



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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

2019-05 (August)



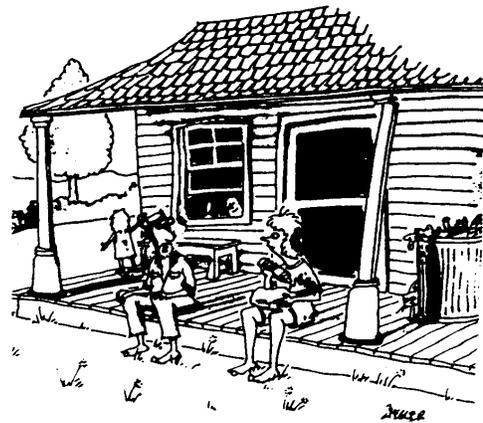
PONDERINGS DEP'T

Heard at the late day Scramble - Lessee here...
We've only had 2 flyable Scrambles this year!

The bad news is at the late day contest the wind was about 8MPH. The good news is that translates to about 1/8 mile in 1 minute, or about 3/8ths of a mile, and you can watch it land. Lessee again... from our launch point it's 3 miles to the north road and about 5 miles to the south road... still on the field.

Rules to fly at the Denver site... and Wendover too... Get a good line on your model. There are few landmarks except for the horizon. A good Garmin E-Trex is handy. A cow or that big antelope buck off in the distance is NOT a good line.

And, as evening came upon us... what a gorgeous place to be. Colorado sunsets are magnificent!



"Ma ...

"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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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

From the Prez:

So much going on this time of year! Elsewhere in this issue you'll see the after-action report on the 14 Rounder, so I won't say much on that here other than to give a big thank you to Pete McQuade. He and I were co-CD's, but as the division of labor played out, he did the vast majority of the admin work ahead of time and afterwards, leaving me the fun part of being more of the field manager. Thank you Pete! He also solved and slickified the perennial challenge of keeping scores properly flowing from the Saturday and Sunday contests into the unified 14R results. Fantastic.

Another thank you is due to Jerry Murphy, who ran our July Scramble along with new CD candidate Jace Pivonka. Congratulations, Jace, and thank you for being willing to take a place in the rotation. This scramble included the rescheduled Late Contest feature that had been originally part of the June event. Thank you Jerry (and Darold, who I believe was a co-conspirator.) See Murph's write-up elsewhere. Wind and all, the scramble was one of our golden days at the field, with guests, lots of flying, fun food at the end, and wrap-up with the help of headlights, the moon and the stars--plus a little Jerry Jeff Walker

singing the club theme song from Don's car! ...didn't want that day to end.

In among all this outdoor stuff, the indoor scene continues to thrive during the summer. First, some important news: Indoor Nats is coming to the Round Valley Dome again for 2020. This is really welcome news, and speaks volumes about how well the event this year played out. **May 27-31, 2020.** Save the date. Next, a mention of a series of flying events hosted by John Christiansen at the Beth Eden school up in Denver up off of Wadsworth. John was able to secure some flying at the site by virtue of a connection with his hot rod buddies. It was a fun, low key session in a nice, clean gym. Great for trim flights, trying new planes and in this case, seeing just what the lower limit to glider size was! In a mini-glider challenge issued by David Aronstein, he, Rob Romash and Tom Norell made catapult gliders down to wingspans of under 3 inches, putting in some amazingly long flights. I believe high time was around 20 seconds. I also had the pleasure of meeting two modelers from the northern part of the state--Rick Rouge from Loveland and Jack Pitcher from Fort Collins. Great flying with you, guys! Al Yuhasz was there as well, still delivering beautiful flights with his masterfully-built planes. Two more dates are scheduled: This Friday, Aug 2, and Friday, Aug 16. Flying starts around 6 PM, possibly a little earlier.

Al may not know this, but I hold him responsible for my conversion to free flight. A bunch of years ago (1999? 2000?), I walked into the City Aud and saw a red No-Cal Cassutt or some such thing turning nice flat, silent circles in perfect trim. It was Al's plane. Who knew the road to Damascus passes through Colorado Springs? Mel Gray returns to the field in August as CD for the Scramble on the 18th. Mel, it's great to see you back among us. My guess is we've finally turned the corner on weather (knock on wood) and should have a great

second half of the season. Please come on out and enjoy our beautiful field.

