



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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

2013-02 (Mar)



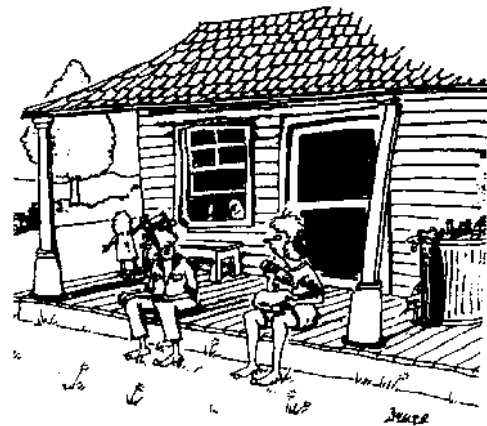
PONDERINGS DEP'T

Sitting here watching it snow sideways. What a great day to go into the man cave and whittle on some balsa.

The indoor yahoo site is really active with good info being bantered about...a lot of tech ideas being exchanged and such. To get on board with that...

Indoor_Construction@yahoogroups.com is the site.

Coming up is the Pikes Peak Ceiling Climb on March 17, St. Patty's day. As a special request, it does cost a lot to rent the C'Springs auditorium these days and anyone wishing to chip in to the cause can do so using the MMM paypal experience. Instructions on the next page.



"Ma ...someplace warm huh?...lemme check a few of the contest schedules..."

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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 Elizabeth, CO 80107-7419

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REPEATING EVENTS:

MMM MTG!	Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.
Wings Over the Rockies Indoor 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission 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, 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



Jerry Murphy

Here we are nearing the end of March and our indoor season will be concluded with two great contests. The first is our 7th annual Pikes Peak Ceiling Climb. This contest is the brain child of Don DeLoach, and under his leadership this event has brought some of the top indoor competitors to this event. There is no better way to enhance your indoor skills than observing those at the top of their game. You would think the "big boys" would not want to travel to fly in a 36 foot 9 inch site, but with Don's help that is exactly what has happened. We have had the pleasure of flying with the likes of our own Bill Leppard and Rob Romash as well as Bill Gowen, John Kagan and Kang Lee. So dust off your winder and other indoor stuff and make the trek to Colorado Springs this St. Pat's day (Sunday March 17) for a day of outstanding indoor flying.

The final event of the indoor season will take us back to the Round Valley Dome in Edger, AZ the weekend of April 5-7. If you have not seen this site you have missed something special. With a smooth ceiling at just under 100 feet you can fly all day and never experience a hang up. The Phoenix club is sponsoring this event and it is well worth the drive. Last year Rob Romash and I departed his house in Colorado Spring in the early afternoon, stopped for dinner in Albuquerque, and were in the hotel a little before 10 PM. The town is very nice, contest is well run, and

it was a great way to wrap up the indoor season.

The club had a good showing at the Wings Over the Rockies event. In fact it was our best one ever as it looks like we might have found a new Jace. This young man traded a TD 09 to Ray Boyd for a Santa Cruse kit. This fellow lives near Rick, so we have a good chance of having a new power flyer on the field. Ray, that was a great trade!

On the subject of kids Mark Covington, Don DeLoach, Bill Leppard, and Neil Myers were out to the University of Colorado- Colorado Springs Saturday March 2 to help run the Science Olympiad CLG event. We had students from all over Southern Colorado and it was a fun event for all of us. Thanks fellows for your help.

The first outdoor event of the 2013 season is the Winter Coupe contest Sunday April 28. This is not a Scramble, but as it is sanctioned as a record trial you can fly anything you want, only the Winter Coupe events will be scored. Rick is the CD and the events are F1G (Coupe), 1/2A E-36 combined, and HLG.

