



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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2022-06 (September)

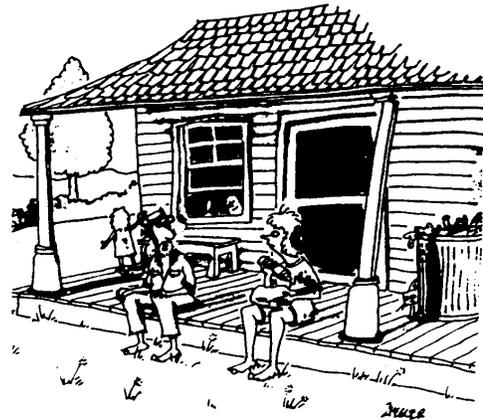


PONDERINGS DEP'T

Coupla things...

- The outdoor season is wrapping up... the Frito Pie Contest is November 6. Indoor starting up, keep on board by joining the "io" group if you don't already belong (look in the blue box above).
- I'm retiring from the N/L editorship. It's about time I did... the last issue of the year will be my last.

Thank Goodness Free Flight isn't Rocket Science... It's Better..!!



"Ma ...Time to take a break?"

"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: \$45
- 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

Man—Hard to think the outdoor season's almost done. Seems as if we just got started! As I count it, we only get thirteen official days of outdoor contest flying each year, between the Scrambles, the 14-Rounder and the Rocky Mountain Champs. All I know is that a bad day chasing thermals is time well spent. Case in point—at our October Scramble the weather almost exactly followed forecast, moving from pretty chilly and overcast in the AM to a wonderful sunny day as the hours passed. It's tough to claim you're catching thermals when you're cold and there's no sun out. Nonetheless, something carries our planes up, and we had plenty of maxes, even in the morning. Maybe we're just catching "convections," but that doesn't have quite the same ring. I did learn in October that Frank has some serious thermal detection powers, and when he sensed one was on its way, he started sounding like Redd Foxx. "It's a big one! I can feel it! It's almost here!" He was right, too!

We have one last Scramble this year in which to bag a few more maxes. This coming Sunday (6 November) is the Frito Pie Contest, CD'd by Rick Pangell, with catering by Jerry Murphy. This is definitely the culinary highlight of anyone's free flight calendar.

Please come to the field and enjoy some final Fall flying, chili and Fritos. And don't forget that Daylight Savings ends the night before! ("Fall back").

This is the first MaxOut since the Rocky Mountain Champs, and I'd like to thank each and every club member who pitched in to help our hardworking CDs Don DeLoach and Chuck Etherington. I'd also like to thank club members who made a point of coming out to the field simply to lend moral support or to convivate [ed; to be "convivial"... be friendly]. It was great seeing all of you.

In response to Chuck's call for us to jot down some impressions, I found myself reflecting on this curious, wonderful thing that happens on the field or in our indoor sessions. To wit, how we naturally crowd-source model performance. I can't recall the aphorism exactly. 'Success has many fathers, but failure is an orphan?' Something like that. I'd been working on a Coupe I'd made, and during the RMCs, I received solid, actionable advice on it from at least five people on the field before getting it settled down. Pete gave me some fresh insight into the role of downthrust (and he's a glider flier), Frank observed a few things about my CG location, Jack Murphy (an electric guy) and Chuck provided independent observations about the climb pattern, and Mark let me raid his CA about five times on Saturday. He probably thought I was drinking it. The result was a reasonably well-flying airplane. There's so much fertile thinking going on all around you at a contest that if you keep your ears and mind open, you're bound to pick up a move or two. Pretty cool.

Big White Shelter RIP: As you probably know, our big white 20-foot shelter met its demise at the RMCs during a squall that roared through the night before the contest. It had served us well for many years at our majors, but it did suffer from being somewhat labor intensive to erect and take down. After each contest, Chuck always hauled it all home, where he neatened and rebundled all of the lashings, poles, and

bungee cords, and refolded the main canopy to get it all stowed in the big box. After kicking around a few replacement ideas, the Leadership Council determined that a semi-permanent, strongly anchored metal shelter of about the same size would be worth pursuing. Chuck is leading the charge on that and is researching vendors with local support for the product. The Land Board has been consulted and they're fine with it. We're not sure exactly when this will happen, but it's something to look forward to for next year's major contests, we expect.

