



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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Editor: Rick Pangell
6994 So. Prescott St.
Littleton, CO 80120
Ph: 303-798-2188

Visit our website at:
www.themmmclub.com
or E-mail us at:
themaxout@aol.com

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

2013-07 (Sept-Oct)



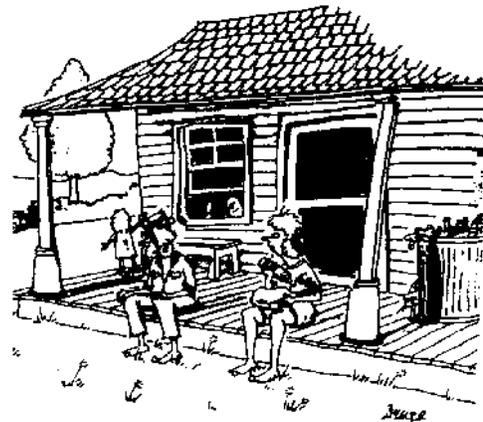
PONDERINGS DEP'T

OK, so I lied. I did manage to get on the field and watch for an hour or so. Cass brought me out right in time for the FAC WW2 Mass Launch. That is a fun event.

What a gorgeous day for flying free flight. Great air, temperature, competitors and some great models made it a good thing to watch too. Although I have to admit I wished I could have had the strength to compete.

Just "being there" got the old juices flowing.

When one of the big gas jobs goes up everyone stops to watch the excitement.



"Ma ...aw never mind...you had to be there."

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:
Chuck Etherington
 33946 Goldfinch Dr.
 Elizabeth, CO 80107-7419

MMM Club Officers and Contact List

President:

Jerry Murphy 719-685-3766

Vice President:

Mark Covington 719-459-1402

Vice President At Large:

Mel Gray 720-851-9498

Treasurer:

Chuck Etherington 720-201-6218

PR & Indoor Coordinator:

Don DeLoach 719-578-1197

Website Coordinator:

Rick Pangell 303-798-2188

Club Records Monitor:

Dave Wineland 303-499-8566

Flying Site Oversight:

Pete McQuade 719-522-1239

Newsletter & Other Stuff:

Rick Pangell 303-798-2188

Flying Field Weather Line:

303-766-0020

NEAR TERM 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: !!!!

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 mfmffclub@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



President Says

Hello MMMers,

Our club has completed another great year for free flight here in the Rocky Mountain West. Both of our major outdoor events have received rave reviews from their contestants. The FAI Annual drew a good number of flyers, some who flew in the NATS and then jumped in their cars and raced to Denver to fly with us. Airlines were also deployed in their trek to Denver from Muncie. The scheduling of the Nats so close to our traditional date plus the world champs being flown in early August did have a negative impact on our total number of flyers. The good news in all of this is first we did manage to earn a small profit and the process of setting the NATS dates is now more open.

The Rocky Mountain FF Champs was a huge success. I have received many comments from those who came to Denver and all were super positive. Don and his team pulled off another hit for all of us. The weather was good and challenging. Does anybody recall a labor day weekend where we needed jackets to ward off the morning chill?



Don and I twisted Dan Berry's arm to come and give our field a try. Try he did, as he took home the meet grand champion award.



Our own Jace Povinka showed us all how well he is progressing in his development as a top notch Wakefield competitor by taking home the "black lady".

Prez Continued:

I made the trip down to Texas for the Cloud Climber's contest. This was also a great opportunity to visit my Texas family. This was a well run meet with good weather on their new field. The new Cloud Climber's field near Denton, Tx is a good field that has a lot in common with the Lowry Range, it isn't flat. All fields offer challenges and this one is no different. I found it to be a good field once you figured out the challenges. Some modelers decided that it wasn't perfect so they stayed home. As this is the only free flight field currently available in Texas their not flying in this contest does not help the Cloud Climbers or the broader free flight community. Keep this in mind as you make decisions on flying or not. I would suggest that your modeling might be even more fun if you were to travel to at least one out of town contest each season.

We have two Scrambles and then the outdoor season will be in the history books. You still have two opportunities to move up in the standings, so do come out and fly these last two events.

When I accepted your nomination for club president for this year I told everybody that i will not be available to serve as president next year. 2014 is a contest board action year and that takes a lot of my time. Please look into your priorities and see if you can step up to a leadership in this club. The biggest time sin in this job is email. There is not a lot of other heavy lifting. So, do the club a favor and see if you can step up and become a club officer.

Thermals,
Murph

STUMP CLUB DEP'T

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

”Is this still the email address for the MMM Club?

My stepfather, Sweeny Hayashi, was a member of your club for many years before he passed away.

Please confirm if this email address is still valid. Thank you. Lauren Sinz.”

Lauren,

Yes this is the MMM club contact email. We have the club web site as "themmmclub.com", however there is another site which is just "mmmclub.com" which is NOT our address.

I knew Sweeny...one great person. He touched many of us in the club and his passing was sad.

If you have any questions, please feel free to contact me at any time, OK?

Rick Pangell

Thanks, Rick. I just wanted to say that I was looking (again) at the nice things people said about Sweeny. It warmed my heart to know how many people really cared for him; actually I'm not surprised. He was a very special person. I was fortunate to be with him when he passed.

I just wanted to pass on my appreciation for the nice words people shared in the newsletter and the yahoo groups.

Best wishes always,

Lauren Sinz

Sweeny always had a penchant for a bit of art and contributed to the Max Out On many occasions. When Cass set two National Records, here is Sweeny's contribution...No doubt he would have had a wonderful time with Skilly DeLoach too!

