



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



The "Max-Out" is the Official Publication of the Magnificent Mountain Men, a Colorado not for profit corporation, and is published approximately 10 times per year. Material may be reproduced on an unlimited basis by other publications, but proper credit is requested.

Editor: Rick Pangell
6994 So. Prescott St.
Littleton, CO 80120
Ph: 303-798-2188

Visit our website at:
www.themmmclub.com
or E-mail us at:
themaxout@aol.com

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

2013-09 (Dec)



PONDERINGS DEP'T

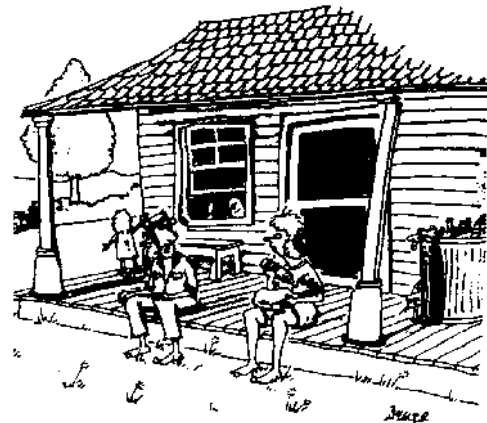
2013 was very successful year, and to make 2014 even better, show up at the meeting!

Please RSVP not later than Wednesday December 5th to themaxout@aol.com or call 303-798-2188, so we can get a head count for snacks and refreshments...Snacks, beer and soft drinks provided by the club.

And, the leadership group is always looking forward and not being stagnant. You should consider stepping into that group and not just relying on the same old faces.

For everything you exclude, that's one more thing you don't have and appreciate. As they say..."Maybe next year..."

Try volunteering, we are in electing a Prez, and VP !!



"Ma ...did you clean out the basement for the meeting like I said?"

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:

Jerry Murphy 719-685-3766

Vice President:

Mark Covington 719-459-1402

Vice President At Large:

Mel Gray 720-851-9498

Treasurer & Other Stuff:

Chuck Etherington 720-201-6218

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 Required. See: "www.indoorcolo.org" for complete info

HEADS UP: !!!!

Motorcycle Use on the Field Policy:

Follow the roads wherever possible and not to follow the planes cross-country. Take the shortest path possible to the plane in order to retrieve it. Avoid riding through noxious weeds.

MMM Now accepts "PAYPAL" for Dues, Contest Entry Fees, Etc !!

- Simply Log in to paypal.com (or create your own 'PAYPAL' account if you want)
- Click on "Send Money" in the upper menu bar
- In the "To" block, type in mfmffclub@gmail.com, the amount, and click the button "Services"
- In the next form where you confirm payment, in the Lower "Subject" and "Message" boxes state what the money is for... annual dues, entry fees and such

PRESIDENT'S PONDERINGS

Jerry Murphy



2013 MMM Club Annual Meeting

This year's meeting will be hosted by Rick and Cindy Pangell. The fact that Rick and Cindy are hosting the meeting is super good news. As you might have heard, Rick has undergone very serious medical problems and is now recovered to the point where they are up to hosting this event.

Lunch will not be served this year, but we will have drinks and chips.

Chairs are limited so please bring your own so you will be able to enjoy the afternoon in comfort.

We have some really big news to share with all club members, the contest schedule to discuss, and election of officers.

Come to the meeting and learn more about the Tui bird and why it is a part of the meeting.



2013 MMM Club Annual Meeting Agenda

Please arrive at Rick's home around noon. Lunch will not be served, but chips and dip as well as beverages will be provided. bring your check book so that you can pay your dues.