Coming Attractions: Indoor flying is nearly upon us! Already Darold Jones has assembled a nice raft of Sunday sessions in Manitou, and John Christensen has requested at least four dates that I know of up at Beth Eden.

Furthermore, we've been asked to reprise our role with the Southern Region Science Olympiad tournament and we have every expectation of being asked to run the State tournament at UCCS in Colorado Springs as well. Both of these are pretty nice sites. Between those two dates (Feb 18 and April 1, respectively), we anticipate holding another Build/Fly/Trim event as we did last year. Details to follow as they get firmed up. Lastly—Save the Date: Our Annual Meeting is Saturday, January 7. Enough babbling? Back to the shop.

John

Via Mark Chomyn – San Diego Orbiters

“If you got your September issue of Model Aviation, you may have noticed an article on page 14. It announced an increase in AMA membership dues. Reasons cited were supply chain disruptions and inflation (causing increased paper prices), an increase in insurance costs and expenses for AMA lobbying on the FAA reauthorization in 2023. The article mentions that if you buy a 3-year renewal the cost per year is equivalent to the current yearly cost, but you pay more upfront. The article mentions that AMA has not raised yearly dues costs for seven years. So, I'm going cut them some slack.”

Aero Modeller Magazine

I just received a complimentary copy of Aero Modeller. I was a subscriber for many years and it kind of “went away.” This copy was an intro to the magazine being in the forefront and wanting to establish itself again. It is a British magazine so it doesn't focus too much on glow but rather diesel and scale with rubber in there too. It does, however give you an insight to British modelling. Over the years I was a subscriber it was a good resource. For a limited time they are offering a gift package worth about \$35 Euros for a 2 year subscription. Although, 1 years subscriptions are available too. Contact them if interested at <www.doolittlemedia.com>. BTW... US \$\$ are worth more in England.



Scramble (late day) 25 Sept 2022
CD Chuck Etherington

Flying conditions: Very good - temperature perfect – sunshine all day – somewhat breezy but good lulls and terrific thermals.

Ken Phair arrived at the same time I did to do some model trimming and engine running. He had a newly completed Whitefin (self designed '80s vintage F1C with aluminum clad wings & tailboom, Nelson .15 engine, single bladed prop). The climb was just beautiful! Ken may not have realized how much seeing it did my heart good.

Mark Covington was fiddling with his Yamaha chase bike. He had replaced a problematic carburetor with a new one and was adjusting the idle. The bike seemed to be running great. Frank Menanno's maintenance issue, however, turned out to be more of a headache. His trailer had a short which knocked out not only the trailer lights, but also his truck tail lights. Since his drive home was after dark, I followed him as far as Kiowa (so no one would come up behind him). The trailer and truck problems have since been fixed.

Now for the real drama: Frank (CLG), Mark (CLG) and Rick Pangell (A Electric) were all maxed out. Unfortunately, Frank's 3rd max went OOS to the NW with a DT failure. Not to be deterred, he pulled out another CLG and put up a flyoff max. Mark did the same and Rick followed suit. The 2nd flyoff flight Frank did 38 sec. Then Mark did 40 sec besting Frank by a scant 2 sec. Not to be left behind, Rick did 82 sec winning the Scramble. Not only that, he won the FAC Jet Cat event with two flights over 50 sec (very difficult to do in that event). Amazing.

Mark on the ready with Jeff Pakiz on the watch



Ten fliers entered 21 events and scored 19 maxes. Around 5:00 we enjoyed brats & burgers grilled by Master Chef, Frank. The sun was setting as we left the field. Very good day.

Frank dolling out the doggies..



Frenk's CLG parking spot



October 16 Scramble Report

The day started out darn right cold. As the day wore on, the clouds disappeared and the sun came out, warming things up. Almost zero wind most of the day and what wind there was was a very light breeze. There was lots of flying when the thermals started forming.