Cass, the Early Years....



CHUCK ETHERINGTON

For all you club members out there. Summarizing from notes via Andrea Pivonka, Jace's mom....

During the Rocky Mountain Champs, on Saturday while chasing, Chuck went down on his motorcycle and broke his ankle. Details were a little sparse at this point. He had his cell on him and in a short period of time Chuck's needs were attended to and he was taken by ambulance to Parker Adventist Hospital.

Chuck was resting comfortably and had surgery at 8 AM Sunday morning to put in a plate and some screws. The break is above his left ankle and one bone. Lee and Jace stopped by the hospital before dinner and Sue was there and so went to dinner with her.

Sunday, Jace and Andrea visited him and it sounded like he would not be released that day.

Monday, today, Chuck was finally being discharged. He was pretty determined last night to be, although Sue wasn't! They are going to swing by the field - hopefully in time for the award ceremony. It's strange to me that he doesn't have a cast on his leg - the rod in the bone acts as an internal cast apparently, but I'd be nervous about the occasional bump! No weight bearing for 6 weeks, which will be a challenge - it's his left leg though, so should be able to drive once he is off the pain meds.

The bike was messed up too with a broken clutch and some bent parts. Knowing the club members, arrangements will be made to pack him up and get his gear back to his house.

On a personal note, we know that Chuck deserves a few get wells and attaboys. Also, he should take

a few days off and just rest. The next couple of days are the hardest. Being a tried and true "horse faller offer" he should be back soon.

A full investigation for lessons learned and compare to club safety procedures will follow by the management. One outcome...he had his cell phone on!



Co CD Chuck Etherington in a weaker moment

And thanks Andrea for the updates.

FEEDBACK FROM THE RMC's

"This was the best contest experience of my life." -Ralph Ray

Yes all, it will be 'memorable' in my book, too.

It was an excellent contest for sure. Congrats to MMM club, as they did their usual 'as expected' fine job of running it.

That is a major reason I keep returning year after year since 1999.

Oh, I won a couple of events, but the 'memorable' stuff happened in the noon hour on Sat. Firstly, I was up close and personal with yucca and other flora near gully to the south, and had to work for 15 min to get myself out from under my Yam. I just recvd a bruise and scratches. Then Big Chuckles came by, got his F1C, and disappeared to the place where he did in his ankle.

The MMM Instant Response Team came whomping over hill and dale to rescue him and take him to ambulance post haste! That was great to see, and relaxed me enuf to ride back to

flight line with my F1A, knowing Chuck was getting good care.

PS: This Wed I will get my Yam serviced to fix the steering problem.

Thanks & ciao,
Leeper

Ill always remember:

Stan's determination to fly his best. He's always inspiring to be around and really elevates our contests.

Jack Murphy's outstanding win in E-36...hard fought and well deserved against the best competition in the country.

That marked rising/sinking air in the HLG mass launch--despite it *feeling* calm.

The overwhelming response to Chucks injury.

Lee Pivonka. What an outstanding asset he has turned into for our organization. Every time we needed help Lee was first in line to volunteer.

Lying here in bed having trouble sleeping, thinking about all the fun we had this weekend.

RMFFC is the best contest, on the best field, hosted by the best club in the USA. Simple as that.

Gnight ...DD

Don and Chuck (CD's) and supporting cast.

This may have been one of the best RMFFC ever. Murphy's touch of the Wind Talkers was special and one of the items that make the MMM contests unique and the best. Coming up with that replica of the congressional medal was out of sight.

One of my guests, Anne Marie, was amazed at the number of out of state people who attended and the number of females there: wives and contestants. She thought the awards ceremony was very special the way contestants were recognized and treated and Skilly stole the show.

And the water mellon! What a treat. "The only other contest I've been to they wouldn't even sell me a cup! (She's a cup and T-shirt collector. She got a T-shirt). You guys are special"

So Again.. Good job.

Ray Boyd

"This was the best contest experience of my life."
-RR

Hi Don,
Feel free to do whatever you wish with this

This was the second time I have been able to attend the Magnificent Mountain Men Labor Day Weekend Contest.

Just like the first time, the MMM club were the best possible hosts. Beginning with a professional contest invitation, hotel options, road directions, low entry fees, they try to make it easy to decide to attend. On the field you are never without the offer to share the shade of a canopy, tools, chair, or help retrieving a model. Timekeepers are easy to find.

Some highlights for me were:

Seeing friends from around the country.

Timing dawn power on a beautiful clear calm morning.

Encountering parents willing to bring their children out to experience our sport.

The graceful first round max of Lee Hine's F1A after a perfect bunt.

Ralph Ray's catapult glider popping out just above mine, incredibly high, in a booming thermal.

Trading Old Time Catapult flights with Mark Covington.

Sharing Linda Powel's ice cold fruit after days of fun, hot, competition (thanks Linda).

Randy Reynolds' wordsmith humor.

Efficient distribution of trophies - on a Podium!

And perhaps the most amazing part: The classic Honda 110 motorbike, that Don DeLoach loaned to me for the contest, started on the FIRST KICK each and every time!

Thanks MMM, Stan Buddenbohm

Sept Monthly Contest Report

Part 2 Pete McQuade, CD

(Ed: This is put in the “Stump Club” section because of it’s special nature)

I throttled back the XR 100 and glanced at my wristwatch. 4:50 pm. Ten minutes left in the contest. “If I don’t find the model in the next minute, it’s all over.” The long, downward slope toward the Hunt Club was studded with yuccas that made the going slow. I steered around a black widow’s nest. Gritting my teeth as the bike jolted, I tried to forget Chuck’s broken-leg accident three weeks before and Don’s near-miss today.