Speaking of outdoor flying, and the goal of having fun we must keep safety as our number one concern. By now many of you have heard about how Rick's TD 049 threw a prop blade that hit my right hand resulting in a deep cut and a visit to the local ER. We are lucky to have a professional grade first aid kit as a part of the CD kit so we can deal with situations like this. Also we have maps to the nearest ER in the CD kit. There is more that we can do. I have asked Chuck to work with Sean Hillis to see if we can have a CPR class for all interested club members. With a little bit of luck we might have this before the April 28 contest.

Well that is it for now. After you finish reading the news letter it is back to the shop to finish your indoor ships.

STUMP CLUB DEP'T

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

Congrats to Don for setting the first national record in the new E-36 class. Don's performance at the recent SWR meet in Eloy AZ set the first record in this new class with a performance of 13 minures and 23 seconds. This was a maxout followed by a first flyoff max with a 10 second motor run followed by two more maxs with the 5 second motor run and a fourth fly-off flight of 83 seconds.

As Don often says, Pearls Rule!

The Free Flight community needs more folks like this:

From Erik Bock, S/O advisor

My belief is this. No child should lose because they did not have access to knowledge. Winning should come down to who is the most prepared to compete. Not who has the best access.

With gliders there is a lot of techniques and knowledge that can not come from books or articles. They come from people with experience and that experience needs to see the gliders in person to truly be helpful.

While my students have soaked in a lot and excelled, I have not seen many other schools take advantage of what MMM offers. That brings me to my second point.

Without competition nobody pushes to greatness. I hate the complacency of "that is good enough to win." I want my students worried that someone will beat them, so they put in that extra hour, study that last page and push to the next level.

So, I think it would be a good idea to have an SO event and if you do i volunteer my students to help out. They have a lot of experience and knowledge to share.

Yes, we have held SO events at the PP Ceiling Climb. Want us to do that again?
DD

The rest of the story:

Erik Bock...S/O coach from Wellington, CO

Not only did Poudre team 1 and team 2 take first and second for gliders at regionals they wowed the crowd.

In addition they dominated all the build events. Only loosing one first place. But picking up second in that event.

I would like to thank the MMM for all their help and guidance.

Outstanding!! Congrats Erik and Poudre team!!

Today was south regionals in CS. Best flight was 15. Second best was a pair of 7s. Lots of flights 5 and under.

DD

From Ray Boyd...

I thought you might find this interesting.

I received this yesterday from Barry Ams, one of the junior fliers of the Hawks Flying Club in Sierra Vista, Arizona in 1959-1961. He was a neat kid who actually build Santa Cruz MK I. We had a lot of kids in the club who did very well in this sparsely populated part of the country. Sierra Vista was so small that there was not even on stop light in the town. Of course there was no cable TV or cell phones or PC's so kids actually had to do something outside.

There were 44 charter dues paying members in the Hawks Flying club, a good percentage younger members. Six of them attended the 1960 South West Regionals, two of them

placing third in their respective events and none less than 15th place in a very large field of contestants. The hand launch gliders we ordered and reordered and reordered for the event never came in time, so we went up to the SWR in Phoenix and bought the models up there and built them the night before the meet.

It was very heart warming to hear from him. He must have gotten my email address off the Flying Models Magazine, which I haven't seen yet. There were at least 8 young men who I bet learned a lot from their model days with the "Hawks" and carried that with them in later life. They all flew HLG, control line (stunt and rat racing) and some flew free flight and tow line and got very good at their events. Now that they have my address, I'm sure I'll hear from some more of them.

Barry says He's had some cataract work done on his eyes and for the first time in years he can see 20/20 and will get back into building flying models!

2/9/13 - Ladies and gentlemen, the winner of the 2013 Isaacson HLG....Todd Reynolds!

Even more amazing was Sunday's HLG contest. Todd barely finished third with NINE maxes! The previous day he won HLG with six.

On Sunday the top three HLG finishers scored 42 maxes total. An unimaginable feat! And certainly the greatest HLG comp in history!

In only six weeks of being an AMA event the all-ages E-36 record is now 10 maxes plus 83 seconds. I watched virtually all of Sevak's flights and if anything his model is not as fast and not getting quite as high as our SP202Es. Wing area is about the same.

