



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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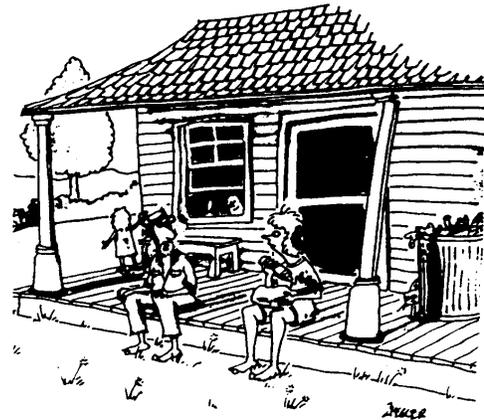
2018-04 (July)



PONDERINGS DEP'T

Just when you are about to hit "save" the whole system crashes. For some little voice in the back of my head I did a backup a week before I went on a ten day trip to California. However, in the three days following my return I did a ton of work like this issue of the N/L and a lot of other things. I lost it all never being able to get my computer to reboot. I am using an old PC to recreate what I lost.... Aarrgghh...

But here 'tis! Enjoy..!



"Ma ... I'm goin' to the NATs with Murph and Darold. I need some good humor.

"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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MMM MONTHLY GET TOGETHER MTG!

Every Second Thursday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock. Check with the Yahoo web group for info.

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



For President's Corner, July 2018:

Shortly after the 14-Rounder Contest, I got a most delightful surprise. Via Tiffany O'Dell's wonderful Facebook photo-postings about the contest, I had a very nice exchange of messages with **Marie Maves**. Marie is the lovely wife of the late Roger Maves, a true gentleman and much-admired member of the MMM. Marie accompanied Roger to the 1991 World Championships in Zrenjanin, Yugoslavia, where Roger represented the USA in F1B Wakefield. Her video-chronicling of that trip and the contest is fascinating and great fun to watch. It's also historically important, since it was at the very beginning of the horrific Yugoslav wars, which claimed over 130,000 lives and led to the breakup of Yugoslavia. Fortunately, the World Champs went well and all the competitors got home safely. If you haven't seen the video, I've got a copy. Marie is doing fine at age 88 and is still able to drive her own car. Thanks, Marie—hearing from you was one of the highlights of the year! Let's stay in touch.

Speaking of the 39th Annual 14-Rounder (and F1E Team Selection Finals), it's now in the history books and I trust it will be

remembered as a fine success. We all owe heartfelt thanks to the many selfless volunteers who helped organize and run this contest, starting with initial planning back in December and concluding with leaving the field spotless after three days of contest flying. Below, I'll relate a sampling of things our great club members did. If my memory fails me in this endeavor, please let me know and I'll make it right in the next President's Corner.

First, thanks to all those who manned the scoring table on Saturday and Sunday. They are: Don DeLoach, Darold Jones, Bill Ledden, John McGrath, Marilyn McQuade, Jerry Murphy, Rick Pangell, Ken Phair, Rob Romash, and Cathy Snider. Without these fine folks, we'd have been in dire straits indeed.

Thank you, Jerry Murphy, my trusty co-CD who did a tremendous job with the preparations and contest execution. John McGrath, in addition to doing an outstanding job as CD of the F1E World Cup and Team Selection Finals, was instrumental in conceiving and procuring the beautiful contest awards for the 14-Rounder, each of which is a stunning framed photo of Todd Reynolds launching his gas-model. (Don DeLoach did the digital artwork.) Thanks also to indoor fliers Bill Carney, Mark Covington, Don DeLoach, Chuck Etherington, Darold Jones, John McGrath, and Tom Norell, who took time out to mount the photos during a flying session at Manitou Springs High School.

