



# 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/>

2010-04 (May-June)

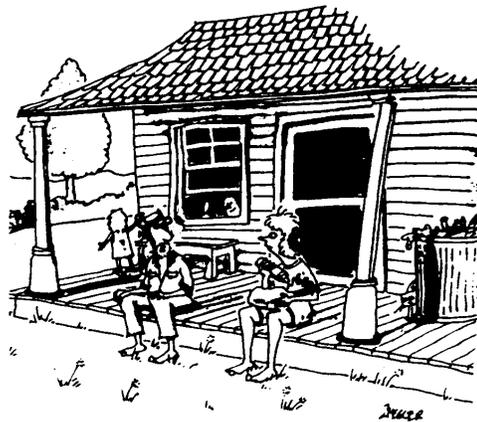


## PONDERINGS DEP'T

One of the reasons I have this "thing" about FF is I have many "dreams" of those neat old designs that I really wanted to build and fly, but did not or could not for whatever reason.

There is a choice of I want to build that model or I want to fly that events. As a FF'r one makes choices...do I want to be a competitive AMA flyer or do I want to be a competitive sport flyer? Think about that for a second. I have that Holland Hornet or do I buy a new Cyklon..? Do I build a new all carbon model or fly that old Ramrod?

The beauty of FF is "Yes!... I can!" A 3 minute Max is still a 3 minute Max. Free Flight modeling still has goals...the rules may change, but the goal is still the same...a Max-Out...!



"Ma ...?"

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

*"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

**MMM Club Officers and Contact List**

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**Flying Site Oversight:**

Pete McQuade 719-522-1239

**Newsletter & Other Stuff:**

Rick Pangell 303-798-2188

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

**NEAR TERM EVENTS:**

<b>MMM MTG!</b>	<b>Every Third Tuesday 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
<i>May 16</i>	<i>MMM Scramble &amp; Sam 1</i>
<i>June 13</i>	<i>MMM Scramble &amp; Sam 1</i>

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.*

## LANDING SKID TRAUMA

**Randy Reynolds** - Following the sage advice of the MMM braintrust I have epoxy coated the fuselage with System Three Clear Coat which is very brushable. I had sprayed epoxy previously but hadn't glassed the fuse at all. After one flying session significant repairs were needed so I glassed it where I thought it was needed. Also I had to replace the 3/32" landing gear with 1/8" piano wire as it kept getting smashed back into the fuse bottom. That one took some serious engineering and I hope it works. I'll have to find a better source for wire as this stuff bent way too easily. Made in China from old G.I. ammo cases I bet:0)

**Bill Lovins** - I can't seem to locate any good (stiff) 3/32" and 1/8" piano wire since I used up the good stuff Bill Gibbons gave me. That, he bought in a Scandinavian country. Can anyone help?

Randy, since I've had to utilize the "limp" stuff, I've taken to making all my skids replaceable.

**Chuck** - Google MSC Industrial Supply (on line). There is also a store in Denver. They have different grades of music wire, drill rod, stainless, HSS, etc. that has been hardened through various techniques (air, oil, water, etc.) Roland is the expert on what kind of wire works best for different applications. Obviously wire that has memory like spring steel would be appropriate. I would highly recommend one coil in your landing skid up at the top. Without it, there is a stress concentration where the wire comes out of the firewall. Bend a coil in it and insert it into the firewall until the top of the coil touches the bottom of the firewall/fuselage. If that spot is just balsa, it will need to be reinforced. With two support points (where the wire exits the firewall and the top of the coil) the force applied to the skid upon landing will be transferred throughout the coil and there will be minimal stress concentration.

One other interesting phenomenon about skids; your skid vibrates at a particular frequency (of course). Your timer will run at different speeds as a function of the vibrating frequency(s) of the engine and natural frequency of the airframe. I have experienced a timer that was significantly changing speeds in the climb. Obviously the first thought is timer problems. I noticed the landing skid was cracked half way though and replaced it. The timer went right back to performing as it had before. The crack in the skid had changed its vibrating frequency and the airframe as a whole, and significantly affected the speed of the timer. For the same reason, checking a timer on the ground with the engine running will usually give you a different result than when the model is in the air. Holding the model in your hand will dampen the vibration and change the vibrating frequency.

