



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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

2018-05 (Sept-Oct)



PONDERINGS DEP'T

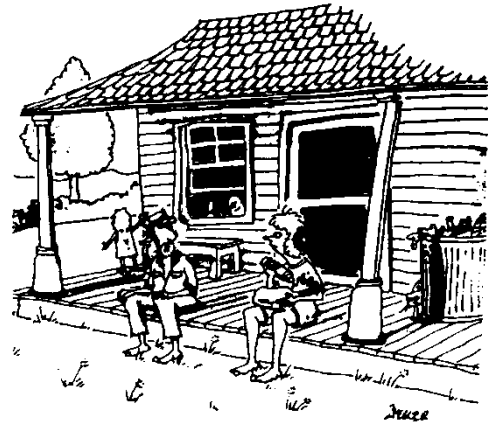
OK, it's been another while. I got my computer back with a bit of anxiety.



But, at least some of my files have been recovered and we are back in business.

There are still plenty of flying opportunities left too.

The Marion, KS contest is coming up October 6 and 7 too. It's a relatively short drive, about 7 hours from Denver and a good contest. Consider making it a weekend.



"Ma ... The time just flies by. Why doesn't it do that when I am in the air?"

"Ochroma lagopus in perpetuum"

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

Rick

"The MAX-OUT" newsletter is printed "periodically" about the second or third (?) week of the month. Submissions should be not later than the end of the prior month.

TO JOIN THE CLUB OR SUBSCRIBE

- Full membership is offered to any current AMA member: \$40
- Newsletter Subscription Only: \$15
- Send \$ to:
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Elizabeth, CO 80107-7419

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

Motorcycle Use on the Field Policy:

*Follow the roads wherever possible
Take the shortest path possible to the plane in order to retrieve it. Avoid riding through noxious weeds.*

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

- Simply Log in to paypal.com (or create your own 'PAYPAL' account if you want)
- Click on "Send Money" in the upper menu bar
- In the "To" block, type in mmmffclub@gmail.com, the amount, and click the button "Services"
- In the next form where you confirm payment, in the Lower "Subject" and "Message" boxes state what the money is for... annual dues, entry fees and such.

PRESIDENT'S PONDERINGS



This year's Rocky Mountain Championships, the 53rd Annual, was a resounding success. Many thanks go out to our CDs, Don DeLoach, Chuck Etherington, and their assistants, Tom Norell, and Mark Covington. Plus everyone else who helped in any way, including manning the scoring table, helping set up contest headquarters, and the myriad other tasks it takes to put on a contest of this magnitude. Everyone did a wonderful job! Full coverage of the RMCs appears elsewhere in this issue of The MaxOut. Thanks also to everyone who attended and flew, including those who traveled great distances to join us. It seems almost too obvious to say it, but it's true: without all you fliers and your helpers, there would be no RMCs. You're keeping Free Flight alive and well in Colorado.

It was great to see old friends at the RMCs, and also to see new faces. Two of those folks are now new MMM members! Pete Steinmeyer, a modeler and retired 757 pilot for Continental/United, came out to watch, and we all very much enjoyed talking with him. He's currently building an A-1 towline glider. Bob Moore, another new club member, and also a member of Crosswinds RC, came out once again to fly his AMA Alpha. Bob's enthusiasm and careful, patient attention to his model resulted in some nice flights admired by everyone. Welcome to the club, Pete and Bob! We're all glad to have you with us. If there's anything we can do to help with your building or flying, please don't hesitate to ask.

The wind this year has been something else. In my 29 years of flying in Denver, I don't recall ever seeing so many monthly Scramble contests hampered by wind or blown-out altogether. As you'll see from the Scramble totals for the year thus far, only three Scrambles have had at least three participants, and thus qualify for Scramble points. So, if you're chasing the annual Scramble Champion award, you have two more opportunities to rack up points—October and November.

That clear sky outside my window says Autumn is just beginning. So what do you say? ... **Let's go flying!**

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



Monthly Scramble 19 Aug 2018

JohnMcGrath CD

Seems as if it's been a tough year weather-wise, and this contest was no exception. On the other hand, we were treated to some indoor-like conditions at the start, all the way up to about 1000, with excellent trim conditions with a thin overcast and very light winds. The forecast was for winds up into the 20's in the afternoon, so we knew we were on borrowed time.