BTW the same day Linda Powell (a brand-new FFer) got 7 maxes plus 60 for the Open record, beating my 6+83 set three weeks ago!

DD



Join the Magnificent Mountain Men Free Flight Model Airplane Club
Visit www.themmmclub.com
For More information



April 28...

Winter Coupe contest with special events as Coupe, HLG, and 1/2A/E-36 combo. It is not a scramble, but as it is a sanctioned record trials all models can be flown for the records.

November 18, 2012
Manitou Springs
Indoors Session C-Romash

AMA Standard Catapult Glider

Rob Romash	25.0+24.9	49.9
Rick Pangell	17.5+18.5	36.0
Josh Knebel	16.5+14.4	32.2
Jace Pivonka	13.9+12.9	26.8
Gage ?	12.0+14.6	26.6
Kiley DeLoach	14.8+02.9	17.2

AMA Unlimited Catapult Glider

Rob Romash	26.6+27.0	53.6
Don DeLoach	24.7+22.9	47.6
Rick Pangell	15.5+17.2	33.4
Jace Pivonka	13.9+13.7	27.6

AMA Hand Launched Glider

Todd Reynolds	27.0+27.6	54.6
Don DeLoach	25.0+25.5	50.5
Rob Romash	24.6+24.5	49.1
Mark Covington	21.7+20.5	42.2
Randy Reynolds	22.8+17.7	40.5

FAC WWII No-Cal Combat - 2 rounds

Bill Leppard Spitfire	WINNER
Rick Pangell P-40	
Don DeLoach Spitfire XII	

AMA Ministick

Rob Romash	4:38
------------	------

P-18/P-24

Rick Pangell	1:48
Chuck Etherington	1:24
Note: Rick gave his model to a visitor to enjoy forever	

FAC No-Cal Scale

Don DeLoach Spit XII	4:18
Rick Pangell P-40	3:43
Bill Leppard Spitfire	2:17

FAC Peanut Scale

Rick Pangell	0:39
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Junior Rubber

Jace Pivonka	0:28
Kiley DeLoach	0:23

AMA Limited Pennyplane

Don DeLoach	7:15
Jace Pivonka	3:22

AMA Easy B

Rob Romash	6:31
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A-6

Jace Pivonka (JR)	1:20
Ramen Kelsey	0:38
Mr. Kelsey	0:22

February 10 Manitou Springs Indoor Session CD- Murph

When I ask about how to gain access to the gym Mr. John McGee, Athletic Director, offered me a key to the building. Wow, this was a great idea and it worked well.

When I called Mr. John Mason about turning off the air handlers he said he would do so, Again no problem. Then we encountered our first problem, where is the light switch?

Mr. Mason appeared and turned on the lights and then he ask who we are? It turns out that there was a break in the communications between the school's academic staff and the school's physical plant staff. We need to close this loop next time.

We had a total of 9 folks paying \$5.00, which was passed on to the school.

Mark Young was flying a paper stick model that his daughter built when she was 12 years old. The model was making consistent flights in the mid 2 minute range.

HLG:

Jace Pivonka 1.8 sec. He had a new model that was giving him a hard time

Std CLG:

- | | |
|-----------------|----------|
| 1. Bill Leppard | 50.6 Sec |
| 2. Gage Bock | 42.5 Sec |
| 3. Rick Pangell | 32.6 Sec |

Unl CLG:

- | | |
|-----------------|----------|
| 1. Bill Leppard | 46.6 Sec |
| 2. Rick Pangell | 33.6 Sec |
- Both were flying the same glider in both classes

A6:

- | | |
|-----------------|------|
| 1. Bill Leppard | 4:12 |
| 2. Rick Pangell | 2:52 |

Mini Stick:

- | | |
|-----------------|------|
| 1. Jerry Murphy | 2:14 |
|-----------------|------|

P-18/24

- | | |
|-----------------|--------|
| 1. Jace Pivonka | 85 Sec |
|-----------------|--------|
- He re-entered to post more time for his school event
- | | |
|----------------------|--------|
| 2. Chuck Etherington | 79 Sec |
| 3. Jace Pivonka | 72 Sec |

FAC N0-Cal:

1. Bill Leppard - Spitfire - 313 Sec
2. Rick Pangell - P-40 - 223 Sec
3. Jerry Murphy - Wildcat - DNF as the model was seriously broken.

