



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

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2014-06 October)



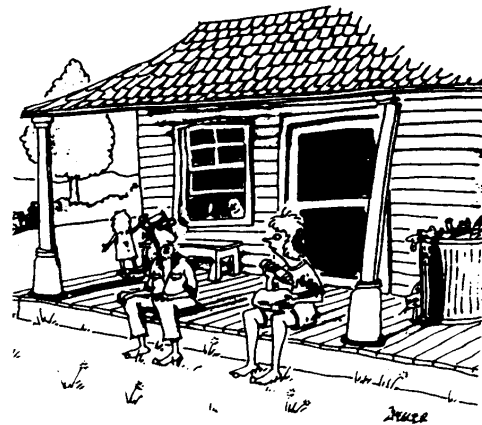
## PONDERINGS DEP'T

Massive computer crash, missing data and files all had to be reconstructed. I lost a lot and did learn some things about backups!

Couple that with a new grand daughter and needed travel to grand daughter location and visiting. But, I am back in reasonable shape and managed to keep a few things afloat while on the road.

This has been a completely full year for me and others. A lot of conflicts and such. Maybe it's in the water? In any event, there is plenty of opportunity for MMMr's to fly and have fun.

Time for CD's to fulfill the dream. There needs to be backup. we put on a lot of events for our members and one can't expect those same folks to always pull the load. Your leadership team goes beyond the call of duty.



"Ma ...  
Ahhh...just fuggedaboutit."

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.  
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#### **MMM Club Officers and Contact List**

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##### **Newsletter & Other Stuff:**

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##### **Flying Field Weather Line:**

303-766-0020

**MMM  
MONTHLY  
MEETING!**

**Every Third Tuesday at 7:00  
PM, Dinner at the Castle Cafe  
in Castle Rock.**

#### **HEADS UP: !!!!**

*In the unlikely event that a model lands within the fenced-in area of a ConocoPhillips well site, we are **not** allowed inside that area. Don't even **think** of jumping the fence to retrieve the model. Instead, call the number posted on the sign at the well site, and read them the name and description of the well site location. The well-site operator will come to retrieve the model--they're usually "on-call." If you can't reach anyone, call Mr. Max Blair's cell phone, 720-862-4503. It's possible they might not be able to retrieve the model until the next business day. Again, do **not** enter the fenced-in area--our lease could be at stake.*

#### **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

*Mel Gray*



CD Where Art Thou ?

Flying here in Colorado in the fall can be really great. The September Scramble had gorgeous weather. The outdoor season still has two Scramble events left on October 19th and November 9th. The November 9th Scramble is the Annual Frito Pie contest. I will CD the October contest and Dave Wineland will handle the November 9th meet. Plan to come out to these last two celebrations of the Colorado outdoor flying season.

<Begging> The next gathering will be the MMM Annual Business Meeting on December 6th. At this meeting every year we try to sign up contest directors for each contest for the coming year. The Club could really use some additional help in this area from its members. The current CD crop has been thinned a bit over recent years. We could really benefit from having one or two more available to help out with our sanctioned contests. If you are not currently a AMA licensed Contest Director, please consider contributing in this way. If you are a CD, please consider taking responsibility for one of our eight monthly Scrambles that run from April through November. </Begging>

If you are interested and want to know more about becoming a Contest Director, please feel free to contact me for information.

See you at the field,  
Mel

To: Ian Kaynes;

Cc: George Batiuk; Charlie Jones; Bill Booth; Roger Morrell

Subject: [MMMFlyFlight] The Magnificent Mountain Men Trophy

Gentlemen of MMM:

I'm pleased to unveil the Magnificent Mountain Men Trophy for F1B Junior Team World Champion, in memory of Bill Etherington.

The Trophy was a collaborative effort between Chuck, Darold and to a small degree, myself. Chuck donated one of his dad's trophies from 60 years ago (1954), and got it expertly replated. Then Darold stepped up and built the beautiful wood base. Lastly I have arranged for the engraving including researching the past winners, and now, at the last minute, building a travel box for it.

