



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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or E-mail us at:
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Or, join the web group at:
<http://groups.yahoo.com/group/MMMFreeFlight/>

2011-02 (Feb-Mar)



PONDERINGS DEP'T

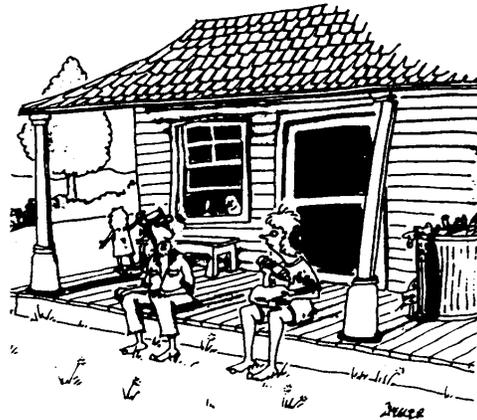
"The Man Cave Syndrome."

2 years ago I held the meeting and my wife was ecstatic because I cleaned out the "Man Cave."

This year it was held at Marc Sisk's house and all one can do in envy...then I came back all fired up to build and went into my "Man Cave" and well...aarrghh....

Two year of crashed models piled on the pool table, construction materials from staging the kitchen remodel...still in progress, and no new models on the boards.

Cindy told me to go down into the "dungeon" and build something...which I am doing...sort of...nothing new, but lotsa' glue involved...



"Ma ...

Well...don't know what to say, but I will be gone on the 27th for the indoor contest.

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

President:

Marc Sisk 719-487-8292

Vice President:

Dave Wineland 303-499-8566

Vice President At Large:

Jerry Murphy 719-685-3766

Treasurer:

Chuck Etherington 303-646-3705

PR & Indoor Coordinator:

Don DeLoach 719-578-1197

Website Coordinator:

Rick Pangell 303-798-2188

Club Records Monitor:

Dave Wineland 303-499-8566

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:

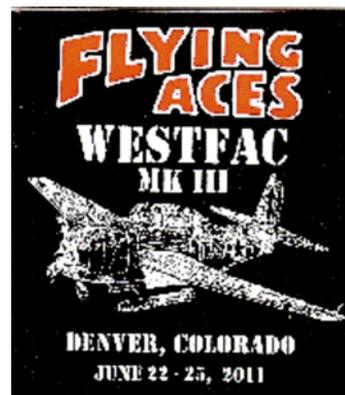
MMM MTG!	Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.
Wings Over the Rockies Indoor 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission \$. A good clean site, 24' height
Feb 27	<i>Pikes Peak Ceiling Climb</i> See flyer

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

Marc Sisk

Yes, we do have a new President and I thought all of you should meet him

Before the Vote... "Run Marc, Run!"



AFTER the Vote:



I asked for a head shot so people would know who he is and he sent me the above photo (that will teach him). Marc will be writing a column for us at every pertinent point in the year outlining his strategy and leadership for the club. Any inputs you have can be directed to him. He is a very good listener...and a great choice.

From the Bench.....

This is my first column since becoming your president. What an honor to be selected to lead this awesome group of very talented modelers. I appreciate your collective confidence in me and I will do my best to maintain the high standards set by those who have led before me. I certainly want to thank Pete McQuade for his leadership over this past year. Pete stepped in on relatively short notice to become the President again. Pete will continue to be MMM's face to the State Land Board. His leadership and communication skills over the past several years have resulted in the positive relationship we share with the Board and the ability that we have and enjoy flying on such a magnificent field. Your Vice President is Dave Wineland, graciously serving another year on the Board and Chuck Etherington remains your Secretary Treasurer after many years keeping the books straight for this club. Rick Pangell continues to take on the daunting task of newsletter editor. Mel Gray has agreed to keep maintaining the club points until his departure this summer. Thanks gentlemen!

