



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/>

2010-06 (Aug-Sept)

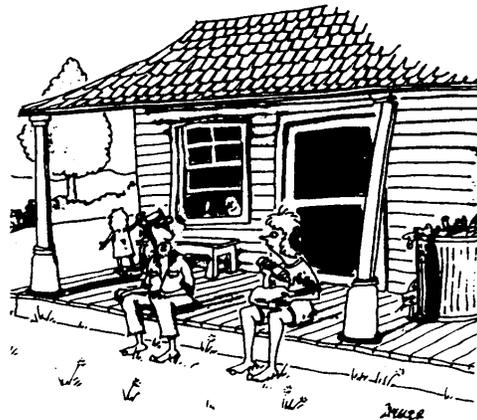


PONDERINGS DEP'T

You gotta give credit to those folks who put all their energy in to this hobby. They are the ones who keep us alive...and then have time to participate! How do they do it?

I flew my first "official flights" of the year this past weekend and it felt good. Of course watching the really good guys do it really got me enthused again. I had Lee Hines staying at the house and if you ever want to get a "history" of FAI and things in the mid 50's and later...spent some one on one time with him...you learn a lot.

Reminds me of what Bill Vanderbeek said to me...he is flying all he can before all the contests are gone.



"Ma ...yup...build, fly win!"

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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Pete McQuade 719-522-1239

Newsletter & Other Stuff:

Rick Pangell 303-798-2188

Flying Field Weather Line: 303-766-0020

NEAR TERM EVENTS:

SEPTEMBER 4-6	45 th ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS, DYNASTY CUP & FAC!
SEPTEMBER 11,12	ANNUAL SAM 1 MEMORIAL
SEPTEMBER 26	MMM SCRAMBLE

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.*

STUMP CLUB DEP'T

This is the place where club members can share their most treasured learning experiences

I was living in shame...afraid of a simple mechanical gadget....afraid to fly a mere model! ...*(If SKYZILLA can be so marginalized as such)* But it was past time to fire up and fly the intimidating old b.....ch!!

The weather was turning gorgeous! I took a couple of testosterone pills and headed for the field. I parked next to the porta-potty and bailed out...Checking her out (the plane, not the potty) I discovered all sorts of little need-to things that came to light under the bright sun. After an hour I was ready to go. I stuck the OS MAX .61 into the starter and it thundered into life. I stumbled out of the shade, went to the side of the Van and let the snarling beast go...WOW! She streaks off at a low angle into the sun...the engine cuts after 2.5 seconds then the nose dips a bit with the mild bunt. Right on time the wing unfolds and stretches out to its majestic full spread of 10' and segues right into the glide.

Can't believe how great the glide is....but then comes the DT. AAAWWWKKK!!! what is this!! the damn thing is coming down like a corkscrew! 🤪 it thuds really hard and the wing pops its bands and goes sailing off.

That was a revoltin' development! What the hell is wrong here? My Stretched Eagle F1C did the same thing...just beats the hell out of the ships...Stab too small? Angle wrong...but maybe...a couple of months ago Chuck Etherington told someone they needed more rubber bands on their stab.....was my stab not coming up against the relative wind? Hmm.

I change things to give it more power... I fuel up, fold up the right wing into position, set the release cams on the left pinion... I fire up the engine and walk with it around the tailgate...there is a little bit of wind...I raise the nose BUT the plane is almost twisted out of my hand!...WtF! Yep, Seems the left wing never got folded up in turn...AAKKKK!!! stupid is as stupid does...

Once again I'm set to go...a bit more decalage and

a run over 3 seconds. She takes off like a bat out o....wait, bats don't fly in the daytime....It took off like a giant grassh....uh. a startled ptarmigan? Anyway, it is going straight-away at 40 degrees. Again a perfect transition with the wings opening with real authority! Magnificent!

Then it DT's

Disaster of a different variety...the huge wing folds up again, but in a radical manner.... the wing breaks in the center... the right pinion goes spinning as the body and mangled wing come down like a mortar round. And it explodes like one. I stand there looking at the carnage in stunned silence....(well, I did mutter a bit under my breath)

So...once again the accursed Zilla is out of action....she can be fixed but the wing is real nasty. The stab looked like it had been spanned across two bricks with hefty Rick Pangel putting his weighted foot right in the middle...

But it will have to wait. Its pretty good at that. Meanwhile, I'm forced to go work on an obsolete F1C Folder....I call it the "Scrapyard Eagle"-- which is Quite fitting seeing that it is made up of parts from four different planes. So maybe it can make a debut at the Rocky Mountain Champs?"

