



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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2006-4 (May-June)



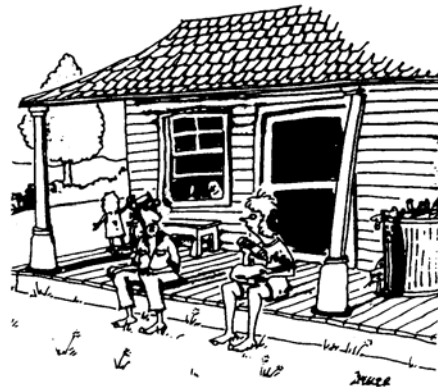
PONDERINGS DEP'T

Had to miss the May contest, too many family conflicts.

I managed to get laid off from my job. All planned at this time and I am formally retiring FROM the life of leisure I had at work. Anymore, I figure my pension should just about cover the medical insurance so life is good. I will miss the use of all of this wonderful publishing software ..hmmm....guess I will have to make a few investments.

Now, I guess I won't have as many excuses as I keep poo-pooing from everyone else using!

Thermals!
Rick



"Maw,

Since I have all this time on my hands and obviously not much else to do, I thought I could go flying. Sound like a plan to you?"

"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: \$35
- (Under age 18 Free)
- SAM-1 Crossover membership: \$20
- Newsletter Subscription Only: \$15
- Send \$ to:

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Elizabeth, CO 80107-7419

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NEAR TERM EVENTS:

MMM MTG!	Every Fourth Thursday 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 Al Yuhasz at al-yuhasz@worldnet.att.net to receive notice by E-Mail.
JUNE 10-11	SAM MONTHLY
JUNE 11	MMM MONTHLY
JUNE 17-18	THE "KANSAS KROUD" MEET
JUNE 30-JULY 2	FAI ANNUAL 14 ROUNDER

Note: For those of you who wish to have a real live MMM Club Member Name Tag, you can order them yourself through:

Sun Signs
4420 Tennyson
Denver, CO 80212 - 2310
(303) 477-1594

Call and tell them you are with the Magnificent Mountain Men FF Model Airplane Club. The cost is about \$5 delivered to your door.

MMM Decals!
Self adhesive, black on thin, clear mylar

Prices:
\$2 per sheet (5 assorted sizes per sheet)
3 sheets for \$5 -- save 17%
15 sheets for \$20 -- save 33%

Plus \$2 for shipping or, you can to pick them up at one of our summer contests

To order send an email to: ddeloach@earthlink.net or, mail your check to:
MMM Decals
831 E. Willamette Ave
Colorado Springs, CO 80903
Indicate the quantity you'd like.

PREZ SEZ: May 27, 2006

I want to go to heaven when I die. This thought filled my mind while on a walk around the block the other day, during a short break from work. The skies were sunny and brilliant, the cumulus clouds were magnificent, and the fragrance of the trees was intoxicating. The musing went on. "And when I pass through the Pearly Gates, there are some things I'll want to see. First, of course, are all the relatives, friends, and loved ones who will have gotten there before me. After that, I'll ask the Lord to show me where all my lost free flight models ended up. Then, I'll ask for something that's perplexed me all my adult life. "Lord, let me see what a thermal really looks like—its width and breadth and shape and motions...from its very beginning at ground level until it's, say, a thousand feet in the air." Will He take me back down to the beautiful MMM field—which isn't far from heaven-- and turn on some sort of magic vision for me? Or will He say something like, "Don't you know? I gave you the ability to do that. It's called Computational Fluid Dynamics. That's why I invented the equations of fluid motion (you know, conservation of mass, momentum, and energy), and why I gave those geeky guys the notion to invent the personal computer. All you had to do was to use a good CFD simulation and a suitable graphics package, and you could have seen a thermal in action. Now, my son, explain to me why you didn't ask for world peace!"