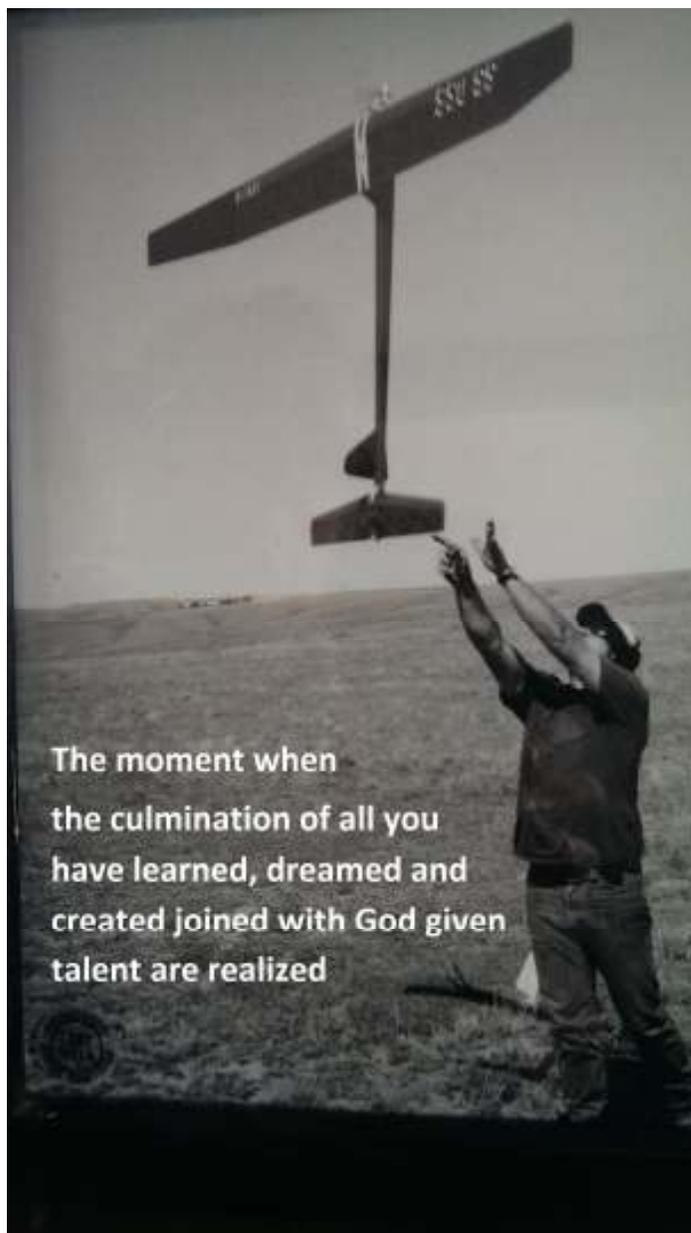
Mark Covington ran the glider pen both Saturday and Sunday, procured food for the contest, and helped with many other organizing tasks. Tom Norell, although prevented from attending the contest due to a travel commitment, helped with much of the organization and lent us his very nice folding tables for the contest HQ. Sorry they got muddy in Sunday's deluge, Tom! Chuck Etherington, as usual, did the heavy, difficult tasks, like arranging for access to Indian Point for the F1E contest, coordinating with the cattle grazing lessee, Nick Trainor, setting up

the crossing boards along the electrified-wire fence, preparing the “clubhouse,” supervising set up of the HQ shelter, and many other vital activities I can scarcely list in so short a space. (Oh yeah, he also hosed down the mud from Tom’s tables.) Finally, what would we do without Don DeLoach? From the beginning, Don was a key force in guiding the Major Contest Management Team (MCMT) in the right direction. He crafted the excellent advertising fliers, helped in setting up the contest HQ, and provided wise counsel in every issue and hiccup we encountered during contest execution. He also arranged for the food caterer—Apple Junction Smokehouse—whose friendly service and to-die-for barbecue were a fabulous addition to the contest. And these things are just scratching the surface of what Don did.

And special gratitude goes out to Chuck Etherington, Don DeLoach, and Jace Pivonka, who spent many hours searching for Peter Brocks’s lost F1A Nordic glider. Alas, the model is still out there somewhere. But Peter and all the other fliers saw yet another example of the MMM’s extraordinary friendliness.

Finally, thank you to all the fliers and their supporters—those who journeyed to Colorado as well as our stalwart local fliers. Your efforts, your sportsmanship, and your trusting us with your time and money ultimately made the 14-Rounder what it was. As always, this one was for you!

So, let’s have a hearty round of applause to all! Again, if I left out someone or some selfless deed, please let me know. But, now that the 14-Rounder is behind us, there’s just one thing to do... **Let’s go flying!**



**Contest Report: FAI World Cup F1E / US Team Selection
Indian Point (Lowry Field) 22 June 2018**

MMM 14-Rounder/F1E World Cup/F1E Team Selection 22 June 2018								
CD: John McGrath								
	Round 1	Round 2	Round 3	Round 4	Round 5	Sums	Contest Place	Place among Team Selection Participants
Bob Sifleet	165	180	49	76	69		1	
Bob Sifleet %	100	100	27.22	86.36	80.23	393.82	1	1
Rick Pangell	37	180	112	88	86		2	
Rick Pangell %	22.42	100	62.22	100	100	384.65	2	
Peter Brocks	156	180	115	71	30		3	
Peter Brocks %	94.55	100	63.89	80.68	34.88	374	3	2
Mike Richardson	79	180	180	48	58		4	
Mike Richardson %	47.88	100	100	54.55	67.44	369.87	4	
Tom Ioerger	80	27	46	80	78		5	
Tom Ioerger %	48.48	15	25.56	90.91	90.7	270.65	5	3