Pete McQuade made excellent use of the mild morning conditions to log a couple of flights on his backup F1A and reported the effort was well worth it to get one of his older airframes back into contest form. Go, Pete!

Mark Covington was there as well, slinging his gliders into the stratosphere as usual, but this time using a fin/peg-type arrangement on his wingtip rather than his usual sandpaper grip. The verdict? Looked fine to me, and well into the breezy afternoon Mark was able to hit some maxes.

My own little advance was to mount a radio dethermalizer rig on my P-30, which was cool. What a game changer. The smart kids tell me I shouldn't give up on a tracker, but being able to shoot the plane down on command sure is comforting.

Sean McEntee gave his HLG a nice workout and brought his young daughter Clara along to watch the proceedings. Clara is clearly a future modeler, judging by the interest she showed in models and equipment around the field!

We had a nice group of visitors, including two from the Crosswinds R/C club who'd attended the presentation given by MMM members but who'd been unable to attend the last wind storm (I mean contest) when the Alphas were flying. We were able to demonstrate some nice thermal flights (and some reasonably short chases) during the morning, and Crosswinds member Bob Moore has since

expressed interest in joining the club. We look forward to seeing him at the field! We received some very nice contributions to the club from Alpha purchases and other models donated by Pete.

In FAC Jet Cat Scale, Don DeLoach was flying his blue & white Miles 100--always a great flier. Darold Jones was flying his silver Mig 15 with some great looking flights. Rick Pangell put in some flights with his very distinctive blue and yellow P-59 ("It flies like a Mustang") and Jerry Murphy rounded out the field with his twin-tailed Cutlass. Don took the contest with just a single sub-20 second flight among his six. Rick took second, and Darold took third, overcoming some elevator damage along the way. Great flying in the gales, guys!

As far as the AMA/scramble side of things, two of us put up officials--Mark Covington and I. After my three non-so-amazing flights (disappointing after a really nice low-wind trim flight) I was a little ahead of Mark, but not surprisingly that didn't hold. On Mark's remaining flight he threw into a nice bit of lift for his second consecutive max, taking the contest. Great job, Mark!

Me: [The very best flight I had was an] almost directly overhead perfect trim flight that counted for nothing but lasted about four minutes until I DT'd it.

Scramble Events:

Mark Covington HLG:	317
John McGrath: 2 Min:	276

FAC: Jet Cat

Don DeLoach	95
Rick Pangell	64
Darold Jones	41
Jerry Murphy	38

Impressions from the 53th Rocky Mountain Free Flight Championships



Stan Buddenbohm photo

As usual, the Labor Day weekend weather was mostly spectacular. Friends joined us from Virginia, Texas, Utah, Oklahoma, Kansas, Wyoming, and, of course, Colorado.

Below are some impressions, stories and anecdotes from a number of the flyers who attended the event:

John McGrath

--The stunning sky on Sunday evening, looking back toward the flight line from the west, with the towering clouds in the late-day sun.

--Getting to chase for and support Herb Kothe for a lot of the day on Sunday (and getting to practice my chase skills aboard Tom Norell's bike in the process.)

--Meeting new friends from Virginia, Oklahoma and elsewhere. Thanks for visiting, guys. Please come back!

--Losing my P-30 wing (but not the fuselage) in a thermal. Really--how hard can it be to attach a string?

--The HLG mass launch contest--really exciting.

--Having a plane up in a thermal with three hawks high above it, sharing that same lift. Can't beat it.

Pete McQuade

1. On Saturday, tracking with binoculars as Wally Farrell's beautiful Piper Vagabond rubber scale model put in an 11-minute flight that drifted less than a mile. What a thermal, and what a great-flying model!

2. On Monday, watching Jace Pivonka (the eventual Grand Champion) put up his final, 5-second motor-run flyoff flight in E-36. The thermal was a monster and the model's trim was spot-on--climb, transition, and glide were perfect. Soon it was a sky-high speck.

Ken Phair

First off, I enjoyed my Saturday at the RMC. I picked Saturday to come out so I could watch some AMA Gas flying. Even with the early wind and some turbulence, I was not disappointed. I was happy to see and talk with Bob Hanford again and to watch him fly. I was also fortunate to spend some time with Jim Parker from Texas. And while his friend Gerald had some problems that I heard him attribute to "flying in Denver" (I understand the sentiment completely!), he did better than many that come to face the challenges of our 6100 ft elevation. I hope they all will see fit to return for another MMM Contest. Personally, I left the field energized to finish my Big Motor Whitefins!