The other night I was having dinner with some friends I've known for about 30 years (from at least two careers ago). As we were catching up I let on that I was president of our little club. I found myself bragging about the amazing, accomplished, incredibly generous

The Inaugural Casino Cup

Jerry Murphy

The free flight community is facing the problem of the loss of flying sites. How often do we hear of another club facing the loss of their field? Well how about the news of a new site? This isn't just a small field suitable for FAC events; this new field appears to be the largest in the country! I am not sure how big it is but it seems to be even larger than the MMM club's 27,000 acres.

We owe Jack Murphy big thanks for his securing the new field located in Wendover Nevada. So, where is Wendover? Wendover is about two hours west of Salt Lake City on Interstate 80 and about 780 miles from Colorado Springs making it one of the closest venues we MMMers regularly travel to. As you might assume from the name of the contest, Wendover is a gambling town sitting on the Utah-Nevada border. (The exact border is painted on the street in front of the first casino) In addition to the large casinos with their first class hotel rooms and fine dining, Wendover is a complete town with grocery stores, gas stations, motels and restaurants. All of this as well as an exceptional flying field.

You might have noticed that the Casino Cup is sanctioned as a MMM Club event. This is because there is no longer a free flight club chartered in Utah. Jack and his assistant CD Allan Mecham are both MMM club members and carry current AMA CD licenses. So, this is our contest! How much better can it get? A home town contest on an exceptional field with all the amenities of a first class resort.

people in our club and telling them what a privilege it is to be part of such a vibrant group with a long, long history of excellence in our little corner of aviation.

Hanging out with you guys is more than just fun. It's sublime.

Thank you... John

I didn't know what to expect weather wise. With an altitude of 4500 feet the field is lower than ours but it is farther north. Kathy and I were able to visit Wendover the first week of May and checked out the field with Jack and Al. We were treated to light winds and moderate temperatures laying my fears aside.

The inaugural running of the Casino Cup was a success. The weather was good with strong thermals and light winds most of the time. It did get a bit breezy at the end of the day Sunday. This wasn't a problem as most people had all of their flights in by then. Jack and Allan proved to be a very good management team and the contest ran smoothly.

Adding to the fun Jack had a special event on Sunday, The Big Daddy, honoring the late great John Oldenkamp. As John was a force in the development of E-36 and the father of P-30, the Big Daddy was a combination of P-30 and E-36/F1S with the winner taking the entry fee pot. George Morris took home the cash with his outstanding E-36.

The awards were glass ware with the sizes determined by the event placing. As Jack said the glass is a much better match to your adult beverage than the plastic items in the hotel room.

Contestants came from as far away as Colorado (me), Arizona, California, Nevada, and Utah. There were a total of about 15 contestants, so competition was good. With

the word getting out on how good the site and contest is, more will likely come next year. By the way, the 2020 edition of the Casino Cup will be over the June 20 and 21 weekend.

Another element of this contest is there is an F1E site nearby. Reports were it wasn't the greatest though. F1E was flown on Monday but we had to depart and I could not observe the action.

The Scene at Wendover –

The perils of a large field!



Bring an awning! No trees!



In closing I can summarize the Casino Cup as a well-run contest on an exceptional site with all that is needed to make the your stay comfortable, and it is a one day drive from Colorado.

See you there in 2020.

NOTE: Jack Murphy indicated that there is even a better FF site location within 10 minutes of the field flown at. He is pursuing that.

At least it's still in view!



F1E site ...



7/7/19 Scramble postponed from June 30 Late Day event
Darold Jones

Due to a previous commitment, I did not arrive at the field until about 1 pm. The weather was magnificent! Light breezes, lots of sunshine and plentiful thermals! This was the best day on the field this year. Mark Covington, Jerry Murphy and Ray Boyd all maxed out and the flyoff rounds were hotly contested. Jerry put up a string of 5 maxes to nose out Ray and Mark

7/28/19 Scramble Here are the Scramble scores from the event.
Jerry Murphy

- Three Minute Events:

Jace F1B 180 1 max 180 seconds

- Two Minute Events:

Don DeLoach E-36 120,120,120,120 5 Maxes 600 seconds

Ray Boyd 2-bit No Flights

- HLG/CLG

Darold Jones CLG 6,18,32,5,15,4 0 maxes 55 seconds

Mark Covington HLG 49,56, 38, 105, 108, 94 0 maxes 307 seconds

Indoor Flying at Beth Eden – Tom Norell

July 12th Well, the indoor session last Friday was a blast! There were nine in attendance. Rick Rouge, Al Yuhasz, David Aronstein, Bob Miller, Dick Anderson, Bill Ledden, Norm Roglitz, John Christensen and myself. Two new faces, Dick Anderson, a new flier who lives just up the road from Al Yuhasz and Norm Roglitz, who many will recognize as an MMM and SAM member.