F1E "Crew" L-R

Back Row: Peter Brocks, Bob Sifleet, Chuck Etherington, Rick Pangell & Tom Ioerger
Front Row: John McGrath (CD), Don DeLoach & Mike Richardson

In keeping with the theme of access challenges from last year, this year's trouble had to do with locks, not fracking pipe! Our out-of-town contestants Peter Brocks, Tom Ioerger, Bob Sifleet and Mike Richardson made repeated attempts to gain access the day before the contest for some practice flying,

but were thwarted by a recalcitrant lock. Pete McQuade, Chuck Etherington worked the issue with our State Land Board point of contact William Woolston and a fresh lock was installed in time for the event proper on Friday the 22nd.

Friday AM: Contestants and support staff (consisting of chasers Chuck Etherington and Don DeLoach, plus the irrepressible Brigitte Brocks) made it to the top of the hill. The choice of which particular hill to use challenging due to the forecast indicating weather and wind direction changing throughout the day. After some discussion it was determined to use the more westerly knoll on Indian Point, which would afford flyability through about 180-200 degrees of wind direction. It was a good thing, too, as the story of the day was weather.

The first round commenced with almost no wind--just a little flow out of the west. The five contestants-- Peter Brocks, Tom Ioerger, Bob Sifleet, Mike Richardson, and Rick Pangell prepped their gliders and got off their first flights safely. Mike showed us a new use for plastic spoons, making use of one for those critical F1E front-end magnet adjustments. There were no maxes in the first round, but Peter Brocks was the pacesetter with 165 seconds. Several storm cells were observed in the west, including a well-organized storm line that passed overhead toward the end of the round. Fortunately, though the sky was darkening, all the action (rain) was all to the north.

We were joined during this round by William Woolston, who stopped by at Pete McQuade's invitation and was afforded a super education on models, free flight and F1E in particular. In return, he gave yours truly a nice explanation of how state owned land is managed by region, and how much land across the state is managed by a surprisingly small staff. He's a super nice guy and we appreciated his visit very much. William stayed on the hill with us for a couple of hours--long enough to get a great feel for the event and to understand what these F1E guys go through!

The second round--now with the wind backing to WSW--produced the most maxes: four out of the five contestants hitting the 180-second mark, including Rick Pangell with his converted Talon, which made the

first of several long downwind flights, bearing off to the north after launching and resulting in a remarkably long chase.

Then the wind came! First it teased us with a shift to the north, with a flight line relocation as it picked up in magnitude, and then came around back to the west, building in strength while a few of us hung on to the CD table and EZ-Up so they wouldn't blow away. One more round was flown during a lull in these conditions, with Mike Richardson scoring the only max--and the final max of the day. Flying was suspended as a little rain and a lot of wind came up.

After a discussion about how many rounds we could end the contest with, we realized there was plenty of daylight left (7 or 8 hours), so we waited for conditions to improve. Now the wind shifted to the south(!) and after permanently stowing the EZ-Up so it wouldn't fly away altogether, we received a report from Jerry Murphy down at the MMM field a couple of miles to the south that the wind had moderated and was becoming flyable. Sure enough, the wind began to ease on the hill. In quick succession, two more rounds were flown, and in both, Rick Pangell was the 100-point man.

F1E has an interesting scoring system. Within each round, a contestant's score is expressed as a fraction of the high time. The high time is awarded 100 points, and others score proportionally fewer. In the five rounds of the contest, four different contestants were the 100-point man. This makes for some interesting results. In the end, Bob Sifleet, with just a single max, repeated his winning performance from last year, followed in 2nd place by MMM's very own Rick Pangell. Go, Rick! Peter Brocks took 3rd, Mike Richardson (with two maxes) was 4th, and Tom Ioerger, facing challenges with his onboard electronics package, rounded out the field.

In addition to this being a World Cup event, it was also the US F1E Team Selection contest for those involved in that process. As a result of the contest, Bob Sifleet, Peter Brocks, and Tom Ioerger will represent the

United States next year in Martin, Slovakia. Congratulations, guys! Safe travels, and thank you for letting the MMM Club be part of your success.

Bob Sifleet prepares to launch. Timer Brigitte Brocks provides encouragement!



Tom loerger moments from launch:



Peter Brocks showing his nicely flying, very reliable F1E:

Rick Pangell consults with Chuck Etherington:



Contest Report: 39th Annual MMM 14-Rounder Contest

by Pete McQuade(Co-CD with Jerry Murphy)

Thanks to everyone who helped organize and run this contest, starting back in January. For an enumeration of my thanks, please see my President's Corner article in this issue of the MaxOut. That's in the front part of the newsletter, where recognition for such selfless efforts rightly belongs.