I am not, and never will be a rubber flyer, but I watched the FAC WW II Scale mass launch from a distance and was again impressed with Herb Kothe's mastery of rubber models. After this flight, I had a vision of a dream fly-off between two of the best rubber scale flyers I have ever seen: Herb Kothe and Bill Etherington. The winners of that fly-off would be the observers who would be left in awe of the performances by both of these masters of our art. Truly impressive flying both on the day and in my memory!

Wally Farrell

I had been looking forward to the meet for months and was delighted to be there. The

field is stunning although the dirt was pretty hard on my planes- I would need to build differently to some extent to survive landings better.

There were many impressive points about the meet and some memorable flights, but what will stay with me is the sense of friendship that I felt at the field. I had a lot of questions about the site, weather and some of the events. Everyone was extremely gracious- Don even managed to find a bike for me to use which was a “must” with those big thermals. My AMA catapult times improved a lot, thanks to great advice from Mark-(new personal record although I am a long way from being competitive). Jace went searching for my lost Gollywock. During the meet I had the feeling that I was competing “with” you guys.

At the awards ceremony I was struck by the idea that your club has an incredible wealth of talent and expertise covering all aspects of Free Flight. It was so much fun to be part of it all. The sense of history of the club and the respect for each other was great to see.

I sure hope that I will be able to get back. You guys are in fact “Magnificent “

Rich Adams

I had a great time. Most of my models suffered a bit of the Denver rash but they all survived to be repaired.

I would have to say that the most inspiring person there had to be Wally Farrell and his wife Julie. They operate as a good team. This was Wally’s first visit to Denver and even though he was warned about the conditions at the field, lack of grass and interesting wind patterns, he bashed up a few of his good models. Despite this, he kept on competing and took some trophies. A true competitor.

The best part of the trip was reconnecting with friends and getting to make some new ones. This is always the purpose of my travels. I had a chance to spend some time with Herb Kothe and his lovely daughter, Jackie, I believe. Wonderful folks. I wish I had a better memory for names, but I met Tom and a nice guy named Jack. Great person and very knowledgeable about electrics.

Thanks to you, Don, and all the members of the MMM Freeflight club. Great job.

Don DeLoach

I was inspired by:

-John McGrath dropping EVERYTHING to help out at the scoretable, loan a kid a model, help chase, time etc.

-Jace's young buddy O'Bryen flying at her first contest. Jace's mom texted me after she left: "O'Bryen is jumping up and down holding her plaque, screaming "This is the best day of my life!"

-Wally and Julie Farrell driving 2,000 miles from Virginia for the RMFFC, just because of our club (and field's) reputation for excellence.

-All of the guys who signed up to help at the table, do scale judging, and otherwise help out.

O'Bryen



Don DeLoach Photo

John Christensen

I only attended on Saturday, but I saw a lot and had a good time. Even tho it was a very hotly contested event I saw nothing but good sportsmanship and friendly competition.

I guess the most memorable flight I saw was one by Wally Farrell with his scale Vagabond. He hooked a good thermal that I quit timing at 11:47. Then the sportsmanship part kicked in as several people kept watching and helping to make sure the model returned to Wally's very capable hands. Sportsmanship part 2 came in as Wally reflected true appreciation to all who had helped to make sure his model came home.

I saw things I hadn't seen for a long time such as FF power and Wakefield; these are quite spectacular. The real highlight of it all was meeting lots of nice model flyers. Thanks to everyone who made the event so nice.

George Voss

This was my first trip to CO to fly FF. I was impressed at the field's size and the clubs hospitality. Everyone I met was very nice and accommodating. One thing that disappointed me was the lack of "new to me" glow power fliers. If it hadn't been for my normal circle of friends from TX, OK and KS, I think only 2 glow fliers would have competed. I also noted that all of normal circle of friends had engine trouble, presumably due to the altitude. Maybe that's why there are fewer glow flyers at that altitude. Every flying site has its issues. Even though your flying area is a. one of the largest in the US, and b. very close to major cities, those using the Walston tracking system had difficulty due to the many small valley's within and without the clubs huge site. I found my Icare unit to be much better at finding the model when needed.