WWII Mass launch

1. Bill Leppard
2. Rick Pangell
3. Jerry Murphy

P-nut Scale:

1. Rick Pangell Fike 44 seconds.

There were many additional flights that were not recorded such as Mark Young's Paper Stick model and several of John McGrath's flights. John had a new design out for the first time and it is the best flying model he has brought out so far. He made contact with Mr. Kolin Campbell and it looks like John's new design will be a project for the Manitou HS Aeronautics program.

WOTR EXPO 2/23 2013

Representing the MMM display were: Murph, Don, Bill Lovins, Ray and me.

Rick, the event was about the same size as in previous years. The floor plan for the event was some waht larger as the meseum store was moved to a new location.

We had a good display along with our partners at SAM-1. Don had a good idea for capturing email addresses of those who were intersted in free flight.

Don't know the exact number of names but it was on the order of 12 or so. I would say it was a good thing for us as it does expose folks to free flight.

Jerry Murphy



Ray Boyd explaining a Delt Dart to an interested party.



The wonderment of youth....Kiley helping to show off an FIC to some innocent bystanders.

Preparing Rubber Motors

Ramon Alban

There is a range of opinion and expertise regarding the preparation of rubber motors for free flight model airplanes from the professionalism of world championship competitors down to the relative ignorance (no offence intended) of the rank beginner. Somewhere in between are we (amateur) "experts" who have developed methods of preparation which satisfy our individual needs. We infest model airplane forums to dispense questionable wisdom to help answer perpetual novice questions from our knowledge hungry colleagues. By so doing, we spread our individual gospels throughout the hobby, invoking occasional disagreement as to best practice.

With this in mind, what follows is a system of rubber prep and management learned from others over 25 yrs of competitive vintage rubber powered free flight, that works for me.

Leave the rubber in its original sealed boxes and keep it in a dark and stable atmosphere of a cupboard in an unheated room. Don't use fridges/freezers simply because it's difficult to control humidity. Leave talc on the rubber until its time to make up a motor because it's so much easier to measure out as it slips through the fingers easily without clinging. Talc also takes up small amounts of moisture in the atmosphere particularly if the temperature drops unduly.

To make up a typical motor from (say) 1/4" strip, weigh out the total amount (eg; 100 grams) required and divide into two hanks as follows. For 16 and 12 strand motors - two equal parts, for 14 strand motors - 6/14ths and 8/14ths. For 10 strand motors - 4/10ths and 6/10ths. Make up two separate loops using a favourite knot. Worth trying is a single half reef and bind the free ends tight with crochet cotton wrapped 5 or 6 times before knotting and trimming.

Fold the loop into the intended half motor, either 4, 6, or 8 strands and secure one end of the hank with a small rubber band to keep it tidy. Take both hanks to the sink, wash off the talc in warm soapy water (not detergent), knead the slimy bundle to remove all the talc, rinse in cold running water and allow it to drip off. When nearly dry, thoroughly lube with a favourite such as the excellent soft soap and glycerine mix, pulling, stretching and kneading, especially the knots. Bring the two hanks together at a bobbin and secure with a small band ready for cording. Cord the motor as desired using a Tim Grey prop hook, securing 1 loop to each arm of the hook to stop the rubber climbing off the hook as each half tries to climb in opposition and bind with a small band. I favour 2 different cording methods. To determine the number of cording turns required, measure the length of motor in inches and multiply that number by 2.6. For freewheeling propellers, put half this number of cording turns on each half motor and bring the halves together at the Tim Grey hook as mentioned. Note, when the "halves" are unequal add (say) 5 turns to the thinner half and subtract 5 turns from the thicker half to equalise the tensions on each half. An alternative method, having determined the required cording turns as before, put half that number on each separate pair of strands, again bringing them to the Tim Grey hook, producing a loosely braided "rastafarian" motor ideal for folding propellers.