As usual, David gave a great performance with his walk-along gliders. I have gliders and foam for anybody that wants it. Speaking of gliders, how about the Tiny Glider Challenge?

David had proposed a unique event for catapult launched gliders. I'll let him describe it:

Let's go with {best 2 flights of 9} / wingspan. No minimum or maximum span.

This little guy did 9.7 & 9.9 sec at Beth Eden gym last night. 4.05" span (projected), so: {9.7 + 9.9} / 4.05 = 4.84 points.

A good Standard Class can probably beat that (30 sec x 2, with 12" span, would be 5 points) so there is definitely room to improve!

The winner shall receive some type of amazing award, or maybe just the respect and admiration of your peers, whichever costs less!?! Start building!

Keep in touch with Indoor Flying on the MMM Yahoo group!

MMMF^{FreeFlight} <MMMF^{FreeFlight}@yahoogroups.com>

And to keep up on FAI – go to: <SEN@faifreeflight.org>

2019 14-Round Contest (40th Annual)

By John McGrath

Let's see--what's the story of the 14-Rounder? How about tall grass and pointy, clingy things in your socks? After a nice, wet springtime, the field was pretty lush, with tall, plane-hiding grasses, pointy yuccas, and plenty of other flora to make life interesting. We had guests from Indiana, Kansas, Nevada, Oregon, and Utah who very kindly made the trip to join us for this, the 40th episode of this FAI-focused contest. The weather was fairly kind, for once this season, and though we witnessed the development of storms throughout Saturday and Sunday, our own corner of the prairie was spared the full treatment.

But wait--I'm ahead of myself. The contest really started Friday with F1E over at Indian Point. With Chuck Etherington and Don DeLoach providing chase services, and Rick Pangell as CD/Contestant, the F1E show went off without any major hitches. In fact, five rounds were completed by about 1:00, which was a testament to fairly short flights due to spotty lift and to the collective decision to kick off each round as soon as everyone was back at the top. Very smooth. F1E was more lightly attended than in recent years, with Tom Ioerger, Mike Richardson, and Rick the three contestants. Unfortunately, usual attendees Bob Sifleet and Peter and Brigitte Brocks were unable to attend. Final results: Tom Ioerger, then Mike Richardson and Rick Pangell. Great job, guys, and thanks to Rick for CD'ing F1E and to Chuck Etherington who properly greases the skids each year by securing land permissions and insurance riders so we're buttoned up administratively for this annual feature of the 14R.

FAI contests are flown in rounds, as we know, and the 14R's design is for each of the first four rounds to be 90 minutes long, and for the remaining three rounds to be 60 minutes in length. This permits contestants to fly both the "large" FAI classes (F1A, B, C/P, and Q) and also the "mini FAI" events (FIG, H, J, and S) without being too pressed for time. The big drama for Saturday was the F1B duel between Jace Pivonka and Blake Jensen. They ended the day both having scored maxes in all seven rounds, necessitating a first-round flyoff Sunday morning. Here was a new experience for me as a CD: It turns out that FAI flyoffs are a bit awkward. There's seldom enough time in the day to continue to run flyoff rounds with escalating max times as might be preferred. And if daylight and weather were cooperative, escalating max times could result in some horrendously long chases given how amazingly well these planes fly. Therefore, common practice is to engage in some negotiation involving the concerned parties and the CD and to arrive at some mutually-agreeable arrangement for breaking the tie.

