



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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2012-05 (August)



## PONDERINGS DEP'T

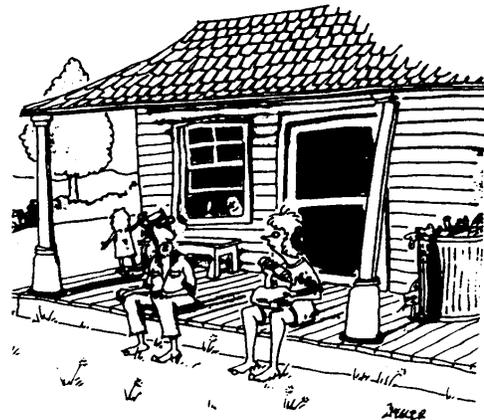
We lost Jim Whelan last month. Never was there a more positive guy. See you downwind Jim.

The FAI World Cup was heavily attended and one got to see some great flying. Results in this issue.

Don was the overall winner of the National Cup for Rubber!

The RMC's are coming up, get your registration in early.

3 MMR's went to the NATs in the same car for 10 days...Darold, Jerry and Rick's "Great Adventure" and they are better friends for it.



"Ma ...I went 3500 miles with Darold and Murph...I learned some great new jokes! Wanna hear them?"

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

Rick

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

**TO JOIN THE CLUB OR SUBSCRIBE**

- Full membership is offered to any current AMA member: \$40
- SAM-1 Crossover membership: \$20
- Newsletter Subscription Only: \$15
- Send \$ to:  
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**Newsletter & Other Stuff:**

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**Flying Field Weather Line:**

303-766-0020

**NEAR TERM EVENTS:**

<b>MMM MTG!</b>	<b>Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.</b>
<b>Wings Over the Rockies Indoor</b> 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission Required. See: "www.indoorcolo.org" for complete info

**HEADS UP: !!!!**

*Going to the field Monday-Friday! Don't forget to call the Corps of Engineers trailer on Quincy Rd, The number is (303) 690-3816*

**Motorcycle Use on the Field Policy:**

*Follow the roads wherever possible and not to follow the planes cross-country. 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](mailto: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



### **FROM THE BENCH....** **Marc Sisk**

The 33rd Annual MMM 14 Rounder FAI contest is history. I am told that it is the largest that we have ever had. Please see the article, results and pictures in this issue of the Max-Out. Thanks to all of our contestants who chose to attend this event and a special thanks to all the MMM members who volunteered in so many ways to help make this another successful MMM contest. I appreciate the feedback that I received. This is critical in continuing to improve our efforts.

Immediately after the 14 Rounder, Jerry Murphy and Pete McQuade participated in a MMM outreach event at the Air Force Academy. They, along with representation from the Pikes Peak Soaring Society, provided a presentation and flying demonstration to Science, Technology, Engineering and Math (STEM) educators. It was a great opportunity to show them who we are, what we do and how we can assist them in their mission of educating young folks. This effort also contributes to gaining access to indoor flying at the Academy. A special thanks to Jerry and Pete for doing this, especially since they were grieving recent losses to family and dear friends! Roland Solomon is leading the charge for our August 18<sup>th</sup> "Kids Day" at the field from 9am to 1pm. I sent a "heads up" blast out on the MMM Yahoo Group net. This is a Saturday before our Sunday Scramble and part of the SAM-1 Memorial Contest weekend. Please come out and

help the kids trim and fly and then participate in the SAM-1 events. Remember, teaching kids model aviation out at the field is just what the State Land Board is looking for from us.

Our schedule does not slow up this time of the year. The Rocky Mountain Champs are right around the corner over the Labor Day weekend. The flyer is out and the duty roster should be out soon, so let's be ready to put our best collective MMM foot forward in helping our CDs Don DeLoach and Chuck Etherington put on another fantastic contest.

That's all for now. Please treat our flying sites as treasured assets and be extremely mindful of fire safety. If you haven't been to the Club house recently, please visit and read the Safety information posted on the walls. It will serve you well! See you on the field!