I got back to the office and went back to my marker board. *What would it take to make a CFD simulation of the formation of a thermal, with that kind of detail? I don't want to have God grill me like that.* I jotted down a couple of drawings and a few equations. Yes, it could probably be done, but it would take weeks or months to set up the simulation, with all its complicated computational grid and tricky "boundary conditions." Surely, other people have done similar things before. Remember that great presentation at our annual meeting in January, 2003? The speaker was Murph's friend Wayne, a micrometeorologist, and he delved into the fascinating work he'd been doing with a computer model of thermals. But it left me wanting to see more detail about the shape and internal dynamics of a single thermal. Things that might help me better understand what I feel on the towline.

We've all heard the various theories of what a thermal is like. The bubble, the vortex ring, the smokestack plume, and other favorite ideas. Each has its "plausibilities" and its problems. For instance, the bubble analogy fits our observation that thermals form and break away from the surface fairly quickly and periodically, rather like bubbles leaving the bottom of a pan of hot water. Some people have even postulated that thermal bubbles have "surface tension," like a bubble in water, and that the surface tension explains certain aspects of how thermals form. However, surface tension is a gas-liquid interface thing, so thermals wouldn't really have it; a thermal is made up of air, and only air. Vortex rings are compelling, because they add the aspect of rotational velocity within a thermal, which we've all seen on occasion, and because vortex rings are very stable creatures that would create high upward velocities for significant times, and would themselves climb with time and move with the wind. But it's not clear that a ring vortex would form as quickly and over such a large area as we see thermals acting. "Smokestack plumes" can explain the long-lived thermals we sometimes see, but they seem unable to account for the fact that "inflow" air cools the ground, which would shut off the "smokestack" fairly quickly.

What's the truth? Or does it even matter? Of course, we've been flying very well for decades without being able to see thermals, but wouldn't it shed some light on a fascinating aspect of this most fascinating sport?

So where does all this leave us? Well, I'm not planning on dying anytime soon, so I'll opt for doing some research in books and on the Internet, to see what other people have found, and whether anybody's done that detailed CFD simulation. Over the next several months, I'll use this column to let you know what I find. My dream is to show you a "movie" of a thermal, at one of our annual meetings. If worse comes to worst, someday I may have to roll up my sleeves and build a simulation myself. But, if I do that, I'll surely be in for some frustration and many hours of "debugging" the computer program. I may come to the conclusion that I have indeed died--and didn't go to heaven after all.

On another note, if you attended the May 21 monthly contest, you got a taste of free flight heaven. It was one of the most beautiful flying

PREZ SEZ: cont'd

days I've ever seen. Congratulations to Duane Hjerleid for a well-run contest. And congratulations to all the fliers! The quality of flying was great, especially for a contest so early in the season. Another thing that made this contest so nice was that, despite our new concerns over Unexploded Ordnance, we were able to fly quite normally, just being careful to follow that simple rule—if it's not a model, don't pick it up.

One other reminder, please stick to the 15 mph speed limit on the gravel access road. It helps us keep the gravel in place longer. That will allow us to start thinking about taking care of those growing potholes on the asphalt access road.

I hope to see you at the June contest. I hope we have another heavenly day! Let's go flying!

-- Pete

On Behalf Of Robert Romash

Sent: Tuesday, May 02, 2006 9:50 AM

Subject: [Indoor_Construction] Lakehurst April 29th

Who knew there was an epic LPP contest at Lakehurst this weekend?

Well I'll bet only those who showed up.

ECIM had the annual meeting at noon and then had a respectable amount of flyers the rest of the day. We had Tom Iacobellis and his son Vito Iacobellis (Jr CAT IV record holder) Tom Green, Joe Crush, Max Z, Karl Vanburen and myself all flying Lpp.

The day started out cool, but with very little drift models were landing where they were launched.

Times were around 13-14 minutes

until the day got better and warmer as it does in the Hanger. Max and I were putting up 15s and then I put up a 16:10 which spent some time banging above the rafters at the top without hanging and then a follow-up 16:27.

Max was behind by a minute and I had put my model away but as the sun was setting to the point of not seeing planes he put up a burner and landed with a 16:47 as the last beam of sunlight flickered out.

We had a great time with good air and the club is healthy and strong.

Final times are as follows for who I have times for.