The formal business meeting of the MMM Club will commence at 13:00

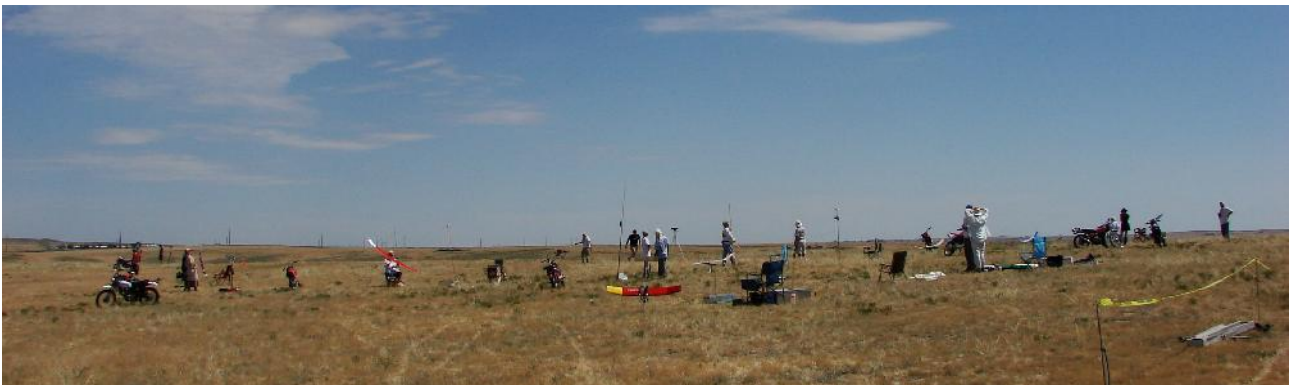
- State of the Club Jerry Murphy
- Treasurers Report Chuck Etherington
- 2014 Budget
- 2014 Dues – Bring your Checkbooks!! Or use Paypal!
- Lowry Range Update ...Pete McQuade
- Old Business ... from the floor
- New Business
- The 14 R contest
- The RMC Contest
- Team selection pre-contest ... Bill Lovins
- 2014 Frito Pie Contest ... Don DeLoach
- 2014 MMM Contest Schedule
- 2013 Club Championship Awards
- 2014 Election of officers.

Hi Guys,

There is an AMA Rule Change proposal pending for Electric events to go to a five official flight format with ten second motor runs. Flyoffs would stay the same as now,

Please go to the NFFS website and look at the Forum where there an explanation of the proposal and also a poll so that you can make your voice heard. I'm not trying to influence anyone here I would just like to make sure people participate.

Randy Reynolds...



more from Murph...I met with the group we refer to as the leadership council to discuss the 2014 calendar and here is what we came up with:

- **January 18-20** Southwestern Regionals, Eloy AZ
- **February 8-10** The Ike, Lost Hills CA
- **February ?** MMM Winter Cup, floating date with monitoring the weather forecast
- **March 9** Daylight Savings starts
- **March 30** Pikes Peak Ceiling Climb , Colorado Springs City Auditorium
- **March 30 - April 5** Indoor World Champs
- **April 4-6** Round Valley AZ Indoor Champs
- **April 27** MMM Scramble CD= Rick
- **May 18** MMM Scramble CD= TBD
- **June 8** MMM Scramble CD= TBD
- **June 29** MMM Scramble = TBD
 - This will be the "late day" contest
- **July 9-11** F1E Team Selection Finals
- **July 11-13** MMM 14R FAI Annual
- **July 16-19** FAC Nats
- **July 28-August 1** AMA Nats
- **July 28-August 2** FAI Junior World Champs
- **Note** no scramble in July
- **August 17** MMM Scramble = TBD
- **August 30 - September 1** MMM Rocky Mountain Champs CD= Don and Chuck
- **September 14** MMM Scramble = TBD
- **September 20-21** Cloud Climbers Annual, Denton TX
- **October 4-5** Heart of America Contest, Marion KS
- **October 19** MMM Scramble = TBD
- **October 23-28** FAI Team Selection Finals Boulder City, NV
- **November 2** Daylight Savings Ends
- **November 9** MMM Scramble = TBD
- **December 6** MMM Annual Meeting

Wow this is a full year of fun on the field. We have two major outdoor contests, one with an FAI emphasis and the other with an AMA emphasis. An indoor championship meet. A team selection finals, and eight scrambles. No matter what you fly there will be ample opportunities to be on the field this year.

MMM FAC Mass Launch for Monthly Contests

Purpose: To encourage participation, interest and low stress fun events for our members during the monthly contests.