Chuck will hand carry the trophy to Romania Thursday and present it in person to the FAI at the Junior World Champs.

(Then, USA flyers Jace, Sevak and Troy will WIN trophy and bring it back to the USA where it belongs! No pressure guys!)  
This Trophy is a great, permanent tribute to the excellence of our club. I'm proud to have played a small part.

Thrmx...Don



## **Norman Frawley passed away Saturday, August 23.**

Norm was a great free flighter fending off the inevitable advancing effects of age and staying the course in his hobby/sport. I'm not certain of his age but even when riding a chase bike was getting beyond his physical skills he was determined to keep flying. I learned a lot by watching Norm..... not about flying but about being true to what you wish to accomplish. I remember him flying a Ramrod 600 with a precious Dooling .29 on the front. He later lost that model engine and all and he seemed unaffected by it but I'm sure he was. Whereas I have a polished Dooling .29 sitting on my desk safe at home. Clearly Norm knew better how to use that engine than I.

Thermals, Norm...Randy Reynolds

Norm Frawley was quite a guy and definitely not a quitter. He had learned long ago, to not get emotionally attached to his airplanes. A good lesson for us all.

I recall another Ramrod 600 which featured a "prime" Johnson CS 35. I believe he lost that plane too. But that loss didn't deter Norm.

Like Randy says, we all may be harboring cherished items that should be used, instead of protected and just admired. Like an old "free flight patriarch" once said, "use the "good wood now. Don't save it".

Bill Lovins

Editor's note. My recollection of Norm is he loved Goldberg Sailplanes and just made a joy out of flying them...competitively, and he could get those super Cykes running smooth as well.

And, I received an email regarding Norm's modeling estate. Engines at the foremost. It is quite an extensive collection appealing to all FFr's including a complete set of TD's...new, Greenheads, etc, and the intention is to sell them at the Rocky

Mountain Collecto October 25th in Lakewood Colorado.

You can contact Duane Directly if you want something. Some things may be gone, but it doesn't cost anything to ask.

Anything that remains prior to the Collecto will be offered there.

Contact Duane Hjerlied at [dewey80127@gmail.com](mailto:dewey80127@gmail.com) for a complete listing and pricing.

### **Rules changes that go into effect 2015 !!**

OFF 15-5 Don't keep records for provisional events

OFF 15-8 **Builder of the model rule will no longer apply to outdoor FF.** Scale excepted as it falls under FAC Rules

OFF 15-9 Tip Launch to be included with one hand on the model.

OFF 15-11 Redefines an attempt at 20 seconds for outdoor FF

OFF 15-11CP3 HL and CLGT glider pen at the discretion of the CD.

My personal take on the Builder of the Model Rule...I have been a supporter of deleting it for a long time. Mostly because there are so many "Hanger Queens" that are out there that may have never been used. It's all about the flying and not the building. If a newcomer shows up, then hand them a model and say "Have fun!" Then when they get a bit more interested they might like to try their hand in the hobby. to have someone sow up and then tell them they have to spend an inordinate amount of time and effort to build that first one is ridiculous anymore...it was so discouraging. Our intent is to get more flyers on the field, not fewer. The "MaxOut"

## STUMP CLUB DEP'T

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

To:  
Colorado State Land Board

Jace Pivonka, our 15-year old junior-level flier in the MMM free flight club. On July 31, Jace placed 17th in the Wakefield Rubber class at the Junior Free Flight World Championships in Salonta, Romania. His performance helped lift the US Wakefield team to 4th place, behind Russia, France, and Poland. Furthermore, Team USA captured the bronze medal in the Overall Team Championship for all three classes combined (rubber, gas power, and towline glider). This is a tremendous performance! Incidentally, our own Chuck Etherington also traveled to Romania, to provide moral support to Jace and the team.