## STUMP CLUB DEP'T

*This is the place where club members can share their most treasured learning experiences*

## LONG FLIGHTS DEP'T

To all my concerned friends in MMM. A very gracious lady found my F1C while riding her horse up between Boulder and Longmont. I just returned from picking it up, and it looks non the worse for wear. Praise G-d.

***Happy Roland***

I agree Roland, very good news.  
Do you think it maxed?

***Dave Wineland***

On the same day at the 14R, lost a HLG. I followed it to Quincy and lost it overhead at 42 minutes. That same afternoon the Canadians found it only about 1 km across Quincy. Let's assume for moment my HLG was in the air for about an hour. It traveled only about 2-1/2 miles from the launch point during that time. Meanwhile Roland's F1C covered what, 70 miles? How long must it have been in the air to accomplish that?

And...I once had a HLG fly from Benbrook, Texas to Weatherford--around 40 miles if I recall  
***Don DeLoach***

Back in September, 2008, Pete Reinhart lost a F1Q model. It was found near Byers, CO about four weeks after our contest while some wheat combiners were working.

That was about a 40 +/- mile flight!

**Fred Carstens**

Longest lost flight I had was from the old Plains Conservation site. It was a brand new 1/2A design...very light but with nearly 400 inches. I think it was a high thrust -- or perhaps ultra-high with low wing. Gave it a 5 second run -- but it just kept on going up and up etc.

Several days later Annie got a call from a guy who found it near the Chatfield Reservoir. He had assumed it had come from the RC flying site near by. We picked it up and put it in the back -- then forgot about it...until one night I slung a big bag of groceries right on top of the fragile thingy.. What a horrible shattered mess. It deserved better.

**best! bill g**

My longest flight (that I know of) was an F1C that flew from East Colfax Airpark to a horse corral in Elizabeth. Probably 25 miles.

**Bill the lesser**

Ahhh...the Olde Airpark. I had an A2 and a guy called me from Byers to come and pick it up. He found it just off East Colfax shy of Watkins and drove it home with him. And Cass's A1, off the line at about 30' from our current field landed on the runway at Buckley AFB ~ 8 miles

**Rick Pangell**

I recall from the video where he talked about that flight that it had climbed over a 6000' mountain range where a farmer saw it land roughly 8 hours later if my memory serves.

If we could use one of Rene Limberger's GPS systems we might could start a new class involving long range distance and flight time. No DT required! I have done a 10k goal and return with a 14 1/2 foot R/C sailplane and that seemed like an impossibly long distance so Roland's long flight has my respect.

**Randy Reynolds**

You might enjoy my "Lost & Found, longest flight over shortest distance" flight.

Bakersfield, 1953 (or '54). My 1/2A was launched after retying DT line(it had been fuse burnt). It was a short motor run test & DT was quick but popup was of course at a low angle, so it went into tight turns...in a good thermal, naturally!

Not much drift so I walked under it. After an hour it was only 1/4 mi west. For the next hour it drifted east, then north and disappeared overhead. I was downtrodden to lose it as I walked back the short way to the launch area. My buddy who drove(I was only 15 yrs old)said "too bad, but we must go home."

The next Wed at club meeting there it was, sitting on table! I was told it landed within 100 ft of the launch point, about 15 minutes after we had left. So that was about 3 hrs to basically go no where!

Bud Romak a few years back had a flight that went from Taft to somewhere near Paso Robles, or 75ish miles.

**Leeper,**

Ed Carsten had a flight similar to Lee's. It was a large power model launched just after lunch and lost from sight due to DT failure. My wife, Sue, came out to the field about 5:30 that evening and reported she saw a model landing east of the paved access road. The breeze was not blowing in that direction so I assumed that with her vision problems, she had perhaps seen an ultralight disappearing into a valley. She insisted, however, that it was a gliding model. Turns out Ed's model had been up for 4.5 to 5 hours and landed only 1.25 miles away. Who knows where it had been all that time.

**- Chuck**

When I was a teenager in Albuquerque, one of the club's wakefield flyers had his wake go over Sandia mountain (10,000 ft high) and land about 50 miles on the other side of the mountain. He got it back!