Thank you for sharing my pity party...I do feel much better now !!! Yea!!! 🤪

billious g

A NATS EXPERIENCE...

Todd and I flew in our first Free Flight Nats and overall we had an excellent experience. First of all our equipment worked great! our tow car, a ten year old Land Cruiser seemed to be right in it's element and never noticed that it was hauling a trailer with three bikes on it. The trailer we bought from Chuck Etherington went everywhere without complaint. The airplanes worked well with one small exception (Todd's CLG's) and the RDT system was flawless and valuable.

-We took model boxes for a first for the Reynolds Free Flight Team. What fun packing models like

sardines in a can with no damage.

-We have been struggling with DLG's this year and while we didn't perform very well it wasn't the airplane's fault...finally.

-One experience each locating models in the soybeans and corn is really enough. The soybeans grew up to our waist and was extremely difficult. And who ever said the corn grows ten feet tall back there is a liar as it was at least 12 feet high and about as claustrophobic as you can stand.

-If you ever lose a model go find Todd because he is a wizard at finding lost models.

-The difference in air is certainly noticeable for our high altitude trimmed models and there is no definite prescription that fits all. Funny thing was that we got exact opposite advice from several experienced modelers. I'm not so sure that we know yet what trim changes are needed. Ask five free flighters a question and you'll get ten different answers!

-I wasn't prepared for the scale of the AMA facility as the field is huge with so much mowed grass that it is overwhelming. That said you really have to be careful of the drift as has been often mentioned. The soybeans, trees and corn are formidable. Also the thermals when we were there seemed to be small and fast evaporating marked by boomers if you could get up high enough.

-Most impressive models for us were the Super D and F1J power ships. I also enjoyed seeing the Electrics go as they are very elegant.

-Can't imagine being at that contest without a retrieval vehicle even if the grass made for easy walking. Too many miles over several days.

-Next time we'll fly fewer events as we had no opportunity to see anything because we were too busy trying to sort models out. The Nats is quite a three ring circus and if you can stand the effort well worth attending. I noticed several elderly couples flying together and while they moved very slowly their persistence certainly showed a love for the sport and for each other.

Todd and I enjoyed meeting so many new people that we have corresponded with over the years and I would like to thank everyone for all the help we

received. Also the contest director Charlie Jones and his staff were on top of everything and while no one can run a perfect contest this one especially for it's size was truly excellent. The Nats News is an excellent and valuable effort and it's timeliness certainly adds to the quality experience.

Next year we should rent an MMM team bus, what do you think?

AT THE RMC'S!!!!



Mountain States Scramble IV

Flying: Sept. 4-6, 2010

AMA sanctioned - 2010 license required

- FAC Two-Bit + One Rubber (Sunday)
- WWII Mass Launch
- FAC Scale* FAC Peanut Scale* FAC Jumbo/Giant Scale* FAC Power Scale*
- FAC Dime/Pseudo Dime Combo (Saturday) WWI Combat (10:00 AM Saturday)
- Greve/Thompson Mass Launch (12:00 PM Saturday)
- FAC Golden Age Civil/Military Scale Combo (Sunday) 00 AM Sunday

(* = fly any day)

Scale Judging: Friday afternoon, September 3rd, 4:00 - 7:00 PM, Extended Stay Deluxe, 1st floor meeting room. 14095 East Evans Ave, Aurora CO, 80014 (303) 337-7000 (Iloff Ave at I-225, 3 blocks north on Blackhawk Dr.).

MMM August Monthly Contest
Marc Sisk - CD

This month's contest was held 15 August on "the hill" at Lowery. I arrived about 0820 to find Neil Myers, Mark Covington and Mike Fields and family already there. The SAM 1 folks had their monthly scheduled as well as ours. The winds were a blowin' about 15 mph already upon arrival and the day seemed to be doomed just like last August when I CD'd. With some recommendations from the crowd, and after watching some of the gliders drifting long distances on short flights, I decided to cut the HLG/CLG maxes down to 60 seconds, but with all six flights counting viersus best three of six.

The TipLG guys were out in force with Neil, Mark, Mel, Don, Rick and Tyler keeping the Pen humming most of the Day. We missed Randy and Todd. Lee Hines made a stop at the field for the day as part of his Grand Tour. 7000+ miles and counting on this trip. He is headed to Oregon next. Bill G. arrived early to work on his TipLG launch technique with a unique training aid. Ask him to show it to you. As always, very ingenious. Thermals were spotty in the morning in the wind but by mid afternoon, were fairly regular. Tyler is really improving quickly in TLG and showed it with two maxes! A Starduster X kit and a TD .049 were offered up to Tyler to expand his FF abilities and fun. Delivery is expected at the Rocky Mountain Champs (RMC).