Skilly was flying well, as was John McGrath with 4 maxes and taking the win of the scramble, getting the honored decal for the month. Jet Cat was a duel between Don and Rick. Rick broke 1 minute in Jet Cat and was accepted into the Unofficial FAC Recognition of the "Sierra Hotel" club for great JetCat flights over one minute.

All in all it was a good day of flying.

Jeff Pakiz – CD

3 Min

Don DeLoach Moffett 519
Don DeLoach Mulvihill 370
Skilly DeLoach Classic Tow 70

HLG & CLG (Best 3 of 6)

Frank Menanno OT CLG 211
Frank Menanno CLG 208
Rick Pangell OT CLG 132

2 Min

Skilly DeLoach E-36 268
Rick Pangell E-36 241
Frank Menanno P-30 307
John McGrath P-30 480
John McGrath F1G 77
Frank Menanno A-Electric 78

***GOT THERMALS?
THE MMM CLUB***





Impressions from the 57th Rocky Mountain Free Flight Championships

Twenty contestants plus numerous supporters were in attendance from six states. Below are some impressions, stories and anecdotes from a number of the fliers who shared the experience of this event:

Frank Menanno

There's an old saying "Stop worrying about what can go wrong and get excited about what can go right!"

Before the contest even started Don braved a hurricane strength squall and it ripped down the MMM main tent and Chuck Etherington's EZ up. Things looked real bad for a long contest and it hadn't even started, yet by morning Mel Gray had donated an EZ Up canopy and Jerry Murphy donated his long style canopy to the MMM group also.

I arrived to perfect weather and a new canopy already up and ready for the contest. For me the contest was 3 days of continuous flying chasing and enjoying my time visiting with some of the greatest flyers in the United States!

Tom Arnold

As a non-competition flyer, I of course see all the competition events as a spectator. I was asked to time for the 5X5 event and found it to be a lot fun to watch. Listening to the guys do a bit of trash talk at the beginning of the round and then watch all the concentration as they try to pick the air and then launch had some some spectator action interest. However, to REALLY juice it up and make it downright exciting, would be to have a total mass launch OR have a sequential launch one immediately right after the other. The first guy would obviously pick the air and then a cascade of gliders would curl up trying to ride that thermal. Not only would it be a great sight but chances are it would shake up the odds such that a rookie could win that round.

Anyway, it was a fun weekend in spite of my horrible showing and busted airplanes as it is always a pleasure see the guys again. Keep grinnin'

Rob Romash

Considering lately I have been a "loser" type competitor the reality for me is coming to the field and timing, supporting other flyers, camping! And compiling my optics was fun. As a 6 time former F1D manager there is a certain freedom in stepping back and just doing timing even.

Chuck lately I am a support guy, and with my Biz all over the galactic map lately it REALLY is relaxing for me to support other flyers and

cheerlead when they are doing well and bust their[expletive deleted] (especially Dons) if they are not.

The field is a place of calm, refuge, A land where Dinosaurs still roam, [attractive mountain ladies] are on every horizon and the touch of god is in every sunset. Oddly, just like Lakehurst, but the hanger has more ghosts.

Yes I suck for not flying so much in the contests but as a professional modelmaker, high stress, showing up to the meets, relaxing, and greeting ghostly pixies is just awesome. I plan to, when serious, kick all your mountain redneck butts in every event in a few years.

Oh yea and even though Don can be a metric [expletive deleted] but a fun one, I am still insanely jealous of his skill and calm competitive nature.....him plus all as I sit on my fat [butt] and time

Len Sanders

I want to thank especially Frank for helping me trim a plane, which if I had followed his suggestions to the letter would have avoided a fatal mishap and John and Rick assisting me after my latest effort in turning Free Flight into a blood sport.