How will This be Done?: At mid-day, weather depending, the CD will call for an FAC Mass launch event. A 30-minute notice will be given to allow preparation time for members to finish their current activity and prepare their mass launch models.

Members who are not flying in the mass launch are encouraged to volunteer to help the flyers as mechanic/timers. If enough people are not available for timers we will let the flyer self time under the honor system.

Each year MMM members will be polled to see what FAC model category we will fly in the mass launch event. *For the inaugural 2014 season we will fly Dime Scale.* The reason is that this class is inexpensive as well as fast and easy to construct. Also a dime scale model is likely to take less time to retrieve. All of this is important for this introductory year

Prizes: Participants including timers will be assigned a raffle number and the number drawn at the conclusion of the event will win a rubber scale kit provided by the MMM club. Members will be asked to volunteer kits from their inventory.

Members are encouraged to bring Dime scale plans or built examples to share at the annual meeting in December.

FAC Mass Launch rules will be followed for the MMM ML event:

1.0 COMMON MASS LAUNCH MODEL RULES (From the FAC Rule Book)

A. Scale Considerations: Mass Launch models must meet the scale standards outlined in the Pilot's Pre-Launch Checklist (PPLC) (See Appendix FB.) Construction:

1. Non-scale airfoils may be used.
2. Under cambered airfoil permitted if original had such.
3. Dihedral may be increased in compliance with the Pilot's Pre-Launch Checklist.

C. Only one model may be entered into any mass launch event.

D. With the command to "start winding", tying, gluing or replacing broken motors is PROHIBITED.

E. With the command to "start winding", absolutely NO repairs to the model of any sort are permitted.

F. Ballast or shims may be added or moved once the rounds start, but test flights, glided or powered, after such an adjustment is prohibited.

G. At the CDs discretion:

1. Minor rule modifications ("ground rules") may be implemented to fit local conditions.
2. Any mass launch event may require one or more qualifying flights. The CD will determine in advance how many models will qualify for the finals using total flight scores of those qualifying flights.
(Likely not applicable for MMM)
for retrieval.

H. Number of rounds to be flown where there are:

1. Three contestants: Two (2) rounds must be flown.
2. Four or more contestants: A minimum of three (3) rounds must be flown.

SEE NEXT PAGE FOR DIME SCALE RULES

VII. DIME SCALE (From the FAC Rule Book)

Dime Scale models come in two flavors:

Traditional, and Pseudo. Both compete under the same rules.

Traditional Dimers are built from plans produced during the "golden age" of modeling; Pseudo Dimers are built from contemporary designs that honor the methods, structural simplicity, and details typical of those early plans.

1.0 BASIC RULES

A. Dime Scale models are to be of simple design and easy construction such as those built from 10-cent kits or plans representing full scale airplanes built prior to December 31, 1949.

B. Wing span: 16 inches maximum.

C. When a Pseudo plan is created, the plan size is limited to one sheet of 11 X 17 inch paper plus one 8.5 X 11 inch parts page with engineering and details in the spirit of the original era.

D. Props must be one piece wood or molded plastic. **Free wheeling only.-MMM**

E. Model and plan must be presented to the CD prior to first flight for static pass/fail judging and awarding of bonus points as described below.

2.0 DESIGN AND CONSTRUCTION

Combining Traditional and Pseudo Dimers involves some unique considerations. "Traditional" Dimers must be built as per plan; however, contemporary construction modifications as listed below are permitted to ease construction and increase the model's fun factor.

A. General construction:

1. Minimum wood size:

a. Greater than 14" wingspan: 1/16" thick sheet or square sticks.

b. 14" or less wingspan: 1/32" thick sheet and 1/20" square sticks.

c. Stiff paper called for on some plans may be replaced by 1/32" sheet or stringers with tissue.