The 14-Rounder actually kicked off on Friday, June 22 with the F1E World Cup contest at the Indian Point site north of Quincy Ave. This was held simultaneously with the F1E Team Selection Finals, and both of those are being reported elsewhere in this issue of the MaxOut.

Saturday: Centennial Cup FAI contest and day 1 of AMA/NFFS/SAM flying

When Saturday dawned, we were treated to one of the finest flying days in a long time at Lowry. High temperatures in the upper 80s and moderate winds combined with great thermals to make for fabulous contest conditions. We had visiting fliers from five states: Bob Sifleet from Indiana; Tom Ioerger and Mike Richardson from Nevada; Tiffany O'Dell and Blake Jensen from Oregon; Allan Mecham and Jack Murphy from Utah; Jim Farmer and Peter and Brigitte Brocks from Arizona. Add that to a hearty contingent of local Colorado fliers, and we had the makings of a first-rate contest weekend.

Troy King brought along his young friends Mack and Logan Shirey, ages 7 and 11 respectively, who were armed with the catapult-launch gliders they had recently built themselves. With coaching from Rob Romash, these lads progressed in flying skill so rapidly that by their fourth official flights, they were putting up times that were competitive with the adult fliers. And Logan capped off his performance with his first-ever max in competition! We're all hoping to see these young men back on the field again soon.

Speaking of catapult gliders, it was a real nail-biter in the Adult category, as Mark Covington and Don DeLoach fought it out. But Mark took the title by maxing out and putting in another max in his flyoff flight.

Rick Pangell, fresh from his great second-place finish in the F1E World Cup the day before, dazzled in E-36 electric, maxing out the three regular rounds and then continuing on to put up three more maxes in the flyoff rounds. He just couldn't miss! Don DeLoach and Allan Mecham also maxed out in the regular rounds to make it a horse-race. But Rick ran away with all the marbles.

Troy King livened things up with the sound of his Fast Gas model, which he put up for two fine maxes. Other high-rpm music came from Ken Phair's corner of the field, where he was out testing engines. Ken also helped man the scoring table. Thanks, Ken!

Don DeLoach, John McGrath, and Jerry Murphy made it an exciting race in P-30, with Don maxing out for the win. In other rubber-flying action, it was great seeing Ray Boyd out flying in Old Time Rubber Combo. And it was equally great seeing his daughter, Cathy Snider, and his grandson Raymond IV. Cathy was a terrific help in running the scoring table during times when we were short of volunteers.

One would naturally expect multi-time F1B team member Blake Jensen to excel in that event. (Indeed, he maxed out Saturday to win the Centennial Cup.) But in recent years he's also become an expert in F1H towline glider. Watching his towline artistry is inspiring, as he plumbs the sky for thermals and sends the little glider into jaw-dropping bunts that seem always to be in strong lift.

Jim Farmer had traveled to the contest from Arizona, seeking to complete his 75 minutes of qualification time for the F1A Team Selection Finals this October. Assisting Jim and also flying

Nordic was his son Sam, who now lives in Colorado. Great was the excitement as Jim's Round 7 flight drifted to the west and worked its way to a max, garnering the time he needed to qualify. Afterward, Jim rushed to DIA to catch his evening flight back to Arizona. As he left the field, a broad smile lit up his face.

F1G competition was fierce, as expected, and Don DeLoach and Tiffany O'Dell both maxed out on Saturday. Their flyoff for the Centennial Cup was held at 7:30 the next morning in cool, breezy conditions. Tiffany found the better air, posting an impressive 218 second score to win the Cup.

The F1Q electric flyers were in great form, and sub-max flights were rare. Bob Sifleet maxed all seven rounds to take the Centennial Cup. In F1S, the mini-FAI electric event, Jack Murphy and Allan Mecham showed us how it's done—they both maxed out, with Allan winning the flyoff that afternoon.

Peter Brocks, ably assisted by the always-cheerful Brigitte, flew well all day long in F1A and F1G. Unfortunately, his 7th round flight in F1A flew out of sight in strong lift. Despite a long search both Saturday and Sunday, the glider wasn't found. Don DeLoach, Mark Covington, and Jace Pivonka also scoured the likely "fan" on their motorcycles for hours both days and still weren't able to find the wayward model. It has light blue wings and a red fuselage pod. If you come across it in your future chases, please let us know!