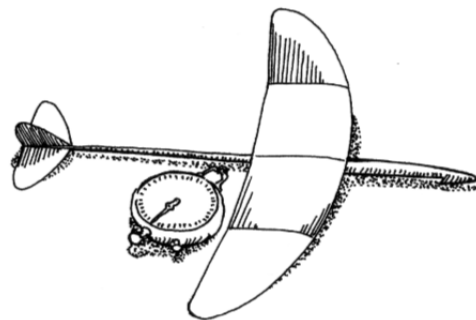
Meeting you [Chuck E], Don D, and Rick P were highlights for certain. I've read a lot about you guys. It must be lucky to have a group big enough to have meetings. Our indoor and outdoor guys don't even really converse unless the outdoor guys show up to

an indoor meet. Unfortunately it doesn't seem reciprocal. Hopefully my traveling partner will be in better health next year and we can attend again. Keep up the great work.

Chuck Etherington

My most memorable impressions both happened on the same flight. Timing a flight of Don DeLoach's high overhead, I noticed a formation of migrating Sandhill Cranes in line with the model but at a much higher altitude. It is always a pleasure to see Sandhill Cranes migrating south over our field at our fall contests and listening to their trumpeting call. This day, however, they were silent to the observer on the ground due to their extreme altitude.

I continued to time the flight for over six minutes until it touched down a mere 100 yds. from the launch point. The drift was spectacular in its absence.



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

CDs: Don DeLoach and Chuck Etherington

Grand Champion - Martin Model Masters Hi-Point Trophy

(choose 1 rub, 1 power, 1 glider, 2 of any)

Jace Pivonka 20pts.

Jack Murphy 16

Wally Farrell 16

Chuck Powell 15

Bob Hanford 12

Rubber Champion - Gibbons Trophy

(all rubber events count)

Don DeLoach 38

Wally Farrell 33

Chuck Powell 25

Glider Champion - Collins Trophy

(all glider events count)

Don DeLoach 24

Mark Covington 20

Jace Pivonka 12

Power Champion - McGhee Trophy

(all gas & elec. events count)

Bob Hanford 32

Jack Murphy 20

Gerald Brown 12

FAC Events Champion

Don DeLoach 40

Wally Farrell 34

Herb Kothe 12

Junior Champion

Skilly DeLoach 10

O'Bryen 3

Kate 1

Rubber Scale Perpetual

Wally Farrell

F1B Wakefield Perpetual

Jace Pivonka

Mulvihill Perpetual

Chuck Powell

Gollywock Perpetual

Don DeLoach

AMA EVENT SCORES:

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

Bob Hanford Early 374

Bob Hanford 1/4A 307

Nostalgia A

Bob Hanford 276

Nos B/C combo

Bob Hanford 307

Robert Dunham II 160

George Voss 16

AMA 1/2A| 1/2A Classic combo

Troy King (CI) 490

Gerald Brown (CI) 488

Bob Hanford (CI) 390

George Voss (CI) 97

Rick Pangell (1/2A) 53

Gerald Brown (1/2A) 482

Troy King (1/2A) 396

A/B Gas combo

Troy King (B) 720

Gerald Brown (A) 512

Bob Hanford (A) 497

AB Classic Gas

Bob Hanford 1051

George Voss 470

Gerald Brown 458

Jim Parker 306

CD Gas combo (Cat III)

Gerald Brown C 360

Jim Parker C 355

Gerald Brown D 221

CD Classic Gas (Cat III)

George Voss 474

Robert Dunham II 440

Gerald Brown 275

Bob Hanford 272

Dawn Power

Bob Hanford C 5:55

Gerald Brown	4:09
Troy King B	3:13
Jack Murphy A Elec	2:58

E-36

Jace Pivonka	600
Don DeLoach	583
Jack Murphy	354
Chuck Powell	340
Linda Powell	273
Al Mecham	192

AB Electric combo

Jack Murphy A	600
Jerry Murphy A	360
Al Mecham B	350
Jack Murphy B	462
Al Mecham A	328

E-Nos combo

Jerry Murphy (1/2A)	320
Jack Murphy (1/2A)	240

.020 Replica

Rick Pangell	59
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Vintage FAI Power

Robert Dunham II	69
George Voss	55

P-30

Don DeLoach	317
Chuck Powell	272
John McGrath	209
Darold Jones	91
Jim O'Reilly	64

Junior P-30

Skilly DeLoach	61
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Mulvihill/ Moffett

Chuck Powell (Mulv)	518
Jim O'Reilly (Mulv)	432
Ray Boyd (Mulv)	420
Darold Jones (Mulv)	368
John McGrath (Mulv)	217
Bob Hanford (Moff)	194

Andrade|Sm. OT Rub.| Sm. Nos. Rub.