Since I am a relative newcomer to this club, I thought I would provide you with a little background about me. My modeling efforts began at a young age. My dad and I were members of the South West Aero Team (SWAT) from Albuquerque, New Mexico during the mid 60s and early 70s. I was fortunate enough to be surrounded by some very good Free Flighters (Buzz Averill, Jim Taylor, John Allen, Jon Davis and many more). I had a blast building after school and flying almost every Sunday. My dad taught me how to build, trim and fly. The most important quality that he taught me was patience. It lasts a lifetime! I entered the Army at 19 in 1975 and served for 24 years retiring in 1999. I got to build and fly for most of that time and moving around allowed me to enjoy flying at several of the past and

current sites throughout the country. I was able to fly with many of the legends of Free Flight. My last Army assignment was in the Washington, DC area. Since flying sites are relatively few there, I did not have the opportunity to do much flying. Couple that with eight years of driving on the beltway and we were ready to move. My company had work for me in Colorado, so in 2006 we built a house and moved to Colorado Springs. I immediately joined MMM and have enjoyed the past four years flying and getting to know the outstanding members of this club.

Since this is my first column, I think it is appropriate to let you know what my main goals are for the club in the coming year. They are really simple. To maintain the excellent stature of this club in the FF community, to keep close watch on our flying fields and related developments with them, and to maintain a fiscally sound operating budget for the club. All of these areas are currently in excellent shape.

We have some big contests coming up this year. WESTFAC will be here in Jun for the first time, our 14 Rounder/Dynasty Cup in July and the Rocky Mountain Champs in Sep. All of these will require the entire club to pitch in to make them successful. Plan on helping out and step up when asked by the CDs for these large events. Let's continue the legacy of this club as one of the best! Remember, first impressions go a long way.

Again, it is an honor to serve all of you this year. I am thrilled with the way this club is operating. The Scramble is truly a success story and a model for other clubs. In my opinion, our flying field is one of our most prized possessions. Please treat it that way and be responsible when using it. Until next time.... Fly Free!

FINALLY, HELP WITH THE NEWSLETTER DEP'T



“Stubbs..the Cat” is awfully interested in Free Flight...especially when I am trying to type and he wants to be fed. I can't say much about his typing skills but I am glad there is spell check. From now on I will blame all errors on him.

With the look on his face he could be president of the club...he needs glasses though.

NAME PLATE BADGES!

Lately, some of you have contacted the note about getting a Club Badge. At the annual meeting I was informed that the phone and company listed in prior issues may be out of business. Well, I am in the process of finding them and maybe getting a new company to fill in the blanks.

Soo... stay tuned into this rag and I will find a source. I think it's a good deal for all of us to have a name badge showing who we are when we go to any other contests about the country.

Brag a bit as a club...we earned it.

STUMP CLUB DEP'T

This is the place where club members can share their most treasured learning experiences or be careful what you ask about.

I'm getting ready to break in a new engine. Well, it's a new/old engine. Super Tigre G.15. Everything I've used to this point has been used or previously broken in and I know there are lots of ways to skin the cat. I'd love some tips on procedures to do it properly.

*Thanks in advance,
Todd*

Hi, Todd! The G-15 was the engine that ruled the roost during the mid sixties until the Rossi came along in sixty nine/seventy. Oddly enough there was an earlier Super Tiger that was a 15 but was designated the G-20. Go figure. The G-15 swung a 7X3.5" Cox prop around 20K using high nitro...then starting with new rules in '66 it had to use straight fuel....what a bump in the performance road that was! Engines flat-out didn't like it. (except for engine-savvy guys like Doug Galbreath, who got them to run decently which widened the performance gap in favor of the elite.)

The last G-15 I used had a tuned pipe...Boy! That made up for the loss of Nitro! I won the 1969 West Coast Scat F1C champs using the radical "Meta-Nemesis...a highly streamlined flapper designed for speed. I used a single blade propeller -- a 7.24X 4 something pitch...It was a lot of wood and the RPM was only about 20.5K but the acceleration and climb was stunning....On the way home we stopped at the K&B factory to talk shop about their piped .15. But came some bad news...the FAI had banned the pipe! Oddly enough the people at AMA thought the FAI Power flyers should be pleased by the "Improvement in the rules." A black cloud enveloped the old green Dodge Van all the way home to Denver.