Sunday: Columbine Cup FAI contest and Day 2 of AMA/NFFS/SAM flying

For days, the meteorologists had been predicting gloom and doom for Sunday—cold, rain, and high winds. But when Round 1 began at 8:00 am, we all shrugged at each other. The gloom was there all right—in the form of a morbid-looking solid overcast—but there was no sign of doom. The flying conditions were beautiful, with warm, light breezes, better than Saturday had been! Lift was a bit lighter, though, but nonetheless the maxes began to accumulate on the scoreboard.

It was great seeing Norm Roglitz, longtime MMM flier, who came out to watch the proceedings. We all hope he'll be back soon, with airplanes in hand.

Mark Covington continued his winning ways in HLG and Classic Glider. Also flying Classic Glider was Rob Romash, who was hard at work flying his striking yellow Topkick A-1 towliner. A flying piece of art, as are all Rob's models, the Topkick was towing well as Rob charged across the field with a form an NFL running back would envy. Not surprisingly, it only took Rob three flights to get the new glider into top form, as he nailed the 240-second max.

Flying with great consistency in A/B Electric, Jack Murphy maxed out in both Class A and Class B, but his flyoff flight in B was 8 seconds better than his score in A, so that settled the event. Ray Boyd maxed out in Moffett/Mulvihill and Don DeLoach did the same in Nostalgia Rubber.

Meanwhile, in the FAI events, Jace Pivonka started well with three straight maxes in F1B. Blake Jensen dropped a little time in Round 1, but it was still anybody's game. In F1Q electric, Jack Murphy of Salt Lake City had a string of three maxes going. But Tom Iorger was hot on his heels. In F1A Nordic glider, the author apparently had gotten over his previous day's gremlins to score three maxes in the first three rounds.

As expected, F1G was hotly contested Sunday, with Don DeLoach, Tiffany O'Dell and Mike Richardson regularly clocking 120s. After three rounds, Tiffany and Mike were still clean. At the same time, Blake Jensen had built up a solid string of maxes with his blue-and-white, two-servo F1H glider. In F1Q electric, Don DeLoach was the only one still clean after three rounds.

Just before the start of Round 4, the weatherman got his revenge. With amazing abruptness, the winds freshened and the overhead cloud formations began an ominous whirling-swirling dance of doom. The temperature plummeted, a few raindrops fell, and then it hit! Within the next two hours,

three separate thunderstorms clobbered us from different directions. For an idea of how heavy the wet stuff got, see the accompanying photo looking out from inside my car.

After frequent checking of cell-phone weather apps, a few contestant meetings, and advice from Tiffany O'Dell's contacts in suburban Denver, we ventured outside to start a much-delayed FAI Round 4. Don DeLoach had to push gallons of water from the plastic covering of the contest HQ shelter and all around, the ground was a muddy mess. But the winds had become friendlier and the sky to the west was showing patches of blue.

Peter Brocks was first out of the starting blocks, towing his F1A. Amazingly, he hooked onto good lift and his glider was soon drifting quickly to the south. He may have been a little too quick to get into the air, because as he was chasing on his motorcycle, a last-ditch rain squall came along and soaked him. Nevertheless, the glider maxed and Peter soon returned with it.

In F1Q electric, Jack Murphy proved Peter's thermal was no fluke and raked in a fourth straight max to take the Columbine Cup in that event. The F1G fliers followed suit, with Don DeLoach, Tiffany O'Dell, and Mike Richardson all scoring 120s. This put Tiffany and Mike in a tie for first place in the Columbine Cup, with perfect strings of four maxes each. They agreed to have their flyoff on another day and in another place, to be determined. Stay tuned! In F1H towline glider, Blake Jensen made his fourth max of the day to finish with a perfect 480. Don DeLoach and Jack Murphy made their fourth-round maxes in F1S electric, with Don clean for the day. This put him 19 seconds ahead of Jack and won the Columbine Cup for him.

With the conclusion of flying at 5:00 pm, as originally scheduled, we assembled for the awards ceremony. We all chose to forego the ice-cold watermelon that was on hand. It would have really hit the spot the previous day, but after Sunday's chilly rains, we all had in mind something more like hot apple pie. In any event, the awards were soon distributed. The winners of the 14-round FAI trophies and the 8-round mini-FAI silver cups were as follow:

F1A	Pete McQuade
F1B	Blake Jensen
F1C	Chuck Etherington
F1Q	Jack Murphy
F1G	Tiffaney O'Dell
F1H	Blake Jensen
F1J	(not competed)
F1S	Don DeLoach

Shortly afterward, the sunshades had been taken down, the flying area cleaned up, and cars packed for the trip home. However, Jace, Don, and Mark Covington were still out on their bikes searching for Peter Brocks's F1A that had been lost the day before.