Trusty old #18 had just eked out a nail-biter max, DT’ing no more than 20 ft above a small ridge and then disappearing behind it. That brought me into an unexpected tie for the lead in the September Scramble—3 maxes each. Conditions had been tough all day: windy, cloudy, cool, turbulent. The kind of day that takes your patience and nerves to the ragged edge. Now with the curtain about to be lowered on the contest, I knew that at this moment, Don had been alerted, and would be preparing to put up the winning flight. My sole chance now hinged on getting my model back to the hill, hooked up again, and into the air, all within a scrawny handful of minutes. Yeah, but first, I had to find it. “If I have to stop to take a radio reading, I’m toast. But, Marilyn’s been giving me great chase lines all day. If only...”

As I reached the top of a small rise, the fluorescent orange of #18’s wingtip jutted out from behind a yucca. “Marilyn, you did it again! That line was so good, I nearly ran over the model! Maybe this thing isn’t over yet.”

I started back in the direction of the launch area. The double-layer overcast was growing darker and the wind meaner. There’d been a few stinging raindrops just before this flight.

Three minutes later, I was back under the green sunshade, rushing through the setup: towhook, timer, bunt lines. One mess-up, and forget the contest—a banged up glider would

be the prize I’d take home. I barked out my cryptic checklist from memory: “One...one...one...and four, for three minutes...hatch secure...Marilyn! Let’s go!”

We jogged out to the flying area, where I paused to put a hand on her shoulder. We whispered a prayer together.

“You ready?” “Yes.” I ran toward Mark Covington’s thermal pole, the tow reel humming as the line paid out behind me. Atop its pole, the streamer was stretched out like a ruler. Chuck called out, “Two minutes.” I jammed the empty reel into my fanny pack and quickly looked back at Marilyn. I raised my arm.

“Ready! 1...2...3...Go!” The model shot from her hands and up into the dark gray, its trajectory arrow-straight, right in the groove. Hauling in arm-lengths of line, I coaxed it overhead and upwind before daring to let it circle. As it came back around, I eased it into the wind, then pounded out a few choppy steps, and released the whistling towline, catapulting #18 into a high-speed upward arc. “Well, that’s everything I had to give,” I muttered, as the empty line fluttered to the ground.

“Thirty seconds remaining,” Chuck shouted. I looked back at a sudden commotion at the thermal pole.

“Clackety, clackety, clack.” Don’s yellow-and-red Large Nostalgia Rubber model was churning its way upward, grumbling an unusual noise as it passed overhead.

“It’s got multiple motor breaks,” he called out. “It can’t make the max.” As it climbed steadily, the wind swept it away.

I hadn’t seen my model’s bunt, but had instead run to Marilyn, who already had #18 centered in her oversized binoculars. When I looked upward, over her shoulder, my heart sank. The model was two hundred yards downwind, and stalling--something it hadn’t done all day long. “What the...???” It had undoubtedly been through a couple of roller-coastering dips already, and would do a couple more, losing precious height with each one, until it finally settled down into its glide.

Was it something wrong with the model? An incidence change? No. I'd apparently messed up the bunt, by rushing it. I'd released the line one second too early, leaving the nose too high. "Not much chance it'll be saved by the air," I mused. Picking a thermal had been the last thing on my mind as we'd rushed just to get #18 into the air before it turned into a pumpkin.

I couldn't see the glider anymore, so I gazed at Marilyn's stopwatch while the seconds ticked off. At 2:25, she began to reach for the button. "Not yet...not yet...Down!" she exclaimed. "Behind a ridge." The watch read 2:31.

Once again, her chase line was superb, and the retrieval didn't take long. When I pulled up to the sunshade, Chuck told me Don had hooked a thermal, and the ailing rubber motor in his model had been sufficient to make the most of it.

"Great flying, Don!" I called to him. And I meant it. To pull off a max within the last fraction of a minute, under those conditions, was brilliant. Although I hadn't won, it felt good to be part of such a dramatic finish. A few minutes later, we all gathered near the McQuade minivan, and Don received the winner's Scramble sticker.

The applause was short-lived because the wind had gathered force, making the sunshade quiver alarmingly as it strained against its guy-lines. Low rain clouds were charging toward us from the west. Everyone helped us take down the shade and pack up our ground tarp. After handing the CD's briefcase and first-aid kit to Dwayne for next month's contest, we rushed to load up the motorcycle.

The access road was glistening with rain as we rolled up to the locked gate at Quincy Blvd. I looked over at Marilyn. "Thanks for all your help today, sweetheart. You did a terrific job. I hope you had a good time."

She smiled back. "Yes. I did."

Lightning flashed in the distance to the north. I forced the car door open against the wind and stepped out into the storm. It had been a great day.

COLORADO SPRINGS AUDITORIUM! 90th Anniversary Event

Rob Romash and Bill Leppard

"Our favorite local indoor site recently celebrated its 'Official' 90th birthday as noted and declared by our mayor this past Sunday. Our club was well represented by Bill Leppard and myself with amazing aerial displays of an astounding nature, in short I flew a couple models. Really this was the most challenging day of flying I have ever had in this venue due to 2 open doors, ventilation on high alert and all 6 circulation fans running around the floor area and a bevy of chairs, kids, cakes, tables and roller derby girls.