**Gieskieng** - That is most interesting about the wire/timer/holding the airplane...affecting the vibration et al. Makes sense.

I used to have a tool for bending a coil in 1/8th wire. Without it I'm feeling rather helpless.

I didn't like the extra drag that a coil adds. I would taper an uncoiled wire skid on a grinder; which gave it a nice bend along its length rather than have all the flex trauma occurring next to the engine mount --- which drastically shortens the life of the device.

Incidentally, I had the off-putting experience of having the wire skid get tangled up and hooking my new wedding ring right as I was trying to launch. Anyone else?

About the dumbest thing I did was to put a short wire landing skid mounted on the tail end...It did soften the initial shock on a DT landing, however the airplane bounced back up with the tail high in the air -- which trampoline-like maneuver dumped the Neo-Nemesis right onto its nose into the dirt.

One last comment...A skid does reduce the shock on the plane in general, But as a long wing flexes downward, you have the body springing back up in the opposite direction. If the wing structure fails it usually seems to occur outboard a foot or so. Rick would know why....that is, unless I'm imagining things...bilious the elder...

**Randy** – again....The stories and experiences this group has in memory is astonishing. Being an instrument maker I ought to know about the resonance issues but hadn't thought of it. Perhaps I should invent a way to make tunable frequencies on the model?

Todd did have some "old school" Means "BC" or "Before China" piano wire in his collection from the hobby shop he bought and I did bend it up with my Breiten wire bender also from the same source. I thought that a coil might be exceeding my abilities in this application. I also changed to a bigger wheel than I had so it is now legal...God forbid that I should not be legal!

As it was I had to cut off the first LG wire and then install another bulkhead right behind it for the new LG. It is all a very tight fit but put together with good structural epoxy so I hope it works. If not, well.....

When I build my Ramrod 750 I'll have picked up a lot of experience from this one and hopefully do a better job thanks to the MMM Council of Elderly Elders.

### **FINAL ANSWER...Roland** -

Randy, et al TRY THIS:

Small parts, Inc. [www.smallparts.com]

1-800-220-4242. Part number R-SMW-125-18 or R-SMW-125-36. The 18 is 10 pieces of 18" The 36 is 10 pieces of 36". Reasonably priced. Straightened and hardened music wire, at least 220,000 psi tensile.

## **4/18 CONTEST REPORT**

***CD: Rick Pangell***

### ***Power Flyers Get it Up on Sam Hill***

*Randy - If I'm not mistaken we had more power flyers at a Monthly contest than at any contest other than the RMC and 14R in the last five years. Were there seven or eight? My compliments to all of those noise makers who made the contest seem like a free flight contest once again.*

*If I recall correctly in the past we have gone as many as four contests in a row without a single AMA gas model being flown.*

*No PD in our club!*

*Don - "I love the smell of castor in the morning"*

I hope this gives one the gist of the contest. However, there were some 19 folks signed up on the AMA form 11 !!

For the first contest of the year, that is a good turnout. We are usually blest with some cold windy weather and even blizzards, but yesterday was a good one. Long calm spells followed by about 5 minutes of gusty wind (but I think those were actually big thermals overhead pulling at the ground air) and then repeated all day long.

As the lead in suggests, a lot of power models and a lot of power flyers attached to them. With the exception of Bill Lovins, who's models always seem to be in trim, it was obvious that sitting around the shop has changed a few of them.

I proved that even MonoKote gets brittle after 20 years...managing to split some large patches off my B ship. And alas...my 250 Ramrod (built from the original Model Airplane News plans) showed me once again that tissue get brittle too. I was thinking that the wing on that Ramrod was probably older than Don! Yes, I do have a lot of that new plastic stuff and should start recovering.

Norm Frawley had a beautiful Sailplane of yore. Running that growling diesel made everyone turn and watch it roar on its lazy old timer climb...fun to watch. Norm's Lucky Lindy suffered a hard landing under power when a stab triplet came off. Fortunately it is repairable and with Norm's skills I bet you will never find the repair.