Max 16:47

Romash 16:27

Vito I 14:38

Tom I 14:03

It may be a haul for most but remember Lakehurst is open every weekend and we have record trials every other weekend all summer long. Check the MA contest calendar for days and www.ecim.net for details.

Rob Romash

NOTE: Rob placed 2nd in the 2006 International A-6 Postal for the USA contingent. International was dominated by the Japanese.

The Mother of all Swap Meets

**Our Third Annual Event
Sponsored by TTOMA and NFFS
at the NATS Event HQ
July 31st, 2006 5PM UNTIL DARK
VENDORS WELCOME**

Please join us and our friends

We will gather under the big tents behind the farmhouse for an evening of socializing and trading. One man's junk is another man's treasure and the free flight community has plenty of both. We expect space to fill quickly, so SIGN UP EARLY and get your table reserved under the big tents. Send your check to Don Brown at the address below. We encourage everyone to bring folding chairs, tables and canopies if tailgating.

Coordinated by the Thermal Thumbers of Metro Atlanta.

David Mills, event coordinator.

For info <davidmillsatl@comcast.net>

\$5 for a full table or tailgating

All proceeds go to the NFFS Scholarship Fund, so add a "0" to your fee and do something extra for the kids.

Make checks payable to NFFS; send to Don Brown
<donkay@mindspring.com> 477 Safari Circle,
Stone Mountain, GA 30083

MAY 21st MONTHLY CONTEST REPORT

This was a perfect day for flying. If you missed this contest, you missed a great opportunity.

The weather was great, with sunshine, no clouds, temperature in the 70's and 80's, and no wind. The thermals were great with many flights high overhead. A breeze did come up about 2 pm, but it did calm down about 4. We did have some outside competition as a number of members were at a contest in Texas.

We had a good turnout though, with 16 registered flyers, and 83 flights, and a total of 30 maxes. There were plenty of thermals and some spectacular flights with very little drift. Topping the list was Pete McQuade, with 7 F1A flights and 7 Maxes. Way to go Pete. The Catapult glider, and Hand launch glider events drew the most fliers, and the competition was good.

Only two catapult gliders were lost, one each by Randy Reynolds, and Duane Hjerleid. Richard Branca did however loose his new F1B, out-of-sight straight east, on the very first flight, which he thinks was due to a timer malfunction.

The feature event was "Old time Rubber" and we had only 3 competitors. Art Hillis won the event, with Al Yuhasz 2nd, and Randy Reynolds 3rd. The prize was a Klarich 1939 Korda Wakefield Winner, short kit with plans and Two \$10.00 gift certificates to Jay's restaurant.

I only had one person that has not paid the \$5 entry fee, so whoever you are I took care of it for you.

Duane Hjerleid, Contest Director.

MAY 21st MONTHLY- Another Point of View

On Sunday we had terrific weather and I was able to put together some good fortune to max out in Cat and two maxes in HLG. Also my Golly flew very well. However I lost my Catapult again and didn't have my second back-up trimmed out so lost out in the fly-off. I have tried a number of techniques to avoid losing them but it seems that even with closely timed DT and riding after them on the bike that they get out of sight. Any advice? This was my third lost airplane this year.

I also thought I had won Old Time Stick but I made the tactical error of having my timer write down a hand-wound trim flight of 20 seconds just to get on the board. I wasn't planning on flying all attempts but did so anyway. I had two maxes then and lucky to get the ship back plus a 1:30 flight at the end which I thought won it for me. Turns out that it was the first three flights that count so my 20 second flight was number one flight and I would up in third. Pretty dumb that I didn't know the rules. Anyway seven maxes on Sunday exceeds all of my maxes combined since returning to Free Flight.....can't complain about that.

I had one trim test flight on my new HLG with a quick DT just after transition. With the tail boom all the way up and the airplane helicoptering it flew for almost two minutes at about 120 feet AGL. For a while it was climbing out! It was quite a day with several huge thermals and lots of lost airplanes. Drift was substantial at times and we also had a tornado visible about 7-9 miles away. One of the most unusual days I can remember on a flying field.

Regards, Randy Reynolds

CLUB POINTS!