The loss of the pipe brought down the curtain on the G,15... It didn't help my morale that we had just bought three, tuned Supertigers with pipes from George Aldrich (the Texas CL line Guru)

And then came the Rossi to save the day!

Todd, I don't dare advise anyone how to break in anything...Dean Carpenter used to joke: "When Gieskieng merely touches an engine it loses a thousand RPM." Yeah...and when I breathe on one it dies on the spot.

I'll let the more successful engine guys tell you how to go about it... Good luck!...you will like it on balloons. (a problem encountered with the needed Javelin Launches at the time was that even with crankcase pressure the engine would stutter, or just plain quit about fifteen feet into a hefty launch..

Sorry that I ramble on so much...need an editor... best **billious g**

You're probably going to get all sorts of personal recommendations. I'll just add a few essentials:

Your G-15 has a "steel" piston & liner, so break-in needs to go slow. Use low nitro fuel with 20%+ lube. Run it at a rich needle setting, about 3 minutes at a time, with a balanced 7 X 4 prop, for a total of an hour. Then it should be ready to fly.

These are real nice engines, I might suggest you check to make sure the inside is free of debris. They were pretty clean when they first came from the factory.

Bill Lovins

Hi Todd,

You didn't say the vintage of the G.15 but, if it's one of the iron piston versions, I can offer the methods that I used on my G.15 CL speed Tigres. Here's some thoughts:

- Before you fire it up, remove the glow plug and the rear cover (or the screw in the rear cover for the pressure fitting). Put on a prop and turn the motor over. If it does **not** turn thru smoothly with no binding, find out why and fix it.
- Again, I'm assuming this is one of the iron piston models. Super Tigre used to heat treat the pistons to harden them. Here's how I used to run them in:
 - get a WOOD 8 x 4 prop (Zinger, Top Flite) and cut it down to around 6 1/2 to 6 3/4 diameter and balance carefully.
 - start break in using all castor based fuel of low nitro content (I used Fox Superfuel).
 - set up a hard tank with pressure feed and use crankcase pressure
 - I used Fireball plugs in my Tigres. I used a "hot" Fireball for break in with low nitro fuels.
 - run motor at fast four cycle. Start with 1 to 2

minute runs and let it cool down COMPLETELY between runs. Repeat minimum ten times.

- start extending the run time a bit and pinch either the feed or pressure lines to momentarily put the motor into two cycle.

- I used to put around an hour of running time on a new motor before introducing higher nitro fuels.

- After this, change over to your flying setup (prop, fuel, plug) and run some more letting it cool COMPLETELY between runs.

- If this is an ABC setup, forget everything I just wrote.

My best G.15 run in per the above had a best speed of right at 147 mph. I don't think that's too bad for a snout nosed 18 year old kid in 1965. Please remember that there is no Gospel here and my methods are not necessarily better than anyone else's. Vintage Tigres are great engines and my favorites. Have fun ! **Mel**

Todd, At one time we had an "engine man/machinist" in our club who was able to take a 20,000 RPM G15 and get it to turn 13,000. One of his secrets was to use liberal amounts of epoxy all around the venturi and needle valve. If you find your model overpowered, let me know and I'll hook you up.

- Chuck

Todd, I run about 200 engines a year. These are the Fox .049 engines I make for mostly vintage events. I use almost the exact method that Mel has given. It seems to work very well on old school engines. The heating and cooling cycle is important because of the growth or certain types of metal. Fox Superfuel had 29% castor oil. Many 1/2A engines need a bit more nitro, but they like the castor oil also.