The most impressive power ship, other than Roland's FIC was Don with his new Nelson Bechfire powered model.

I was talking to Don before he flew it and he said he wasn't sure he was going to with all the people there..."I don't like to embarrass myself in front of a lot of people" was his reasoning.

To say it screams is understating its ability. Dave Edmonson [Minneapolis] thought that it would have come apart, "Too light!" was his cry. But I can bear witness that with all that power and acceleration it did indeed hold together...albeit I had my fingers crossed! It's a screamer...but, it is very sensitive to small changes at the speed it will climb. Don's last test flight was a bit left at launch and put the crowd into the "aaahhhh" mode as it heeled over under power. A bit of a problem with strength of the RCDDT servo, but that can be corrected. Don's got a serious contender there.

The arm launched glider section had a field day...a dozen flyers in the pen just enjoying the thermals. Don bested the crowd with 6 maxes and a 57 for the 100 scramble points. Todd managed 3 maxes in tippy launch, but the real challenger was Duane Hjerleid with 4 maxes on his 3 minute commercial rubber!

Which is a good segue into combining SAM and MMM in the Scramble format. It works just fine. About the only SAM 1 entry that needs some rules clarification is Gayle Jackson's electric sailplane. We decided a good starting point would be a 2 minute motor run and a 30 minute max. Then we would make it tough if it looked like he was doing better!.



**April 18 Scramble Line results:**

(Summary Scramble points are online at "themmmclub.com" )

Since this is the first contest, it's wide open..!

Don got the first sticker of the year!

**APRIL 18 2010 MONTHLY CONTEST DATA**

ENTRANT	Min	CLASS	Flt 1	Flt 2	Flt 3	F/O 1	F/O 2	F/O 3	F/O 4	# MAXES	MAX TIME	TOTAL AMA
DeLoach, Don	SG	HLG	120	120	120	120	120	120	57	6	120	777
Covington, Mark	SG	HLG	120	120	120	120	100	0	0	4	120	480
Hjerleid, Duane	3 Min	SAM Rub	180	180	180	180	88	0	0	4	180	808
Reynolds, Todd	SG	HLG	120	120	120	66	0	0	0	3	120	426
Murphy, Jerry	2 Min	P-30	110	101	120	0	0	0	0	1	120	331
Myers, Neil	2 Min	HLG	86	120	120	0	0	0	0	2	120	326
Covington, Mark	SG	CLG	82	120	120	0	0	0	0	0	120	322
Myers, Neil	#REF!	CLG	74	120	120	0	0	0	0	2	120	314
Lovins, Bill	3 Min	OT Gas	154	128	180	0	0	0	0	1	180	462
McQuade, Pete	3 Min	F1A	180	180	80	0	0	0	0	3	180	440
Sisk, Marc	0	P-30	120	56	104	0	0	0	0	1	120	280
Monda, Eric	2 Min	FAM	77	68	62	0	0	0	0	0	120	207
Gray, Mel	SG	CLG	33	55	53	0	0	0	0	0	120	141
King, Troy	SG	CLG	107	33	0	0	0	0	0	0	120	140
Frawley, Norm	3 Min	OT Gas	143	64	0	0	0	0	0	0	180	207
Hjerleid, Duane	SG	CLG	44	54	26	0	0	0	0	0	120	124
Murphy, Jerry	3 Min	Mulvi	168	0	0	0	0	0	0	0	180	168
Gray, Mel	SG	HLG	60	19	0	0	0	0	0	0	120	79
Jackson, Gayle	SG	CLG	23	31	23	0	0	0	0	0	120	77
Reynolds, Randy	3 Min	F1B	84	0	0	0	0	0	0	0	180	84
Major, David (Jr)	SG	CLG	18.5	19.5	13.2	0	0	0	0	0	120	51
Reynolds, Randy	0	DLG	18	0	0	0	0	0	0	0	120	18

Summary Scramble so far.