**Marc Sisk**

### **Here's a great story from Bob Gutai:**

I had 2 HLG's that I was trimming the day before a contest. I threw the one and it hit a big thermal. It was almost out of sight straight overhead and I figured there was no sense in going to the contest with one glider, so I threw it and it got sucked up as well. About an hour later after trimming out two AMA Gas models I happened to look up and saw a flash straight overhead. I watched for a while and I was able to see one of the gliders. It finally landed about a hundred feet away. Before it landed, I saw the other one flash. It finally landed about 200 yards away. Took them to the contest the next day and they both flew away on their first flight.

**Bob**

### **FAI Model Supply change of ownership**

FAI Model Supply owners, John and Sally Clapp, proudly announce the sale of their business to Charlie and Geralyn Jones, effective June 29, 2012.

Charlie, Geralyn and their sons, Ryan and Kyle, are avid modelers. Charlie is a life-long free flight modeler, currently enjoying competition in FIG and F1B events. He and the boys have represented the USA team in several World Championships for the last 10 years. Kyle is a Silver and Gold team medalist, Charlie has won the bronze in the individual 2009 Croatia World Championships. They are enthusiastic about the sport as well as carrying on the FAI Model Supply name and service.

Geralyn has a long time interest in free flight and has served in various management capacities in manufacturing, accounting, event planning and knowledgeable in webpage design and development. She is also active in many community fund raising events. She and Charlie head up fund raising for the U.S. Junior Free Flight Team.

The Jones family is an excellent choice to carry on and expand the tradition of FAI Model Supply.

We extend our sincere thanks to all our national and international customers for their many years of loyal business and wish each and every one of you continued success in your modeling endeavors.

See you on the flying field.

Sincerely,

John and Sally Clapp

### **Obituary for James Lawrence Whelan** **2/7/33-6/28/12**

Jim was born in Coral Gables, Florida on February 7, 1933. He served in the Air Force from 1951 to 1955 and trained as an airplane mechanic. During his 35 year career, he worked for seven different airlines.

He developed a love for all means of transportation, especially planes. His love of planes led him to travels throughout the world. His many hobbies included the Magnificent Mountain Men's Club, Wings Over the Rockies Air and Space Museum, and the Ambassador Program at Denver International Airport. It was during these activities he met many interesting people and always enjoyed each person's life story.

In 1993, Jim gave up his bachelor status (age 60!) and married Lois Linden. His love of family was very important to him. His family included siblings Julie, Tom [Carol], Margaret [Alan], and Lois' family Dawn, Laurie, Kurt, Heather and Joe plus three nephews, two nieces, and seven grandchildren.

Jim's memorial service was very nice. In attendance from MMFC and MMM was Duane Hjerleid, Carol & Marc Sisk, Rick Pangell, Dave Wineland and Chuck Etherington.

The flowers we sent were on the table outside the sanctuary with the guest book, photos, etc. One of the displays was the WestFAC III contest report in Model Aviation showing Jim as scorekeeper and his scorekeeping trophy was sitting on top. It obviously meant a lot to him. Rick and Chuck stayed for lunch in the parish hall and Jim's brother, Tom, gave what was originally supposed to be the eulogy. A day or so before the service he was told he would have two-three minutes to speak but had prepared ten-twelve. He presented the unabridged version during lunch and it was outstanding.

In reading Jim's obituary, it said, ***"His many hobbies included the Magnificent Mountain Men's Club..."***

I thought about that on the way back to work and in many ways the MMM was more of a men's social club for Jim than an organizational environment for model flying. I think that's true for the rest of us as well. FF is as much about friendships as it is about building and flying.

To quote the message on the flowers,  
***"...see you down wind, Jim."*** Chuck

## NEWS FROM GENESEO

**Howdy Builders and Flyers**..... Many of you have flown with Don DeLoach in various venues ranging from NFFS, SAM, FAI and the FLYING ACES.

Don has been declared GRAND CHAMPION in both Duration and SCALE at the 2012 FLYING ACES NATIONALS in Geneseo New York. CONGRATULATIONS Don for this very tough "double " Grand Championship..... WESTFAC HQ.

PS...Don is a current member of our WESTFAC Working Committee.  
Good Luck!