In this case, we decided a reasonable approach would be to fly Sunday's 1st round flights all the way to the ground with no DT, with launches within a ten-minute window, to settle Saturday's outcome. Blake launched first, with Jace ten or twenty seconds behind. Both planes climbed beautifully toward the northeast (up-sun). Each flyer had two binocular-equipped timekeepers and within a couple of minutes the planes were pretty high, catching some lift, and drifting east toward the paved access road. The flyers immediately rode off in chase. The planes crossed the access road and ended up touching down within ten feet of each other, according to Jace, at around the 8-minute mark (see results elsewhere). This was right at the limit of sight and timekeepers were hard pressed to maintain visual contact during the final few seconds. Ultimate result? Blake takes it.

Other high points from Saturday were the appearance of Hayden Ashworth of Indiana flying gas models, and really doing a fine job of getting his planes trimmed and set up. Great job! He's really doing great and we're honored that he and his father made the trip to join us. Jack Murphy and Allan Mecham of Utah were on hand also, fresh from hosting the first Casino Cup out in Nevada.

Jack had suffered a heartbreaking crash of his primary F1Q plane Friday afternoon on launch during a test flight, so was flying his backup plane in the contest. Didn't slow him down a bit! He won F1Q both Saturday and Sunday. Great flying, Jack! Allan also flew very well, winning F1S electric in the Columbine Cup on Sunday.

In F1G (Coupe d'Hiver), contestants were Tiffaney O'Dell, Mike Richardson, and Don DeLoach. As always, these great flying "minis" put on a show, with plenty of maxes. In fact, on Sunday afternoon, yet another flyoff was needed, this time between Don and Tiffaney. Tiffaney, with her super focus on conditions and launching, took the flyoff. Great job, Tiff!

I had the joy of catching thermals for the first time in Cat-launched glider under the coaching of the master, Mark Covington (winner in Catapult Glider). That's cool. Plus, if you don't ride fast and get under the glider, the chance of finding the thing drops to about 10%. I could lose a golf ball on a putting green, so chasing a little black dot in the sky is Type 2 fun--not necessarily fun at the time, but fun in retrospect.

After flying on Saturday, the weather put on a show, with thunder and lightning at various distances from the field, but fortunately nothing directly on site. Not the case up in Watkins, where those who'd headed for showers or dinner at Lulu's witnessed serious weather.

Sunday after the F1B excitement, the wind gradually clocked toward the west or northwest, so chases were more or less toward the silos. There were some really amazing F1Q and A-Electric flights. Those E-36's (Pearls, mostly) really put on a show with some stunning climbs. It's all fun & games until a DT hangs up (Don) or a trim adjustment goes wonky and the plane does a lawn dart from 300 feet (Chuck--oh wait, that was Don's plane!) Still and all, there were some outstanding electric flights. Chase of the day has to go to Tom Iorger, who put an electric (neat plane, built around F1A wings, I believe) out beyond the storage shed. This plane was unable to be found until day's end, after the contest ended. It was found by--who else--Jace Pivonka, who definitely has superpowers when it comes to finding planes. He rides right toward lost planes, picks them up and wonders what the fuss was all about.

Joining the party Sunday was co-CD Pete McQuade, who'd been forced to miss Saturday. In F1A he scored a near-perfect string of maxes, dropping just a single flight, with Marilyn's consistently great launches proving to be a key advantage.

We were fortunate to once again have a great contingent of Kansans at the 14-Rounder. The ever-cheerful Chuck and Linda Powell were there, with Chuck winning the Nostalgia Rubber Combo with a perfect score of 540 sec. He also did well in CLG and P-30. It was also great seeing our long-time friend and supporter, Jim O'Reilly of Wichita. He was flying Moffett/Mulvihill. Also from Wichita, Earl Griffith won P-30 and also came in second place in Large Nostalgia Rubber, despite suffering a broken motor while waiting to launch on one flight.

The MMM's own Rick Pangell was a busy man. Besides flying and CD'ing F1E, he also flew E-36 and A/B Electric, winning the latter event. Speaking of the MMM, Darold Jones won Moffett/Mulvihill Rubber with a perfect score of 540 sec. The irrepressible Ray Boyd was there, flying Moffett/Mulvihill and Old Time Rubber, along with his grandson, R. Marcus Boyd. It's always a treat to see the extended Boyd family on the field. Herb Kothe took top honors in Old Time Rubber Combo. This, despite a bizarre flight in which having the wrong front-end mounted on the model resulted in a nail-biting high-speed, low-altitude buzzing of the field before the model

finally angled upward to a safe max. Whew! Sadly, Jerry Murphy—always the life of the party—couldn't attend this year due to a death in the family.