Regards Doug Martin

7th Annual Wings Over the Rockies Model Expo

Saturday February 26, 2011 - 1 Day only
Wings Over The Rockies Air and Space Museum
7711 E Academy Blvd
Denver Colorado 80220

Wings Over the Rockies Air and Space Museum is housed in the 30,000 sq. ft. World War II-era Hangar No. 1.

From Quebec Street: turn east on 1st Ave., go .25 miles and turn right onto Roslyn Street. Roslyn then curves around to the left and becomes Academy Blvd. You will see the B-52 on the left side of the road!

Hours – The doors open for the visiting public at 10 AM and close at 4 PM.

Admission Required for visitors.

General Admission:

Adults (13 - 64) \$6.00

Seniors (65 and over) \$5.00

Children (6 - 12) \$4.00

(under 5 Free with Adult)

The MMM Club will have a table and this is a chance to educate attendees about our hobby and who knows maybe our club will gain some new members.

MMMr's wanting to participate, please call Chuck Etherington 303-646-3705

Lost Hills - Isaacson Winter Classic

“IKE” UPDATE !! MMMr’s Did Well !! – from Don DeLoach

2/12 - Weather is stunning! Wind 0-3 mph, sunny skies.

- Mark won first in HLG with Five maxes plus 65 ! Beat Lee, Tim B, Stan and about ten others.
- Tyler did a lot of HLG flying. Tyler switched to thumb on top on Saturday. He was consistently getting more power so we encouraged him to stick with it. No maxes but he is now a strong thumb on top thrower.
- DD first in Nos Wake. 7 maxes. First in Gollywock mass launch 4:31.

2/14 - Late return last night into DIA...after midnight. My head did not hit the pillow until 3:20 a.m.!

More results, from Sunday:

- About 20 flyers in F1G. Eight in flyoff. DD 3:12 in 4:00 round, Jensen second with 3:07. Exciting flyoff in very light breeze and overcast. Not much lift if any.
- P-30 DD 2nd. 120+106+120. Second flight the stab TE was hooked under the TE screw...still nearly maxed! Dumb me.

More on the Gollywock Mass Launch.

It was at 5:00 p.m. Saturday in ideal conditions, no lift and almost no drift, about 60 degrees. The stage was set for a showdown with Hal Cover’s vaunted 40-gram Gollywock, winner of this event something like 6 years in a row. There were about 7-8 other models entered as well. My model was brand new, finished Thursday night and test flown for the first time Friday at about 4:00 p.m. It weighs 49 grams and carried 33 grams x 14 strands of rubber. I only made four test flights on Friday and the model looked quite good from the start. It did 3:58 on 30 inch/ounces on the fourth flight. I put it away for the mass launch.

My power pattern was perfect and the model got higher than Hal’s by about 100 feet. Probably 400 feet to Hal’s 300. Props folded and mine was definitely sinking faster, but held on for the win with 4:31 despite a very slight stall in the glide. Hal did 4:23 which is impressive considering the height difference. I wound to 33 in/oz. and my C.G. was set at 90%. The models landed about 20 feet apart so I’m pretty certain they were in the same air.



The HLG/CLG Crowd

Good Lookin' Model and about right for Nos Flyers....From Dave Edmonsom

Well I have just finished the replacement for my Calypso Major lost in 1958 (that would have made Dave 15 years old!) at the Mankato (Minn) airport. The model flew off the airfield in windy weather on the first flight of the contest, last seen hovering over a big swamp, never to be found again. Was a good flying model that literally flew right off the board with no adjustments. Only took 53 years to get around to building another. I ordered an InchWorm and Calypso kit with my paper route money, sent it to England and waited 2 months for delivery.

Just like the original, powered by a K&B 23 greenhead, but built a little more stout, weighing in at 25 ounces.



What else is there for Dave Edmonson to do while vacationing in Florida?

I have spent at least a few weeks each year at a rental house in Florida over the past 10 years.

It is nice to sit out in the yard on a nice sunny afternoon, and carve out wings, sand them down, and put the finish on. I put a plywood board across the arms of the lawn chair, and first shave the wings down with a David plane, and then finish the airfoils by sanding.