And so, with only Brigitte and Peter left to spend the night on the field in their RV before heading back to Arizona the next day, we all bid goodbye and brought down the curtain on the 39th Annual 14-Rounder Contest, a most enjoyable and memorable free flight festival highlighted with great flying and wonderful camaraderie.

14 Rounder Scores:

Perpetual Trophy Placings			Perpetual Trophy Placings		
F1A	14-Round Score	14-Round Place	F1G	8-Round Score	8-Round Place
Peter Brocks	1025	2	Peter Brocks	173	4
Pete McQuade	1609	1	Mike Richardson	948	2
Jim Farmer	1011	3	Don DeLoach	927	3
Sam Farmer	479	4	Tiffany O'Dell	960	1
Perpetual Trophy Placings			Perpetual Trophy Placings		
F1B	14-Round Score	14-Round Place	F1Q	14-Round Score	14-Round Place
Mike Richardson	603	3	Jack Murphy	1883	1
Blake Jensen	1926	1	Tom Ioerger	1739	2
Jace Pivonka	653	2	Bob Sifleet	1260	3
Perpetual Trophy Placings			Perpetual Trophy Placings		
F1C	14-Round Score	14-Round Place	F1H	8-Round Score	8-Round Place
Chuck Etherington	91	1	Blake Jensen	935	1
Perpetual Trophy Placings					
F1S	8-Round Score	8-Round Place			
Jack Murphy	941	2			
Jerry Murphy	815	3			
Don DeLoach	946	1			
Allan Mecham	785	4			
Troy King	120	5			
Rick Pangell	120	5			

Saturday Events

Catapult Glider			
Contestant	Event	TOTAL	Contest Place
Mark Covington	CLG	520	1
Don DeLoach	CLG	297	2
Troy King	CLG	64	3
Rick Pangell	CLG	57	4
Logan Shirey	CLG {Jr}	204	1
Mack Shirey	CLG {Jr}	137	2

Saturday Events con't

Event	Contestant	Total	Place
E-36	Rick Pangell	720	1
	Don DeLoach	540	2
	Allan Mecham	533	3
	Jerry Murphy	474	4
	Jack Murphy	286	5
	Troy King	120	6
E Nos Combo	No Entrants		
Fast Gas	Troy King	459	1
Old Time Rubber Combo	Ray Boyd	369	1
P-30	Don DeLoach	360	1
	John McGrath	268	2
	Jerry Murphy	120	3

Sunday Events

Hand Launched Glider			
Contestant	Event	TOTAL	Contest Place
Mark Covington	HLG	299	1
Don DeLoach	HLG	264	2

Event	Contestant	Total	Place
A/B Electric Combo	Jack Murphy (B)	565	1
	Don DeLoach (A)	354	2
	Allan Mecham (A)	349	3
	Rick Pangell (A)	120	4
	Jack Murphy (A)		
Classic Glider	Mark Covinton	367	1
	Rob Romash	340	2
Moffett/Mulvihill	Ray Boyd	540	1
Lg/SM Nos Rubber Combo	Don DeLoach	540	1
Slow Gas	No Entrants		

Photos from the 39th Annual MMM 14-Rounder



Jace Pivonka (L), Jerry Murphy, and Don DeLoach strategize under Saturday's picture-perfect summer sky.



Arizonan Jim Farmer (left) and son Sam (now living in Colorado) find time to relax between F1A rounds on Saturday. John McGrath looks on happily.



A family affair: Blake Jensen and Tiffany O'Dell relax with Denver-based extended family. Everyone looks forward to seeing these friendly folks each year.



Tent city on Saturday afternoon. Those cumulus clouds in the background are an indication of the great lift that was available all day.



Congenial Cathy Snider, Ray Boyd's daughter, runs the scoring table on Saturday. She's always eager to lend a hand.



A bit of glider pen action. In the center, Mark Covington discusses matters with Troy King. On the left, Rob Romash coaches young Mack Shirey. His brother Logan Shirey (in hat) is on the right with his Mom, Krista. Although newcomers, the boys flew CLGs very well.

Photos from the 14 Rounder Contest (cont'd)



It's Sunday morning and although the skies are gray, flying conditions are ideal. Here, Don DeLoach prepares to fly as Allan Mecham walks on by.



No, this isn't a view from the bottom of a swimming pool. It's one of the three thunderstorms that pinned us down on Sunday afternoon, as seen from inside my car.



Eventually the rains stopped and the hearty ventured back outside. Here we see Round 4 of FAI flying underway. L/R, John McGrath, Tiffany O'Dell, Blake Jensen, and Jace Pivonka.