2. Butt joints on plans, and landing gear struts may be reinforced with wire, sheet balsa or 1/32" ply.

3. No use of foam.

4. No vacuum formed or plunge molded parts EXCEPT canopies; SEE item 3.0-C "Dime Scale Bonus Points" below.

B. Fuselage:

1. Pseudo Dimers must be engineered with box girder fuselage with formers.

2. The nose on Traditional Dimers may be altered to accommodate improved thrust bearings and removable nose plugs.

3. Rear motor peg may be located anywhere within fuselage or nacelles.

C. Wings and tail feathers:

1. Wings may be one piece with spars added or moved. One piece stabs and rudders are permitted.

2. Stab and rudder may be reduced or enlarged moderately.

3. No laminated, wet / hot bent square balsa strip or otherwise "formed" curved balsa tips.

4. Wet / hot bent or "formed" bamboo tips are O.K.

5. Sheet wood may be substituted for bamboo tips called for on some traditional dimer plans.

6. No sliced or cracked ribs.

7. No under cambered wings unless shown on original era plan.

D. Dihedral (Traditional and Pseudo):

1. 1" max per side for models with less than 14" W/S.

2. 1.5" max per side for models with 14" to 16" W/S.

E. Coverings:

1. Double covering required unless original era plan specifically states, "single covering."

2. Single covering OK if original era kit supplied just one set of wing insignias or markings.

F. Any color and markings on an original era plan may be changed to another era-appropriate combination.

3.0 STATIC JUDGING / BONUS POINTS / SCORING

A. Models will be "judged" solely for fidelity to plan, both in construction and scale detail. If a detail is on the plan, it must be on the model. "Judging" is strictly pass/fail, in accord with the event rules.

B. Dimers are not to be held to the same standards of scale fidelity or craftsmanship as FAC Scale models. No scale points are awarded.

NOVEMBER INDOOR CONTEST –
MANITOU HS GYM Nov 17, 2013
Rob Romash – CD

For those who missed out we had a great time again at the High School. Mel Gray brought a full boatload of family and friends to fly catapult and I don't think I have seen that much glider traffic in a long time. We had 10 official flyers in standard CLG and Mel went all out and built seventeen Kurt Krempitz designed micro gliders that, although small flew pretty sweet.

It was great to see Rick out and flying and he came in for competition winning the No Cal mass launch by a fraction of a second. It was so close I had a hard time figuring out who won.

Jace Pivonka brought his friend Ian and introduced him to indoor. Ian has flown P-30 and we hope to see him again with some cool indoor models moving ahead. Jace flew great all day long and took the P-18 mass launch beating the old timers. Ian was also the recipient of 2 of Rick's models by the end of the day, nice job Rick. We had 3 flyers in P-18 and the spread from 1st to 3rd was only 5 seconds. This was heated competition and fun to watch.

RESULTS:

Standard Catapult

Michael - 17.3
Mathew – 17.8
Emma – 16.8
Daniel - 9.1
Charlie – 13.0
Mel Gray– 18.4
Rob – 49.8
Rick – 40.7
Gage – 52.8
Bill – 41.7

Unlimited catapult

Gage -54.9
Rob – 52.5
Bill – 44.5
Rick – 31.6

HLG

Jace – 48.8
Rob – 48.6
Ian – 38.7
Rick – 17.2

Ministick

Rob – 4:00
Dick – 2:50

A-6

Jerry – 3:01
Bill – 2:29
Dick – 2:22
Rick – 1:61

P-18

Chuck – 1:34
Rick – 1:33
Jace – 1:29

I loaned one of my hand launch gliders to Jace and he ended up beating me, I will say it was only by 2 tenths of a second, dang kids!! That will be the last time I loan him a glider and from here out he builds his own!

Dick Wood drove a long way to come fly and although he is new to indoor, his models are super pro and fly great. He is off to San Diego next to kick butt in a No cal contest shortly. Gage Bock, of Sci-Oly fame, showed with his pop and once again embarrassed the glider crowd by taking first in standard and unlimited. We need to get this kid flying some other events so he can beat us there as well.

There was an un-official paper airplane contest with no real defined winner. There was a loser though as I tossed my glider. On one flight it promptly went straight through my LPP wing on my bench. eliminating me from the competition before I had a chance to even fly the thing. What are the chances (?), I guess 100%. I must say had that not happened I would have kicked butt.

