



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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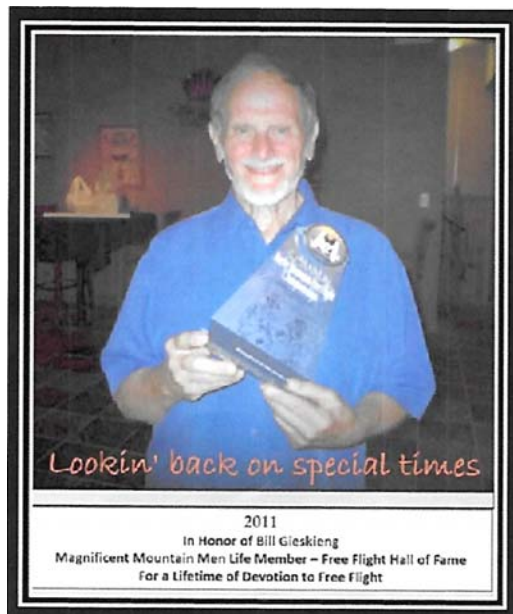
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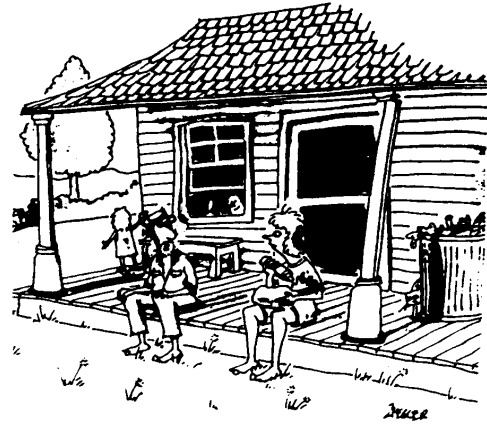
2019-02 (March)



PONDERINGS DEP'T



Marion William "Bill" Gieskieng
March 27, 1931 - January 14, 2019



"Ma ... there's a void in The Force..
We're gonna miss Billious!

"Ochroma lagopus in perpetuum"

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

Rick

"The MAX-OUT" newsletter is printed "periodically" 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
- Newsletter Subscription Only: \$15
- Send \$ to:
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Elizabeth, CO 80107-7419

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Operating the club and providing you with great flying opportunities whether indoor and outdoor, it does cost money and we solicit contributions to help offset that cost. You can donate directly to Chuck Etherington or use the MMM Paypal opportunity noted below.

Motorcycle Use on the Field Policy:

*Follow the roads wherever possible
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 mmmffclub@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



John McGrath

Where to begin? How about a little plug for the upcoming USIC/Nats down in Eagar Arizona, 30 May - 2 June. Our own Don DeLoach is Contest Manager (in charge of the advance work) and PMAC's Tom Gaylor will be on-scene Contest Director. Once again the Nats comes West, the first Western Indoor Nats since the very successful Murphy-Romash Nats of 2015. And if one trip down to Eagar isn't enough, you can make two! The annual April Round Valley Dome contest takes place the weekend of 13-14-15 April.

Next, a shout-out to Kate Figueroa, whom we've seen indoors and outdoors. Kate just took first at the Southern Regional Sci Oly Tournament flown at CU Pueblo's Massari Arena. Congratulations! (contest write-up elsewhere in this issue.)

The Indoor Scramble is gaining some legs. As we continue to build up our Manitou site record database for next year, we've been learning quite a bit about this type of contest, both at the daily and annual level. If you get a chance, come on down to Manitou and join the fun. Kudos to Tom Norell for hosting these indoor events month after month, and to Darold Jones for keeping this precious flying site available through his ongoing close association with Manitou High School. Next

session is 31 March at Manitou. Come on out!

A little on safety: Recently Rick Pangell, Jerry Murphy and I attended a meeting of AMA District IX club officers held at Wings Over the Rockies by our District VP Jim Tiller. Among other things, the subject of insurance came up. Jim made one very interesting point, which is that the vast majority of insurance claims under AMA insurance were due to "non-flying activity." In other words, it's not our airplanes that are hurting us. It's the slip-and-falls, the vehicles, field improvement work, and who knows what other things that might generate claims across the country.