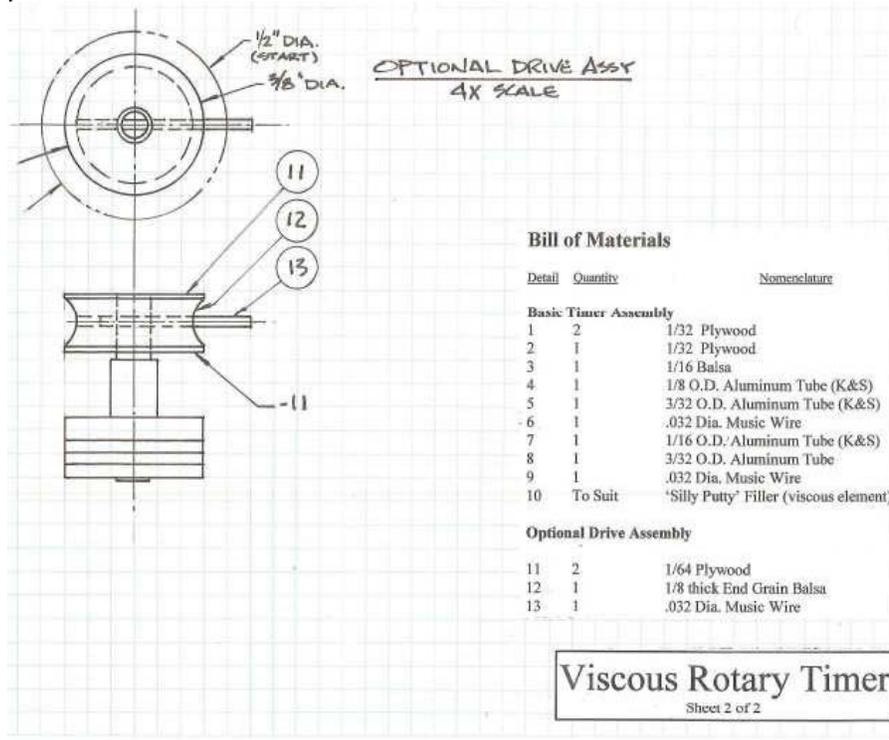
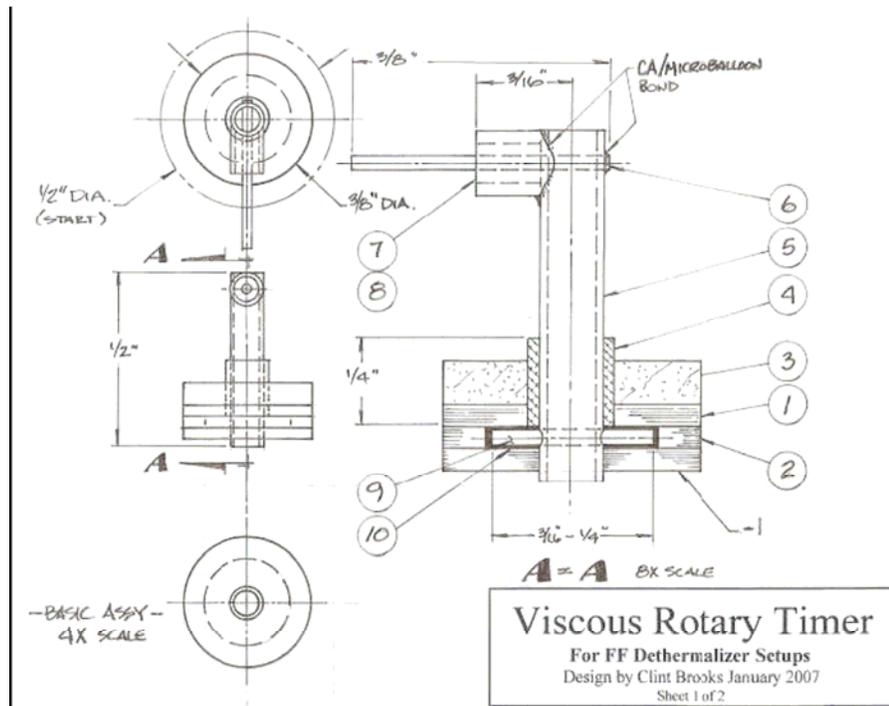
Note that the grayed points don't count due to a higher score in another event. We count only the highest point score.