Just completed the luckiest day of my FF career. I won four of my events today at the FAC Nats. Three mass launches and one duration event. I am shocked, considering there were 20-30 flyers in each of these events. Funny thing about thermals: They tend to "find" models, too!

More Good Luck!



Even More Good Luck

Look where my model landed on round one of the mass launch!



**“Just completed the luckiest most skilled day of my FF career.” Is it safe to say that outdoor scale is your strongest area of FF?**

There is plenty of luck involved in winning a mass launch final heat at this level, but thanks. Just making the finals is a big accomplishment. WWII today had 43 airplanes in the first round alone, with at least two midairs.

Winning WW2 today with my Corsair is the highlight of my 27-year contest career. Yeah, the F4U has never won the FACNATS WW2 event. Until yesterday.

It did 1:57 on the final round, running downwind in a nice layer of oozing lift. Winds were nearly calm...a delicious, unforgettable flight.

***Don DeLoach***

## THE FAI WORLD CUP...

### **33rd Annual MMM 14 Rounder & World Cup Contest**

The 33<sup>rd</sup> edition of the MMM 14 Rounder FAI Contest was held July 13<sup>th</sup> - 15<sup>th</sup>. This year's event included a World Cup designation which helped to attract over 50 competitors from several states and Canada. This was the largest 14 Rounder in MMM history! Jerry Murphy and I were the Contest Directors. Don DeLoach was the F1E Event Director assisted by Chuck Etherington. The weather was very hot all three days with temperatures hovering in the mid 90s. The winds picked up on Saturday afternoon and then again late Sunday as the rounds were winding down.

F1E was flown in five rounds on Friday. We had a new site for this event about two miles from our regular flying field. It is a very nice hill on State Land Board property called Indian Point. It offers launching in almost all directions. Rick Pangell did the research to determine ownership of the surrounding properties and Don DeLoach made the contacts and obtained permission to chase on foot. Peter Brocks, Tom Ioerger, Rick Pangell and Dick Wood battled it out through all five rounds while Don and Chuck helped with retrieval. Tom and Peter were flying traditional F1Es while Rick used a modified Talon and Dick used a modified wakefield. Tom bested them all with an outstanding 495% score. Peter was second, Rick third and Dick fourth. Hopefully this great site will attract more flyers in the future.

The other FAI and AMA events began on Saturday. I broke my F1G early in the first round with a bad launch. I heard something crack when I launched it. The resulting crash broke both wing D-boxes at the wing root. I was down to my reliable F1H for the rest of the rounds. The top competitors were really on form. Rene Limberger (USA/Germany) and Jama Danier (Canada) were getting incredible bunts with their F1As. They looked like an F1C going straight up. Just amazing. Charlie Jones, Blake Jensen, and Ladi Horak all had their F1Bs grooving. It was great to see so many planes in nice thermals. Roland Soloman was the lone F1C competitor. After some initial hops, Roland put up a very nice flight. Chuck and I were watching it. It did not DT so we started tracking it with binoculars. It never DT'd while we were watching it and Roland spent most of the weekend looking for it without success (he got it back a few days later; you won't believe how far it traveled). At the end of the day Rene Limberger, Brian Van Nest and Charlie Jones were clean through seven rounds. Tiffany O'Dell and Don DeLoach were clicking off maxes in F1G and were also clean through four rounds.

In the AMA events Bobby Hanford, George Avila and Dave Wineland were tearing it up in the gas events. Rubber had Jim O'Reilly, Randy Reynolds and Earl Griffiths going against each other in many events. Our own Junior member Jace Pivonka won P-30 with two maxes plus, soundly beating yours truly. I still remember how good it felt beating the men when I was a teenager. Way to fly Jace! Jace could be a future Junior FAI Team Member. Electric power had planes buzzing all over. Don DeLoach won the E-36 event with his own Pearl design and a maxout plus. Electrics are dominating the MMM Scramble season so far this year.