After the awards ceremony, Peter Brocks, Bob Sifleet, and Tom Ioerger pose for a farewell shot. The trio will represent the USA at the FIE World Championships in Martin, Slovakia in August, 2019.

The Cat Box

ONE BUILDER's WAY.... Rick Pangell

Handy little hints while building my P-59 Jet Cat under the tutelage of Bob Miller

First of all, Bob Miller builds tooling which makes an incredible difference in his results. Tooling is an open word, but for the model builder it can mean jigs or alignment fixtures. A good template is key when planning on building many models of the same configuration and having a few on hand with various angles or curvatures is a good thing. Also, mark them for identification. I didn't do that during this photo shoot but did afterward. Pertinent features can also be marked on them too.

In my P-59 build, the wing outlines were cut using templates of .03 (1/32") Polycarbonate plastic sheet. It's hard to see in this photo but it's there. I guess one could outline the template with magic marker for illustration.

Wood selection is of course noticed. Using the correct woods and grains for the various components, wing, stab/fin and fuselage construction is considered. In this case, holding the stab template on the wood and up to a light show what the stab grain will be. And you can select the position of the part from the stock.

In this photo, the stab is positioned onto a blank using a spray adhesive n the template... not 3M77, but a fixative so it can be easily removed... look close for the template, it's like a shadow. Holding the blank up to a light also shows the grain. It isn't necessarily along the edge of the wood and do not be afraid to place your template over a great part of the wood! You may waste a bit, but we all have too much good wood anyway.



Steps:
Cutting the wing outline from the stock around the template



Edging the blank around the template



Rough carving using a razor plane, nothing new here,



Sanding block for the wing airfoil made from MDF board, sandpaper spray glued to the

underside of the form. Note the “stop” glued into a slot for correct position on the wing blank leading edge:



Sanding the leading edge of the wing forward of the high point:



I used sanding jigs Bob built for dihedral and gluing jigs for the correct dihedral. Add to that sanding tools made from aluminum angle, blocks and flat metal sanding tools.

The dihedral sanding jig. It is very precise and the joints, if carefully sanded make perfect seams.



Using the gluing jig for dihedral (Note: the “joint” has wax on it to prevent the CYA adhesive from sticking to the jig).



The fuselage was built according to the design plan. Using a copy of the plan, spray fixative onto the plan and adhere the fuselage outline in the location you have chosen on the blank. Cut the outline carefully using straight edges and heavy plastic French curves or free hand where needed. A template could be used too



Peel off the “plan” template:



Sand the outline smooth and do finish sanding:



Pre-finishing the wings and parts before model assembly masking unwanted finish areas, is a handy thing to do for scale because it allows putting markings on.

Using a dusting of non-scented, non-lanolin talc and wiped into the wood with a bathroom tissue is the start. Then, a “light” spray spritz of lacquer sanding sealer followed by a quick wipe with a wide soft brush of good lacquer thinner. A “light” spritz is just that. Start the spray and pass over the part smartly and then perhaps another pass. Light sand with about 600 grit to clean the fuzz.

The finish coat, in this models case, is a “light” spray spritz of color followed by another quick brush of lacquer thinner (or thinner for whatever finish coat you use). The finish was smooth to not warrant another coat or sanding. Each part was weighed along the process to get an idea of the added weight of the finish.

Assembly is non-remarkable, align parts and glue. Using a glue stick for the initial stab mounting might be a good idea if its position needs to be changed for incidence. Getting a JetCat to fly for duration is another secret. It’s very humbling.

2018 Overall Regional MMM Contest Schedule

Paste this into your home calendar so you have anticipation to your travel and build plans!

July 23-27	AMA Outdoor Nats/USOC	Muncie Indiana	AMA
Aug 11-12	Tulsa Glue Dobbers 67th Annual	Perry Oklahoma	Bobby Hanford bhantulsa@cox.net
August 19	MMM Monthly Scramble	Lowry Field	John McGrath
September 1-3	Rocky Mountain Free Flight Champs/FAC/Mtn States Scramble/Dynasty Cup	Lowry Field	Don DeLoach Chuck Etherington
September 16	MMM Monthly Scramble	Lowry Field	John McGrath
Sept ??	Texas Cloud Climbers Annual	Denton Texas	
October 6-7	Heart of America Annual	Marion, KS	
October 21	MMM Monthly Scramble	Lowry Field	Tom Norell
November 4	MMM 12th Annual Frito Pie Meet	Lowry Field	Ken Phair
December 8	Annual Business Meeting	Location TBD	MMM President

June 10 Scramble – Rick Pangell, CD

Finally! A Scramble is made.... Don got the accolades.
The weather was a bit lackluster, 10 entries, but only some flew.