The good news was there was plenty of live entertainment with several musical acts and even several poets. Thanks to John McGrath we did have handouts with "Night Flight" info and plenty of interested parties. About the only models/model that could be flown was my lightweight Biplane RC job but that was enough to show what we do in at least a basic format. There was the couple of nail biting low power limited Penny-plane flights with liberal "Pole" attention and a small swarm of kids running underneath to add to the "Who gets to the model first" game, luckily I won most of the time. In the end we were well received and there was a sense with the established crowd we are a part of the venue."



RESULTS FROM THE ROCKY MOUNTAIN CHAMPS!...

Thanks to all who attended. We had 40 contestants, good weather, and as always, outstanding competition. It's the high level of competition that MAKES this contest, in my mind.

Congratulations to **Grand Champion Dan Berry**. In his first trip to Denver he showed the skills of a true champion. What I mean of course is that he hit a tree on his first flight! (He's only the sixth person in 34 years to do that at Lowry, as far as I know!) Seriously, Dan showed great skill in his Championship victory. Stan Buddenbohm had the same number of GC points but lost the tiebreaker. Great flying, Stan. I did make one mistake in the Rubber Championship scoring: yours truly won it, over Herb Kothe, 27 to 25.

Congratulations to the other category champions:
Junior - Jace Pivonka,
Glider - Stan Buddenbohm
Power - Dan Berry.

As I've said many times RMFFC is a collaborative effort. I want to recognize the stalwart volunteers who helped at the scoretable, ran mass launches, did setup/teardown, and performed myriad other tasks. These men deserve 100% of the credit for making this RMFFC a contest that all of us could fly in and enjoy. Please thank them next time you see them.

If you helped and your name is not on this list, I apologize.

Scale Judges: Marc Sisk and Darold Jones.

F1Q calibration: Jerry Murphy.

Setup/teardown: Jace Pivonka, Chuck Etherington, Todd Reynolds, Jerry Murphy.

Mass Launch Directors: Jerry Murphy, Randy Reynolds, Darold Jones

Scorekeeping: Bill Lovins, Ray Boyd, Troy King, Darold Jones, Dave Wineland, Jerry Murphy.

Glider Pen: Mark Covington.

Watermelons: Pete McQuade.

Raffle Coordinator: Todd Reynolds.

Finally, a big thank you to all who donated items for the raffle! This raised nearly \$500 for the club!

Diels Engineering 4 kits

visit www.dielseengineeringinc.com

Don DeLoach 5 kits

Ray Boyd 5 kits

Marc Sisk 6 items

Jerry Murphy 5 items

George Avila 6 kits

Fred Carstens 4 kits.

Thrmx

DD



Try to get a good photo of our Photographer and who else shows up? No one but the Leeper to add a model for Ms Catherine Snider to hold.

PLEASE GO TO THIS SITE:

<http://www.flickr.com/photos/70744231@N00/sets/72157635553641105/>

48th Rocky Mountain FF Championships Results

FAI Dynasty Cup, FAI Centennial Cup and FAC Mountain States Scramble

August 31 –September 2, 2013

Contest Directors: Don DeLoach and Chuck Etherington

Thanks to our sponsors:

Texas Timers, PearlFreeFlight.com, BMJRModels, 2013 U.S. Free Flight Champs

F1A Dynasty Cup

2 entered (2 flew)
Lee Hines 1077
Pete McQuade 1053

F1B Dynasty Cup 2 (2)

Jace Pivonka 859
Ed Vanlandingham 773

F1C/P Dynasty Cup 6 (4)

Faust Parker (C) 1080
Bob Hanford (P) 730
Chuck Etherington (C) 577
Glenn Schneider (P) 536

F1H Dynasty Cup 3 (3)

Chuck Powell 411
Mark Covington 411
Lee Hines 235

F1G Dynasty Cup 2 (2)

E. Vanlandingham 544

F1Q Dynasty Cup 5 (5)

Julie Parker 1181
Jerry Murphy 1084
Randy Reynolds 1059
Jack Murphy 959
Bill Leppard 84

F1J Dynasty Cup 4 (4)

Faust Parker 600
Ray Boyd 455
Bob Hanford 372
Troy King 96
Fred Carstens att.

Dawn 'Wocks 7 (6)

Herb Kothe 3:10
Don DeLoach 3:05
Chuck Powell 3:04
Dan Berry 2:59
Jim O'Reilly 2:25
Jerry Murphy 0:16

P-30 11 (8)

Dan Berry 510
Earl Griffith 348
Stan Buddenbohm 344
Jim O'Reilly 262
Don DeLoach 238
Chuck Powell 120
Bill Leppard 120
Bob Hanford 117

Vintage FAI Power 3 (3)

Glenn Schneider 392
Jack Murphy 266
Bill Lovins 242

OT .020 Replica 2 (1)

Jeff Englert 187

OT ABC Combo 2 (1)

Bill Lovins 478

1/2A Classic Gas 10 (4)

Dan Berry 695
Dave Wineland 360
Gene Smith 341
Jerry Murphy 148

AB Classic Gas 8 (5)

Dan Berry 536
Troy King 510
Gene Smith 505
Bob Hanford 485
George Avila 395

Classic Towline 8 (5)

Chuck Powell 540
Stan Buddenbohm 430
Mark Covington 374
Dan Berry 310
Don DeLoach 300

OT Small Rubber 9 (4)

Dan Berry 540
Jim O'Reilly 520
Jeff Englert 390
Chuck Powell 375

F1A Centennial Cup 2 (2)

Lee Hines 1056
Pete McQuade 994

F1B Centennial Cup 2 (1)

Jace Pivonka 896

F1C/P 5 (2)

Bob Hanford F1P 834
Glenn Schneider F1P 194

F1O Centennial Cup 5 (4)