The 2009 production:



Of course, I do all of the CA assembling of parts prior to doing any finishing. I use a Deft satin clear finish (similar to a sanding sealer, available from an Ace Hardware), a couple coats, sanded down after each coat, with a little Design Master floral spray for coloring to the wing tips. Design Master can be found at the local craft shops. I found that a striped model is easier to see in the grass, than all one color, such as red. Red wing tips are good, but not an all red model.

HLG and CLG parts being gathered for 2011 Florida construction project



Minutes of the MMM Annual Business Meeting

January 29, 2011

Your faithful scribe – Chuck

The meeting was held at the home of Marc and Carol Sisk. Thanks so much for your gracious hospitality.

2010 MMM Club President, Pete McQuade, presided over the meeting.

1. Meeting called to order
2. Status of the club: Pete.
3. Club finances: Chuck Etherington - The financial health of the club is good – we have a healthy balance in the treasury...enough to sponsor our big contests without begging too much.
4. Review of the 2010 season: Pete.
5. Indoor flying update: Don DeLoach - Rental cost at the Colorado Springs City Auditorium has increased dramatically. This winter we have dropped from three contests to two (Fall Indoor Champs and Pikes Peak Ceiling Climb). Now, more than ever, ***we need to support these contests***. Ideas for a suitable lower cost venue are welcome.
6. Status of SAM1: Pete summarized the situation SAM1 finds themselves in with shrinking membership and increasing Lowry field costs. The MMM club agreed to prorate payment of the field expenses as a function of membership numbers as compared to SAM1. In other words, the total cost of using the field (lease, restroom servicing, insurance, weed control, etc.) will be divided by the total number of members in both clubs. ***Each club will then pay that figure times the number of active members they have. SAM1 is open to the idea but will have to take a formal vote of the membership. It was decided that the entry fee for the MMM 14-Rounder and the Rocky Mountain Champs (RMC)/Dynasty Cup (DC) will be increased \$5 to offset MMM's increased portion of the Lowry field expenses.***
7. Lowry Field lease: Pete discussed conversations he had with Mindy Gottsegen, Field Operations Assistant with the Colorado State Land Board. There is a proposal to lease the Lowry property for more oil/gas well drilling. Should this materialize, we are not in immediate danger of losing our lease but need to keep an eye on the situation. The \$25 per event camping fee was also discussed. The two clubs will coordinate and a check covering this past season will be sent to Mindy.
8. Edwards Ranch (aka Edwards Free Flight Base [EFFB]) status was discussed. The relationship among the group that uses the land for target shooting, the owner (Harley), his wife, his stepson, and the MMM continues to be an interesting one. Through diplomatic efforts by Pete, Don and Murph, the club has extracted itself from being in the middle between Harley and the rest of the cast of characters. Our policy is that Harley controls the lock and combination and enforces whatever field regulations he wishes regarding the shooters. In other words we will no longer be in the role of being his “eyes and ears” at the field. Anyone needing the gate combination please contact one of the club leaders.
9. **WestFAC III** will be held on the Lowry field June 22 – 25. It is the second largest FAC contest in the world and we will need judges, mass launch directors and helpers. Please contact Chuck or Don if you can help. **Thanks!!**
10. 2011 Contest dates were established and CDs identified. The schedule is published elsewhere in this newsletter.