Pete McQuade

Marilyn and I really enjoyed the flying on Saturday. The weather was very nice, until it got a bit breezy in the afternoon. It was great seeing our friends, and the mood on the field was very friendly. We both timed for the 5x5 HLG event and enjoyed it tremendously. In particular, it was fascinating watching Jace wait until nearly the final second of one round, looking for just that right moment to launch--and he made the max! We also enjoyed meeting and talking with Oliver Sand, a student at Brown

University in Providence, RI. He's a fine gentleman and a terrific flier. His 1920's-style twin-pusher, A-frame rubber model was a real treat to see.

I came out to time on Monday and had a ball. The weather couldn't have been nicer, and the flying was once again relaxed and friendly. Mark Covington showed me his amazing CLG glider, which was flying superbly. I very much enjoyed the raffle and awards ceremony. Just when things wrapped up, the calm air turned to a stiff wind. Mother Nature seemed to be saying, "The contest is over. Go home!"



Troy King with Marval
Frank Menanno Photo

Darold Jones

Every time I go to one of our contests, especially the larger ones, the one thing that always stands out is the people. Jack Murphy always there and flying well and freely giving good advice to anyone interested. Frank Menano with a large smile for everyone and always willing and eager to pitch in wherever he's needed. He and Don D, the energizer bunnies, seem to be everywhere. Bobby Hanford's marathon flying with the surprise of his being a very accomplished rubber flyer. And so it goes. Everyone smiling and

having a great time and even better fellowship. Can't wait until next year!



Jace Pivonka launching F1B
Frank Menanno Photo

Jerry Murphy

Wow, with 40 events and 5 junior events spread over three days this contest had plenty of flying opportunities for everybody. All of these opportunities to fly coupled with outstanding weather kept the sky full of models.

The contest ran smoothly with no problems. The scoring shelter was destroyed by an overnight storm, but the team quickly recovered and everything went smoothly. The self recording of scores was also problem free.

Weather! Again what can we say about the conditions. We enjoyed a break from the summer heat with calm winds and tremendous thermals. I had an E 36 flight that skyed out but was recovered only a short distance down wind.

There wasn't a darkening of the sun with FAI competitors filling the air. The exception was F1S with with 4 competitors and F1G with 2.

Looking back at the contest, the thing that stands out in my mind was Don's ability to run a big contest and also fly. Not just a couple of events but to win nine events plus placing second in seven and third in two. He accomplished this while helping his daughter Skilly win the Junior championship. His outstanding performance earned him both the Gilder and Rubber championships. It makes me tired just to think about it.

Entry numbers were a bit low and I suspect that the high cost of travel had a major impact on this. People were likely cutting back on travel. We were seeing this at other contests around the country. With a bit of luck we should see a recovery in 2023. On my recent trip to Texas I encountered gas at a Costco in Arlington under \$3.00!

Thanks to Don and the MMM team for an outstanding weekend of free flight.

John McGrath

Friday was a tough day. Don't think I've worked that hard for a few flights in a long time. I seemed to find all the wind, but not too many of the thermals. Still, I got a little trimming done. Plus it was great to have some spectators visit us from Valor Christian HS--a few of whom were put to use timing flights. Saturday was my favorite day of the contest. Not only were there great thermals around, but the blue sky made for some great visuals and the drift wasn't bad at all. Furthermore, it was great seeing so many MMM members come out to the field, either for flying or just to join the party. Eating lunch underneath Murph's newly contributed

canvas camp tent was a great scene (and thanks to those who cooked on all three days.).

On Sunday I really enjoyed the scene down in the glider pen, and watching the different strategies used by the CLG fliers was very instructive. Sunday was also notable for some major shifts in wind direction. Speculating on whether a direction flip-flop was due to a thermal or something more fundamental made midday flying challenging but fun. Really memorable was a P-30 flight where Skilly and I were sharing the same big thermal. She was about 200 feet higher than I was and a curious hawk flew right through the view in the binoculars. There were plenty of inspiring performances, but some of the memorable ones were Jace's 5 x 5 HLG maxout, Mark and Frank's CLG launches (huge!), Skilly's record-setting CLG performance, Don's WWII Yak-3 flight, Bob Hanford's power and rubber flying, and Len's efforts with his power models.