Ray Boyd OT	540
Jim O'Reilly Nos	417
Bob Hanford Nos	415
Darold Jones Andr	379
Gerald Brown Andr	82

Gollowocks Galore!

Don DeLoach	4:05
Wally Farrell	2:17
Raymond Boyd IV	1:43
Ray Boyd	1:25
Chuck Powell	0:63

Large Old Time & Nos Rubber combo

Chuck Powell OT	347
Ray Boyd OT	290
Bob Hanford Nos	269

AMA HLG

Don DeLoach	600
Jace Pivonka	540
Mark Covington	415
Chuck Powell	331

OT HLG/CLG combo

Mark Covington CLG	319
Jace Pivonka CLG	308
Don DeLoach CLG	305
Linda Powell CLG	261
Rick Pangell CLG	179
Chuck Powell CLG	164
Jace Pivonka HLG	40

AMA Catapult Glider

Mark Covington	360
Don DeLoach	325
Jack Murphy	295
Wally Farrell	183
Darold Jones	16

Junior Catapult Glider

Skilly DeLoach	53
O'Bryen	19
Kate	13

HLG Mass Launch (3 rounds)

1. Don DeLoach 46, 44, 65
2. Mark Covington 57, 61, 62
3. Jace Pivonka 57, 58, 45
4. Tom Norell 43, 34
5. Chuck Powell midair

5x5 HLG (5 rounds, 90-sec. maxes)

Jace Pivonka 62+90+90+90+90	422
Don DeLoach 45+73+90+55+90	353
M. Covington 52+90+52+55+90	339
Tom Norell 29+44+35+34+90	232
Chuck Powell 47+17+38+24+87	213

Classic Towline

Mark Covington	347
Chuck Powell	308
Rick Pangell	226

FAI EVENT SCORES:**F1B**

Jace Pivonka 506

F1H

Chuck Powell 416

F1J

Bob Hanford 223

Jim Parker 206

F1Q

Jack Murphy 1241

F1S

Jack Murphy 594

Al Mecham 568

Chuck Powell 478

Don DeLoach 437

FAC EVENT SCORES:**FAC OT Stick/Fuselage combo**

Don DeLoach Red Buzzard 720

Herb Kothe Korda C 540

Ray Boyd Lanzo '33 457

Chuck Powell Senator 306

Wally Farrell Gollywock 120

Wally Farrell Skokie 80

FAC 2-Bit + 1 Rubber

Don DeLoach Moth 360

Rich Adams BA Cabin 196

Ray Boyd BA Cabin 195

Wally Farrell Skyraider 91

FAC Jet Catapult Scale

Don DeLoach M-100 136

Rick Pangell P-59 111

Chuck Powell B-57 101

Bob Hanford T-37 91

Wally Farrell Arado 63

Tom Arnold B-57 53

Jerry Murphy Cutlass 48

Darold Jones MiG 31

FAC Dime Scale

Don DeLoach Chambermaid 332

Wally Farrell D-17 272

Chuck Powell Chambermaid 47

Wally Farrell Chmabermaid 172

FAC Modern Civil Scale

Wally Farrell Vagabond 335

Herb Kothe Taylorcraft 194

Don DeLoach Pilatus 53

Chuck Powell Cougar 17

FAC Embryo

Chuck Powell 308

Rich Adams 239

Don DeLoach 223

Linda Powell 135

Herb Kothe 129

FAC Peanut Scale Flt pts Static Bonus Score

Wally Farrell Buster 76.5 57.5 0 134.5

Chuck Powell Piper Cub 45 53.5 0 98.5

Jerry Murphy Cougar 43 46.5 0 89.5

Rick Pangell Cougar 32 57.0 0 89.0

Wally Farrell Floyd Bean 67 53.0 0 120.0

FAC Scale Flt pts Static Bonus Score

Wally Farrell BN-1 78.5 62 25 165.5

Don DeLoach Corsair 82.5 61 10 133.5

Tom Norell MO-1 46 61.5 0 107.5

Chuck Powell Cougar 44 55 0 99.0

FAC Flying Horde Mass Launch (1 round)

