). Don DeLoach had assembled my back-up ship for me - so I flew the seventh round. Almost lost that one too, but it got kicked out of a big boomer after about five minutes. After the seventh round we went South for another search – no luck.

Sunday : We went South again and still no signal. We came back to the field and talked with Chuck, Don and Jerry about renting a plane and looking from that prospective. We went to Alliance Flight Training, at Front Range Airport. We flew with Mr. Sale in a Cessna 172 for over an hour and at the last minute, we picked-up a couple of weak signals. We were banking around fairly tight, so I thought we had a good location. We drove back to Delbert Rd., South of County Line Rd., about a mile, where the signals had been picked-up from the airplane. No Luck! - Again.

Monday: After re-thinking our airplane flight and our tracking method, we decided to widen the search on Monday morning. (During the tight turns in the plane, my tracking antenna was pointed toward the ground. I think the signal was coming in above, where I was pointing.) We went back to Delbert Rd. and searched a little to the West. Marlene was tracking, while I drove, and she picked up a faint signal. We stopped and got a better signal from the West. We drove to the West end of County Line and turned South on N. Piney Lake Rd. – got a good signal from the West. We turned West to Tomahawk Rd. and got a signal back to the East (eureka, we passed the plane). Came back East to a high place and got a strong signal from the West, then went one block West and found the model at 11658 N. Forest Hills Dr. (7.7 miles from the launch point). Now some more good luck, the plane had landed in a small horse lot with three horses, and was there from Saturday afternoon until we picked it up Monday afternoon – Not a scratch.

Eddie VanLandingham

The Chase for Tim's Glider

Tim Batiuk's glider was REALLY south...5.5 miles dead south of the launch site. We were getting the signal from the field and as I took the scooter south it went downhill and I kept losing the signal. There is a road on the south edge of the field, County Line Rd. (#50/194) and then a road CR 17 heading south from that. I drove to CR 17 and 50 and then picked up the signal again....south. I kept driving south until it stopped and then looked back north. It pointed to a house. No one was home. I walked around the house and it kept pointing into the house.

I left a nice note thanking them for finding the model and to call me. I would like to see the look on their faces when they wondered how I knew that..! Anyway, I hadn't heard from them by 4:30 so I drove back to the house and got there about 15 minutes after they got home. The lady apologized and said it was "broken" when she found it. It didn't look broken, but the stab was popped and she thought that it was broken.

Yup,...it had DT'd..timer run down and everything...just one gut-sucker thermal. Even with the stab up, the sink rate was probably 10 fps less than the thermal rise rate! It actually was a good practice session for me and a Walston...gotta trust 'em..

Rick Pangell

FLYING ACES CLUB SAD NEWS

Monday, June 16th...just before 10 P.M., Lin Reichel passed away at the Hamot Medical Center in Erie, PA.

The GHQ Council was created for just this very possibility. The Council has been very active for some time now to assure that not a single heartbeat of the membership will be missed.

Ross Mayo (Erie, PA) is the new CinC of FAC

- We assure you that the news letter will continue.
- The Muncie contest will take place as scheduled.
- The Kanone list will continue.

YOU CAN'T TAKE IT WITH YOU (NOR SHOULD YOU) from the "Thumb Print" Dave Mills, ed.

Lessons for the living: Prepare a will and deal specifically with your modeling estate. Make sure some of your club buddies know about the details regarding your model stuff, particularly if your loving descendents are a little sketchy or prone to squabbling with each other. You want a list of the times the right thing didn't get done? Plan accordingly; otherwise, it could and probably will happen to you, or rather your stuff, if you don't plan for it in advance.

THE BIGGIE!
43RD ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS !
JERRY MURPHY AND DON DELOACH - CD'S
LET'S GET PLANNING !



43rd ANNUAL

Rocky Mountain Free Flight Championships

with

FAI Dynasty Cup & FAC Mountain States Scramble Mk. II

America's Cup & NFFS National Cup Exempt Competition

At the incomparable 27,000-acre Lowry Range—Denver, Colorado

AMA license required—Category II Class AAA

Friday, August 29:

2:00 p.m. to 5:00 p.m. "Scale Judging"

The Hickory House banquet room (park in back and use back entrance). Located 1/2 mile south of Lincoln Avenue at 10335 South Parker Road, Parker, CO. 303-805-3742 for directions, or visit www.hickoryhouseribs.com.

Saturday, August 30:

8:00 a.m. to 5:00 p.m. official flying

F1A • F1B • F1C • F1P • 1/2A Classic Gas • 1/2A Nostalgia Gas • AB Gas • NFFS Classic Towline • P-30 • .020 Replica • SAM OT Gas Combined • FAC WWI Mass Launch • FAC Greve/Thompson Mass Launch

Sunday, August 31:

8:00 a.m. to 5:00 p.m. official flying

F1H • F1G • F1J • CD Gas • MMM Slow Open Power • HLG • Nostalgia Wake/Rubber Combo • BC Nostalgia Gas combined • SAM OT HLG • SAM Small OT Rubber • Dawn Gollywock • FAC WWII Mass Launch • FAC Jimmie Allen

Monday, September 1:

8:00 a.m. to 3:00 p.m. official flying

1/2A Gas • ABCD Classic Gas Combined • 1/4A Nostalgia Gas • A Nostalgia Gas • Mulvihill • Catapult Glider • SAM OT Catapult Glider • SAM Large OT Rubber • Dawn Gas

The following events may be flown any of the three days, but all flights must be completed on the same day started: FAC Peanut Scale, FAC Rubber Scale, FAC Power Scale, FAC Golden Age Scale, Junior Rubber, Junior Gas, Junior HLG, Junior CLG, Junior Towline.