Don DeLoach is a real iron-man competitor, both in FAI events and AMA/NFFS/SAM events. It seems he's everywhere, flying everything, all the time. He placed well in many events and won F1S, HLG, and E-36. See the table of scores to get a full grasp of Don's amazing flying.

Special thanks go to everyone who helped organize and run this contest. In particular, thanks to Tom Norell and Darold Jones, who manned the scoring table for long stretches of time. And to Mark Covington and Darold for help setting up the Big Tent on Friday. Also to Don DeLoach and Chuck Etherington for all the logistics work, from setting up the scoreboards and the Big Tent, to getting the "Club House" serviced. And to all those who helped with the many tedious tasks of take-down and clean-up. We left the field as tidy as if there hadn't been a major contest on it.

A special "Tip of the hat" to our superb caterers, Apple Junction. The barbecue was terrific!

Finally, this wouldn't be a complete accounting without mentioning a very important toast at the awards ceremony. Our photo honoree for the contest was the late, great Bill Gieskieng. Among many other accomplishments, Bill was a world-renowned innovator (F1C bunters and folders) and one of the club's premier FAI flyers for many years. Perhaps most importantly, we'll all remember him as a consummate gentleman and a true friend. Here's to you, Bill!

Everyone's gone flyin!



Focus! Jace intently winding...



Mike Richardson returns to the pits



Al Mecham heads out with his F1Q



FAI Mini Events Flown to a 4 round format								
Event	Competitor	Round 1	Round 2	Round 3	Round 4	FO1	Total	Place
F1G Centennial Cup	Tiffany O'Dell	120	120	110	120		470	1
	Don DeLoach	120	120	120	73		433	2
F1G Columbine Cup	Tiffany O'Dell	120	120	120	120	180	660	1
	Don DeLoach	120	120	120	120	167	647	2
	Mike Richardson	120	87	12			219	3
F1H Centennial Cup	Blake Jensen	120	120	120	120		480	1
F1H Columbine Cup	Blake Jensen	120	120	120	120		480	1
F1J Centennial Cup	No Entrants							
F1J Columbine Cup	No Entrants							
F1S Centennial Cup	Chuck Etherington	120	120	120	120		480	1
	Don DeLoach	120	120	106	120		466	2
	Jack Murphy	120	51	120	120		411	3
	Allan Mecham	120	120	73	45		358	4
	Rick Pangell	0	120	120			240	5
F1S Columbine Cup	Allan Mecham	120	120	120	120	99	579	1
	Don DeLoach	120	120	120	120	84	564	2
	Rick Pangell	120	120	120	120	26	506	3
	Jack Murphy	120	116	120	120		476	4
	Chuck Etherington	120	24	101			245	5
F1GHJ Legacy Centennial Cup	Chuck Powell (F1H)	91					91	1
F1GHJ Legacy Columbine Cup	No Entrants							

AMA & NFFS Scores:

Saturday Events:

Catapult Glider				
Contestant	Event	TOTAL	Contest Place	# Maxes
Mark Covington	CLG	347	1	2
John McGrath	CLG	346	2	2
Chuck Powell	CLG	284	3	1
Don DeLoach	CLG	193	4	0
Jack Murphy	CLG	42	5	0

					(10 sec)	(5 sec)	(5 sec)	(5 sec)		
E-36	Don DeLoach	120	120	120	120	120	120	120	840	1
	Jack Murphy	120	120	120	120	120	120	98	818	2
	Rick Pangell	120	120	77				317	634	3
E Nos Combo	No Entrants									
Fast Gas	Hayden Ashworth	180	90	180					450	1
Old Time Rubber Combo	Herb Kothe	167	180	180					527	1
	R. Marcus Boyd	180	180	116					476	2
	Ray Boyd	180	162	94					436	3
	Darold Jones	55	106	76					237	4
	Don DeLoach	69							69	5
P-30	Earl Griffith	120	120	120					360	1
	Don DeLoach	120	120	109					349	2
	Chuck Powell	120	82	120					322	3

Sunday Events:

Hand Launched Glider				
Contestant	Event	TOTAL	Contest Place	# Maxes
Don DeLoach	HLG	350	1	2
Mark Covington	HLG	319	2	2
Jace Pivonka	HLG	234	3	1
Rob Romash	HLG	143	4	0