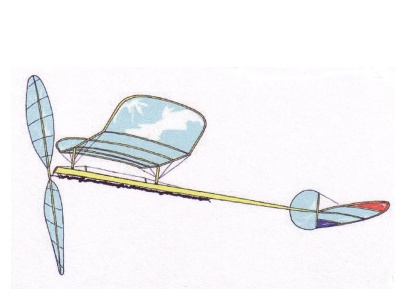
Wind the motor to 100 turns, stretch well, let it unwind to equalise the cording, pop it in a poly bag and seal. Keep the bagged motor in a dark place (usually) in the box with the model plus two other identical motors and the whole kit n' kaboodle is ready to go the field. When winding for flight, only go to maximum torque for the model (empirically determined at the trimming stage) and after the first flight return the motor to its poly bag. Use different motor for each of three (usually) qualifying flights and if lucky enough to get three maxes use the best of the three motors for the fly-off.

Back home inspect all three motors for damage, repair as required and return them to their bags and model box. All models (plus motors) are stored in a constant temperature north facing integral garage. Don't worry about keeping them super cool, just try to avoid too many atmospheric changes. The preserving effect of soap and glycerine allows motors to be kept, fully prepared for use for long periods of time. Motors go many months or even years between use and can be used in "balls out" competitions. They never seem to deteriorate, they rarely catastrophically break (except individual strands), unless careless with winding technique or lubrication, and because motors are used relatively infrequently, they always give out full torque.

The cost may seem excessive but its not. Look at it this way. A 1lb box of 1/4" Tan II or S/S (£20) makes up into 4 X 100 gr motors. Each motor goes for about 5 flights before its knackered, so that is £1 per flight. Lets say it possible to make 8 flights in a days competition, that's £8. Peanuts (10%) compared to the £50 spent on petrol getting to the venue, £8 to get on the field, £8 to enter 2 comp's plus £10 for a meal with mates before going home. PLUS, there is no badgering around trying to make up motors in the heat of competition. Only wash and re-lube if a motor gets dirty.

This process may suit only a small number of readers. The amateur "experts" already have their own system that works - so no need to change and the professionals may not even get to read it. However, those who are searching for their own system may want to consider if elements of this process might work for them. There is nothing to lose but time, so give it a try!





THE ROUND VALLEY DOME INDOOR CONTEST

EAGAR, ARIZONA

APRIL 6th & 7th 2013 8:00 A.M. to 7:00 P.M BOTH DAYS

LIST OF EVENTS

F1D

Entry fee is \$35.00 for the contest.
No matter how many events you fly.

F1L

F1M

Glider flying is limited to Saturday and Sunday mornings. (others may fly other types of Models at this time at your own discretion.) Lots of floor area. 220qX 400qX Cat. III

OPEN PENNY PLANE

LIMITED PENNY PLANE

EZB

A-6

Scale judging will be Saturday A.M.

MINI STICK

HLG

No Cal Mass launch at noon on Sunday.

CATAPULT GLIDER

We plan on being quite flexible with the schedule from there on depending on what models show up.

UNLIMITED CATAPULT GLIDER

FAC PEANUT SCALE

FAC DIME SCALE

NO-CAL SCALE (6.2 gram min, 7" max prop)

NO-CAL SCALE WW II MASS LAUNCH (6.2 gram min, 7" max prop)

For info contact;

Steve Riley

(505) 615 8112

steveriley@cableone.net

DIRECTIONS

From the east

Take I-40 to exit 89

Go south on Hwy. 117 to Hwy 36. Go South to Quemado. Take Hwy 60 West to Springerville.

From Phoenix

Go to Payson and then East to Show Low.