	ENTRANT	Total Pts	4/18/10
1	DeLoach, Don	100	100
2	Covington, Mark	75	75
3	Hjerleid, Duane	69	69
4	Reynolds, Todd	55	55
5	Murphy, Jerry	43	43
6	Myers, Neil	42	42
7	Covington, Mark	41	41
8	Myers, Neil	40	40
9	Lovins, Bill	40	40
10	McQuade, Pete	38	38
11	Sisk, Marc	36	36
12	Monda, Eric	27	27
13	Gray, Mel	18	18
14	King, Troy	18	18
15	Frawley, Norm	18	18
16	Hjerleid, Duane	16	16
17	Murphy, Jerry	14	14
18	Gray, Mel	10	10
19	Jackson, Gayle	10	10
20	Reynolds, Randy	7	7
21	Major, David (Jr)	7	7
22	Reynolds, Randy	2	2

**From WHAM 0907...Jeff Englert, ed.**

Developed for use in rubber power models of all sizes, HLG, Catapult gliders, etc. It represents a basic methodology to provide a timing actuator to allow dethermalization of these types of models. Use as a starting point; experiment to create even better configurations, and share with the rest of the FF community. This timer is capable of up to three minutes or more, depending on tensioning setup, with two minutes the most consistent run time observed thus far.





# Phlyin' Phil and his Aerial Chums

Episode 4.2: Phorest Phouls Phil

-or-

You Are What Eats You

*Being the Second Installment of a Rather Long Episode*



*Synopsis: In our last episode, Phlyin' Phil, the Pure and Innocent Maryanne "Boom-Boom" Yazinsky, and the Irrepressible Boozy MacDougle were navigating what was left of the Baron Stupnagel Von Kraut's (a.k.a. The Black Falcon) giant airship to a landing – or perhaps a crash – on an uncharted island...*

The doomed airship gently touched the tops of the taller trees, and then began to drag across them. The control car jammed between two trees, and the ship slewed into the jungle. There was the sound of breaking wood, a sighing sound from ruptured gas bags, and the craft settled to the ground.



*...and the craft settled to the ground...*

"We're here, chums!" cried Phil happily as they stepped from the ruined control car to the jungle floor, "Now to find the Count and muscle in on his – er- stop his evil plans."

"I think the Count said that Dr. Stubbington's base and airfield are at the northern tip of the island," said Maryanne.

"Right," said Phil and Boozy, "Let's get started, then."

The three chums promptly marched off into the jungle, in three different directions, 120 degrees apart.

"Whoa," said Phil, "We'd better think this over..."

The chums were indeed in trouble, for the jungle floor was dark and gloomy. The sun couldn't penetrate the thick jungle canopy overhead, and as Boozy later astutely remarked, "We couldn't see the forest for the trees."



*"...couldn't see the forest for the trees"*

"We'll just have to choose a direction and travel until we hit the beach," said Maryanne, "Then we'll be able to see the sun and we can strike out for the northern part of the island."

This suggestion, being entirely too logical, went unappreciated by Phil and Boozy. “Look,” cried Boozy, “There’s a path!”

And so there was. A small trail wound its way into a portion of the jungle that was, if anything, even more forbidding. Naturally, the chums chose the trail.

“We’ve no idea of the direction in which we’re heading, nor of what may await us at the end of the trail,” cautioned Phil, “So we must be most careful to move quietly, and observe carefully, lest we come to harm.”

“Right,” said Boozy, as he stepped on a dead branch that shattered with a loud “crack”.

“I’m hip, boss,” said Maryanne as she tripped over a log.

“Onward then, chums,” said Phil, as he began a rousing chorus of “Barnacle Bill the Sailor”.

The constant heat, the ever-present drone of insects, and the obligatory snakes-dropping-from-trees and big-hairy-spiders-appearing-on-the-shoulder<sup>1</sup>, soon stifled Phil’s merry song.

