



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/>

2011-03 (April)



PONDERINGS DEP'T

There has been a flurry of anticipation regarding the winter Coupe get together. But, as Colorado weather would have it...March came in like a lamb and went out like a lion! Many postponements.

The first Scramble of the year is coming next weekend, April 10 and it sort of crept up on me too.

I hope everyone is building at least some semblance of a scale ship for the WESTFAC contest June 22-25. This is the 2nd largest FAC contest in the country and it is right here in our own back yard, so at least plan to attend.

By now everyone should have a fleet of models ready to fly...and in the words of Don, "ready" means trimmed before the contest, right?



"Ma ...it hasn't been a hard winter so I expect you won't need a new snow shovel for next year, right? I need some fresh Tan II.

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 Field Weather Line: 303-766-0020

NEAR TERM EVENTS:

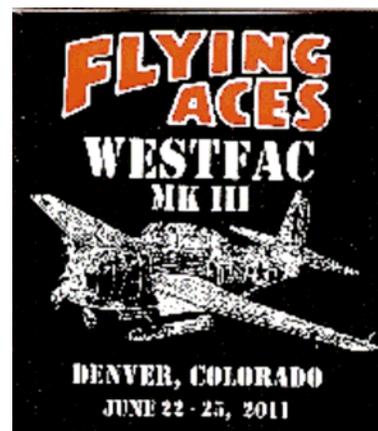
MMM MTG!	Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.
Wings Over the Rockies Indoor 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission \$. A good clean site, 24' height
April 10	Scramble!!

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.*



PRESIDENT'S PONDERINGS



No More Free Camping on the Field!!

For years we've welcomed free tent and RV camping on the MMM/SAM 1 flying field. Unfortunately we are now required to collect a flat fee from each camping party, 100% of which goes to our landlord, the State of Colorado. The fee (\$25 per meet weekend, regardless of the number of nights) will be collected on site at the time of the event.

The Clubs regret this additional expense for parties who choose to camp, but please understand it could not be avoided.

Thanks in advance for your understanding.

Marc Sisk
MMM President

STUMP CLUB DEP'T

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

The Pikes Peak Ceiling Climb was a huge success as you can see from the photos taken by the Colorado Springs newspaper, the Gazette. In addition to the Gazette we also received TV news coverage from Channels 5 and 11.

Check it out at:

<http://gazettephoto.mycapture.com/mycapture/enlarge.asp?image=34359456&event=1180527&CategoryID=55482&picnum=4&move=F&Slideshow=Stop#Image>

Enjoy,

Letter to the Gazette

**Subject: Indoor Model Aircraft
competition Coverage**

Thank you for the outstanding coverage of the Magnificent Mountain Men club's indoor free flight competition that appeared in the February 28 edition of the Gazette.

The article by Mr. Jakob Rodgers with the photo coverage by Ms. Jerilee Bennett captured the spirit of the event and presented this hobby/sport in a very positive light. The Gazette is to be congratulated for giving this good news story such prominent coverage.

We all are hearing how the USA is falling behind the rest of the world in our ability to produce outstanding science and engineering students. Model aviation has been an activity that has produced aviators, astronauts, as well as many of America's top engineers and leaders in the aerospace industry. With a little bit of luck some youth of the Pikes Peak area will see the picture of Ray Boyd and his grandson and ask "how can I do that". This could well be the launching point for another leader in science and engineering.

Thanks,

Jerry Murphy
The Magnificent Mountain Men Club

“SENIORITIS” DEP’T

Sunday March 27 was Bill G's big 80th birthday. To celebrate this event and to honor our most famous Mountain Man we gathered in Colorado Springs to treat him to dinner and celebrate his many accomplishments. Why Colorado Springs you ask? Well, the club was invited to take part in an open house of the Colorado Springs City Auditorium, our indoor site. This brought the club leadership together at the foot of Pikes Peak.

Rick Pangell, picked up Bill and drove him to Colorado Springs for the celebration.

The MMM Club is well known around the world wide free flight community largely due to the work of Bill. His innovative designs as well as having been the publisher of the NFFS Digest with the able help if the late Annie went a long way to establish the MMM Club as a leader in the free flight community.