Julie Parker 1242
Jack Murphy 1041
Randy Reynolds 909
Jerry Murphy 845

F1G Centennial Cup 2 (2)

Ed Vanlandingham 600
Darold Jones 277

F1H Centennial Cup 3 (1)

Chuck Powell 122

F1J Centennial Cup 4 (2)

Faust Parker 600
Bob Hanford 330

Nos. B/C Gas combo 5 (4)

Bob Hanford B 429
Glenn Schneider C 387
Gene Smith C 180
Glenn Schneider B 290

Small Nos Rubber/Small Mulvihill 8 (6)

Don DeLoach Nos 540
Jim O'Reilly Nos 452
Earl Griffith Nos 409
Linda Powell Nos 193
Chuck Powell Nos 165
Bob Hanford Nos 120

A/B Electric combo 9 (7)

Todd Reynolds A 324
Don DeLoach A 313
Jack Murphy A 308
Bill Leppard B 240
Jack Murphy B 307
Bill Leppard A 192
Todd Reynolds B 180

C/D Gas combo 5 (3)

George Avila C 720
Dan Berry C 503
Bob Hanford ? 334

CD Classic Gas 7 (3)

George Avila 664
Dan Berry 540
Gene Smith 483

HLG Mass Launch 9 (8)

round times

Mark Covington 62, 107, 58
Stan Buddenbohm 84, 120, 55
Todd Reynolds 52, 74, 50*
Don DeLoach 50, 77, 50
Lee Hines 43, 53
Jeff Englert 46, 52
Ralph Ray 39
Chuck Powell 33
*won 3rd place tiebreaker

HLG 9 (9)

Todd Reynolds 354
Don DeLoach 330
Stan Buddenbohm 313
Jeff Englert 231
Mark Covington 215
Lee Hines 212
Ralph Ray 167
Chuck Powell 108
Dan Berry 10

Slow Open Power 6 (4)

Ray Boyd 519
Bill Lovins 421
Glenn Schneider 411
Gene Smith 321

Large OT Rubber/ Large Nos Rubber 8 (5)

Jim O'Reilly OT 540
Randy Reynolds Nos 468+

Bill Leppard OT 468+
Don DeLoach Nos 446
Chuck Powell OT 180
+unresolved tie as of 9/12/13

Nos. Early/1/2A/1/2A/1/4A 7 (6)

Gene Smith 1/2A 470
G. Schneider 1/2A 450
Dan Berry Early 443
Bob Hanford 1/2A 431
Jerry Murphy 1/2A 409
Jeff Englert Early 232

A/B Gas combo 12 (9)

Troy King B 649
Dan Berry B 515
Bob Hanford B 457
Gene Smith A 445
Ray Boyd A 437
Dan Berry A 492
Bob Hanford A 417
Troy King A 268

Hand Launched Glider – Junior 2

Jace Pivonka 228
Skilly DeLoach 14

Dawn Power 12 (8)

Dan Berry C 6:20
George Avila C 5:09
Bob Hanford B 4:47
Schneider ? 4:24
Powell E-36 2:50
Don DeLoach E-36 2:21
Jack Murphy ? 1:46
Jeff Englert ? 1:14

Mulvihill/Moffett combo 9
(5)

Earl Griffith Mulv. 720
Jim O'Reilly Mulv. 555
Randy Reynolds Mulv.
545
Darold Jones Mulv. 114
Earl Griffith Moff. 303

Nos. A Gas 7 (5)

Gene Smith 524
Dave Wineland 520
Glenn Schneider 449
Bob Hanford 419
Jack Murphy 56

Catapult Glider – Junior 1
(1)

Skilly DeLoach 36

Catapult Glider 14 (10)

Ralph Ray 480
Stan Buddenbohm 349
Mark Covington 327
Lee Hines 303
Linda Powell 169
Jack Murphy 148
Chuck Powell 114
Todd Reynolds 87
Richard Branca 59
Darold Jones 56

E-36 10 (9)

Jack Murphy 572
Todd Reynolds 568
Chuck Powell 531
Linda Powell 323
Don DeLoach 318
Bill Leppard 318
Jerry Murphy 317
Jace Pivonka 316
Lee Hines 201

½A Gas 8 (4)

Gene Smith 491
Dan Berry 452
Bob Hanford 353
Ray Boyd 342

Old Time HLG/CLG combo
8 (6)

Stan Buddenbohm 352
Mark Covington 277
Chuck Powell 187
Ralph Ray 174
Don DeLoach 85
Linda Powell 75

FAC Dime/Simplified Scale
Combo 6 (1)

Herb Kothe Taylorcraft 295

P-30 – Junior 3 (3)

Jace Pivonka 226
Ian Jones 76
Skilly DeLoach 30

FAC 2-Bit/Embryo/Half
Wake combo 5 (4)

Herb Kothe 2-Bit 355
Gene Smith Embryo 310
Don DeLoach 2-Bit 197
Chuck Powell Embryo att.