Jim also made the point that when attorneys begin to gather, the first point of discussion is whether the club was operating in a "reasonable and prudent" manner with regard to its operations. Has the club provided a safe place to conduct business at its flying sites? This should be our perpetual concern, and in all candor I would assert that we've yet to achieve perfection. Think launch direction, trip hazards on the flight line (guilty), motorcycle ops, snakes in the clubhouse or even planes stuck at the top of the bleachers in Manitou. Please keep the phrase "reasonable and prudent" in mind at all times!



Subject: Re: District IX Meeting Notes

February 16, 2019

John, Rick, and I attended Jim Tiller's District IX meeting last Saturday at the Wings over the Rockies museum.

As is the usual custom the meeting was held in Tom Neff's class room at the museum. This was the largest gathering ever for this meeting with 46 people attending.

On a side note, I think using Tom's class room for our annual meeting would be a nice addition to our meeting. Tom said that we can work with him to secure the room at no charge. The only requirement is he must be present.

The meeting started with every club reporting on their accomplishments in 2018 and their biggest issue. There were no big issues this time around. This is greatly different from last year's meeting where clubs operating on park land had the problem on non-AMA members causing problems. It looks like the clubs working in conjunction with the AMA folks has resolved these problems.

There was lots of discussion concerning FPV (First Person View) drone operations. Again this was greatly different from last year's meeting where clubs were discussing the total ban of drones on their field. For our R/C friends, the news isn't all bad, and it appears that the FAA is most definitely in our corner and has committed verbally to helping R/C clubs with a site waiver for the 400 foot limit.

Jim Tiller is the chairman of the AMA Education committee. In his discussion he made several references to Rob and his presentations at the AMA Expo and the event in Vail. He also had lots of good words for the Alpha. AMA has sold 4,000 Alphas which was the initial container and has another container on order which will be both Alphas and the new Beta.

The AMA has spent a ton of money on congressional liaison & lobbying. On the face of it we didn't succeed in suppressing the most onerous portions of the contemplated new FAA Reauthorization Act due to some apparent last minute behind the scenes finagling by other parties, but the aforementioned likelihood of site waivers is something Jim Tiller is highly confident of (and happy about).

The government relations function of the AMA--though occasionally maligned--is an important AMA benefit. It's the most important benefit in Jim Tiller's mind, given that without the AMA remaining active as a strong influence, the hobby would be in continual jeopardy. That's a compelling point.

A result of our successful 2015 indoor Nats and Rob's working with AMA is the leadership has a very positive view of free flight and the MMM Club.

The one area action for is in the area of safety. Jim said that most AMA insurance claims arise from non-flying activities. He advised the group that the first question that a lawyer will ask is "Reasonable and Prudent". Has the club provided a safe place to conduct our business? It was suggested that the clubs conduct an annual safety review and the review results needs to be captured in the clubs minutes and published in the newsletter. Sounds like an action item for us.

Jerry Murphy

Science Olympiad at the Southern Regional contest--UC Pueblo 2 March 2019

Running a Sci Oly event requires a bit of flexibility. This year the stressors were: Two fewer UC Pueblo volunteers on the scene than anticipated (though Sonata and Kyra were fantastic), we were stuck in a corner of the triple-wide Massari Arena (though we quickly established claim to the big middle), and the HVAC system didn't get turned off until about 9:20, despite months of discussion. The "big CD" for the Sci Oly tournament was long time acquaintance and all-around Sci Oly MVP Abby Davidson, but somehow that final push of the switch took a little extra time. Finally the air calmed down enough to start contest flying in the very nice, very big arena.

There were not fewer than four students flying with whom we've flown before: Kate Figueroa, Ashley Stadjuhar, Alex Dziaba, and Juan Loa.

Kate was first or second of the day to put in officials, and she put up a 1:11 with her Camp Robber. Not her PR, even for Manitou, but that time was the high mark that held up all through the day. In Sci Oly you're allowed two official flights, both to be launched within an 8 minute window. This year a 5% bonus is provided if you start some flight (official or unofficial) within 3 minutes, and a 10% bonus is provided if the plane has a black panel on the wing (or black tip plates). The vast majority of contestants earned both bonuses, so scores in the final tally tended to be 15% higher than flight times. This year's Sci Oly Wright Stuff rule calls for a pretty heavy plane (8g) flying on a pretty small wing, so flight times of under 2 minutes aren't surprising.