From Show Low take Hwy. 60 East to Springerville

From the West

Take I-40 East to Holbrook

Take Hwy. 77 South to Show Low. From Show Low take Hwy. 60 East to Springerville.

In Springerville

On Hwy 60 you will come to South Mountain Ave. (there is a McDonalds on the corner) This will become North Main St.

Go south to 5th Ave and turn left to the Dome.



Go a few blocks East to the Dome. Go past the Dome to the East parking lot. We will use this east entrance. Overnight parking for RVs is OK.



The Magnificent Mountain Men Proudly Bring You Pikes Peak Ceiling Climb VII

Indoor Model Airplane Contest

Sunday, March 17, 2013

AMA Sanctioned Class AA

Flying site is the historic Colorado Springs City Auditorium, downtown, corner of Weber and Kiowa Streets – 37 foot (peak) smooth ceiling

Flying Hours: 9:00 a.m to 7:00 p.m.

Practice & fun flying during the contest is permitted but official flights always have right-of-way. Please exercise courtesy and common sense.

Schedule (subject to change per demand for airspace)

9:00 a.m. – 12:00 p.m.	GLIDERS ONLY Hand Launched Glider, Unlimited Catapult Glider, Standard Catapult Glider, SO Elastic Launch Glider*. <u>Absolutely no glider flying after 12:00 p.m.</u>
12:00 p.m. – 3:30 p.m.	HEAVYWEIGHTS (models heavier than 2 grams, and LIGHTWEIGHTS at your own risk) FAC Peanut Scale, FAC No-Cal Scale, P-24, Limited Pennyplane, Open Pennyplane/F1M combined, WWII No-Cal combat
2:00 p.m. Sunday	WWII No-cal combat! All FAC rules apply plus 7" max prop diameter and minimum empty weight of 6.2 grams. Models must have correct color and markings and must have armament. Combat aircraft only. Two rounds minimum.
3:30 – 7:00 p.m.	LIGHTWEIGHTS ONLY (models not more than 2 grams) FIL, Easy B, Mini Stick, A-6, F1D (regional qualifier)
6:45 p.m.	Last Launch
7:30 p.m. Sunday	Informal group dinner – restaurant near the Aud.

*Flown to current Science Olympiad rules.

**Any indoor rubber powered model; Juniors only (15 and under)

The Fine Print:

- Contest Director: Don DeLoach, ddeLoach@comcast.net 719-964-7117.
- Link to AMA rules: <http://www.modelaircraft.org/files/2013-2014IndoorFreeFlight.pdf>.
- Link to FAC rules: <http://www.flyingacesclub.com/1213facrules8.pdf>.
- Entry fee: Open: \$25. Junior/Senior: \$10. Donations welcome! All proceeds go to site rental!
- "Colorado Cup" Grand Champ Trophy to highest scorer in up to 5 pre-selected events (at least 1 of the 5 must be a glider event, otherwise you may choose only 4 rubber events). 5-4-3-2-1 points for 1st, 2nd, 3rd, 4th, 5th place; 1 point deducted for each person fewer than 5 in an event. Minimum 3, 2 points for 1st, 2nd in an event, even if only one/two entered.
- Tables and chairs provided on site.
- Nearby Hotels: Clarion Inn (1/4 mile) 719-471-8680; Econolodge (1/2 mile) 719- 636-3385.
- Sorry, no RC flying.



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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>MARCH 17</i>	<i>INDOOR</i>	<i>Pikes Peak Ceiling Climb!</i>
<i>April 6-7</i>	<i>Eager Arizona Indoor</i>	<i>Round Valley Dome</i>
<i>April 28th</i>	<i>MMM Outdoor Contest</i>	<i>Winter Coupe Plus!</i>

FIRST CLASS



**IF THIS BOX IS CHECKED, THIS IS YOUR
LAST ISSUE UNTIL YOU PAY YOUR DUES!**



**The Magnificent
Mountain Men**

6994 So. Prescott St.
Littleton, Colorado
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