Last year, we introduced the MMM Master Sportsman Blue Jacket for those competitors that had maxed out all 14 rounds. To date, there are six Blue Jacket recipients. They are Jim Bradley, George Batiuk, Pete McQuade, Rene Limberger, Blake Jensen and Eddie VanLandingham. Well folks, add Mr. Charlie Jones to that list as he completed the 14 round feat this year in F1B. All were watching quietly as Charlie put up that 14<sup>th</sup> flight into nice air with an overcast sky. Congratulations Charlie! Some contestants gave Charlie a congratulatory soak.

At the end of the day on Sunday, Rene Limberger dropped only one round for first place in F1A, Jama Danier finished second and Brian Van Nest was third. In F1B, Charlie Jones was first with the maxout, Tony Mathews finished second and Ladi Horak was third. Roland Soloman was first in F1C (we need more competitors in this event). F1H was won by Mike McKeever, Brian Van Nest was second and I squeaked out a third place finish. F1G was won by Tiffany O'Dell with a strong maxout, Tom Ioerger finished second and our own Darold Jones was third. F1Q was a battle of attrition won by Jerry Murphy with Jack Murphy taking second and Don DeLoach was third. Bob Hanford was the lone contestant in F1P but put up a respectable winning total. Full results are included in this edition of the MaxOut.

Contestants enjoyed watermelon while the CDs were busy tabulating results and preparing the awards. Mel Gray, MMM Vice President, spent time on Sunday afternoon polishing the six FAI Champion Cups. He did an outstanding job, they looked amazing and I am sure the winners appreciated his hard work. Thanks Mel! Darold Jones designed and built the award podiums for this event. He used his sign painting skills to add a beautiful touch to the main podium. These definitely added a classy touch to the awards ceremony. Thanks Darold! At the awards ceremony Mel announced the winners, I made sure that Jerry had the correct event plates for each event, Jerry handed them their plaques and Don took their pictures. A great team effort.

During the awards ceremony, I called Lee Hines up and described the MMM NFFS Hall of Fame (HOF) dinner celebration that we held on June 23<sup>rd</sup>. Lee, a 2006 NFFS HOF inductee, was unable to attend so I described some of his HOF accomplishments and presented him a piece of the cake and a bottle of Champagne just like the other MMM NFFS Hall of Famers in attendance.

The MMM members loaned out several chase bikes to assist those out of town competitors who needed them. This was helpful in most cases but more coordination is required to match rider skill with the correct chase bike. A high point for me at this contest was reacquainting with Jon Davis after 41 years. Jon and I flew as part of the South West Aero Team (SWAT) in Albuquerque in the early 70s. It was so nice getting to talk to him again and reliving some of the good times. Thanks for making this trip Jon!

I want to thank all the MMM team for making this a great contest. Planning for this event starts almost a year in advance. Everyone pitched in during both the planning and execution, hopefully making this a memorable event for the competitors. We continue to improve on our ability to host a world class competition. If the level of exhaustion that we experienced on Sunday evening (and Monday) is any measure of effort, I believe we definitely gave it our best. As always, I am proud to be a leader in this Club and look forward to many more successful MMM events!

*Marc Sisk - CD*

### **From the editor:**

Two things...First, Roland had a flyaway. It was found.

To all my concerned friends in MMM. A very gracious lady found my F1C while riding her horse up between Boulder and Longmont. I just returned from picking it up, and it looks non the worse for wear. Praise G-d.

Happy Roland

Now he is very happy, but put that in perspective...that is about 50 miles as the crow flies. The thermals that day were "big?"

Second...yours truly actually got a "Bronze Medal" in F1E with a model that had a fuselage built with a steering front end from Peter Brocks and the wings and stab from my old Talon A2.

F1E is a slope soaring event and is a lot harder than it looks. The chase is normal...downhill, but the retrieval is a nightmare...all uphill on the way back. Peter had Bridgett to chase and Tom Iorger had Chuck and Don on scooters. I actually had a max on the first flight by accident and it is a good thing they invented trackers. Yup, I forgot to trip the DT timer...too much excitement.

I did, however manage to use up nearly a whole roll of scotch tape. Yucca, (of which there were many where I was flying) and tissue resemble a cat scratching post.

### **FAI PHOTO'S**

Hi everybody:

Here's a link to the photos I took at the meet in July. Thanks to everyone for letting me take your pictures.