As the day went on, flights from Cheyenne Mountain (Stadjuhar and Dziaba)-- 57 sec, flying a combination of Dave Zeigler's (Freedom Flight Models) kit and Rob Romash's Sci Oly one-off, threatened Kate's time, but it wasn't until the final few minutes that Juan Loa's team from Homeschool Science starting putting up flights with a well-flying version of Zeigler's kit. Juan was thinking he'd do a 1:30 (and it looked that good), but unfortunately on his first official flight the plane flew into the ceiling junk, breaking a carbon-fiber strut or spar that they couldn't repair on the scene in time to get a second flight done. Kate's time from the AM holds up for the win. Great job, Kate!

As always Jerry Murphy came through with on-scene support for students needing help and repairs, though this year there wasn't quite as much of that as usual. With us being tight on bodies (and with the somewhat complicated timing scheme for the Wright Stuff event) mostly Murph was in the thick of it as a timer, which makes for a long day on your feet. Chuck Etherington also volunteered to help, but was unfortunately prevented from attending due to circumstances far beyond his control. Thank you to both for being willing to help!

The state tournament takes place on 27 April at Cherry Creek High School--under a much lower ceiling...Good luck to all of our student friends!

John McGrath/Event Supervisor

Indoor Scramble 1 AAR

Just thought it would be good to summarize the first event.

Thanks to Darold for swinging into action getting the HVAC turned off. I know you and Murph were trying to get underway. Hope your transmission's back in the game now. We also had to fend off a table tennis coach from the OTC who was looking to set up four tables in the gym for some program he was running. I think he ended up moving his tables into the small gym. Nice guy. I think there were some crossed wires on gym scheduling, but we were fine.

First, lots of our favorite flyers were not there! Retrieving vans in AZ, attending meetings in TX, and who knows what else. That said, turnout was quite good. In attendance: Tom, I, Nida and her friend Shem (who is completely hooked), Mark C., John Christiansen, Don, Neil Myers, whom I haven't seen in a few years, Tom Schomburg and Rob Romash's Sci Oly neighbor + father + sister (all Dziaba's, I think?), plus Kate & Monica, whom we've seen indoors and out. Kate's becoming really adept at flight ops. She's the pro on her Sci Oly team. All told, eight different fliers put up official flights. Thirty six of them, as I count: A6, P-18, Bostonian, Towline glider, CLG and HLG. Plus the two sci oly students put up probably 30 flights between them. At least.

The majority of flights were in P-18. Tom N. and I discussed that he will continue to promulgate "classes of emphasis" prior to indoor dates in order that we can continue to build our site record base for Manitou.

Scramble scoring was interesting. No one believed we were at quite at our MSHS unofficial site records in terms of flight quality, but there was a three-way tie for first place with a score of 68 (68% of City Aud record), which was broken by looking at the next best flight. Fourth place was just one point back, at 67. That would be me.

Nida Romash
Chem Mendiola
Joey, Alex and Steve Dziaba
Kate and Monics Figueroa
Tom Schomburg

Nida Romash--P-18, 1:57 (68)*
Tom Norell--P-18, 1:57 (68)
Don DeLoach-TLG, :37.3 (68) (Actually, this may be close to the unofficial site record from previous)
John McGrath--P-18, 1:56 (67)
Chem Mendiola--P-18, 1:50 (64)*
Joey Dziaba--P-18, 1:35 (55)*
Tom Schomburg--P-18, 1:10 (40) (Tom's first flights on his Vanguard--go Tom!)
Mark Covington--HLG, :17.5 (31)

* Not MMM member

Scramble points (among MMM members) would be:

Norell	100
DeLoach	80
McGrath	70
Schomburg	60
Covington	50.

Tom Norell also put up some times in CLG--:20.9 (44). Tom also did an A6 "flightus interruptus" that was looking like something in the 4:30 range (or more) until it ran into some funny business at the north end. A 4:30 would have scored at 68 as well. I did a 3:52 A6 that only scored a 58.