WWI Combat aircraft
round times

Don DeLoach
Bristol Scout 23, 73
Jerry Murphy
Fokker DVII 22, 28
Herb Kothe
Fokker DVII 14

WWII Combat aircraft
round times

Herb Kothe
Vindicator 66, 102, 39
Don DeLoach
Wildcat 50, 72, 9
Tom Arnold
P-39 33, 42
Gene Smith
Grace 6
M. Schoonejans P-51D 3

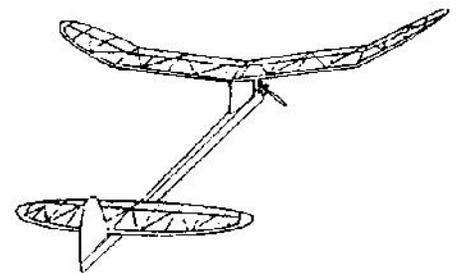
L.W. Trainer aircraft
round times

Gene Smith
Arado 114, 78, 80
Herb Kothe
Magister 57,74, 69
Don DeLoach
DH.94 43, 66, 64
Tom Arnold
Do.335 45, 61
M. Schoonejans PT-19
2

FAC Scale 8 (3) aircraft
Flt pts Bonus Scale
Total

D. DeLoach
Wildcat 67 5 60 134.0
T. Arnold
Me-410 38 35 58 131.0
J. Murphy DVII 35
15 58.5 108.5

FAC P-nut 2 (1) aircraft
Flt pts Bonus Scale Total
C. Powell
Fike 25 0 56 81.0



Grand Champion (up 5 to events: 1 rubber, 1 glider, 1 power, 2 of any)

Dan Berry	17*
Stan Buddenbohm	17
Chuck Powell	13
Jack Murphy	10
Jace Pivonka	10
Ralph Ray	9
Jeff Englert	8
Lee Hines	8
Linda Powell	5

*won tiebreaker (most points in other, non- champ events)

Glider Champion

Stan Buddenbohm	23
Chuck Powell	18
Mark Covington	17
Lee Hines	15
Todd Reynolds	10
Don DeLoach	7

Rubber Champion

Don DeLoach	27
Herb Kothe	25
Jim O'Reilly	17
Dan Berry	13
Ed Vanlandingham	13
Earl Griffith	12
Gene Smith	8
Chuck Powell	7

Power Champion

Dan Berry	32
Bob Hanford	24
Gene Smith	21
Glenn Schneider	19
Jack Murphy	17
George Avila	15
Faust Parker	15
Julie Parker	10
Todd Reynolds	10
Bill Lovins	9
Troy King	9
Ray Boyd	8

Junior Champion

Jace Pivonka	10
Skilly DeLoach	9
Ian Jones	

18 Aug 2013 Scramble

Chuck Etherington

Beautiful day for FF. Don DeLoach won the scramble with a maxout + 120 + 49 in HLG. He was taking pride in the fact that he had beaten the great Mark Covington. When he showed his Scramble Champion sticker to his daughter, Skilly, she said, "I bet Mark has a LOT of these." That Pffffft sound was the air being let out of Don's balloon. Mark maxed out as well.

Ray Boyd was third with his very nice flying 1/2 A. He is using a very steep climb which resulted in good altitude and the transition was also quite good.

Pete McQuade, with the able assistance of his wife, Marilyn, was fourth with six maxes and one drop (tough competition). He completed his FAI time accumulation requirement so he is now qualified for the Team Selection Finals.

Jace Pivonka was fifth with a P-30 that had undergone major repairs to the wing. He had it flying nicely.

A number of folks had schedule conflicts or medical issues, but the rest of you missed an opportunity to enjoy beautiful weather, our world-class field and good fellowship.

MMM MONTHLY SCRAMBLE										
							ENTER	Best Factored Score =		4.41
	DATE	EVENT	ENTRANT	CLASS	# MAXES	MAX TIME	TOTAL AMA	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINTS
1	8/18/13	SG	Don DeLoach	HLG	3	120	529	529	4.41	100
2	8/18/13	SG	Mark Covington	HLG	3	120	459	459	3.83	87
3	8/18/13	3 Min	Ray Boyd	1/2 A	2	180	454	454	2.52	57
4	8/18/13	3 Min	Pete McQuade	F1A	6	180	421	421	2.34	53
5	8/18/13	2 Min	Jace Pivonka	P-30	1	120	244	244	2.03	46

Contest Report: Monthly Contest, July 28, 2013

by Pete McQuade, CD

“We’ve had three seasons today.” Sean Jones, Ian’s and Andrew’s Dad, shook his head as he uttered this observation at the end of the annual “Late Day” contest. And so it was. Indeed, when activities got underway at 9:00, things had the appearances of a classic March morning (rather than July), complete with low overcast, a light, hanging mist, and ground soft and spongy from the previous night’s rains. Thankfully, winds were light, and flying began right on time.

Mark Covington commented that the cool, gentle conditions would probably favor FAI fliers over the hand-launch guys. Nevertheless, he, Neil Myers, and Don DeLoach headed for the Glider Pen, and began to put on a show of eye-catching flights with discus- and catapult-launch models. Soon the Scramble score-sheet reflected their early maxes.

Alternating between the Pen and the flight line, Don was busy battling it out with Jerry Murphy and Jace Pivonka with their high-climbing Electric models. It turned into a real horse-race, with each man garnering two maxes.

Tending to the business of the rubber events were Darold Jones, flying his Coupe, Jace with his Wakefield, and Ian in P-30. Throughout the day, Ray Boyd’s colorful and famous Santa Cruz ½A gas ship showed its potent climb and glide in a series of tests and official flights. Meanwhile, my wife Marilyn and I spent a happy but busy morning struggling to nurse F1A #20 back into trim following major repairs the week before.

By mid-afternoon, the light breezes had grown into substantial winds, as a solid gray prevailed high overhead, lending an autumn-like coolness to the air. Nevertheless, the stalwart fliers were still able to find the patchy thermals that lurked in the occasional lulls. By this time, the Scramble results board

showed that Don, Jerry, and Jace each had two-maxes-plus in *at least* one event. At the same time, Mark Covington was collecting maxes as routinely as though he were picking them off the grocery-store shelf: five aces with his discus-launch glider, three in catapult, and two in classic towline.