Overall the contest was extremely well done and I give credit to Don and Chuck for pulling it off very smoothly. Even the drive up to the flightline was better than ever thanks to Chuck's roadwork. Don, of course, makes running a large contest look easy, but we all know it's not. Thanks to our CDs for a wonderful weekend!

Chuck Etherington

The generosity of Dave Wineland who donated \$100 prize money for the "Gas Attack" award. Thanks so much Dave.

In addition to CDs Don DeLoach and Mark Covington, I would like to thank those who helped with the following:

- Those who helped set up the CD shelter and those who dismantled what was left of it after the midnight micro-burst. Also

those who stayed to help with tear-down after the contest

- Sean McEntee for helping Mark Covington with the glider pen
- Jeff Pakiz and Tom Arnold for scale judging and running FAC mass launches
- Darold Jones, Vanessa Riggins and Jace Pivonka for cooking lunch each of the three days.
- Everyone who helped others by timing their flights and chasing for those who were without a chase bike or were otherwise unable to chase for themselves.
- Those who contributed in ways too numerous to mention



Frank Menanno with Catapult Launch Glider
Rick Pangell Photo

**57th Rocky Mountain Free Flight Champs
September 3-5, 2022 ~ Denver, Colorado
CDs: Don DeLoach, Chuck Etherington, Mark Covington**

Thank YOU:

Scale Judges: Jeff Pakiz and Tom Arnold

Cooks: Vanessa Riggins, Jace Pivonka, Darold Jones

Glider Pen Commissars: Sean McEntee and Mark Covington

Cash prize sponsors: Dave Wineland, MMM Club.

Raffle donors: Mel Gray, Oliver Sand, Jeff Pakiz, Jerry Murphy, Rick

Pangell, Don DeLoach. Sorry if I missed anyone!

RMC Grand Championship

Jace Pivonka 17
Mark Covington 12
Bob Hanford 10
Jack Murphy 10
Darold Jones 4

Sweepstakes Award (all events count)

Don DeLoach 68 \$100 cash award
Bob Hanford 32
Jack Murphy 22
Jace Pivonka 21
Rick Pangell 19
Mark Covington 19
Troy King 12
Sean McEntee 10
Jerry Murphy 10
John McGrath 10

Junior Grand Champion

Skilly DeLoach 12 \$50 cash
Clara McEntee 2

Ruckus In the Rockies HLG (sponsor: Tim Batiuk)

Jace Pivonka, 1st, \$100
Don DeLoach, 2nd
Mark Covington, 3rd

Rubber Champion - Gibbons Memorial Trophy

Don DeLoach 31
John McGrath 10
Rick Pangell 6
Bob Hanford 6
Oliver Sand 6
Ray Boyd 5
Tom Arnold 5

Glider Champion - Collins Memorial Trophy

Don DeLoach 33
Mark Covington 19
Jace Pivonka 17
Sean McEntee 10
Frank Menanno 6
Skilly DeLoach 6

Power Champion - McGhee Memorial Trophy

Bob Hanford 25
Jack Murphy 22
Troy King 12
Rick Pangell 11
Jerry Murphy 7
Don DeLoach 4

Saturday, 3 Sept.

F1A (5 rounds)

Pete McQuade 822

F1B

Jace Pivonka 514

F1C/P

Bob Hanford 696

F1Q

Jack Murphy 866

A/B Gas

Troy King 283
Bob Hanford 73

Classic Towline

Don DeLoach 270
Rick Pangell 56
Mark Covington 19

FAC Embryo

Oliver Sand 369
 Don DeLoach 330
 Dave Aronstein 156

5x5 HLG

Jace Pivonka 30, 90, 90, 76, 90
 Don DeLoach 66, 90, 90, 09, 90
 Mark Covington 90, 61, 78, 33, 34
 Sean McEntee 22, 24, 25, 24, 30
 Frank Menanno 08, 18, 13, 21, 25