Sci Oly 19's we didn't keep records for, but I think the high was a 1:22 by Kate, which was an outlier. Mostly we were seeing flights in/around 1:05, 1:02, 1:09. Like that.

I had estimated Manitou at about a 2/3 room compared to the City Aud, but I think we'll be past that soon. Don has agreed to keep the Manitou site records starting now, and I'll get the sheets to you a little later on, Don. Some edits are needed on the scoring sheets for the next contest, also (my cog.).
Cheers, John McGrath

More on Indoor Scramble

Looking back on the day, have we ever had an MMM event where half of the participants were female?? I think that's GREAT!! Nida, Chem, and Joey are all ready to make more planes. The Romash workshop will be busy in the upcoming weeks.

Great to see another new face, Tom Schomburg. He made a number of nice flights with his very first plane, a McGrath P18. I think he's hooked.

Kudos to our Prez for nailing down the scramble format. I think it's a winner.

Tom Norell

From Chuck Powell 3/20/19

"Ok it's official ,, our contest for WHAM May 4-5 will be at the Wellington Ks airport which is about 35 miles south of Witchita !! I went to a board meeting last night and took a P 30 and a TLG , for demo and they are all VERY Receptive. Heck they want to provide lunch and are getting ahold of farmers around the airport etc !!, and they want to come watch ! Anyway spread the word please !! Motel is Baymont 80 bucks , the baymont owns a travellodge across the street and it is 50 and the baymont is 80 but has a breakfast included at the diner that's on the property !! Yea !!"



WESTFAC 2019 –Heads Up!

Hello Flyers,

The WESTFAC 2019 website is up and available with dates (October 17-20), schedules, registration forms and field directions. Start sending me your photos of half built planes, completed world-beaters and Navy tail hookers.

The theme is going to be Carrier Air with a special event for carrier launches off of the USS WESTFAC (masquerading as a 10' Costco table).

Build a Navy plane---any Navy, any era, any size with a tailhook--- and launch it for a Total of Three Flights. We are also having a special T-28 event (any kind, does not have to be Navy) from any kit, plans, or original design. This in addition to the usual spread of favorite events---see the schedule. Again, a special rate is at the Goodyear

Comfort Suites for us and 70 acres of alfalfa in October. More info to come.

WESTFAC <<http://www.westernfac.com>>

Tom Arnold

***A new face, Jace Pivonka...at his
VERY FIRST LIVE FF MODEL
AIRPLANE CONTEST ! 2011***



Now he stands taller, outflies the rest of us and eats more.

Winter Coupe Cup

Another semi-impromptu outdoor event that is annually non-scheduled. The first attempt was on the heels of the annual St. Patrick's Day blizzard, which was a few days early this year. The last time it was flown was 2XXX and yours truly won it. I had a lot on my plate March 17 but I did go out and deliver the Cup to the stalwarts braving muddy road, invisible snow filled ditches and what have you.

Set up were Don DeLoach, Jerry Murphy (who wore the proper St. Paddy's Day bling), John "the Prez" McGrath and Darold Jones.



I immediately put in two "earth-enders" with my JetCats that hadn't been out of the box since the 2018 NATs... and the result was inevitable. Darold couldn't get Murph's bike started until someone yelled to "turn the key on!" Not being undaunted Darold made up for it by putting the bike into a snow filled ditch...



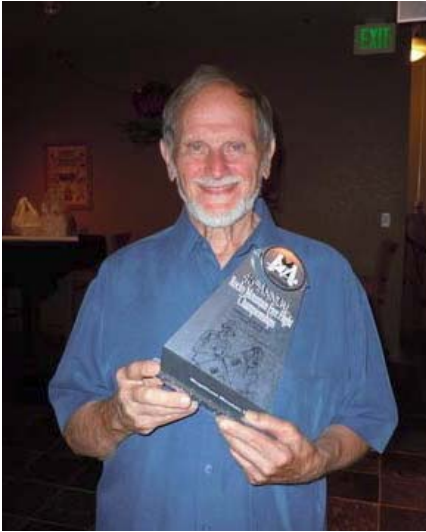
Don helped him pull it out. John couldn't get his model to turn right, Don's JetCat flew nice and straight up and then straight to the southwest... long flight of course. I think those were only glitches of the day.