Jace has only been flying for 3 years, in which time he's become a world-class flier, with assistance and advice from our club members and other free-flight notables from around the USA. We're very, very proud of Jace. And we know that a key element in his amazing development as a flier has been access to the fabulous Lowry Range. We're very grateful for that!

With best regards,

Pete McQuade  
MMM Free Flight Club



Junior Wakefield flyer Jace Pivonka puts up a test flight on the field at Salonta, Romania where the Junior World Championships took place from July 28th to August 3rd.

**From: Woolston - DNR, William**

Wed, Aug 6, 2014 11:15 am  
Subject: Re: MMM's Jace Pivonka at Junior Free Flight World Championships

**Pete (and the MMM Club),**

**Please extend my congratulations, on behalf of the Colorado State Land Board, to Jace and the rest of the MMM team.  
Fantastic news!**

**William Woolston  
North Central District Resource Specialist**



**COLORADO**  
Department of Natural Resources

## **DEAR MMM,**

Thank you for all of the help, support, knowledge, tools, and models that you have given me over the past 3 years. I couldn't imagine getting as far as I have without all of the help that you have given me. Also, thank you for giving us the Team Pivonka t-shirts and the Andriukov winder. The shirts are very cool and we all had a cool way to match while we were in Romania. Also, the winder is fantastic and works very, very well. Going to the world championships was a dream I didn't think could possibly happen a year ago. I wouldn't have competed in the World Championships without all your help.

See you on the field! Thanks Again!

**Jace**

### **2014 Jr. World Championships**

#### **Chuck Etherington's perspective**

To start this report off on a negative note; the organization of the event was quite poor. The CD is an indoor flyer and has little, or no, outdoor contest experience. He was an arrogant man who elected to depart from the FAI rules and weigh all F1B motors and tag them with a zip ties and certification stickers. For the motors to be legally used, the timekeepers were supposed to cut the zip-ties prior to allowing them to be wound. However, the timekeepers were not aware of this requirement and were not provided anything with which to cut the zip ties. So each motor had to be run over to the timekeepers for them to observe someone else cutting off the certification stickers. Citing the FAI rules, the French team refused to weigh their motors during processing and filed a protest. The protest was upheld by Ian Kaynes and the jury. The CD took that as a personal affront and spent much of his time watching the French team trying to catch them in any sort of rules violation. Ian had to advise him to leave the team alone. Meanwhile, the French team was doing something possibly illegal – they were winding motors while the team still

had a model in the air. I suspect that it was after the max had been achieved and the timekeepers had stopped their watches (which can be argued was after the official end of the flight).

The timekeepers were from the local high school and had been trained at a local 2-day contest. I didn't hear of any real problems with them except for some distractions due to the high-school age female flyers. One Romanian F1A flyer, Kiss Tamara, was particularly distracting for the boys.

Day 1 (F1A) 80% of the models were landing in bison pastures. The ranchers were freaking out for fear that someone might be hurt or killed retrieving their models. The flight line remained in the same place all day with the same wind direction. No known injuries.

Day 2 (F1B) started out with rain and mud. When the rain subsided, the contest got under way with a different flight line location. The winds were light and variable which suggested a central flight line location should be used but instead we moved the flight line every round. No sooner had we set up at a new location, the light drift changed direction. I believe Ian must have advised the CD that not moving the flight line on day 1 was a mistake, so he moved it too many times on day 2.

Day 3 (F1P) the winds were again light and variable but we stayed in one location. Again, I suspect that Ian had advised the CD that light and variable wind should be flown from a central location rather than trying to find 'up-wind' all over the field. I had the impression that the CD was learning about outdoor FF on the fly. I'm sure Ian's report to CIAM will not be flattering.