11. Season long Scramble. Framed photos were presented to the winners:
 - 1st place – Mark Covington
 - 2nd place – Don DeLoach
 - 3rd place – Marc Sisk
12. Club Championship Awards. Certificates were presented to the winners:
 - Indoor
 - Rubber – Don DeLoach
 - Glider – Don DeLoach
 - Outdoor
 - HLG – Mark Covington
 - Rubber - Don DeLoach
 - Glider – Mark Covington
 - Gas – Don DeLoach
 - Junior – Tyler Portenier
 - Overall Champion – Don DeLoach
13. The Pearl Award was presented to Don DeLoach by Randy Reynolds. Randy sited the following reasons Don was deserving of the award:
 - Leadership (finding and acquiring EFFB, serving as Contest Director for the RMC/DC, developing the Pikes Peak Ceiling Climb [PPCC] indoor contest)
 - Great all-round flyer
 - Active in Flying Aces Club
 - Editor of the National Free Flight Society Digest
 - Represents the MMM Club around the country
 - Model airplane designer and plans drafter
 - Produces short kits
14. The Master Magnificent Mountain Man (MMMM) Award was presented to Mark Covington and Don DeLoach for recording 25 or more maxes throughout the season.
15. Club officer elections were held and the 2011 officers are as follows:
 - President – Marc Sisk
 - Vice President – Dave Wineland
 - Sec/Treas – Chuck Etherington
 - Newsletter Editor – The Usual Suspect
16. Meeting adjourned



The Magnificent Mountain Men Proudly Bring You 5th Pikes Peak Ceiling Climb

Indoor Model Airplane Contest

Sunday, February 27, 2011

AMA Sanctioned Class AA

**Flying site is the historic Colorado Springs City Auditorium, downtown,
corner of Weber and Kiowa Streets – 37 foot (peak) smooth ceiling**

Flying Hours: 8:00 a.m. to 8:00 p.m.

Practice & fun flying during the contest is permitted but official flights always have right-of-way. *Please exercise courtesy and common sense.*

Schedule (subject to change per demand for airspace)

8:00 a.m. – 12:00 p.m.	GLIDERS ONLY Hand Launched Glider, Unlimited Catapult Glider, Standard Catapult Glider, <u>Absolutely no glider flying after 12:00 PM.</u>
12:00 p.m. – 4:00 p.m.	HEAVYWEIGHTS (models heavier than 2 grams, and LIGHTWEIGHTS at your own risk) FAC Peanut Scale, FAC No-Cal Scale, P-24, Limited Pennyplane, Open Pennyplane/F1M combined, WWII No-Cal combat, Junior Rubber
2:00 p.m.	WWII No-cal combat! All FAC rules apply plus 7" max prop diameter and minimum empty weight of 6.2 grams. Models must have correct color and markings and must have armament. Combat aircraft only. At least two rounds of flying.
5:00 p.m.	Back by popular demand: pizza party in the Aud. \$5 per person all-you-can-eat does not include drinks (soda machine on site).
4:00 p.m. – 8:00 p.m.	LIGHTWEIGHTS ONLY (models not more than 2 grams) FIL, Easy B, Ministick, A-6, F1D

**Any indoor rubber powered model; Juniors only (15 and under)

The Fine Print:

- Contest director: Don DeLoach, ddeloach@comcast.net 719-964-7117.
- Link to AMA rules: <http://www.modelaircraft.org/templates/ama/PDF-files/Rulebook/indorff.pdf>.
- Link to FAC rules: <http://www.theplanpage.com/things/FAC%20Rules%202005.pdf>.
- Link to NFFS National Cup rules: <http://www.freeflight.org/competition/IndoorNationalCup/info.htm>.
- Entry fee: Open: \$20 - unlimited events. Junior/Senior: \$5 - unlimited events.
- "Colorado Cup" Grand Champ Trophy to highest scorer in up to 5 pre-selected events (at least 1 of the 5 must be a glider event, otherwise you may choose only 4 rubber events). 5-4-3-2-1 points for 1st, 2nd, 3rd, 4th, 5th place; 1 point deducted for each person fewer than 5 in an event.
- AWARDS: contest balsa, kits, other FF supplies
- Tables and chairs provided on site.
- Nearby Hotels: Clarion Inn (1/4 mile) 719-471-8680; Econolodge (1/2 mile) 719- 636-3385.
- Sorry, no RC flying.