Remembering Bill

March 27, 1931 - January 14, 2019

Rick Pangell



Bill and I were friends. He and I started our friendship somewhere back in the early '70's when he was doing the Digest for the National Free flight Society. Of course it wouldn't be a friendship without mentioning Annie also. A few years later we drifted apart as our lives and work took different directions but our friendship restarted again later some 30 years ago. He used to call and talk to me at great lengths after he figured out that I was an aircraft structures and mechanisms guy. He used to bounce many of his ideas off me and ask if I had any suggestions. Mostly on how to hinge wings, run cables, trigger mechanisms which I used to do some sketches using spacecraft approaches. He would then figure stuff out using "mirrors, gears and dry cells..." a subtle metaphor for him using stuff he found laying about in his shop, and there was some(!). Then one day he called and asked if I would collaborate on an article for the 2000 NFFS Symposium... on geared F1C engines. Sure? Why not? Use real state of the art engineering techniques!

About 5 years ago, well I guess he respected and trusted me well enough to ask if I would manage his affairs. He realized that he needed someone to help him. He was that

kind of friend. I could not say no and the rest is history. We collaborated again until I was just a memory... but he had a profound effect on the sport of Free Flight that he should not be forgotten.

I could write a ton about him, but a better way is to let him tell you... poaching from [MaxOut 2011-03](#).

In Bill's own words...

OH! PAY ATTENTION YOUNG GRASSHOPPERS DEP'T

"I thought I should document this for modeling posterity just in case I drop dead or get lost, etc. "

"My father (dubbed "Mike" in lieu of "Marion") was a field engineer for R.C.A. when the coming of sound was the big thing in movies... Part of his job was to respond to emergency calls from theaters suffering from sound problems. His thought was that with an airplane he could make a speedy response to calls for help coming from hundreds of miles away.

I'm not sure of the time situation. I was born March 27th 31. There is a picture of a very little me sitting on the lower wing of my Dad's DeHaviland Gypsy Moth --probably taken at the Little Rock Airport. My Dad told me that I had lost my helmet flying over Kansas City. I can't remember any of that but I do remember going to the hospital, and the smell of Carbolic Acid. He was in bed all swaddled up. I didn't understand why he was there. I sat on an overhead trapeze traction bar and swung back and forth while he pretended to catch my legs. I giggled a lot.

Seems Mike was taking a flying test...his slots were not installed and he stalled-out while coming into a landing...I saw some pics of the wreck... years later found his helmet and blood-stained goggles. I don't know how he survived.

That crash ended his flying career. Somehow he carried on and kept his job and we moved to Denver. He used crutches, then moved up

to a brace and cane. Bed became his desk. In my teens we used to tussle while he lay in bed. I cracked up when he would shout... No! No! That's my bad leg! ...then when I reached for the other, he would cry out! "That one's bad too!"

He was a lot bigger and more powerful than I was...once he told me, "For five bucks I'll tell you how to beat me." I stewed a couple of days, then walked into his bedroom and threw a five spot at him. BB, he said, "You give up too soon." 🤨

The early contact with planes left its mark. I remember the 1933 World's fair...my mother promised me that we would take a sky ride....some bright colored airplane looking things traveling across the sky high overhead on a horizontal wire. She lied. About the same time I remember trying to make a Monocoupe (sp?) [ed. Monocoque - an aircraft structure in which the chassis is integral with the body] fuselage by rolling paper...It was pretty neat! But, I had no way to add wings, etc. For years it remained the highpoint of my modeling craftsmanship.

Meanwhile in the mid thirties my uncle David took me to a model airplane contest at the old... then new--- Stapleton Airport. As I remember, the model size appeared to me then as a 15 foot wingspan would seem now. I got down under the wing and looked into its cabin. I was enthralled. But I can't remember any engines running or flights made.