<http://www.flickr.com/photos/70744231@N00/sets/72157630813391376/>

So, click the 'Actions' drop-down list (top left of photo) and choose "View all Sizes" to access a print-quality original.

Click 'Slideshow' in the upper right for a full-screen slideshow.

I'd be happy to email you a digital print of any photo you like. Let me know.

*Cathy Boyd Snider*

## FAI SUMMARY RESULTS:

F1A				F1G			
Place	Name	Country	Total	Place	Name	Country	Total
1	Rene Limberger	USA	2454	1	Tiffany O'Dell	USA	960
2	Jama Danier	CAN	2417	2	Tom Iorger	USA	830
3	Brian Van Nest	USA	2200	3	Darold Jones*	USA	557
4	Peter Brocks	USA	1991	4	Don DeLoach*	USA	480
5	Shlomi Rozenzweig	CAN	1759	5	Ladi Horak	CAN	240
6	Jon Davis	USA	1282	6	Tony Mathews	CAN	240
7	Jim Parker	USA	1057	7	Jace Pivonka*(Jr)	USA	166
8	Lee Hines	USA	676	8	Peter Brocks	USA	128
9	Mike McKeever	USA	615	9	Eddie Vanlandingham	USA	67
F1B				F1H			
Place	Name	Country	Total	Place	Name	Country	Total
1	Charlie Jones	USA	2520	1	Mike McKeever	USA	915
2	Tony Mathews	CAN	2465	2	Brian Van Nest	USA	873
3	Ladi Horak	CAN	2435	3	Marc Sisk*	USA	822
4	Blake Jensen	USA	2378	4	Lee Hines	USA	705
5	George Batiuk	USA	2376				
6	Roger Morrell	NZL	2334				
7	Benard Guest	CAN	1791				
				<b>Vintage FAI</b>			
8	Eddie Vanlandingham	USA	1539	Place	Name	Country	Total
9	Richard Wood	USA	705	1	Jack Murphy*	USA	54
10	Bill Booth	USA	540				
11	Mark Hoffman	USA	490				
				*No FAI Stamp			
F1C							
Place	Name	Country	Total				
1	Roland Solomon	USA	458				

***" 14 ROUNDER MAXER-OUTERS!"***



## FAI SUMMARY RESULTS: cont'd

### F1P

Place	Name	Country	Total
1	Bob Hanford*	USA	1004

### Fast Gas Combo

Place	Name	Event	Total
1	Bob Hanford	C Gas	540
2	George Avila	AB Classic	528
3	Ray Boyd	1/2 A Gas	312

### F1Q

Place	Name	Country	Total
1	Jerry Murphy*	USA	790
2	Jack Murphy*	USA	572
3	Don DeLoach*	USA	65

Bob Hanford	D Gas	516
Bob Hanford	CD Classic	491
George Avila	A Gas	360
George Avila	B Gas	258

### F1E

Place	Name	Country	Total
1	Tom Ioerger	USA	495.00
2	Peter Brocks	USA	354.61
3	Rick Pangell*	USA	290.40
4	Dick Wood	USA	216.93

### Slow Gas Combo

Place	Name	Event	Total
1	Dave Wineland	C Nos	540
2	Bob Hanford	B Nos	327
3	Ray Boyd	MMM SLOP	244

\*No FAI Stamp

### NFFS E-36

Place	Name	Total
1	Don DeLoach	527
2	Todd Reynolds	294
3	Randy Reynolds	240

### *Charlie Jones...in Form*



## FAI SUMMARY RESULTS: cont'd

### NFFS Classic Glider

Place	Name	Total
1	Mark Covington	223
2	Rick Pangell	120
3	Ray Boyd	30

### P-30

Place	Name	Total
1	Jace Pivonka (Jr)	326
2	Marc Sisk	245

### HLG

Place	Name	Total
1	Mark Covington	320
2	Todd Reynolds	310
3	Neil Myers	305
4	Lee Hines	216
5	Ray Boyd	146
6	Chuck Powell	82

### OT Rubber

Place	Name	Total
1	Jim O'Reilly	540
2	Don DeLoach	458
3	Chuck Powell	320
4	Randy Reynolds	180