Team Manager, George Batiuk, said the US F1A & F1B teams were the best the US has fielded in a long time. Yet it was F1P that made the podium. I was initially concerned about Colby and Cade Fedor. They didn't appear to have quite the experience of the other flyers, their models weren't as advanced, and Mike had to coach them closely. However, they finished 12th and 13th

and I was very proud of them and especially granddad Mike. Per the rules, Mike was not at the flight line with them. It was only the three F1P flyers and Sevak Malkhasyan that started the engines, needled them and launched. They also picked their own air with almost no input from George. I enjoyed all four of the Fedors but Cade, especially, was a hoot. He's a chubby little kid, extremely gregarious and funny as hell. He eats everything he can get his hands on including the field corn in which several of the F1Bs landed. I guess if you are searching for a model in the corn, might as well grab some lunch. Jeff Fedor was a huge help as lead chaser.

Jace was the most independent of the nine flyers. His Bill Booth model was still having a problem laying over to the right during the power burst. We tested it a lot and got input from George B. and Sevak but nothing worked. We wanted to continue working on it but George advised that it was already a good flyoff model and if we keep flying it we'll break it. Based on that, and the fact that it had done 4:30 in early morning air, we put it away. Unhappily, it was bad in round 1 and only did 180 sec (240 sec max). Jace was crushed. He was hoping to repeat his MMM 14R performance and his hopes were dashed from the beginning. His dad, Lee, provided emotional support, and I advised him that it's not in winning that differentiates men from boys, but in defeat. He was able to get his head back in the game and did his best to support his team.

Jace flew his Roger Morrell electronic model in rounds 2 and 3 and maxed both easily. Round 4 was a bummer. George told him to launch but Jace advised him that he was waiting for some indication of infill. George felt that during that time infill was non-existent and that the other indicators were good. Jace decided to fly and was early. No lift and a score of 138. George took responsibility and apologized to Jace. Round 5 was kind of a mixed blessing. Although he dropped 13 sec., it was due to a left launch that the Morrell model couldn't overcome. Because of Jace's tendency to launch left, we

had been practicing launches the night before with his practice dummy. It helped most of his launches but not that one. He knew the responsibility was his alone which made him feel better about the other two rounds he had dropped. His last two rounds were both maxes with the last being a picture perfect flight into strong lift. Jace ended up 17<sup>th</sup> individually and 4<sup>th</sup> team.

Throughout the competition, Jace's mom, Andrea, served as the U.S. Team's launch announcer for the downwind chase team.

At the awards ceremony I presented the Magnificent Mountain Men Trophy to Ian. To be heard clearly, I requested the use of the microphone and said, "The Magnificent Mountain Men of Colorado, USA would like to present this hand-made trophy, F1B Team, To FAI." There was a lot of applause. When it subsided, Ian graciously thanked the Magnificent Mountain Men on behalf of FAI.



Overall, I believe it was a very valuable experience for Jace. He will still be age-eligible in two years so he can apply what he learned at this WCh to help him make the podium in 2016.

Chuck

## June 8, 2014 MMM Scramble

Darold Jones

Jerry Murphy and I arrived at the field about 9 am to find Mark and Neal already there. The wind was blowing hard so we all sat in the lee of the vehicles and engaged in some hangar flying.

The story of the day was weather. The wind was blowing from 15 to 25 MPH until about noon when it slowed to 10 to 15 with higher gusts. With the weather improving, some people unloaded their chase bikes and prepared to fly. But at about 1:15 pm the wind had not slowed much and a thunder storm we had been watching got to Sam Hill. The thunder, lightning and rain convinced us to see dryer climes so most of the crowd gathered at the Hickory House in Parker for some food and beverage.

At the time the clouds opened there were nine vehicles gathered at Sam Hill.

That is three contests in a row with high winds

## Tale of Two Contests

Mel Gray

This contest report covers the August and September Scrambles. I had the pleasure of being the CD for both of these meets that served as bookends for the Rocky Mountain Champs. Both contests were marked by really good weather and wind conditions which contributed to the enjoyment of all who attended.

The August Scramble was held in conjunction with the SAM Gathering of Gollywocks organized by Duane Hjerleid. Some good flights were turned in by these gummy band hot rods. Team McQuade (Pete and Marilyn) were putting up F1A flights with lots of trimming and honing of technique happening. The glider pen had Mark Covington putting up 5 maxes plus to easily win the day's Scramble. Jace Pivonka, Mel Gray and Neil Myers tried to keep up with the NATS HLG Champ but the thermal gods were not nearly as kind. Jerry Murphy and Ray Boyd contributed flights with their rubber jobs.