Back in the thirties aviation was the great romance. Young or old, every kid on the block made model airplanes. The local Bluebird theater ran some really nifty movies...In particular I remember "Only Angels Have Wings" "Dawn Patrol" "Test Pilot" etc. next door to the theater was a seductive model airplane store, filled with airplanes hanging from the ceiling....Wow! Then there were the radio serials...one stood out -- "Captain Midnight"! ...bong, bong, bong ---12 times

I talked my mother into sending 25 cents to get a Little Orphan Annie swing-wing catapult glider. This was the beginning of an event that placed me onto a futile path. I got just one flight with the glider...It zipped way up into the sky, the wings snapped open up for the glide...It caught a little lift and ended up across a vacant lot onto the roof of a four story apartment house... it lay helpless in the gutter--unrecoverable. This glorious flight produced a thrill that I've been chasing ever since --hoping to experience once again that wondrous thrill.

There were so many things reinforcing models...My father took us to a business contact for dinner...There were model airplanes in the basement...I showed my father the neatly constructed swing panel that gave access to the rear motor peg. I was shocked that he was shocked! Dad was embarrassed. He apologized for my crime and told the father that I would fix it!!! ME... a little kid? I tried to explain that it was meant to be that way...

A real bonanza was the home of two teenagers...big work tables around the basement walls... BIG power ships in various stages of construction....glorious! Well-organized! Something to strive for! [anyone who knew Bill knew he strived for a looong time on that one]

As a teenager I did get some help from father Mike... He looked at a full-sized plan that I was drawing, and pointed out that I needed to make the wing long and skinny...He called it, "Aspect Ratio" ...That was the secret to high performance.....so my Herkimer .60 got an 8' wing with a 7' chord!

But that is a whole different story!! [premonitions of things to come?]

Sorry that this got so long...even so, so many things left out...like the two brothers down the block who's father was a "Major Pollock" in the Army Air Force... who couldn't pass his eyesight exam...even had special prescription

goggles incorporated into his helmet. That was sad. Flying was his life...and then there was the older woman in Little Rock who lived across the gravel street. She was a mature 3 to my innocent 2. We made mud pies together...

Stop me before I write again.

PS My father received a 1938 Pontiac by winning a limerick contest for a shaving cream....."Barbasol is the Indianapolis speedway for razors." Pisses me off 'cause not a single one of my endless wisecrack sayings have won zip. 🤔

But the main thing is that it is all finally coming together after several years of pondering with all its attendant mental fermentations and frustrations.

However I can't help but think fondly of the Good Old Days when I could whip out a wing in a couple of days or so... and it makes me grimace to remember that at the time I considered such a breeze some great and monumental effort on my part. the best, etc"

Bill "Skykieng" Gieskieng

ok...end of the writing jag! Easier to write about it instead of doing.... bad...

Billious

From the MaxOut 2011-03

"SENIORITIS" DEP'T

Sunday March 27, 2011 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.

Bill's 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 what's 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 togethers. 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 brothers -- 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

"I knew Bill from our early (1950's) High School days in Denver. His parents' home was right across the street from South High. We've flown together endless times since then. Of special memory were the times when he and Annie were a Team.



Bill and Annie • Winfield, Kansas • 1965

Bill had an inherited, inventive ability which lasted throughout his active free flight career. Such things as VIT and variable CG were

among his earlier innovations. He was an incredible innovator. Most active fliers have no memory of those early days."

Bill Lovins

"Bill was a genius at model airplane design. I attended a FAI team selection qualifier in Denver, 1987. Bill was flying the first ever folding wing FIC - his invention. He missed a few rounds but he proved the viability of the folder. Now it's common. Rest in Peace, Bill. We will miss you mightily."

-Gilbert Morris



FAI Licenses for USA

With the change in FAI licenses that we have noted in earlier issues of SEN. They are now only issued for USA flyers by the NAA, no longer the AMA, and through the NAA web site at

<https://naa.aero/membership/fai-sporting-license>

The AMA has helped some members go through this process, but you should go directly to the NAA site and do it yourself.