ENTER CONTEST DATE:		6/10/18							
ENTER CD NAME:		Rick Pangell							
MMM MONTHLY SCRAMBLE									
							Best Factored Score =	4.00	
	DATE	EVENT	ENTRANT	CLASS	# MAXES	MAX TIME	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINTS
1	6/10/18	2 Min	Don DeLoach	E36	4	120	480	4.00	100
2	6/10/18	2 Min	John McGrath	Mulvihill	1	120	166	1.38	35
3	6/10/18	SG	Mark Covington	HLG	0	120	150	1.25	31
4	6/10/18	SG	Tom Norell	HLG	0	120	104	0.86	22
5	6/10/18	2 Min	Bill Carney	P-Nut	0	120	40	0.33	8

July 15 Scramble – Mark Covington, CD

Via Don DeLoach

We waited three hours in 15-20 mph winds. CD Covington took a poll and we called the contest at noon. We are headed to lunch...

53rd Rocky Mountain Free Flight Championships Sept. 1-3, 2018

Cat. II, Class AAA, National Cup *Exempt*

- FAI America's Cup: *Dynasty Cup*
- FAC *Mountain States Scramble*



Located about 20 miles ESE of downtown Denver. Drive six miles east of E-470 on Quincy Ave. Continue one mile east of "T" intersection at Watkins Road, look for MMM entry gate on right (south) side. Call or e-mail for gate combo.

Friday, 8/31 3 - 5 p.m.

Late registration and FAC Scale judging at the flying site.

Saturday, 9/1 8 a.m. - 5 p.m.

Dynasty Cup: FLA, B, C | P, Q
Vintage FAI Power
AMA P-30
AMA A | B Electric combo
AMA AB Classic Gas
NFFS Classic Towline
SAMA | B | C O.T. Gas combo
Nos. 1/2A | Early 1/2A | 1/4A Gas
FAC WWI Combat (11 a.m.)
FAC Greve/Thompson Race (1 p.m.)
FAC No-Blue-Max Horde (3 p.m.)
FAC Modern Civilian Scale
FAC Dime Scale
FAC Embryo
FAC Jet Catapult Scale

Sunday, 9/2 8 a.m. - 5 p.m.

Gollywocks Galore: 7:30 a.m. launch
Dynasty Cup: FIG, H, J, S
AMA C | D Gas combo
AMA CD Classic Gas
AMA HLG
Nos. B | C Gas combo
SAM OTHLG | OT CLG
Sm. Nos. | Andrade | SAM Sm. OT
FAC Low Wing Trm. ML (11 a.m.)
FAC WWII Combat (1 p.m.)
FAC Modern Military ML (3 p.m.)
FAC 2-Bit + 1
FAC OT Stick/Fuselage combo
HLG Mass Launch (5:30 p.m.)

Monday 9/3 8 a.m. - 3 p.m.

Dawn Power: 7:30 a.m. launch
AMA A | B Gas combo
AMA 1/2A | 1/2A Classic combo
A Nostalgia Gas
AMA E-36
AMA Catapult Glider
"5x5" HLG - @ 11 a.m. in rounds
SAM 020 Replica
E-Nos. 1/2A | ABC combo
MMM Slow Open Power
AMA Mulvihill | Moffett combo
SAM Large O.T. | Nos. Large Rubber combo



The following events may be flown any/all of the three days (need not finish on day started): FAC Peanut Scale, FAC Rubber Scale, FAC Power Scale, Junior P-30, Junior E-36, Junior HLG, Junior CLG.

Contest Directors: Don DeLoach, 719-964-7117, <dldeloch@comcast.net>; Chuck Etherington, 720-201-6218, <etherington.freeflight@outlook.com>. Visit <www.themmmclub.com>.



The Fine Print:

- On-site tent/RV camping allowed, no water or hook-ups, \$25 flat fee for any number of nights.
- Lunch vendor on site Saturday, Sunday, Monday. *Please support our vendor!*
- All events will follow current AMA, NFFS, FAC, FAI, and SAM rules.
- In combined events contestants may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMFFC award purposes. For example, in C/D Gas Combo, you may fly separate flight strings with both C and D models. Only your best score of the two will count for RMFFC awards purposes; both scores count for National Cup points.





*FREE FLIGHT WITH AN ALTITUDE!
UPCOMING EVENTS*

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>August 19</i>	<i>August Monthly</i>	<i>MMM Scramble</i>
<i>Sept 1 - 3</i>	<i>Rocky Mountain Free Flight Champs!!</i>	<i>Full Slate of Flying</i>
<i>September 16</i>	<i>September Monthly</i>	<i>MMM Scramble</i>



**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**

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