Event	Contestant	1	2	3	FO1	Total	Place	
A/B Electric Combo	Jack Murphy (A)	120	85	120		N/A		
	Rick Pangell (A)	120	120	120	3	363	1	
	Jack Murphy (B)	120	120	120		360	2	Flyoff TBD
	Hayden Ashworth (B)	120	120	120		360	2	Flyoff TBD
Classic Glider	No Entrants							
Moffett/Mulvihill	Darold Jones	120	180	240		540	1	
	Ray Boyd	120	180	92		392	2	
	Jim O'Reilly	100	180			280	3	
Lg/SM Nos Rubber Combo	Chuck Powell (Small)	120	180	240		540	1	
	Earl Griffith (Large)	100	151	145		396	2	
	Don DeLoach (Small)	114	180			294	3	
Slow Gas	No Entrants							

End of Contest - Team McQuade breaking down the big tent



New Stuff !

Subject: Free flight Instagram

Attached is the inaugural post for the NFFS Digest Instagram started by Adelaide Ulm.

<https://www.instagram.com/p/BzgjrM6BLoK/?igshid=1p455lpg0r18h>

Fitting America's birthday, it's a very patriotic photo of Bob DeShields and one of his typically ultra-clean Satellites.

Get Instagram (if you don't have it already — it's free).

Follow: @Free_flight_digest

Be sure to submit pictures to the email: freeflightdigest@gmail.com

Creating Insignia and Markings

by Frank W. Beatty

From SAM NX-211, St. Louis, MO, as printed in September 2006

Colorful appropriate markings, insignia, and lettering can bring our models to life. Suitable markings may be furnished in the kits we buy or can be purchased at hobby shops. Scratch builders can generate suitable markings on home computers or at copy centers such as Kinko's, but sometimes none of these options will do the job.

This describes an additional system of creating markings that has worked on half dozen or so of my models.

Obtain a piece of plate glass 12 x 12 or 12 x 18 inches with the edges ground round to prevent cuts. Coat one side with a sudsy, soapy film of water. (I use a bar of Oil of Olay hand soap.) (*Ed. Note: If advertising is to be believed, Oil of Olay will help keep you young looking too!!*) When dry, spray with coats of dope. It can be clear or colored coats depending upon how you will go about creating the images.

The clear, doped glass can be placed directly over a full-size pattern of the image you are duplicating. Designs such as an Indian Head Squadron insignia or unusual lettering can be painted or inscribed directly above the pattern below using model dopes or FW Acrylic Artist ink. These inks can tolerate some handling and will not be affected by the protective clear dope overspray that will follow.

If there are large, unusual-style letters or numbers, then spray the glass with that color. Trace the outlines on the plate and then cut around the outline with an X-Acto knife. The soapy film will act as a release agent and these images will easily lift off the glass.

Trace around where the image will be located on the model and paint that area with a very watery, thinned-out mix of Elmer's Glue and then apply the image to that area. Squeegee out any surplus glue and level out any bubbles. This application of glue sets the image to the model surface and will prevent crazing or distortions from occurring when a protective, clear dope overspray is applied to the area.

The colored dopes can be sliced into very thin strips and used for pin striping around lettering, etc. These thin strips and images you have created are surprising strong and will tolerate considerable handling without breaking.

Here's to prettier models!

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

SEND THIS FORM AND CHECK PAYABLE TO: MMM CLUB
C/O: CHUCK ETHERINGTON
33946 GOLDFINCH DR.,
ELIZABETH, CO 80107



News Note: 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.*
- *When pre-entering a contest that needs event selection or similar, you still need to send in the pre-registration form to the Contest Directors*

Note, Paypal does charge a fee for this service so if you do use paypal maybe add an extra buck to help us out



FREE FLIGHT WITH AN ALTITUDE!
UPCOMING EVENTS

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>August 16</i>	<i>Indoor 5 PM</i>	<i>Beth Eden gym</i>
<i>August 18</i>	<i>MMM Monthly</i>	<i>Scramble</i>
<i>August 31 - September 2</i>	<i>Rocky Mountain Free Flight Champs</i>	<i>FAC Mtn States Scramble/Dynasty Cup</i>
<i>September 15</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!



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**The Magnificent
 Mountain Men**