Pikes Peak Ceiling Climb XIII
January 13, 2019
Colorado Springs City Auditorium
CDs: Don DeLoach and Tom Norell

Grand Champion - Colorado Cup

Rob Romash 19 pts
Tom Norell 13
David Aronstein 13
Don DeLoach 11
John McGrath 5

FAC Jet Catapult Scale

Tom Norell Arado 69 pts
Rob Romash XB-70 34
David Aronstein Global Flyer 39

AMA HLG

Rob Romash 36.9+34.1 71.0
Don DeLoach 33.9+33.8 67.7
John Kagan 27.6+30.5 58.1

Standard CLG

John Kagan 37.3+35.7 73.0
Rob Romash 35.6+35.9 71.5
Tom Norell 35.1+34.3 69.6
Cass Pangell 24.0+25.0 49.0
Rick Pangell 23.0+24.0 47.0

Unlimited CLG

Tom Norell 34.3+35.8 70.1
Rob Romash 34.5+35.0 69.5
Cass Pangell 25.6+25.7 51.3
David Aronstein 23.6+23.5 47.1
Rick Pangell 22.0+23.0 45.0

FAC Peanut

Don DeLoach Fike E 125.5 pts
David Aronstein Jupiter 101
Rob Romash Contestor 65

FAC No-Cal Scale

David Aronstein Meteor 8:03
Tom Norell SBD 5:00
Rob Romash Chambermaid 4:52
Cass Pangell Luscombe 2:07
Don DeLoach Spitfire XII 2:06
Tom Norell Cessna 195 3:55

FAC WWII No-Cal Mass Launch 2 rounds (time constraints)

Tom Norell SBD WINNER
David Aronstein Meteor 2nd
Don DeLoach Spitfire XII 3rd
Rick Pangell P-40 4th

FAC Greve-Thompson No-Cal Mass Launch - 2 rounds

David Aronstein Mr. Smoothie WINNER
Rob Romash Chambermaid 2nd
Tom Norell Chambermaid 3rd

FAC Phantom Flash Mass Launch - 2 rounds

Chuck Etherington WINNER
Tom Norell 2nd
Don DeLoach 3rd

P-18 Mass Launch - 1 round

Tom Norell WINNER
Chuck Etherington 2nd
Jerry Murphy 3rd
John McGrath 4th

P-24 Mass Launch - 1 round

Chuck Etherington WINNER
Tom Norell 2nd
Rick Pangell 3rd

Ministick

Rob Romash 6:42

Easy B

Rob Romash 7:50
David Aronstein 6:27

F1L

Rob Romash 2:29

Limited Pennyplane

Rob Romash 9:07
Brett Sanborn 8:55
Don DeLoach 8:20
John McGrath 6:02
Rick Pangell 4:54

A-6

Rick Pangell 3:30
John McGrath 3:19

Mash-Up

Tom Norell 4:59
John Kagan 4:32

P-18

John McGrath 2:41
Chuck Etherington 2:21
Jerry Murphy 1:53
Cass Pangell 1:38
Rick Pangell 1:36
Tom Norell 1:16