After a great showing in TLG (5 of 6 maxes), Don broke out his modified B Gas Pearl and quickly put up a couple screaming flights. His second official flight lasted a bit longer than planned when the model failed to DT. Don quickly returned after the initial chase to retrieve his tracker and was off again after the model. A couple of hours went by with numerous calls to his cell phone and no answer. He returned just before 5pm with the model. The model was airborne for over two hours and went approximately 10+ miles in the air [as the crow flies...but more like 15 in route]. Don was tracking it the whole way. While he was out tracking the model he stopped for gas and bought a map just in case (can you believe it!) [Then he picked up the signal as the model came over where he was getting gas and it flew north to about 2-1/2 miles of Watkins!] I will let Don tell those who are interested why the model failed to DT. Guess what, his cell phone was in his car all the time!

Troy King had his Marval really moving and grooving prepping for the RMC. Rick was putting up some test flights with a B Gas model. Jerry had his Mini Pearl out to run the engine. Darold put in a couple test flights with his P-30 but the motor hook became detached from the prop on the second flight and re-kitted the fuselage. Work to do before the RMC!

At the end of the day, the Scramble ended up with Mark Covington edging Don out for the win only dropping one second from a perfect six maxes. This was Mark's first win of the season to Don's two. All and all, a great day that started out iffy and ended up safe and beautiful. Looking forward to the RMC in a couple weeks!

DATE	Min	ENTRANT	CLASS	Fit 1	Fit 2	Fit 3	F/O 1	F/O 2	F/O 3	# MAXES	MAX TIME	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINTS
8/15/10	SG	Mark Covington	CLG	60	60	59	60	60	60	5	60	359	5.98	100
8/15/10	SG	Mark Covington	HLG	52	60	58	60	60	60	4	60	350	5.83	98
8/15/10	SG	Don DeLoach	HLG	45	60	60	60	60	60	5	60	345	5.75	96
8/15/10	SG	Neil Myers	HLG	24	50	60	24	60	60	3	60	278	4.63	77
8/15/10	SG	Mel Gray	HLG	49	60	60	27	60	18	3	60	274	4.57	76
8/15/10	SG	Neil Myers	CLG	26	39	60	60	60	24	3	60	269	4.48	75
8/15/10	SG	Mel Gray	CLG	39	15	60	45	60	46	2	60	265	4.42	74
8/15/10	SG	Rick Pangell	CLG	60	60	29	49	26	31	2	60	255	4.25	71
8/15/10	SG	Tyler Portenier (Jr)	HLG	60	15	25	60	23	18	2	60	201	3.35	56
8/15/10	3 Min	Don DeLoach	B Gas	180	180	0	0	0	0	2	180	360	2.00	33

AMA SANCTIONED **NFFS NATIONAL CUP MEET** CATEGORY III RULES

61st ANNUAL

TULSA GLUE DOBBERS FREE FLIGHT CHAMPIONSHIPS

AUGUST 28-29, 2010

SITE: PERRY MUNICIPAL AIRPORT—Located 6 miles North of Perry, OK on HW 77

CONTEST DIRECTORS: Bob Hanford (918) 251-7564
Robert Dunham II (918) 258-9062

AWARDS: Trophies through third place

PERPETUAL AWARDS: GRAND CHAMPION JUNIOR HI-POINT CUP
High Time AMA Power (AMA or Classic) High Time Nostalgia Gas
RJ Dunham Memorial (High Time Mulvihill) High Time HL/Cat Glider
High Time Nordic (F1A, F1H, Classic) Jim Stafford Memorial—High Time P-30
Jim Clem Memorial—High Time 1/2A Gas (1/2A Gas, 1/2A Classic, 1/2A Nos)

ENTRY FEES: JUNIORS & SENIORS--\$1 per event
OPEN--\$10 first event, \$5 each additional event (\$30 maximum)
NFFS Members will receive a \$5 discount on total entry fee

SCHEDULE OF EVENTS:

All NFFS National Cup Events will be held, with scores kept separately in each event. For contest awards, scores in the events shown within brackets [] will be combined to determine trophy winners. A contestant may fly any or all of the events within the brackets for NC points, but only the first eligible scores will be counted for trophy award purposes.