The Manitou Springs gym is small but after flying there now a few times everyone seems to be dialing in the models for the space and competition is close.

NO-CAL

Bill – 252
Rick – 123
Dick – 15
Murph – 6

FIL (clearly a hotly contested event that day)

Dick - 39
Rob - 20

LPP

Rick – 2:35
Dick – 1:36

P-18 Mass launch- Jace

NO CAL mass launch

Rick – P-40
Bill - Spitfire
Murph - Corsair

Giant Concrete Arrows

First there was seat-of-the-pants flying, then dead-reckoning. Then along comes Jimmy Doolittle and the invention of the artificial horizon. We have had dual-inertial navigation systems and finally ground positioning satellites.

Before all of that we had HELP from the government.

Many have heard of the air mail beacons that were set up for the 1920s air mail pilots but few had heard about these arrows. I must wonder how many are still left.

This Really Exists: Giant Concrete Arrows That Point a Way Across America



Courtesy of Aviation Archaeological Investigation & Research.

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a ginormous concrete arrow, as much as seventy feet in length, just sitting in the middle of scrub-covered nowhere.

What are these giant arrows?
Some kind of surveying mark?
Landing beacons for flying saucers?
Earth's turn signals?
No, it's...

The Transcontinental Air Mail Route

A re-creation of a 1920s map showing the route of airmail planes; the dots are intermediate stops along the course.



On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop. There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon. (A generator shed at the tail of each arrow powered the beacon). Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort.

But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds. But they're still out there.

Preparing Rubber Motors

Ramon Alban

There is a range of opinion and expertise regarding the preparation of rubber motors for free flight model airplanes from the professionalism of world championship competitors down to the relative ignorance (no offence intended) of the rank beginner. Somewhere in between are we (amateur) "experts" who have developed methods of preparation which satisfy our individual needs. We infest model airplane forums to dispense questionable wisdom to help answer perpetual novice questions from our knowledge hungry colleagues. By so doing, we spread our individual gospels throughout the hobby, invoking occasional disagreement as to best practice.

With this in mind, what follows is a system of rubber prep and management learned from others over 25 yrs of competitive vintage rubber powered free flight, that works for me.

Leave the rubber in its original sealed boxes and keep it in a dark and stable atmosphere of a cupboard in an unheated room. Don't use fridges/freezers simply because it's difficult to control humidity. Leave talc on the rubber until its time to make up a motor because it's so much easier to measure out as it slips through the fingers easily without clinging. Talc also takes up small amounts of moisture in the atmosphere particularly if the temperature drops unduly.

To make up a typical motor from (say) 1/4" strip, weigh out the total amount (eg; 100 grams) required and divide into two hanks as follows. For 16 and 12 strand motors - two equal parts, for 14 strand motors - 6/14ths and 8/14 ths. For 10 strand motors - 4/10 ths and 6/10 ths. Make up two separate loops using a favourite knot. Worth trying is a single half reef and bind the free ends tight with crochet cotton wrapped 5 or 6 times before knotting and trimming.

Fold the loop into the intended half motor, either 4, 6, or 8 stands and secure one end of the hank with a small rubber band to keep it tidy. Take both hanks to the sink, wash off the talc in warm soapy water (not detergent), knead the slimy bundle to remove all the talc, rinse in cold running water and allow it to drip off.

When nearly dry, thoroughly lube with a favourite such as the excellent soft soap and glycerine mix, pulling, stretching and kneading, especially the knots. Bring the two hanks together at a bobbin and secure with a small band ready for cording. Cord the motor as desired using a Tim Grey prop hook, securing 1 loop to each arm of the hook to stop the rubber climbing off the hook as each half tries to climb in opposition and bind with a small band. I favour 2 different cording methods. To determine the number of cording turns required, measure the length of motor in inches and multiply that number by 2.6. For freewheeling propellers, put half this number of cording turns on each half motor and bring the halves together at the Tim Grey hook as mentioned. Note, when the "halves" are unequal add (say) 5 turns to the thinner half and subtract 5 turns from the thicker half to equalise the tensions on each half. An alternative method, having determined the required cording turns as before, put half that number on each separate pair of strands, again bringing them to the Tim Grey hook, producing a loosely braided "rastafarian" motor ideal for folding propellers.