FAC Phantom Flash

Tom Norell 6:00
Chuck Etherington 4:35
Don DeLoach 1:11

FAC Dime Scale

David Aronstein Heath 4:35
Tom Norell MO-1 4:02
Don DeLoach MO-1 2:13

Magnificent Mountain Men 2019 Flying Schedule

Contact <themaxout@aol.com> for other info

DATES	CONTEST	NOTES	CD
March 31	Indoor	Manitou Springs HS	Informal (Don DeLoach)
April 5,6,7	FF Champs and balloon Bust	Gainsville, Texas	Texas Cloud Climbers
April 12-15	Round Valley Dome Indoor	Eager, AZ	Phoenix Club - Flyer
April 14	Indoor	Manitou Springs HS	Informal
April 28	MMM Monthly Scramble	Lowry Field	Rick Pangell
May 18-19	Spring Cup	Hamilton, Texas	Texas Cloud Climbers
May 19	MMM May Scramble and Kid's Contest	Lowry Field	Pete McQuade
May 30 - June 2	AMA Indoor Nats/USIC	Round Valley Dome	AMA
June 15-16	Spence Memorial	Hamilton, Texas	Texas Cloud Climbers
June 15-16	1st Annual Casino Cup	Wendover Utah	Jack Murphy Allan Mecham
June 23	MMM Monthly Scramble	Lowry Field – Late day meet 9:00 AM – Sunset	Darold Jones
July 12	FAI World Cup F1E	Indian Point (Lowry Field)	John McGrath
July 13-15	40th Annual MMM 14 Rounder (Note: 15 July is contingency date for F1E.)	Lowry Field	Pete McQuade John McGrath
July 28	MMM Monthly Scramble	Lowry Field	Jerry Murphy
August 5-9	AMA Outdoor Nats/USOC	Muncie Indiana	AMA
Aug 17-18 (est)	Tulsa Glue Dobbers 67th Annual FF Champs	Perry Oklahoma	Bobby Hanford bhantulsa@cox.net
August 18	MMM Monthly Scramble	Lowry Field	Mel Gray
August 31 - September 2	Rocky Mountain Free Flight Champs/FAC Mtn States Scramble/Dynasty Cup	Lowry Field	Don DeLoach Chuck Etherington Mark Covington
September 15	MMM Monthly Scramble	Lowry Field	Mark Covington
September 20-22 (Est)	US FF Champs, Lost Hills		
September 21-22	Texas Cloud Climbers Annual Champs	Hamilton, Texas	Texas Cloud Climbers
October 5-6 (est)	Heart of America Annual Champs	Marion, Kansas	
October 17-22	FAI Outdoor World Champs,	Lost Hills, California	
October 20	MMM Monthly Scramble	Lowry Field	Tom Norell
October 26-27 (est)	Tulsa Glue Dobbers Fall Rally	Perry Oklahoma	Bobby Hanford bhantulsa@cox.net
November 3	MMM 12th Annual Frito Pie Meet	Lowry Field	CD: TBD
Nov 16-17	Simpson Memorial and TGD Fall Contest	Hamilton, Texas	Texas Cloud Climbers

IF YOU HAVEN'T PAID YOUR DUES YET OR WANT TO BE A MEMBER:

JOIN THE MAGNIFICENT MOUNTAIN MEN FREE FLIGHT CLUB HERE

NAME _____ AMA NO _____

STREET ADDRESS _____

CITY/STATE _____ ZIP _____

PHONE (HM) _____ (WK) _____ EMAIL _____

DESIRED STATUS: MEMBER _____ 2019 DUES: \$40.00 includes Newsletter
(CHECK ONE) (Under 16 yrs. old – FREE!)

HARDCOPY NEWSLETTER ONLY _____ 2019 RATE: \$15.00 PER YEAR

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**The Magnificent
Mountain Men**



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

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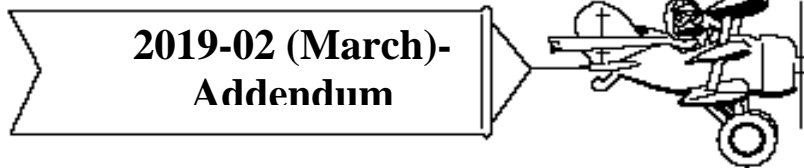


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themaxout@aol.com

And, join the web group
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Winter Coupe Cup Meet Results – March 17, 2019

F1G

Don DeLoach	120	120	240
Jerry Murphy	99	120	219
John McGrath	99	0	99
Darold Jones	31	36	68

<u>Jet Cat Scale</u>		<u>scale</u>	<u>total</u>
Don DeLoach	La100	37 0 0	17 54
Rick Pangell	P-59	4 0 0	18 22
Rick Pangell	P-59	3 0 0	18 21



Winter Coupe Cup

Another semi-impromptu outdoor event that is annually non-scheduled. The first attempt was on the heels of the annual St. Patrick's Day blizzard, which was a few days early this year. The last time it was flown was 2XXX and yours truly won it. I had a lot on my plate March 17 but I did go out and deliver the Cup to the stalwarts braving muddy road, invisible snow filled ditches and what have you.

Set up were Don DeLoach, Jerry Murphy (who wore the proper St. Paddy's Day bling), John "the Prez" McGrath and Darold Jones.



I immediately put in two "earth-enders" with my JetCats that hadn't been out of the box since the 2018 NATs... and the result was inevitable. Darold couldn't get Murph's bike started until someone yelled to "turn the key on!" Not being undaunted Darold made up for it by putting the bike into a snow filled ditch...



Don helped him pull it out. John couldn't get his model to turn right, Don's JetCat flew nice and straight up and then straight to the southwest... long flight of course. I think those were only glitches of the day.



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