SATURDAY (8am to 5pm)

- ___ 1/2A Classic
- ___ ABCD Gas [A Gas, B Gas, C Gas, D Gas]
- ___ ABC Nostalgia [A Nos, B Nos, C Nos]
- ___ HL/Cat Glider [HLG, Catapult Glider]
- ___ Mulvihill Rubber [Mulv, Moffet, Nos Wake, Nos Rubber]
- ___ Small Field Combo [F1G, F1H, SAM 020 Replica, Bostonian, Electric A, CO2, FAC Embryo, Jimmy Allen]

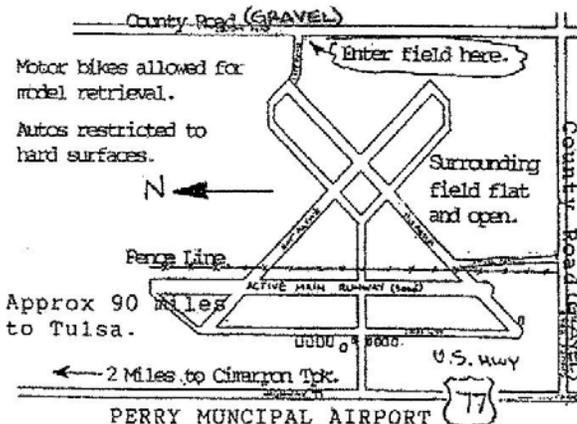
SUNDAY (8am to 4pm)

- ___ 1/2A Gas
- ___ ABCD Classic [A/B Classic, C/D Classic]
- ___ 1/2A Nostalgia [1/4A Nos, 1/2A Nos, E1/2A Nos]
- ___ P-30
- ___ FAI Combo [F1A, F1B, F1C, F1J, F1P, F1Q, Classic Towline]
- ___ SAM OT Ignition—Fred Miller Memorial
- ___ Jr. Combo [1/2A, 1/2A CI, P-30, HL, Cat]

PLEASE CIRCLE YOUR FIVE CHAMPIONSHIP EVENTS—1 glider, 1 power, 1 rubber, 2 others

NAME: _____ ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____ AMA No: _____

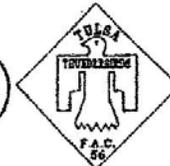
RELEASE: I, the undersigned contestant/parent, hereby release all persons and/or organizations connected with this contest from responsibility of any and all claims of damage, loss or injury resulting from any cause while attending this meet. I also assume full responsibility for any damage or injury caused by myself or my model plane(s) to any person or property.



Contestant's / Guardian's Signature _____

Perry Motels:

Super 8 (580) 336-1600
American Inn (580) 336-2218
Regency Inn (580) 336-2277



THUNDERBIRD SQUADRON
FLYING ACES CLUB
Tulsa Oklahoma



GENERAL INFORMATION

- > Enter the Airport by county road at the east side of the Airport. (See Map)
- > Motor bikes allowed for model retrieval. Autos restricted to hard surfaces.
- > Rain delays at CD discretion with closing time to be adjusted to compensate.
- > Event score cards must be returned to head table after each official flight, except for HLG/Cat Glider (every 2 flights).
- > All flyoff flights must be airborne by closing time. Otherwise, ties to be determined by coin toss.
- > Valid AMA license required. Applications available on field
- > FAI Combo Event is a total of 5 flights, no rounds. Flyoff flights increased by 2 minute increments.
- > Motor run for Electric to be 10 seconds.
- > Engine run for 020 Replica to be 12 seconds.
- > Flyoff flights for Small Field Combo event will be increased in 1 minute increments.
- > Mulvihill to be flown by the new rules, with a 2 min max for first flight, increasing maxes by one min for each add'l flight.
- > All other events to be per AMA Category III, NFFS, SAM, or FAC rules.
- > **PICK UP TRASH AT END OF MEET!!!**
- > From Tulsa, exit the Cimarron Turnpike at US Highway 77, (not Hwy 64, which is the first "Perry" sign), turn south (left) and enter the airport on the east side, as shown on the map.
- > From I-35, there is not an eastbound exit at Hwy 77 from the Cimarron Turnpike. Exit I-35 at Airport Road (gravel road), or come through Perry to Highway 77 North, if coming from OKC.