FAC Greve/Thompson Race

Oliver Sand Rider 30, 48
 Don DeLoach Smoothie 83, 5
 Jerry Murphy 1

FAC Dime Scale

Rick Pangell Gadfly 97

FAC Old Time Stick

Don DeLoach 114
 Ray Boyd 99
 Dave Aronstein 31

Nostalgia 1/2A | Early | 1/4A

Bob Hanford 1/2A 305
 Rick Pangell 1/2A 227

A/B Electric Combo

Jack Murphy B 480
 Rick Pangell A 241
 Jerry Murphy B 75
 Jack Murphy A 360
 Jerry Murphy A 28

Mulvihill/Moffett

Bob Hanford Moff 615
 Don DeLoach Mulv 403
 John McGrath Mulv 187
 S. DeLoach (J) Mulv 69
 Bob Hanford Mulv 129

Sunday, 4 Sept.**FAC Modern Military Combat**

Don DeLoach Bearcat 78
 Tom Arnold Firefly 12

Nostalgia B/C

Bob Hanford 120

CD Gas

Bob Hanford C 360

F1S

Jack Murphy 600
 Rick Pangell 480
 Don DeLoach 340
 Jerry Murphy 135

F1J

Bob Hanford 407

F1G

John McGrath 600
 Darold Jones 240

CD Classic Gas

Bob Hanford 300

Old Time Catapult | HLG combo

Mark Covington CLG 230
 Don DeLoach CLG 202
 Sean McEntee CLG 194
 Jace Pivonka HLG 99
 Troy King CLG 33
 Don DeLoach HLG 147

FAC Low Wing Trainer

Don DeLoach DH.94 80
 Tom Arnold T-28 45

FAC WWII Combat – 2 rounds

Don DeLoach Yak 3 47, 119
 Jerry Murphy Sturmovik 2nd
 Tom Arnold P-63 3rd

HLG Mass Launch – 3 rounds

Don DeLoach 55, 76, 58
 Jace Pivonka 68, 72, 55
 Mark Covington 45, 69, 37
 Sean McEntee 35, 39
 Frank Menanno 12

FAC 2-Bit+1

Ray Boyd 152

Sm. Rubber Nos | OT | Andrade

Don DeLoach Nos 540
 Bob Hanford And 349
 John McGrath And 277
 John McGrath Nos 79
 Darold Jones And 36

FAC Jet Catapult Scale

Don DeLoach La150 258.0
 Tom Arnold Canberra 99.0
 Jeff Pakiz Hunter 74.0
 Bob Hanford Canberra 72.0
 Jerry Murphy B-57 38.0

AMA HLG

Jace Pivonka 911
 Don DeLoach 317
 Mark Covington 179
 Sean McEntee 98
 Frank Menanno 72