Linda Powell Prairie Bird 111

Ray Boyd Skokie 75

Jeff Pakiz Hunter 6

FAC Modern Military M.L. (1 round)

Wally Farrell T-28 165

Don DeLoach F8F 5

Tom Arnold Mauler 4

FAC Low Wing Mil. Trainer M.L. (2 rounds)

1. Wally Farrell Texan II 86, 88

2. Don DeLoach DH.94 88, 67

3. Herb Kothe Magister 5

FAC Greve/Thompson (2 rounds)

1. Herb Kothe Chambermaid 85, 152

2. Jerry Murphy Chanbermaid 50, 92

3. Rich Adams Folkerts 68, broken motor

4. Wally Farrell Smoothie 6

5. Don DeLoach Chambermaid 3

FAC WWII Combat (2 rounds)

1. Don DeLoach F4U 7, 201

2. Herb Kothe SBU 157, 50

3. Chuck Powell Hien 56, 32

4. Wally Farrell Fiat 92, scratch

5. Rich Adams Hellcat 23, scratch

6. Tom Arnold P-63 2, scratch

FAC WWI Combat (1 round)

Wally Farrell Scout 103

Don DeLoach Scout 77

Chuck Powell D-VII 3

Ray Boyd Pfalz scratch


Rich Adams D-VII scratch

September Scramble Results

Line scores:

MMM May Scramble	Contest Date: 16-Sep-18		CD:	John McGrath							
Name:	Event	Flt 1	Flt 2	Flt 3	Flt 4	TOTAL	Std Total	# Maxes	Place	Scramble Points	
Three Minute Events	Max =	180									
Pete McQuade	F1A	7	180			187	1.04	1	6	26	
Two Minute Events	Max =	120									
John McGrath	P-30	105	120	61		286	2.38	1	3	60	
Don DeLoach	FAC OT Rubber	120	120	120	120	480	4.00	4	1	100	
Ray Boyd	FAC OT Rubber	120	120	4		244	2.03	2	5	51	
Tom Norell	?	82				82	0.68		7	17	
HLG/CLG	Max =	120									
Mark Covington	CLG	32	108	120	120	348	2.90	2	2	73	
John McGrath	CLG	30	96	54	120	270	2.25	1	4	56	

Annual Scramble Results thru September

		<h3>MMM 2018 Scramble SUMMARY</h3> <p>DATA ON THIS PAGE IS COPIED AND PASTED FROM MONTHLY CONTEST RESULTS AND SORTED</p>									
	ENTRANT	Total Pts	Overall Place	April (< 3 competitors. No points)	May	June	July (Blown Out)	Aug (< 3 competitors. No points)	Sept	Oct	Nov
1	DeLoach, Don	294	1		94	100			100		
2	Covington, Mark	193	2		89	31			73		
3	McGrath, John	171	3		76	35			60		
4	Boyd, Ray	111	4		60				51		
5	Murphy, Jerry	100	5		100						
7	Etherington, Chuck	61	6		61						
8	McQuade, Pete	50	7		24				26		
9	Norell, Tom	39	8			22			17		
10	Carney, Bill	8	9			8					
20											
21											

A note: For the contests, current rules for flying for Scramble points requires that more than two entrants fly be considered it a Scramble. Two Scrambles did have Mark Covington and John McGrath fly but didn't achieve Scramble points. Something to talk about at the annual meeting?

2018 Overall Regional MMM Contest Schedule

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

DATES	CONTEST	NOTES	CD
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

So, to all my Free Flight Friends, here and abroad.... You are an NFFS member, aren't you? If not, come join us... Be part of the "in" crowd! www.freeflight.org

John Lorbiecki, NFFS President

NFFS MEMBERSHIP APPLICATION

MEMBERSHIP RATES	
United States <i>and</i> International (Age 19 & over)	2 years \$58.00 1 year \$30.00
United States <i>and</i> International (under age 19, copy of your birth certificate required for new members)	2 years \$18.00 1 year \$10.00
Life Membership	\$500
Donations (tax deductible)..... Amount of Donation: \$ _____	
To help reduce the time and expense of maintaining our subscription database - Please renew for two years at a time. Thank You !	
Please print clearly	
<input type="checkbox"/> New member <input type="checkbox"/> Renewal <input type="checkbox"/> Address change <input type="checkbox"/> Donation (tax deductible)	
Current expiration date: Month: _____ Year: _____	
Name: _____ AMA number: _____	
Address: _____	
City, State, Zip: _____	
Telephone number: _____	
Important please include your E-mail address, print clearly:	