As a reminder, here is how you accumulate club points toward the end-of season championship trophies:

- 1 point for event entry
- 1 point for each max
- 1 point for each person beat in the event
- 1 point for win if 3 or less entries in the event
- 2 points for win if more than 3 entries in the event

Indoor uses the same except no maxes

The six categories for which we award a trophy are:

1. Outdoor gas
2. Outdoor rubber
3. Outdoor glider
4. HLG - Cliff Reed Memorial (indoor & out)
5. Indoor overall
6. Overall Grand Champ

HASLET TX. CONTEST REPORT

The flying was tough to say the least. Hot and windy for three days straight. I maxed out in P-30 but took second when I missed the air on the 150 flight; R.P. Hanford maxed it and won. Murphy got third in P-30 because of a short DT on his badge on the third flight! Lots of flyers in P-30--about 10 or so.

I was second in 1/2A and third in CLG. Saturday was windy all day (10-20). Chuck had troubles with the bad weather and retired in F1C after the second round. Also, he was suffering from a cold!

There was considerable carnage in F1C. Fast Richard forgot to trip his timer, the model climbed to 800 ft and stayed in VIT for the rest of the flight. It did a full power outside loop, then mercifully the engine quit, but it proceeded to haul ass toward terra firma at about 80 mph. I didn't hear how much damage was done but I'm sure it was extensive. Made you sick to watch that \$2000 machine get hurt.

Sunday started out very windy then got a little better for a few hours. There were strong thermals and winds around 5-10 mph for a while. Mulvihill was a tough battle between Eddie V. and me. I was flying my little Nos Rubber ship--the 1954 Becker which I had (roughly) trimmed out in the wind on Friday. I short badge-DT'ed my first (2min) max, then went on to max the 3min and 4min with very long chases. Eddie folded a wing on his best model but managed to hang on to win with a maxout. He is a fierce competitor (and a Fightin Texas AGGIE!)

I won A gas with a maxout in the nicer mid-day conditions on Sunday. And I won HLG (a miraculous occurrence!) when I was able to pick up two maxes at the very end of flying.. Me and my old Texas friends were out there shoulder to shoulder, piggybacking off each other and talking sh\$. great times! I didn't even start flying HLG until 45 minutes left in the contest and my last launch was with about 1:30 to go. It was really fun.

Scale events were cancelled first thing Sunday morning—a very questionable decision, especially

since the Wx got nice for a while on Sunday. It was nice enough for scale flying but Saturday night the scale guys tucked tail and left.

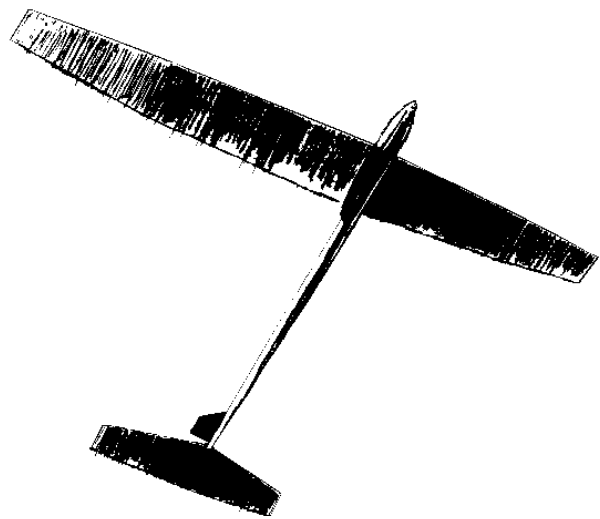
Murphy's Mini-Pearl is smokin'. He got second because of an intentional short DT. He also got second in Coupe with 4/5 maxes. Both he and Eddie V. dropped one, and were only a handful of seconds apart. My money is on Murph to dethrone Peter Brocks in F1G at the MMM FAI Annual.

As far as I know nobody lost a model. Truly unbelievable considering the wind and rough (slow) riding on that field.