Pausing for one of his rare breaks, and taking advantage of winds that proved a little too vigorous for comfort, Mark called everyone together and announced that he was about to pass the famous “Order of the Pearl” award to its next recipient. A hearty round of applause rang across the field as Mark proclaimed Jace Pivonka the newest winner—and certainly the youngest ever. Mark cited Jace’s rapid ascent to the ranks of highly-competitive modelers, as well as his admirable attitude of dedication and service to the club, perhaps best exemplified by his being the first club member to volunteer for the duty roster in this year’s 14-round World Cup contest. Jace gratefully accepted the honors, as Mark bestowed the Pearl Pin on him.

The howling wind continued, forcing all but the heartiest into their cars.

After hunkering down for an hour and a half, we emerged around 3:30 pm to find the wind’s ferocity had disappeared, things had warmed up, and the sky had been transformed into a bright summer blue. Flying resumed in a flurry of activity, and it soon became apparent that Mother Nature had saved her best weather for last.

Despite a busy agenda flying Wakefield and several classes of Electric, Jace found time to help his friends Ian and Andrew Jones with their models. Their combined efforts paid off handsomely, as Ian’s P-30 demonstrated a fine trim and good performance for three solid official flights. Andrew’s highly-modified Flight Streak rubber model was also looking very impressive.

The flying continued under idyllic, “Free Flight Heaven” conditions, with nice thermals and short chases until about 6:30, when the wind began once again to pick up a bit. Mark

Covington's five-plus maxes in HLG had set the standard for most of the day, but my #20 had finally gotten back into its grove in the afternoon, to record a nice set of seven maxes to take the Scramble. The full Scramble results were posted in the MaxOut last month.

Shortly before 7:00, a sound like a shot rang out and Jace slumped to the ground. His winding stooge had failed and he was hit in the chest and shoulder by small wood and metal parts. He was quickly attended to with

ice packs and antiseptic spray by several club members, including his Dad and Marilyn, who provided comfort and a vital dose of M&Ms.

Thankfully, Jace's wounds turned out not to be serious. He was back to running at cross-country practice a few days later. Unfazed, he was back on the flight line for F1B at the next contest, the August monthly. But that's another story.

ENTER CONTEST DATE: 7/28/13		ENTER CD NAME: PeteMcQuade									
MMM MONTHLY SCRAMBLE											
							ENTER	Best Factored Score =		7.00	
	DATE	EVENT	ENTRANT	CLASS	# MAXES	MAX TIME	TOTAL AMA	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINTS	
1	7/28/13	3 Min	Pete McQuade	F1A	7	180	1280	1280	7.00	100	
2	7/28/13	SG	Mark Covington	HLG	5	120	675	675	5.63	80	
3	7/28/13	SG	Mark Covington	CLG	3	120	430	430	3.58	51	
4	7/28/13	2 Min	Don DeLoach	B Electric	2	120	356	356	2.97	42	
5	7/28/13	2 Min	Jerry Murphy	P-30	2	120	332	332	2.77	40	
6	7/28/13	3 Min	Mark Covington	Classic Towline	2	180	487	487	2.71	39	
7	7/28/13	SG	Don DeLoach	HLG	2	120	320	320	2.67	38	
8	7/28/13	2 Min	Jace Pivonka	B Electric	2	120	317	317	2.64	38	
9	7/28/13	2 Min	Jace Pivonka	A Electric	2	120	296	296	2.47	35	
10	7/28/13	2 Min	Don DeLoach	A Electric	1	120	295	295	2.46	35	
11	7/28/13	2 Min	Ian Jones	P-30	0	120	236	236	1.97	28	
12	7/28/13	3 Min	Jace Pivonka	F1B	2	180	340	340	1.89	27	
13	7/28/13	SG	Neil Myers	HLG	1	120	223	223	1.86	27	
14	7/28/13	3 Min	Ray Boyd	1/2 A Gas	0	180	188	188	1.04	15	
15	7/28/13	2 Min	Jace Pivonka	E-36	0	120	110	110	0.92	13	
16	7/28/13	2 Min	Don DeLoach	E-36	0	120	94	94	0.78	11	
17	7/28/13	2 Min	Darold Jones	F1G	0	120	80	80	0.67	10	

SUMMARY SCRAMBLE THRU AUGUST

		MMM 2013 Scramble SUMMARY									
BEST 5 COUNT TOWARD YEAR END RESULTS I											
	ENTRANT	Total Pts	5/19/13	6/9/13	7/28/13	8/18/13	RMC's	9/15/13	10/13/13	11/3/13	
1	Covington, Mark	367	100	100	80	87					
2	DeLoach, Don	297	68	87	42	100					
3	McQuade, Pete	240	26	61	100	53					
4	Reynolds, Todd	168	73	95							
5	Murphy, Jerry	152	58	54	40						
6	Boyd, Ray (Sr)	146		74	15	57					
7	Pivonka, Jace (Jr)	137	20	33	38	46					
8	Myers, Neil	84		57	27						
9	Sisk, Marc	63		63							
10	Jones, Ian	28			28						
11	Hjerled, Duane	22		22							
12	Jones, Darold	10			10						

Sept Monthly Contest Report

Part 1

Pete McQuade, CD

It was about as official as such things can be. The September monthly contest, just two days away, was being cancelled. Colorado's "millennial" floods had just begun, and cable TV coverage of the disaster was even pre-empting the usual Congressional budget fiasco. And now, on Friday the 13th, the president had declared our flying field a disaster area. Our *club* president, that is, Jerry Murphy had decided that the impassable, mud-logged access road, the raging torrents in our normally-dry creek beds, and the generally unpleasant state of affairs warranted the extraordinary measure. Everyone applauded the sage executive action.