Attending the dinner were L-R... Roland Solomon, Randy Reynolds, Todd Reynolds, Darold Jones, club president Marc Sisk and his wife Carol (not pictured) , Pete McQuade, Jerry and Kathy Murphy (not pictured), Rick Pangell , Bill Gieskieng, Don DeLoach ,Chuck Etherington (club Sec) and his wife Sue.

Happy Birthday Bill !!
Many thermals in the years to come.

REBUTTAL

Comments from the guy who"Hey, mister!..Didn't you used to be Bill Gieskieng?"

It was a supreme honor to be celebrated at the special surprise banquet in beautiful Colorado Springs ... and whats more, getting fed in a really classy restaurant that even sported new-fangled indoor rest room facilities! (A marked improvement over my last visit to that fair city)

As the dinner progressed I was asked to give an address...but I declined for several reasons; first of all simply because I was feeling light-headed, secondly I had lost my voice, third, I had a flood of MMM memories that I couldn't pull together at the time.

Don was kind enough to bring to the table a complete collection of the Free Flight Digest's representing the harvest of three years work between '69 through 71. Now I always need to point out that *the* glue that held all this together...from the Digest to the subscriptions/memberships/help desk was not me but rather Annie. Virtually everything that was NFFS at that time landed on her shoulders. In a much deserved recognition of her exceptional efforts Annie was inducted into the 1986 NFFS Hall of Fame.

Looking around at my dear friends across our Banquet table my mind went back to the 60's. That was the time that, supposedly, according to the Model Magazines, Free Flight was *dead*. 🤔 What a prize example of rampant miss-comprehension! 😊

About MMM People! Back then we had many big and boisterous MMM social get together's. We could count on thirty or forty people. I'm reminded of what Ed Collins said at one occasion...Ed held up a letter that he had received from a far-away modeler-- a hands across the sea sorta thing -- He said (holding it up high) -- *this* is what its all

about! I didn't pick up on it. At that time I thought it was the competition that was the motivator... Now I understand where he was coming from.

The MMM club has been noted by visitors as being the friendliest group ever in our highly competitive world...To that, may I say that it seems to me that we have morphed into less a society arranging contest between individuals but instead have more and more become a band of brother's -- who together, as a whole body -- have set out to discover and collect all the hidden tricks and secrets of our special brand of flight...free flight, that is... and to freely enlighten all concerning the many mystery's making up a MAX!

To sum up!

Thank you! (here, there, everywhere!) so very much for my wonderful 80th birthday experience!

billious g

The Digest editors: #1 and Current



FUTURE FLYER DEP'T

Megan Elizabeth Monda arrived 3/10/2011 at 2:35 PM. 7 lbs 3 oz and 19 inches long.
Mom and Baby are doing well.
Hope to see you all soon.
Eric

Might be some competition for Ms. DeLoach?



PIKES PEAK CEILING CLIMB V **February 27, 2011**

GRAND CHAMPION **“COLORADO CUP”**

Bill Gowen (18 points)

2nd Don DeLoach 17 pts

3rd Rob Romash 16 pts

PPCC - WWII Mass Combat

<http://www.youtube.com/watch?v=zBkN8Ew00Fw>

The final contestants were Don DeLoach, Eric Monda, Rick Pangell, and Bill Leppard. Eric's motor or model was damaged during winding, so he was out. Bill's stalled on launch and touched down shortly after. Rick's model flew left and right, up and down because the wing spar broke, but it still flew.

The winner was Don's Spitfire.

Contest Results next page.