The Haslet field is really outstanding. It is about the size of Muncie, but not as flat and smooth. It is surrounded by far fewer trees, there are no crops or lakes for miles, and there's lots of surrounding open land, much of which we can ride bikes onto. Expect some major contests such as the U.S. team finals to be held at Haslet. About the only drawback is the housing development that is creeping North, and the rough riding. It pays to have a big-tire bike with good suspension like in Denver.

As we rolled back into Colorado yesterday afternoon temps were 75 deg and winds were ZERO. Damn!!!!!!

--Don



Gentlemen of MMM,

I want to make a belated special presentation. I wish I didn't have to do this by e-mail but we have already waited too long. We wanted to do it at the Awards Dinner in January but it was not to be.

To Steve Jones, MMM Vice President at Large, 2004 to present.

Steve went above and beyond in 2004 and 2005, helping MMM achieve an elite status among Free Flight clubs in the United States, through his donation of graphic design skills & time to the club.

...Steve designed the MMM season flyer for 2005 as well as the FAI annual flyer and RMCs flyer.

...Steve designed the RMCs anniversary logo which was used on the t-shirts, hat pins, and trophies.

...Steve is consummate professional and a gentleman with whom MMM is honored to be associated.

Steve, thanks for all your help, and on behalf of the 2004-2005 leadership council, congratulations! Ex-President at Large (and RMCs co-CD) Murphy and I wanted you to have a permanent award recognizing your contributions, especially leading up to the RMCs (Now, check the attached pic to see Steve's momento....)

We realized you didn't even get a chance to fly at the RMCs but we thought you deserved one of these anyway.

Thanks again Steve! (Now, you can thank US by coming out to the field and flying with us as much as possible this season! (And you can get your trophy in person.)

--Don DeLoach
MMM President 2004-2005



ATTENTION ALL 2006 NATS FLIERS!

A FUN FLY for 12 in span Catapult Gliders will be held on Wed evening, August 2, after the daily awards. That would be about 5:30 PM. Entry is FREE!!! We call it: "BEAT THE VARTANIAN" All those interested, sign up with me @ Control area.

Now for some easy rules:
Any 12" span cat glider, weighing 10 grams min. Launcher per AMA CLG rules[6" handle, 18" rubber, etc]
Flying will be MASS LAUNCH STYLE, probably in eliminator heats.
If all fliers in a heat do 120 sec they will continue to fly.
Time one, fly one, as usual, so build one, bring your stopwatches & join the FUN!

Some prize or other is in the offing, I am told by a person to be named later.
Stay tuned, & get to BUILDING some 12" Catapults!

See you at the NATS,
Leeper, the Fun Meister

Mini Utility Trailer

Harbor Freight model 42708
(\$140.00)

This trailer is just the thing to carry one or two chase bikes. I've used one for years. It's easy to move around and stores in a vertical position. It comes as a semi-kit (some parts used, some new) and is complete and comes with a manual. \$70.00!

Call Bill Lovins at 303-758-7011

Hi, Rick,

Chapter 4 history.nasa.gov/SP-4305/ch4.htm

Here is an interesting peek at the rivalry occurring between various personalities in the pursuit of airfoil theory ... gotta say that Theodorsen didn't look much like a mathematician. Eastman Jacobs could pass for a movie star, while Munk would fit the lead as the monster in a '30's horror movie. Munk's story as it played out is rather sad.

Also an insight concerning the creation of the NACA four digit airfoil series and an account of its tremendous impact on aviation design. I never realized how useful it is.... as pointed out it allows an engineer to mentally visualize any airfoil when given the four digits representing its physical makeup (I think it is in this chapter! ... I was looking at a bunch of material!)



Gary Baughman packin' in the turns! The Atlanta crowd flies at a sod farm.



Gary, at the ready and smiling for the camera.

27th Annual Magnificent Mountain Men 14-Round FAI Annual

June 30 through July 2, 2006 / Denver, Colorado

America's Cup and NFFS National Cup Competition

Entry fee: \$20 per event for F1A, B, C. \$10 per event for F1G, H, J & R. \$5 for non-FAI events.

June 30 - Friday - 7 rounds of F1E / America's Cup sanctioned.
Event Director: Peter Brooks.