Wind the motor to 100 turns, stretch well, let it unwind to equalise the cording, pop it in a poly bag and seal. Keep the bagged motor in a dark place (usually) in the box with the model plus two other identical motors and the whole kit n' kaboodle is ready to go the field. When winding for flight, only go to maximum torque for the model (empirically determined at the trimming stage) and after the first flight return the motor to its poly bag. Use different motor for each of three (usually) qualifying flights and if lucky enough to get three maxes use the best of the three motors for the fly-off.

Back home inspect all three motors for damage, repair as required and return them to their bags and model box. All models (plus motors) are stored in a constant temperature north facing integral garage. Don't worry about keeping them super cool, just try to avoid too many atmospheric changes. The preserving effect of soap and glycerine allows motors to be kept, fully prepared for use for long periods of time. Motors go many months or even years between use and can be used in "balls out" competitions. They never seem to deteriorate, they rarely catastrophically break (except individual strands), unless careless with winding technique or lubrication, and because motors are used relatively infrequently, they always give out full torque.

The cost may seem excessive but its not. Look at it this way. A 1lb box of 1/4" Tan II or S/S (£20) makes up into 4 X 100 gr motors. Each motor goes for about 5 flights before its knackered, so that is £1 per flight. Lets say it possible to make 8 flights in a days competition, that's £8. Peanuts (10%) compared to the £50 spent on petrol getting to the venue, £8 to get on the field, £8 to enter 2 comp's plus £10 for a meal with mates before going home. PLUS, there is no badgering around trying to make up motors in the heat of competition. Only wash and re-lube if a motor gets dirty.

This process may suit only a small number of readers. The amateur "experts" already have their own system that works - so no need to change and the professionals may not even get to read it. However, those who are searching for their own system may want to consider if elements of this process might work for them. There is nothing to lose but time, so give it a try!



MMM ANNUAL MEETING

DECEMBER 7TH, 2013

LOCATION:

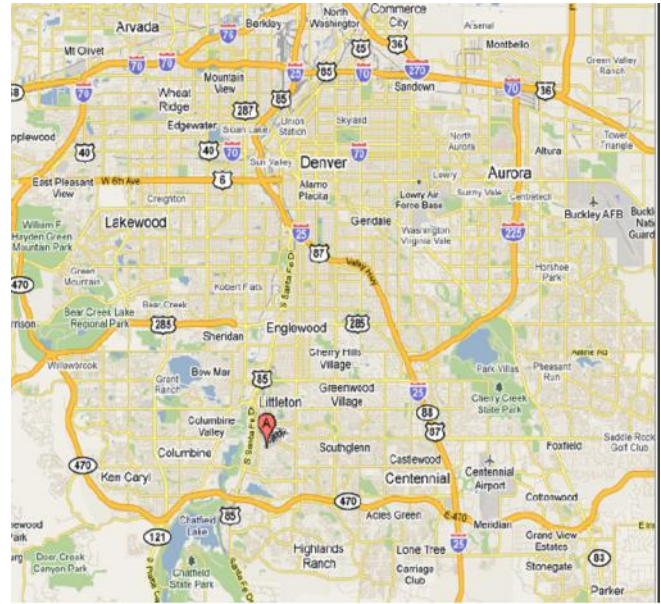
Rick and Cindy PANGELL'S
6994 SO. PRESCOTT ST.
LITTLETON CO 80120
PH: 303-798-2188

Please RSVP not later than Wednesday December 4th to themaxout@aol.com so we can get a head count for snacks and refreshments...Snacks, beer and soft drinks provided by the club.