“And jest when he was gittin’ to the good part,” whined Boozy.

The terrain was rough, and the trail soon became a mere track through the jungle. All the chums were soon breathing heavily. This soon became a real hazard because Phil and Boozy kept walking into trees while trying to watch Maryanne breathe.

As the day wore on, the jungle became even darker. It soon became apparent even to Phil that they would have to spend the night in the forest.

“We’ll have to find a safe place to spend the night,” said Phil, “For most of the danger in any jungle comes from the fearsome beasts that hunt by night.”

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<sup>1</sup> Editor’s Note: See any pre-WWII jungle movie, esp. Johnny Weismuller Tarzan movies



*...Phil and Boozy kept walking into trees while trying to watch Maryanne breathe...*

“You’re right,” replied Maryanne, “And it will take all our skill in woodcraft to choose the proper campsite.”

The jungle-wise chums promptly began looking to either side of the trail for a suitable bivouac. They realized that their very survival could well depend on their choice, so they were cautious.

After lengthy searching and much deliberation, they chose a site on top of a large ant-hill. Off to the left was the opening to a cave with various kinds of bones scattered around the entrance. Several buzzards sat in a nearby tree. Except for the anthill, the surrounding ground was muddy. At the spring off to the right, more bones littered the ground.

“It’s perfect,” sighed Maryanne, “It’s like a dream come true!”

*Have our chums managed to snatch one small moment of safety from the savage jungle? Are you out of your mind? Of course not – this is PULP FICTION, buckaroo, and pretty darned lurid pulp fiction at that. Be with us next time when we’ll here Phil say...well, who knows what he’ll say, except that it will be remarkably silly.*

Revised Announcement—3/28/2010

# The 31<sup>st</sup> Magnificent Mountain Men 14-Round FAI Annual

America's Cup & NFFS National Cup Competition  
July 9, 10, 11, 2010  
Denver, Colorado

**July 9** (Friday)—5 rounds of F1E  
(America's Cup sanctioned)

**July 10 & 11** (Saturday & Sunday)—7 rounds each day  
of F1A, F1B, F1C, F1P, F1Q—(14 rounds total)  
3 rounds each morning of F1G, F1H, F1J,  
F1K, Vintage FAI Power—(6 rounds total)

**Saturday, July 10**

\*Round 1 0730 – 0900  
\*Round 2 0900 – 1030  
\*Round 3 1030 – 1200  
Round 4 1200 – 1300  
Round 5 1300 – 1400  
Round 6 1400 – 1500  
Round 7 1500 – 1600

**Sunday, July 11**

\*Round 8 0730 – 0900  
\*Round 9 0900 – 1030  
\*Round 10 1030 – 1200  
Round 11 1200 – 1300  
Round 12 1300 – 1400  
Round 13 1400 – 1500  
Round 14 1500 – 1600

\*Rounds for F1G, H, J, K

Note: ALL EVENTS close at 16:00 hours, with the exception of  
FAI flyoffs (if needed) on Sunday.

**Bonus Events** - AMA/NFFS rules apply, no rounds:

**Saturday, July 10**

CLG, P-30, Fast Gas Combo\*, Slow Gas Combo\*\*, OT  
Rubber Combo, Mulvihill

**Sunday, July 11**

HLG, Classic Towline, Fast Gas Combo\*, Slow Gas Combo\*\*,  
Nos Rubber/Wake Combo, Moffett

\*Fast Gas Combo: 1/2A, A, B, C, D, 1/2A Classic (Cl), AB Cl, CD Cl.  
Contestants may fly any/all events on either/both days and  
take their best score for awards purposes. All scores will be  
kept separately for NC points purposes. All flights for an indi-  
vidual event must finish on the same day started.

\*\*Slow Gas Combo: 1/4A Nostalgia (Nos), Early 1/2A Nos, 1/2A  
Nos, Nos A, Nos B, Nos C, MMM Slow Open Power (SOP). Cat  
II engine runs and maxes. 180 max and 12 sec engine runs for  
Nos and SOP. Contestants may fly any/all events on  
either/both days. Only their best score will count for awards  
purposes but all scores will be kept separately for the purpose  
of NC points. Must finish all flights for each individual event  
on the same day started.