### CLG

Place	Name	Total
1	Mark Covington	188
2	Chuck Powell	151
3	Lee Hines	120
4	Rick Pangell	70

### NOS Rubber - Wake Combo

Place	Name	Total
1	Randy Reynolds	471
2	Don DeLoach	458
3	Jim O'Reilly	453
4	Chuck Powell	325

### Mulvihill - Moffett Combo

Place	Name	Total
1	Randy Reynolds	360
2	Earl Griffith	304
3	Jim O'Reilly	73
4	Jace Pivonka (Jr)	13



**IMAGES FROM THE 14 ROUNDER:**

Cathy Boyd Snider



Charlie Jones...14 Rounder "Max-Outer"



Lee Hines and Mark Covington  
Two you should listen to



Jace Pivonka...Coupe



Bridget and Peter Brocks



George Batiuk & Eddie Van Landingham"

## NATS NEWS:

We had a good time and here are the top 10 from the NATS from our point of view:

- 10. Rick discovered that it takes more than a max-out to place in a gas event.**
- 9. Darold earns the persistence award as he keeps going even when things are going poorly. Be sure to ask about building a glider in the field.**
- 8. Finding tire tracks on your #1 CLG is a serious test for Rick's restraint...aarrgghh!**
- 7. Team MMM is the most photographed club at the NATS. It must be our good looks...yup!**
- 6. Murph, just set that @\$% Zero on fire!**
- 5. The bad news from Muncie is the hobby shop is closing. The good news is Lee Campbell and Mark the "hot dog man" are still in business.**
- 4. Jim Walston shows us great customer service as he teaches Darold the art of radio tracking.**
- 3. Three guys, traveling 1200 miles one way, sharing a hotel room, and having a few brews are still friends.**
- 2. How many times can we move in a single day? Thursday set a new record.**
- 1. The Hall of Fame was a blast and a great honor for Murph and the MMM.**

Thermals!

*Murph and the MMM Team*

Our "team" consisted of Darold Jones, Jerry Murphy and Rick Pangell. The quick and dirty summary was 3 guys went to the NATs, drove two days to get there, 3 coined for the roll away, flew some toy model airplanes, had some friendly libations, went to the Air Force Museum in Dayton Ohio and drove two days back.

The MMM Club did make the cover of the August 7<sup>th</sup> NATS NEWS! You can go to the AMA site and view the full page color photo.

That was pretty exciting. We were the only club that had a banner. Then the three of the contingent managed another photo in the Friday issue too...page 4.

Murph was inducted into the NFFS Hall of Fame, and that was quite an honor and a deserved one. It turned out to be one highlight of the trip.

After one long grueling hot day on the field we went to a biker bar to cool off. Some guy may have gotten some mental connection and insisted on Murph having a new hat...it wasn't "quite new" but the guy was big, bullet proof, and had a lot of tattoos so Murph couldn't turn him down. At least he didn't have to "go home" with the guy for it.

For the flying portion of the trip the Muncie weather was odd, but you had your choice of what you wanted to fly in. It ranged from hot and calm to cold, rainy and windy, the wind changing directions frequently. It was sort of like going on a week long fishing trip and not catching any fish though. As a team we did not do as well as we hoped, but it was an adventure and a great time.

We ended the contest with our good old Jerry Jeff theme song in the rain and the wind under the tent, which drew the attention of most of the nearby flyers. Lee Campbell couldn't resist and came over...the only guy I've seen who holds up his sweatpants with suspenders.



**FREE FLIGHT WITH AN ALTITUDE!  
UPCOMING EVENTS**

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>Aug Scramble</i>	<i>18-19-Aug</i>	<i>18<sup>th</sup> Kids Day 19<sup>th</sup> MMM "Scramble"</i>
<i>Rocky Mountain Champs</i>	<i>1-3 Sep</i>	<i>Nat Cup / Dynasty Cup / plus 2 Am Cups / FAC</i>
<i>Sep Scramble</i>	<i>16-Sep</i>	<i>MMM "Scramble" Format</i>

**FIRST CLASS**



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