Pikes Peak Ceiling Climb V Results
February 27, 2011
Colorado Springs City Auditorium,
Colorado...AMA Category II – 36' 9"

AMA HLG

Don DeLoach	36.9 + 36.3	73.2
Todd Reynolds	36.5 + 36.2	72.7
Rob Romash	28.8 + 30.4	59.2
Bill Gowen	27.1 + 29.0	56.1
T. Iacobellis	16.9 + 18.0	34.9

AMA HLG (Junior)

David Major	9.9 + 7.4	17.3
Matthew Boyd	4.3 + 6.7	10.0
Raymond Boyd	5.6 + 3.8	9.4
Kiley DeLoach	1.3 + 2.7	4.0
Stephen Boyd		DNF

Std. Catapult Glider

Bill Gowen	39.0 + 38.4	77.4
John Kagan	35.8 + 36.6	72.5
Tod Reynolds	36.2 + 35.5	71.7
Rob Romash	37.0 + 35.5	69.2
T. Iacobellis	26.5 + 26.5	53.0
Don DeLoach	30.0 + 21.8	51.8
Rick Pangell	21.2 + 20.6	41.8

Std. Catapult Glider (Junior)

David Major	25.6 + 24.3	49.9
Raymond Boyd	22.2 + 22.1	44.3
Stephen Boyd	22.0 + 17.4	39.4
Matthew Boyd	17.9 + 17.1	35.0

Unlimited Catapult Glider

Bill Gowen	42.6 + 41.8	84.4
Don DeLoach	40.0 + 39.3	79.3
Rob Romash	38.3 + 37.3	75.6
Todd Reynolds	36.5 + 36.4	72.9
R. Boyd (Jr.)	22.2 + 21.6	43.8
Rick Pangell	10.4 + 10.5	20.9

Limited Pennyplane

Rob Romash	7:57
Kang Lee	7:53
John Kagan	7:24
Bill Gowen	6:54
Tom Iacobellis	6:34
Don DeLoach	6:00
Rick Pangell	3:19

PP/F1M Combined

John Kagan	PP	8:16
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FAC No-Cal Scale (3 flt. total)

Tom Iacobellis	7:52
Don DeLoach	6:38
Eroc Monda	6:20
Rick Pangell	4:35
Jerry Murphy	2:14

FAC Peanut Scale

Eric Monda	141 pts
Rick Pangell	77*
Jerry Murphy	77

**highest scale score wins*

WWII No-Cal Combat

Don DeLoach	Spitfire	WINNER
Rick Pangell	P-40	2 nd
Bill Leppard	Spitfire	3rd
Jerry Murphy	Wildcat	
Eric Monda	Hellcat	
Tom Iacobellis	Corsair	

F1L

Rob Romash	9:53 + 9:25	19:18
Kang Lee	9:46 + 12:02#	21:48
Rick Pangell	0	00:56

#site record – 1 flight

P-24

Chuck Etherington	0:55
Raymond Boyd (Jr)	DNF

Bostonian

Matthew Boyd (Jr)	0:35
David Major (Jr)	0:24

F1D

John Kagan	19:07 + 18:15	37:22
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Ministick

Rob Romash	8:02
John Kagan	6:51
Steve Smith	3:30
Raymond Boyd (Jr)	3:09

Easy B

Kang Lee	14:31
Rick Pangell	4:13

A-6

Bill Gowen	5:44
Don DeLoach	4:50
Rick Pangell	2:58
Jerry Murphy	1:34

SUPER PEAR 282

Plans and short kits are ready to ship. Price is \$35 per kit plus \$7 for the plan, plus \$6 USPS Priority shipping. Laser parts included are: all wings and stab ribs, diagonals and gussets; ribs for optional built-up pylon, 5-ply birch braces, stab mount and firewall pieces.

This is simply a 72% version of the **Super Pearl 542** I've been flying for the past year. The **Super Pearl** series is the first truly modern Pearl since the early 1980s. **SPs** are designed for the hottest racing engines but will also be competitive with older less exciting engines.

--282 s.i. wing area projected with 29% stab.

--CG. at 74%

--airfoils designed for highest performance at high speed while also being simple to build: 9% wing and 6.9% stab

--Cyclon .049 running 30% Red Max is turning a 4.6x3 glass prop 32,300 RPM at my elevation (6100 feet MSL).

--My prototype was built from a stock kit and covered with Ultracote Lite. It weighs 7.9 ounces trimmed.

--True to its Pearl heritage it trimmed out completely in about eight flights!