**Banquet:**

Check the MMM website for date, time, and location.  
www.themmmclub.com

**Accommodations:**

Check the MMM website for details.  
www.themmmclub.com

**Miscellaneous:**

Free RV and tent camping on the field, no hookups or dumping.  
Porta-potty permanently on site.

**Directions to the Field:**

(From the east side of Denver) The field entrance is located  
on Quincy Rd. about 7 miles east of its intersection with the  
E-470 toll road. Head east on Quincy for about six miles and  
look for a "T" intersection with Watkins Road. Now, proceed  
one more mile east on Quincy and slow down when you see  
a plant entrance on your left. Look to the right (south) and  
you will see the **MMM** sign and gate. **If you find the gate  
locked, please re-lock it behind you.**

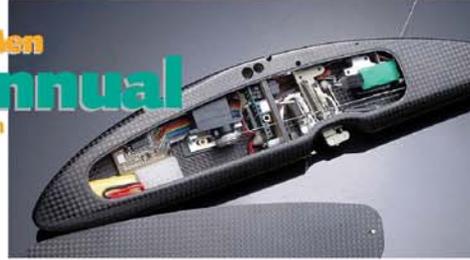
**Please Note:** The E-470 toll road is cashless. A photo will  
automatically be taken of your front and rear license plates.  
A bill for the toll will be mailed, to the registered owner of the  
vehicle, by the toll road management company.

**For more information contact:**

Jerry Murphy, 719-685-3766 <jb\_murphy@msn.com>

or

Marc Sisk, 719-433-2115 <msisk916@comcast.net>



Photography: Steve Galbreath

**Detach, Fill Out, and Mail to:**

Jerry Murphy, 9 Via Escondido Valle, Manitou Springs,  
Colorado 80829

**Please include a photocopy of your AMA license.**

Pre-Entries (that I receive by July 1st): \$20 per event for FAI,  
and \$5 per event for non FAI. \$25 maximum fee.

At-Field Fee Payment: \$25 per event for FAI, and \$10 per  
event for non FAI. \$35 maximum fee.

**So Pre-Enter (payment to me by July 1) and save \$10.**

NAME	AMA #
_____	
ADDRESS	
_____	
CITY / STATE / ZIP	
_____	
E-MAIL	CELL #
_____	_____

Circle events entered:

FAI: F1A, F1B, F1C, F1E, F1G, F1H, F1J, F1K, F1P, F1Q

Glider: HLG, CLG, Classic Towline

Rubber: P-30, OT Rubber Combo, Nostalgia Rubber/Wake  
Combo, Mulvihill, Moffett

Gas: 1/2A, A, B, C, D, 1/2A Classic, AB Classic, CD Classic,  
1/4A Nostalgia, Early 1/2A Nostalgia, 1/2A Nostalgia,  
Nostalgia A, Nostalgia B, Nostalgia C, MMM Slow Open  
Power, Vintage FAI Power



**Magnificent Mountain Men**  
"a Free Flight Modeling Heritage in the Rocky Mountain West"  
www.themmmclub.com





**FREE FLIGHT WITH AN ALTITUDE!  
UPCOMING EVENTS**

<i>DATE</i>	<i>EVENT</i>	<i>CD</i>
<i>May 16</i>	<i>MMM Scramble &amp; Sam 1</i>	<i>Mel Gray</i>
<i>June 13</i>	<i>MMM Scramble &amp; Sam 1</i>	<i>Grampa Jones</i>
<i>JULY 9-11<sup>th</sup></i>	<i>31<sup>st</sup> ANNUAL 14 ROUND FAI MEET + Nat Cup Bonus Events</i>	<i>Jerry Murphy &amp; Marc Sisk</i>

**FIRST CLASS**



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



**The Magnificent  
Mountain Men**

6994 So. Prescott St.  
Littleton, Colorado  
80120