Scramble Results...

ENTER CONTEST DATE:		8/10/14																
ENTER CD NAME:		Mel Gray																
<b>MMM MONTHLY SCRAMBLE</b>																		
															ENTER	Best Factored Score =		5.74
	DATE	EVENT	ENTRANT	CLASS	Fit 1	Fit 2	Fit 3	F/O 1	F/O 2	F/O 3	F/O 4	F/O 5	F/O 6	MAX TIME	TOTAL AMA	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINTS
1	8/10/14	SG	Covington, Mark	HLG	120	120	0	0	120	0	120	120	89	120	689	689	5.74	100
2	8/10/14	SG	Pivonka, Jace	HLG	120	0	105	0	0	92	0	0	0	120	317	317	2.64	46
3	8/10/14	3 Min	McQuade, Pete	F1A	0	180	180	0	0	0	0	0	0	180	360	360	2.00	35
4	8/10/14	SG	Gray, Mel	HLG	47	120	66	0	0	0	0	0	0	120	233	233	1.94	34
5	8/10/14	SG	Gray, Mel	CLG	0	63	0	88	0	51	0	0	0	120	202	202	1.68	29
6	8/10/14	SG	Myers, Neil	HLG	76	0	0	67	50	0	0	0	0	120	193	193	1.61	28
7	8/10/14	3 Min	Boyd, Ray	OpnCabin	99	59	65	0	0	0	0	0	0	180	223	223	1.24	22
8	8/10/14	3 Min	Murphy, Jerry	Golly	66	96	0	0	0	0	0	0	0	180	162	162	0.90	16





The September Scramble was a very mellow affair. Only three flyers turned in times although others flew a variety of models. Team McQuade continued to work with multiple gliders in preparation for the approaching team selection contest. Darold Jones was flying one of Bill Gibbons' recycled Mulvihill models. Darold has refurbished this ship to include a mostly total recovering and the airplane flies beautifully.

Mel Gray played with three different gliders, two HLG and one CLG. Pete and Darold both put up two maxes before dropping a flight. The Scramble was decided by the times on the third flights with Pete's 146 finishing ahead of Darold's 83 second effort.

Scramble Results...

<b>ENTER CONTEST DATE:</b> 9/14/14													
<b>ENTER CD NAME:</b> Rick Pangell													
<b>MMM MONTHLY SCRAMBLE</b>													
										<b>ENTER</b>	<b>Best Factored Score =</b>	<b>2.81</b>	
	<b>DATE</b>	<b>EVENT</b>	<b>ENTRANT</b>	<b>CLASS</b>	<b>Fit 1</b>	<b>Fit 2</b>	<b>Fit 3</b>	<b>MAX TIME</b>	<b>TOTAL AMA</b>	<b>SCRAMBLE TIME</b>	<b>FACTORED SCORE</b>	<b>SCRAMBLE POINTS</b>	
1	9/14/14	3 Min	McQuade, Pete	F1A	180	180	146	180	506	506	2.81	100	
2	9/14/14	3 Min	Jones, Darold	Mulvi	180	180	83	180	443	443	2.46	88	
3	9/14/14	SG	Gray, Mel	CLG	28	2	62	120	92	92	0.77	27	
4	9/14/14	SG	Gray, Mel	HLG	87	0	0	120	87	87	0.73	26	