GRAND CHAMPION AND JUNIOR HIGH POINT AWARDS

- > Five events may be declared for championship. Must be 1 rubber, 1 glider, 1 power & any 2 others
- > Combo events may be used for rubber, glider, or power event requirement if same type airplane is used for all flights.
- > **ALL CHAMPIONSHIP EVENTS MUST BE DECLARED AT TIME OF REGISTRATION!**
- > Championship points will be awarded based on trophy positions.
- > Points will be awarded as follows:

NUMBER OF FLYERS	PLACE IN EVENT							
	1st	2nd	3rd	4th	5th	6th	7th	8th
Up to 5	5	3	1	-	-	-	-	-
6 or 7	6	4	2	1	-	-	-	-
8 or 9	7	5	3	2	1	-	-	-
10 or 11	8	6	4	3	2	1	-	-
12 or 13	9	7	5	4	3	2	1	-
14 or 15	10	8	6	5	4	3	2	1

- > "Number of Flyers" in an event is the number of contestants (individuals) who attempt a flight
 - > Junior High Point Award uses the same point system considering only Juniors in each event.
 - > If a tie for the championship occurs between two or more contestants, the "Rule Book" method (percent of winning time in each event) will be used as a tiebreaker between these flyers only.
- > PLEASE COME AND HELP MAKE OUR **61st ANNUAL** AN EVENT TO REMEMBER!

Bob Hanford
1608 S. Poplar Ave.
Broken Arrow, OK 74012-5115

45th ANNUAL Rocky Mountain Free Flight Championships

Accommodations:

Extended Stay Deluxe, Illiff at I-225. \$50/2-bed suite ("MMM" rate). 303-337-7000. 25 min. from field; 15 from banquet.
Motel 6, Illiff at I-225. Appx. \$50. 303-873-0286. 25 min. from field; 15 min. from banquet.
Super 8, Parker, CO. Appx. \$85. E-470 at U.S. 83/ Parker Rd.: 720-851-2644. 20 min. from field; 5 min. from banquet.
Motel 6, Arapahoe Rd. at I-25. 303-790-8220. (20 min. from field, 5 min; from banquet.

Contest Directors: **Don DeLoach**, 719-964-7117, ddeloach@comcast.net
Chuck Etherington, 720-201-6218, chuck.etherington@jeppesen.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.**

Scoring, etcetera:

- 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 C/D Gas Combo, you may fly separate flight strings with both C and D models. Only your best score of the two will count for RMC awards purposes, but both scores count for National Cup points.
- Dawn 'Wocks: 7:00-7:10 AM launch window. No max; timed to the ground. Eligible models: Gollywock, Vargowock, Jabberwock, Dynamoe. All SAM rules apply.
- Dawn Gas: 7:00-7:10 AM launch window. All gas models fly together including FAI, Nos, AMA, SLOP. One attempt allowed for one flight with no max. 12-second engine run.
- 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 12: <http://www.freeflight.org/Competition/NFFS%20Competition%20Rules%202007-2008,%20Release%201.pdf>. Tiebreaker: 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 NFFS scoring matrix. All glider/rubber/gas events count including scale (excluding mass launches). No maximum number of events to be counted. Tiebreaker: total number of maxes achieved.

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

Don DeLoach, 831 E. Willamette, Colorado Springs, CO 80903

At-Field Payment: Open: \$20 first event, \$10 each event thereafter, \$40 maximum fee. Juniors/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 8/30/10

NAME _____ ADDRESS _____

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

Saturday Night Banquet!

4-meat BBQ feast with sides & bread and drink.

Number attending at \$25 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.

Saturday Events

F1A • F1B • F1C/F1P combined
Vintage FAI Power (5 flights/no rounds)
1/2A Classic Gas
1/2A Nostalgia Gas/Early 1/2A combined
A/B Gas combo
NFFS Classic Towline
P-30
.020 Replica
SAM OT Gas combined
FAC Greve/Thompson Mass Launch
FAC WWI Mass Launch
FAC Dime Scale/Pseudo Dime Combo

Sunday Events

Dawn 'Wocks
F1H • F1G • F1J
C/D Gas combo
CD Classic Gas
HLG
Nostalgia Wake/Rubber combo
BC Nostalgia Gas combined
SAM Small OT Rubber
SAM OT HLG
FAC WWII Mass Launch
FAC TwoBit + one
FAC Golden Age Civil/Military Scale

Monday Events

Dawn Gas
F1Q (5 flights/no rounds)
1/4A Nostalgia Gas
1/2A Gas
A Nostalgia Gas
AB Classic Gas
Mulvihill
Catapult Glider
SAM O.T. Catapult Glider
SAM Large O.T. Rubber
MMM Slow Open Power

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 Jumbo/Giant Scale, Junior P-30, Junior 1/2A, Junior HLG, and Junior CLG.



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>FEATURE EVENT</i>
SEPTEMBER 4-6	45 th ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS, DYNASTY CUP & FAC!	Don DeLoach / Chuck Etherington
SEPTEMBER 11,12	ANNUAL SAM 1 MEMORIAL	
SEPTEMBER 26	MMM SCRAMBLE	Jackson Ivey

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