2011 MMM Rocky Mountain Free Flight Schedule

EVENT	MONTH AND DAY	Details
Pikes Peak Ceiling Climb - Indoor	27-Feb	12 hours of indoor flying!
Winter Coupe Contest	Sometime in Feb - Mar	Lowry Field. Date depends on weather.
April Scramble	10-Apr	MMM "Scramble" Format
May Scramble	22-May	MMM "Scramble" Format
NATS Indoor	25-29 May	Johnson City, Tennessee
June Scramble	12-Jun	MMM "Scramble" Format
WESTFAC III	22-25 Jun	FAC at its FINEST !
FAI Annual 14 Rounder	8-10 Jul	Toughest in the USA !
July Scramble	31-Jul	Late Contest: 0900 - Sunset.
AMA NATS Outdoor	18-22 Jul	Muncie, Indiana
Aug Scramble	14-Aug	MMM "Scramble" Format
Rocky Mountain Champs /Dynasty Cup/Rocky Mtn. FAC	3-5 Sep	<i>The BIG ONE !!</i>
Cloud Climbers Annual	17-18 Sept	Texas
Sep Scramble	25-Sep	MMM "Scramble" Format
Marion Cup, Marion Ks	1-2 Oct	Marion, Kansas
SAM Champs	2-7 Oct	
Oct Scramble	16-Oct	MMM "Scramble" Format
Nov Scramble	6-Nov	Daylight Savings Time Ends. 6TH Annual Frito Pie Contest
MMM Indoor	Date TBD	
Annual Meeting	10-Dec	

MMM AND SAM EVENTS: - CLUB FIELD ON EAST QUINCY

MMM CONTACT: **RICK PANGELL** 303-798-2188 (DENVER)
 JERRY MURPHY 790-685-3766 (COLO SPRINGS)

*The Magnificent Mountain Men
Free Flight Model Airplane Club of Colorado
2011 Dues Payment!*

At the Annual Meeting, Pete summarized the situation SAMI finds themselves in with shrinking membership and increasing Lowry field costs. The MMM club agreed to prorate payment of the field expenses as a function of membership numbers as compared to SAMI. In other words, the total cost of using the field (lease, restroom servicing, insurance, weed control, etc.) will be divided by the total number of paid members in both clubs. We anticipate how to pay for these costs by the number of dues paying members we have and the payment of those dues to fund club activities.

*However, each club will then pay that figure times the number of active members they have. There has been established a **cutoff date of March 31** to figure out how many dues paying members there are in the club. **If you have not paid your dues by the date, it could mean increased dues for subsequent years.***

We rely on our dues paying membership to support the club activities and sponsor our major events. By not paying your dues for the current year on time you lose privilege and put the burden on those who do so please be current.

For more information on Free Flight and the MMM, please feel free to contact:

Rick Pangell @ 303-798-2188 (Denver) or Marc Sisk 719-487-8292 (Colorado Springs)

=====

JOIN THE MAGNIFICENT MOUNTAIN MEN FREE FLIGHT CLUB HERE

NAME _____ AMA NO _____

STREET ADDRESS _____

CITY/STATE _____ ZIP _____

PHONE (HM) _____ (WK) _____ EMAIL _____

DESIRED STATUS: MEMBER _____ 2011 DUES: \$40.00 includes Newsletter
(CHECK ONE) (\$20.00 SAM crossover member)
(Under 16 yrs. old – FREE!)

HARDCOPY NEWSLETTER ONLY _____ 2011 RATE: \$15.00 PER YEAR

SEND THIS FORM AND CHECK PAYABLE TO: THE MMM CLUB

C/O: CHUCK ETHERINGTON
33946 GOLDFINCH DR.,
ELIZABETH, CO 80107



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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>Feb 27th</i>	<i>Indoor in the Spring's</i>	<i>Pikes Peak Ceiling Climb</i>
<i>To Be Determined</i>	<i>Winter Coupe !!</i>	<i>The Denver Field...1 week notice!</i>
<i>April 10th</i>	<i>MMM Club Scramble</i>	<i>1st Scramble of the Year!</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