July 1/2 - Saturday/Sunday - 7 rounds each day of F1A, F1B, F1C, F1P (14 rounds total) 3 rounds each morning of F1G, F1H, F1J (6 rounds total)

Saturday, July 1

*Round 1 0730 - 0900
*Round 2 0900 - 1030
*Round 3 1030 - 1200
Round 4 1200 - 1300
Round 5 1300 - 1400
Round 6 1400 - 1500
Round 7 1500 - 1600

Sunday, July 2

*Round 8 0730 - 0900
*Round 9 0900 - 1030
*Round 10 1030 - 1200
Round 11 1200 - 1300
Round 12 1300 - 1400
Round 13 1400 - 1500
Round 14 1500 - 1600
Flyoffs start at 1630 on Sunday

* Rounds for F1G, H, J

Bonus Events - AMA/SAM rules apply, no rounds:

Saturday, July 1

HL/Catapult Glider (HLG and CLG each scored separately for NFFS National Cup points). HLG/CLG Shootout at the end of the day. P-30 (National Cup).

Sunday, July 2

Open Gas combined (The following events within Open Gas will be scored separately for NC points: Nostalgia: 1/4A, Early 1/2A, 1/2A, A, B, C; AMA: 1/2A, A, B, C, D; AMA Classic: 1/2A, A/B, C/D. Also eligible for Open Gas: MAM Slow Open Power, SAM OT Gas, .020 replica) OT Rubber combined (3 flts, Max: 180)

Miscellaneous:

Free RV and tent camping on the field, no hookups or dumping. Porta-potty is now permanently on site. Banquet Saturday night at 7:30 - Inquire at the field.

Accommodations:

Microtel Inn and Suites (20 min. from the field, 5 min. from banquet venue and other restaurants and shopping; ask for MAM group rate) 6230 E. Pine Lane Parker, CO 80138 (720) 851-2644.
Country Manor Motel (The old standby, 15 minutes from field, 25 minutes from banquet, very limited restaurants nearby) 32681 East Colfax Avenue, Watkins, CO 80137, Phone: 303-261-9650 or 800-834-9925

Directions to the Field:

(From the east side of Denver) The field entrance is located on Quincy Rd. about 7 miles east of its intersection with the E-470 toll road. The fee for entering or exiting E-470 at Quincy is \$0.75 (exact change only). Head east on Quincy for about six miles and look for a "T" intersection with Watkins Road. Now proceed one more mile east on Quincy and slow down when you see a plant entrance on your left with "For Sale" signs. Now look to the right and you will see the MAM sign and gate. The lock combination is 1993. Please re-lock the gate behind you.

More Information:

Chuck Etherington, 303-646-3705, chuck.etherington@jappesen.com
Bill Lovins, 303-758-7011, lovins80210@att.net



Magnificent Mountain Men

"A Free Flight Modeling Heritage in the Rocky Mountain West"



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**

COMING EVENTS

Flying Events:

SAM	JUNE 10-11	SAM MONTHLY
MMM	JUNE 11	MMM MONTHLY
HFASS	JUNE 17-18	THE "KANSAS KROUD" MEET
MMM	JUNE 30-JULY 2	FAI ANNUAL 14 ROUNDER

NOTE! Shaw Environmental, the folks doing the UXO cleanup, are underway, working down by the silo to the south of our hill. They're working Mon-Thurs, so weekend fliers won't notice a thing. But if anybody wants to fly on the field during the week, Melissa wants us to first call the Corps of Engineers trailer (303) 690-3816, or stop by the trailer. Barb is the preferred person to talk to, since she knows the situation. They will then radio the Shaw guys on the field, to notify them that someone will be flying on the field. This is very important, since they're detonating UXO. If one of our guys just shows up, they have to stop their activities. Until now, it's been OK to just stop on the access road and honk your horn, and get a go-ahead from the Shaw guys. But from now on, we have to call ahead. Again, this is only for flying during the week. We need to get the word out to the whole club ASAP. Rick, could you please put this in the newsletter? Thanks!