**Scramble Totals so far. No data on the May 18 Kid's Contest**

	<b>MMM 2014 Scramble SUMMARY</b>										
	<b>BEST 5 COUNT TOWARD YEAR END RESULTS !</b>										
	<b>ENTRANT</b>	<b>Total Pts</b>	<b>5/4/14</b>	<b>5/18/14</b>	<b>6/8/14</b>	<b>6/29/14</b>	<b>8/10/14</b>	<b>9/14/14</b>	<b>10/19/14</b>	<b>11/9/14</b>	
1	McQuade, Pete	284	97			52	35	100			
2	Pivonka, Jace (Jr)	206	100			60	46				
3	Covington, Mark	200				100	100				
4	Gray, Mel	159	51			47	34	27			
5	DeLoach, Don	120	57			63					
6	Jones, Darold	88						88			
7	Murphy, Jerry	74	5			53	16				
8	Myers, Neil	28					28				
9	Boyd, Ray (Sr)	26				4	22				

E36 was Sparse this Year...hmmm? The RMC's are scored by the results rather than the line scores.

<b>MMM 2014 E36 Scramble SUMMARY</b>											
<b>BEST 5 COUNT TOWARD YEAR END RESULTS !</b>											
	<b>ENTRANT</b>	<b>Total Pts</b>	<b>5/4/14</b>	<b>5/18/14</b>	<b>6/8/14</b>	<b>6/29/14</b>	<b>RMC's</b>	<b>8/10/14</b>	<b>9/14/14</b>	<b>10/19/14</b>	<b>11/9/14</b>
1	Murphy, Jerry	249	100			85	64				
2	DeLoach, Don	142	24			100	18				
3	Hines, Lee	100					100				
4	Murphy, Jack	99					99				
5	Jace Pivonka (Jr)	94					94				
6	Reynolds, Todd	33	33								

## The August GOLLYWOCK Contest

Duane Hjerleid, CD

The SAM-1 sponsored “Gollywock” contest was a bit of a challenge. First of all the weather was quite windy in the morning with gusts about 10 to 15. That normally isn’t very bad except with the overcast conditions, and a seemingly lack of lighter air making the lift difficult to predict. We had eight contestant signed up, so the turnout was good. The flying conditions did improve throughout the day and the sun also cooperated about mid morning. A number of flyers were busy testing their models and seemed to run out of competition time, so we ended up with only four competitors. Yuhasz was the only competitor to turn-in any max flights, however he suffered the maximum complement with his last flight being lost somewhere to the south west. The winners were Al Yuhasz, \$25.00 First with 485 seconds,



Duane Hjerleid, \$15.0 Second with 386 seconds, and Bob Wilson, \$5.00 Third with 225 seconds. We all enjoyed the SAM-1 traditional Watermelon feed to wrap up the contest.



Bob Wilson, Duane, and Al Yuhasz



The Smiling Crowd of Gollywock flyers



Murph, the Happy Golly Fl

# 49th Rocky Mountain Free Flight Championships

## FAI Dynasty Cup & FAC Mountain States Scramble

It was an honor for Don DeLoach and myself to direct the RMFFC. The weather was beautiful as it usually is over Labor Day weekend and our biggest challenge was figuring out when to move the flight line to the other side of the cars. We want to thank everyone who attended and everyone who helped with the myriad of chores required to pull off a contest like this. None of it would have been possible without you.

Below are some fun impressions, stories and anecdotes from a number of the flyers:

### Bill Lovins

I arrived at the field before 7:00AM Monday. Stan Buddenbohm was already up and preparing. His winning the Grand Championship was no accident.

### Leeper 🙌

Hmmm, just the facts, man, cause that is all I know...

I did not CRASH any planes, nor myself re chase bike.

This year I left that to other bods, who shall remain nameless! (DD, SB, DJ, etc)

Also did not win any events...yuz gize are GOOD!

But I did get to have a good chase & retrieve in CLG!...but it was Stan's, not mine...which did not max...ah well.

You know, that Stan guy is pretty darn good at this game...so it comes as no surprise that he won overall Champ award, does it!

I sure enjoyed the very close E36 event, & will do my best to remember not to launch when breeze direction takes plane over cars during the 5 second FO flight!

### Don DeLoach

I won't soon forget:

--all the work Chuck does on behalf of all of us. Our club and contests would be half as good (if that) without his quiet, steady work.