Magnificent Mountain Men

"a Free Flight Modeling Heritage in the Rocky Mountain West"

www.themmmclub.com



Use sign-up form on back side, then think "good friends and massive thermals" in Colorado this Summer!



43rd ANNUAL

Rocky Mountain Free Flight Championships

Accommodations:

Super 8 in Parker, CO. Appx \$85. E-470 at CO 83/Parker Rd.: (720) 851-2644. 20 min. from field, 5 min. from banquet.
 Motel 6 Illiff at I-225. Appx. \$50 (mention "MMM" group rate). (303) 873-0286. 25 min. from field, 15 min. from banquet.
 Motel 6 Arapahoe Rd. @ I-25: (303) 790-8220. (20 min. from field, 5 min. from banquet venue.)

Contest Directors: **Don DeLoach**, 719-964-7117, ddeloach@comcast.net
Jerry Murphy, 719-685-3766, JB_Murphy@msn.com
www.themmmclub.com for more information

Directions to the Field:

The MMM flying site is located ESE of downtown Denver, seven miles east of E-470 on Quincy Road (one mile east of "T" intersection at Watkins Rd.). Look for the entry gate on the south side. Call or e-mail for gate lock combo and **lock the gate behind you at all times.**

The Fine Print:

- Awards through third place in all events.
- The following RMC perpetual trophies will be awarded: F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Glider Hi-Point, Rubber Hi-Point, Gas Hi-Point, and The 1961 RMC Grand Champion Trophy.
- SAM HLG and CLG: same flyoff rules as AMA CLG/HLG.
- Dynasty Cup FAI: rounds start at 8:30 AM each day. 7 rounds of FABCP; 5 rounds of F1GHJ. America's Cup Sanctioned.
- In combined events you may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMC award purposes. For example, in Nostalgia Rubber/Wake Combo, you may fly both Rubber and Wake models. Only your best score of the two will count for RMC awards purposes, but both scores count for NC points.
- Dawn Gollywock: 7:00-7:10AM launch window. No max—timed to the ground.
- Dawn Gas: 7:00-7:10 AM Launch window. All gas models fly together including FAI, Nos, AMA. 1 attempt allowed for one flight with no max. 9 or 12 sec engine run depending on conditions.
- RMC Grand Champion scoring: Choose up to 5 events: 1 rubber, 1 gas, 1 glider, 2 of choice. 5-3-1 points for 1st -2nd -3rd places respectively; bonus points based on number of competitors in each event per the NFFS scoring matrix. See NFFS 2007-2008 rulebook, page 16: <http://www.freeflight.org/competition>. Tiebreaker will be the total points accrued in flyers' other events apart from the five chosen events.
- Glider Champion, Rubber Champion, Gas Champion scoring: 5-3-1 points for 1st-2nd-3rd, per the TGD/NFFS scoring matrix. All glider/rubber/gas events count including scale (except mass launches). No max number of events that may be counted. Tiebreaker: total number of maxes achieved.



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Detach (or make a clear photocopy), Fill Out, and Mail to:

Don DeLoach, 831 E. Willamette, Colorado Springs, CO 80903
 At-Field Fee Payment: Open: \$20 first event, \$10 each event thereafter, \$40 maximum fee. Juniors and Seniors: \$5 flies unlimited events. Make checks payable to "MMM Club."

Make your Contest Directors happy . . . Please Pre-Enter!

Pre-Entry Incentive: Unlimited Events is only \$30 if postmarked by 8/25/08

NAME _____ ADDRESS _____

CITY / STATE / ZIP _____ AMA# _____ Jr Sr Op

Saturday Night Banquet: An excellent 4-meat BBQ feast with sides & bread. Cash bar available beginning at 6:00pm. Dinner served at 7:00pm. Same location as Friday, August 29th, "Scale Judging"—Hickory House Ribs, 10335 South Parker Road, Parker, CO. 303-805-3742 for directions, or visit www.hickoryhouseribs.com.

Number of tickets at \$20 each _____. **TOTAL ENCLOSED \$**_____.

Circle events you wish to enter (from list below): Star or highlight your five Grand Champion events (1 glider, 1 gas, 1 rubber, plus two of your choice.) You must choose your five Grand Champ events prior to flying any of them.

Saturday Events

- F1A
- F1B
- F1C
- F1P
- 1/2A Classic Gas
- 1/2A Nostalgia Gas
- AB Gas
- NFFS Classic Towline
- P-30
- .020 Replica
- SAM OT Gas Combined
- FAC Greve/Thompson Mass Launch
- FAC WWI Mass Launch

Sunday Events

- F1H
- F1G
- F1J
- CD Gas
- MMM Slow Open Power
- HLG
- Nostalgia Wake/Rubber Combo
- BC Nostalgia Gas combined
- SAM Small OT Rubber
- SAM OT HLG
- Dawn Gollywock
- FAC WWII Mass Launch
- FAC Jimmie Allen

Monday Events

- 1/2A Gas
- ABCD Classic Gas Combined
- 1/4A Nostalgia Gas
- A Nostalgia Gas
- Mulvihill
- Catapult Glider
- SAM OT Catapult Glider
- SAM Large OT Rubber
- Dawn Gas

The following events may be flown any of the three days, but all flights must be completed on the same day started: FAC Peanut Scale, FAC Rubber Scale, FAC Power Scale, FAC Golden Age Scale, Junior Rubber, Junior Gas, Junior HLG, Junior CLG, Junior Towline.

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**



FREE FLIGHT WITH AN ALTITUDE!

UPCOMING EVENTS

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
AUGUST 9	MMM SATURDAY MONTHLY	Roland Solomon
AUGUST 16-17	SAM MONTHLY	
AUGUST 30, 31- SEPTEMBER 1	42 ND ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS AND DYNASTY CUP!	Don DeLoach / Jerry Murphy