A few days later, things were looking better, and Jerry nimbly re-plumbed the contest for the following Sunday, Sept 22. He worked his magic with AMA, and bang--the show was on once again! The only problem was finding people for it. Mel Gray, the original CD, wouldn't be available this time, Jerry would be flying with the Cloud Climbers in Texas, and Chuck Etherington was on the injured list. Suffering no more than a gentle twist of the arm by Murph, I was suddenly planning CD things.

The weather forecast looked fabulous, right up until the day before the contest, when the prospect of rain and "interesting" winds raised its unsavory head.

It was overcast, but otherwise things didn't look all that bad when Marilyn and I pulled up to the top of MMM/SAM-1 Hill a half hour before the 8:00 am start time. Amazingly, the field and the access road were dry. Mark Covington was there, already set up, and ready to tackle anything Mother Nature had up her sleeve. Shortly afterward, in the surprise of the day, Chuck's red pickup appeared on the access road. Barely three weeks out of surgery to repair his broken tibia, following a most unlikely motorcycle incident at the Rocky Mountain Championships, Chuck was back on the field.

In reply to my astonished look, he said, with a smile, "I actually look for excuses to come to the field." Not hesitating to avail ourselves of such a positively positive attitude, Marilyn, Marc, and I lowered him into a chair, his cooler at the ready, and he was soon happily engaged in timing and scorekeeping duties.

Soon, Don DeLoach rolled up, as did the SAM-1 contingent of Duane and Carol Hjerleid and Dick and Kathy Sills, who were eventually joined by the irrepressible ninety-year-olds, Norm Frawley and Jack Warkins.

Making a decidedly unwelcome appearance was a brisk, cool westerly wind. Undaunted, Mark marched to his thermal pole and committed his discus-launch glider to the battle, while the rest of us watched in admiration. Air picking was tricky, though. But Don made it look mysteriously easy. From his car, he called out for Chuck to be ready to time. Then he casually strolled to the thermal pole with his yellow-and-red Large Nostalgia Rubber ship, packing in a few extra hand-winds as he went. The wind had lessened just a little, and that was enough for Don. Without hesitating at all, he launched the model. In a moment, it was obvious he'd snagged the express elevator to the top floor, and the model seemed to be going up just about as fast as it was speeding downwind. The max was soon assured, Chuck and Marilyn both confirming the fact with their binoculars. However, they confirmed something else—a failed D/T.

After an adventurous five-mile chase, Don eventually brought the wayward bird back home, along with a bruised and skinned shin he'd suffered in an encounter between his motorcycle's front wheel and a narrow rut. Nonetheless, all was relatively well, and it didn't take him long to diagnose and remedy the problem with the electronic D/T. The battery charge had been just low enough that the timer couldn't quite burn through the rubber band.

Mark continued putting in perfect launches and good flights in HLG, but the conditions were less than cooperative. I chose to sit out the gusty winds, mindful of

the old aviators' saying: "It's better to be stuck on the ground, wishing you were up there, than the other way around." Our SAM-1 friends had similar feelings. Once again, Don looked into his crystal ball, called out to Chuck, and sent his rubber model up in another turbulent thermal.

Making good use of the relatively slow tempo of flying activities, the three ladies, Carol, Kathy, and Marilyn, began to pace the field, picking up pieces of litter. It quickly turned into a passionate mission, and they were heard to utter a fine variety of expressions of dismay and disapproval. After the better part of an hour of this assiduous effort, they had filled several small bags with cigarette butts, broken rubber motors, and other debris, all apparently left over from the Rocky Mountain Champs. We gentlemen were red-faced at their scowls of disapproval, and we pledged that we'd make sure this didn't happen again. This is indeed something we need to prevent in the future, if we value our lease with the State Land Board. We gave our solemn oath to raise the issue at the Annual Meeting in December. And we shall!

By mid-afternoon, an occasional patch of blue shone through the clouds, and Don had done it again, to our puzzlement, making it a clean sweep of three maxes in the three-minute event. Meanwhile, Mark had garnered a well-deserved max in HLG. Then, just before 3:00 pm, the wind finally eased up enough that I felt I could venture a flight in F1A. No circle-towing, of course. Just "up-and-off." Poor Marilyn had to wait at the other end of the towline for a long time, as I watched Mark's thermal pole and carried on a running dialogue with him on the merits of a number of potential fleeting thermals. Finally, emulating Goldilocks, I decided this thermal was just right, and old #18 was up and away. The air was good, and it D/T'd quite high, a mile to the east.

Mark kept at it, and Don switched to hand-glides of his Small Nostalgia Rubber. I was convinced his earlier Scramble-score total was unassailable, but Marilyn and I kept

at it. On our next flight, the breeze was benign enough that I tried circle-towing. Number 18 came through again with a nice, high max. But it was late—well after 4:00, and the angry, dark overcast spat out an occasional pellet-like raindrop. The wind had been re-energized. With twenty-five minutes left in the contest, Marilyn released #18 for its third flight, and I began to circle. If you've had enough of this article, the Scramble scores and results are amply reported in the attached table.

[ED Note: The scramble results are a bit late and will be updated later.]

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<i>3 NOVEMBER</i>	<i>NOVEMBER SCRAMBLE</i>	<i>Daylight Savings Time Ends. 8TH ANNUAL FRITO PIE CONTEST</i>
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