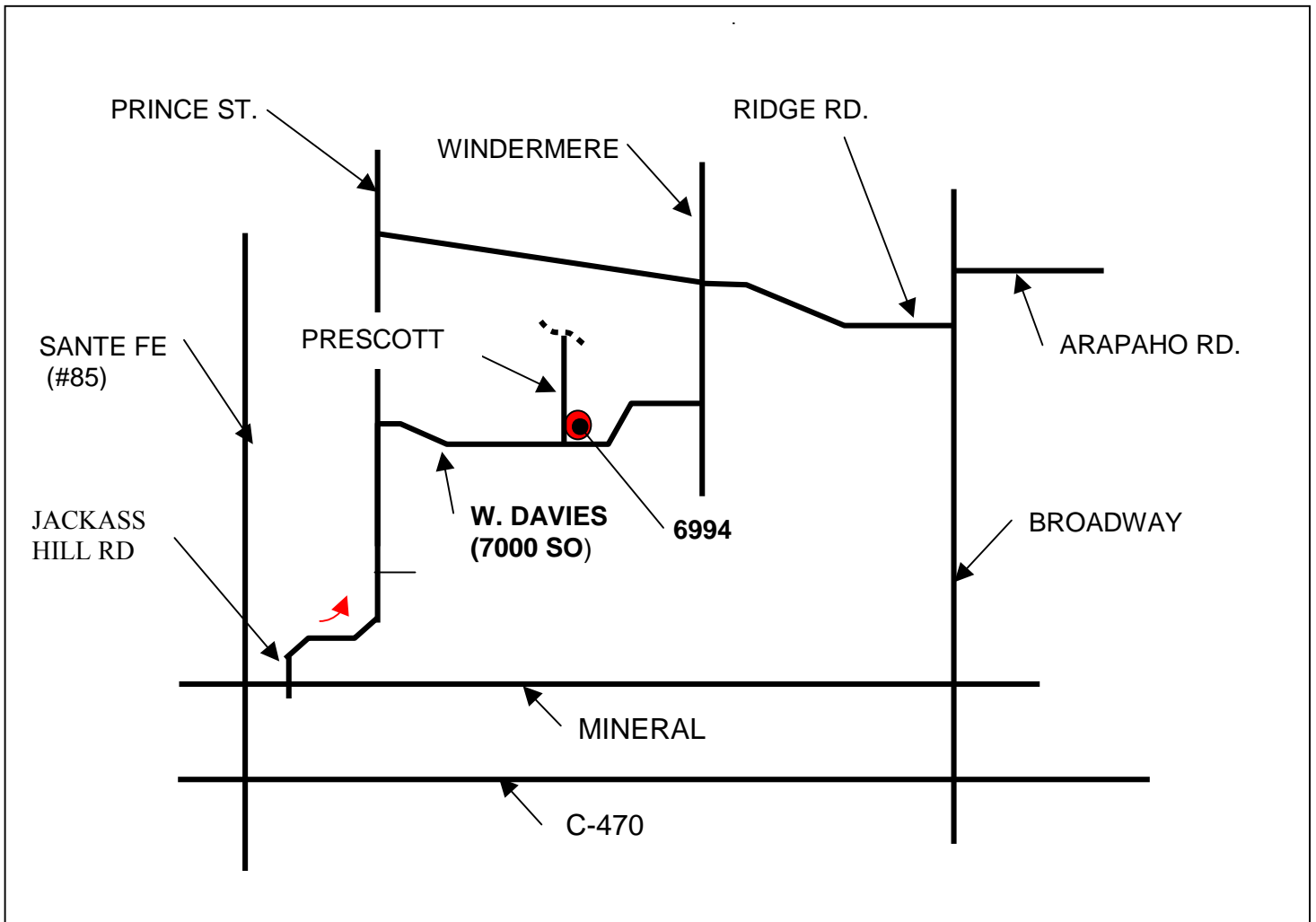
Gather at Noon and the meeting will start promptly at 1 PM and end at 5 PM

Also, plan on bringing your checkbook and a folding chair to sit on.

General Denver Area Map:



More detail of a map





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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>December 7</i>	<i>Annual Meeting</i>	<i>See Flyer Inside..</i>

FIRST CLASS



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



6994 So. Prescott St.
Littleton, Colorado
80120

**The Magnificent
Mountain Men**