AMA HLG - Junior

Skilly DeLoach 92

Monday, 5 Sept.**Dawn Power**

Troy King B Gas 3:29
 Jack Murphy E-36 2:50
 Bob Hanford C Gas 0:18

Large OT Rubber | Nos

Ray Boyd 21

Nos A

Bob Hanford 40

AB Classic Gas

Troy King 323
 Bob Hanford 307

AMA 1/2A | 1/2A Classic

Troy King Cl 406*
 Bob Hanford Cl 305
 *Dave's Gas Attack Winner

E-Nos combined

Jack Murphy 341

AMA Catapult Glider

Mark Covington 465
 Frank Menanno 308
 Don DeLoach 168
 Sean McEntee 135

AMA Catapult Glider - Junior

Skilly DeLoach 318*
 Clara McEntee 31
 *Junior National record pending

E-36

Jack Murphy 423
 Jerry Murphy 306
 Rick Pangell 288

E-36 - Junior

Skilly DeLoach 286

P-30

John McGrath 751
 Don DeLoach 360
 Darold Jones 308
 Frank Menanno 254

P-30 - Junior

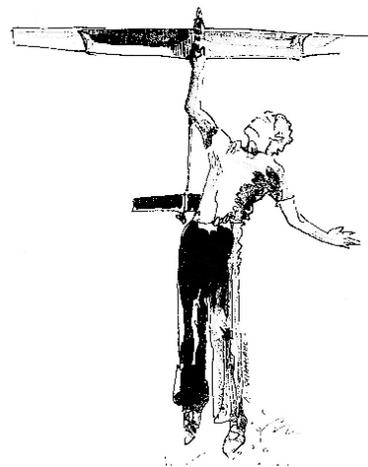
Skilly DeLoach 468

FAC Peanut Scale Total

Don DeLoach Fike 140.25
 Jeff Pakiz Cougar 119.50
 Rick Pangell Fike 90.00

FAC Rubber Scale Total

Don DeLoach Yak 3 153.50
 Rick Pangell Gadfly 98.50

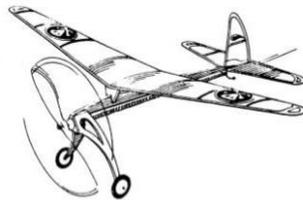


Ma... That's a Wrap...!!

2022 MMM Remaining Contest Schedule

Event	Date	CD(s)
Scramble (Frito Pie)	6 November	Rick Pangell CD and Jerry Murphy for Festivities
Annual Meeting	7 January 2023	John McGrath

Indoor Contest Reminder



INDOOR at MANITOU –

The following dates are reserved for us at the Manitou High School gym.

Nov. 13, Dec. 11, Jan. 22, Feb. 12, March 19 and **April 9.???** **Don't let that last date fool you.**
Darold

INDOOR at Beth Edin –

I have requested the following dates for indoor sessions at the Beth Eden Fieldhouse: Nov.11, Dec.2, Jan.13 and Feb.3. I will send a reminder for the Beth Eden dates as soon as each date is approved. Sometimes these reminders will be shortly after the approval of each date as Beth Eden activities may preempt our sessions. The Beth Eden Fieldhouse is at 2600 Wadsworth blvd. Wheat Ridge Co. Beth Eden sessions are on Friday evenings starting at 6:00pm and winding down about 9:30 pm. Thank You, John Christensen

Indoor NATS Update:

Heads up..!!!

The search for indoor flying sites is always an issue. Fortunately “we,” the MMM Club, have two. At the NFFS board meeting there was discussion of the 2023 NATs where as a matter of cost and expediency, it was decided to try to combine major events.... Sooo...

2023 Indoor NATS Kibbie Dome, Moscow, Idaho June 19-23, 2023

This is going to be a spectacular week, including the Indoor NATs, USIC, US F1D Team Selection & an inaugural INDOOR WORLD CUP EVENT for F1D and F1N

... more details to come, but start your planning... You won't want to miss this week!

Let's Talk About JETS, Baby! – Sierra Hotel

Braggin' Rights

From the FAC website October 20...

BY [FACWEBADMIN](#)

“Do you fly JetCat? How well do you fly it?
Are you on the Sierra Hotel list?”



JetCat is a fun event. Well maybe I should say “fun”. It is an easy event to fly, it doesn't take much time to prepare, and you can generally fly it in a smaller space than many of our other events. But it is not easy to fly it well and it can be frustrating.

It is also a pretty simple event: choose any full-scale jet-powered aircraft you like, build it out of sheet wood, build it in profile, and make a hand-held rubber catapult and go fly! The sheet wood can be built up, if you like, and you can also do a full body, as opposed to profile.

Don DeLoach set up an Unofficial FAC Recognition for great JetCat flights. What is a “great” JetCat flight? Any official flight

over ONE MINUTE. In FAC circles, one minute (in our rubber categories) is probably a notable milestone for newbies. But in JetCat is it VERY difficult to hit one minute. I consider “success” to be a model that can fly at least twenty seconds regularly. I have been flying JetCat since about 2014 – that's eight years – and I have hit 40+ seconds a handful of times, and my high time is 57 seconds, but never 1 minute or more. And I fly a lot – I have 69 recorded 1st, 2nd, or 3rd results in JetCat in those eight years.

Anyway – “Sierra Hotel” – it is a significant achievement. Last night, Don sent me the latest entry into the Sierra Hotel group: Rick Pangell. Most FAC'ers probably don't know Rick; here's what I know. He's a long-time and dedicated Free Flyer. He is the editor of the Magnificent Mountain Men (Colorado) newsletter. And he has been the AMA Free Flight Nats photographer for many years. And he's a nice guy, too!