Send all new applications (please include a copy of birth certificate for U.S. Residents under the age of 19) and renewals, with payment in US dollars, change of addresses and membership questions to:	
NFFS Membership Office Martin Richardson PO Box 74 Grosse Ile, MI 48138 734-676-2649 voice 734-676-2959 fax martinr362@aol.com	
If paying with a personal check please make it payable to NFFS	

A Handy Hint from WHAM, the N/L of the Wichita Club

Jeff Englert... Ed.

In the May 2010 issue of this exciting rag, I wrote about Stew Meyer's experiments with taming the rear motor's tendency to have a gathering in the tail of our airplanes. The trick seems to be to have a small bobbin on the tail end of the motor, with the bobbin being at least two sizes larger than the rear motor peg. That allows the thing to twist in two dimensions, keeping the motor from bunching.

Now, in the latest issue of MaxFax, Stew describes an improvement which Doug Beardsworth came upon. Instead of making the bobbin of aluminum with wood flanges, he makes them of something called Sullivan Gold-N-Rod #503, a 3/16 OD pushrod tubing used by the RC folk. He makes the flanges from either large fuel tubing or from the soft plastic tubing

you can buy at Lowes in the plumbing section. This is what the finished result looks like.



The top sample has the flanges made using Tygon (plumbing tubing from Lowes), the center one uses large fuel tubing, and the bottom one is the aluminum version, using balsa flanges.

I decided to give this a try and went to the local hobby shop/AKA RC emporium and found the Gold-N-Rod stuff. Alongside it was a similar item by DuBro, which appeared to be a bit larger, but since they were both bound up in plastic I couldn't tell. I bought the DuBro. I should not have because it has ribs on the inside to ease the passage of the pushrods used for RC flight control. The Gold-N-Rod does not, but puts the ribs on the push rods instead. This is what the Gold-Nrod looks like, which of course you toss the inner (pushrod) portion.

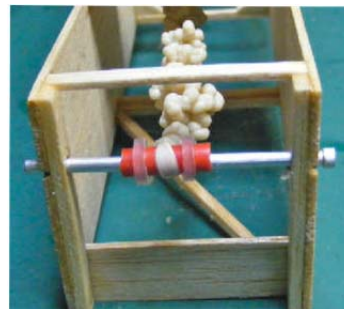
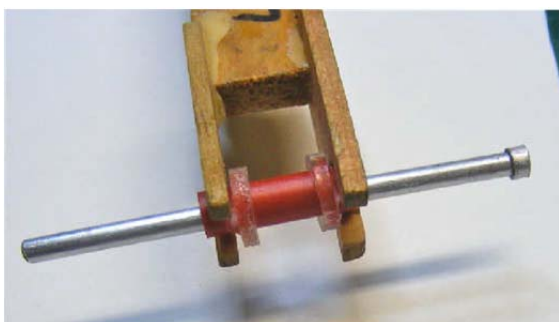
Since Stew advertises this type bobbin as lighter than the aluminum one, (and probably easier on the motor than the less than smooth plywood flanges I've been making) I made one to give it a try. I turned out to be about 1/3 lighter than the aluminum one, using the soft plastic tubing from Lowes.



The downside of this is that these rods come in packages of two rods, each 3' long. Enough for several lifetimes of making bobbins. One package per club would be a good order, although the package is only about \$8. Having a good friend who does RC would be even better.

Don't forget, you' have to leave enough room outboard of the flanges for your stuffing stick, and you'll almost certainly need to make a special stuffing stick which accommodates the bobbin. I've done that and it's no sweat.

Here 'tis in action in Stew's motor peg test stand. Looks like a winner.





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UPCOMING EVENTS*

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>October 6-7</i>	<i>Mari on Kansas</i>	
<i>October 21</i>	<i>Monthly Scrambl e</i>	<i>Any and all events!</i>
<i>November 4</i>	<i>Monthly Scrambl e</i>	<i>12th Annual Fri to Pie Contest</i>



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