CAD drawing and kit includes an option and parts for four-break wing or traditional three-break.

First come first served. I have 40 on hand.

Thermix,

Don DeLoach

831 E. Willamette Ave.

Colorado Springs, CO 80903

719.964.7117 voice

ddeloach@comcast.net

DON's TVO FORMULA: used to determine tail volume and starting CG position.

$TVO = \text{stab area/proj wing area} \times \text{TMA/wing average chord}$

$CG (\%) = 18 + (40 \times TVO)$ for most duration models with larger tail volumes largish stabs.

$CG (\%) = 16 + (36 \times TVO)$ for most FF scale models and other stuff with relatively short TMAs and/or small stabs.

TMA is defined as the distance from the wing LE to the stab LE, or their 25% chord points. Since this is the numerator it doesn't make a lot of difference in the resultant TVO.

Wing average chord is projected wing area divided by projected wing span

Projected wing area is the projected wingspan times the wing average chord

In practice these formulae have never given me a C.G. behind the neutral point, which would of course be unstable in pitch (very bad). I've used them on everything from fast AMA gas to HLG to rubber scale and seldom have I found to the need to vary the starting C.G. position much (if at all). I've never used them on indoor rubber.

One more tip:

The projected wing area can be solved arithmetically as long as you know the flat wing area. Take the flat wing area and divide by wingspan to get wing avg chord. Then multiply wing average chord by projected wingspan to yield projected wing area.

Don D

THE "NOW YOU TELL" ME DEPARTMENT

(Or...Why didn't I think of that?)

Tying knots in indoor motors can be a bugaboo because of the mini-gram weight impacts. Hand tied motors usually have knots that slip or the tag ends when tying are too long and when there is a weight of the rubber requirement...S/O, TSA...every little bit helps. So...the question was put to the Indoor Web Group (Indoor_Construction@yahoo.com) and the response was really helpful.

From: [Neil Dennis](#)

Just wondering, when I show the students knot tying, I have them soak the knot with saliva before pulling it tight and lubing, rarely get a break at the knot and it really pulls up tight. Anyone here do this ?

From Bill Gowen:

I never had much success with this idea - probably has something to do with saliva quality. I lube lightly before tying then use two overhand knots.

From Rick Pangell:

I spoke to "master"[Bill leppard] and he said that one overhand knot RH and then one overhand knot LH using what you describe and he has never had a knot come undone.

From Bill Gowen:

Yeah that's what I meant by "underhand" for the second knot. I rarely change the direction for the second knot. Sometimes on big LPP motors the first knot won't hold unless you reverse the second one.

Old story but maybe some haven't heard it yet:

To make an exact weight motor, cut strip to desired width but a little over the desired weight, lube, put on o-rings, put on scale, cut off strip to exact desired weight. Tie one overhand knot as close as possible to end of motor, then spread the strands to move the knot as close as possible to the end of the motor. Tie a second overhand (or underhand) knot inside of the first one and spread the strands to move the second knot tight against the first one.

From Ray Harlan:

Something that I have been doing lately, and I don't claim to have invented it, is to use hemostats to hold the ends of the rubber together. Follow Bill's technique but clamp the hemostat to just cover the ends of the rubber strands. Then pull the knot up to the hemostat tightly by spreading the two strands. Put in a second knot and pull it up to the first. When the hemostats are released, just the right amount of loose ends are left and no tweaking to get the right weight is needed.

COMMON SHOP TOOLS DEP'T Brought to us by Bob Miller

From a really good site for information: patscustom-models.com (Pat Tritle)

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. It will also remove fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh ****"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until they melt.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

BUTANE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

BAND SAW: A large stationary power saw primarily used by most shops to cut good balsa and plywood sheets into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple anything surrounding that thing you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of kit boxes delivered to your front door.



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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>APRIL 10th</i>	<i>MMM MONTHLY</i>	<i>SCRAMBLE!</i>
<i>MAY 22nd</i>	<i>MMM MONTHLY</i>	<i>SCRAMBLE!</i>

FIRST CLASS



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



**The Magnificent
Mountain Men**

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