Rick with his P-59 (a popular JetCat subject) – which is a LARGE JetCat; Don says it has a 20" wingspan, at least. He reports that it is a real floater. Being that large, it doesn't get up super high, but floats “every bit as good as an AMA catapult glider”. Rick recorded a 63-second flight at the MMM contest October 16. Welcome to the Sierra Hotel, Rick!”



MY "FIRST PERSONAL EDITORIAL" DEP'T

Well, it's been a long way baby...

When I first started this rag. I actually hand wrote it...1982, ...damn that seems like only yesterday. I copied it page by page on my father-in-laws single page copier, reversed the paper and did it again for the reverse page. Lotsa paper jams later...and here 'tis..

I graduated from hand-writing, to a loaned IBM Selectric, to my first auto writing semi-computer electronic daisy wheel typewriter, an old Apple to a MAC, to where we are now...full tech word processing-picture importing-self formatting-format document writing-low PDF file size newsletters. What that means is now I get something, anything and I can put together a N/L in hours, where it used to take days. Click a few buttons and voila'! It screams across some bandwidth and you get it. Basically, I am deciding what to put into it and not writing much anymore.

Newsletters are the glue that holds clubs together and the editors are a special lot, (no, not that I personally am special) but editors share a camaraderie amongst themselves. Dave Mills ("The Thumb Print" of the metro Atlanta Georgia Club) always wrote me a salutation of "Fellow Scribe." You "non-insiders" don't know of that. We "insiders" actually control the flow of free flight movement in the country. Some of you actually think you have an impact! Just kidding there... "you" *do!* But, the newsletter editors have a free flight pulse that others typically don't get to feel.

We also have some underlying power. We can put in what or what not and influence the tides. Hmm... that's a special responsibility. Only for the betterment of free flight of course! You do have to be objective and without an agenda...well sort of. You have to support the gist of the club with the long-range goals of sensibility and reality that makes sense.

But as all good things do...they change. Said prophetically and iterated by the poet Roland Solomon who speaks of where I am, Roland said..."Bob Dylan, a famous songwriter writing famous songs said 'The times they are a changin'.'" And, now we have internet groups to

keep us updated to the second of any late great breaking news and commentary.

OK...where am I going with this?

We always have a change of process in the MMM club which is reflected in the MaxOut. The newsletter brings the folksiness to the club and makes it real to our club and the rest of the community about the country. The one to one relationship was on the Yahoo chat site and now the "io" site where we get the latest and greatest. The newsletter documents this to the real world and makes an attempt to summarize that enthusiasm. It also represents the forum for others about the country to see too, as well as for us members to share in the fun of what we do, the contest reports and such. It is also a medium of exchange from one clubs' ideas to another. "We" are not an island here, although we have a special "island" where we fly, we are part of a large community and others share in our enthusiasm and our experience. "We" do have an influence.

But, there comes a point where a new perspective comes into play. A new energy is needed other than to be a scribe and document the club on paper. Yes, you guessed it...

I, am *wanting* to step down after all these years...since 1982. It's not that I don't like to do the Max-Out newsletter, it just seems time to pass on the torch and let the flavor of another voice more in tune with the energy.

I realized the free flight community is growing and progressing and that crowd who will inherit it should be voicing their influence now. At **40** years (!!) a new N/L editor is in order. No, I'm not going to fall off the planet, I still intend to be active, I just think it's time to let some one else take the reins.

It's been a good run, thanks to all of you,

Turmoils...!! errr... Thermals!!!!

Your worthy scribe...Rick



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

Please send in this form and send it in regardless of how you pay !!!

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

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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>CD</i>
<i>November 6, 2022</i>	<i>MMM Monthly Scramble & Frito Pie</i>	<i>Rick Pangell & Jerry Murphy</i>
<i>January 7, 2023</i>	<i>Annual Meeting</i>	<i>The Prez</i>

FIRST CLASS



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