--Jace's enthusiasm. He has a deep love for this sport that is inspiring.

--My third flight in Mulvihill, clinching first place for me. I picked a horrible downer but the model straightened downwind and found a thermal on its own. It saved me from myself!

--the generosity of everyone in the Club, who donates time at the score table or kits for the raffle to ensure that this meet remains the premier regional 3-day in the USA.

--Jack Murphy's willing enthusiasm when asked to step in as a rookie scale judge at the last minute.

--The large turnout and great competition in the electric events.

--Stan Buddenbohm's generosity with the donations he made to the raffle...two complete HLGs and a huge box of contest balsa.

### Gene Smith

Those of you who are members of the MMM club have memories of many long retrieves on your site and I have a few. One such retrieve stands out for me from the Labor Day event. My Early 1/2A Fortastrop caught a very nice thermal and headed west. Due to a technical problem (now addressed) my DT timer was delayed until about the 7 minute mark. Due to the strength of the thermal, the model's descent was prolonged, probably another 5 minutes. Fortunately I had covered enough ground with the Honda that I was able to see the model down and I had a good line. When I got to the area of the model's probable location I could see the panorama of the tree lined valley below me. It was a beautiful sight. I had not previously been that far west

on the field. After setting up the receiver, I swept in front of me. No signal. I rotated the antenna behind me and picked up a good signal. The model was behind me about 30 yards. I had driven within 20 feet of it, unable to see it because of the tall grass. It was a great flight and a fun retrieve spiced with spectacular scenery.

My other memory of the event was thanks to the prairie dogs. My wife, faithful companion and timer, Lynne, manages to occupy herself with a cross stitch project while waiting for me to prep a model or pick air. She found another diversion Monday after we moved to the south side of the parking. The prairie dogs had acclimated to our presence. By mid afternoon they were busy feeding and had their young out around their dens. Although she had seen prairie dogs many times before, Lynne was entertained most of the afternoon watching their antics through the binoculars. Thanks again to the MMM for a well-run, fun contest. The BBQ was great, all four meals of it!

### **Dave Wineland**

Each year I really enjoy seeing, visiting with, and flying with those coming from "out-of-town." They have to make a special effort to travel so far and I think we are lucky that they've been willing to do this. I look forward to seeing them again next year - and for me to get some more time on the field!

### **Mel Gray**

From the glider pen:

- Having never flown with Stan B. before I can now officially join the chorus that declares "He is the real deal!"
- Todd and I were standing around in the pen searching for a friendly thermal to throw our gliders into when, suddenly, Mr. Hines arrives, whirls his TLG into the air and 'races'\* to his chase bike to pursue his glider which is happily circling in the thermal that

Todd and I were looking for. Randy is standing there with us and comments, "Well, that's the reason he's Lee Hines and we're not!"

From the power line:

Holy Smoke, I haven't flown power in a contest in over thirty years. Despite short fusing my Mini Pearl down in a little over two minutes on my first flight, the airplane maxes high, wide and handsome on the next two flights. I find myself in 1st place by default since no one else puts up official flights in 1/2A Gas. But don't ask me to give the award plaque back. I'll think up a better story about how I won it later.....

\*Mel, my "race" speed is 'toddle' these days. :-)

But thanks for the noticing. **Leeper**

### **Darold Jones**

I put up my third flight in Mulvihill, jumped on the bike and started following the red and yellow mulvihill. It came down short of a max and I was disappointed. As I rode up to the model, it didn't look right. It was the correct colors, but was Jim O'Reilly's plane. I took it toward the flight line and handed it to Jim as he was riding out to pick it up, then went to see Jerry M. who was timing the flight. He was watching my plane which was still in the air, (total time (9+ minutes on a five minute max.) It was great to score a five minute max. Don't think I've ever done that. Thanks for all you do for the club, Chuck.

### **Bobby Hanford**

"Come fly at Denver--there aren't trees to land in...."

You can see the bike in the picture, but what you don't see is that it's sitting up on about an eight foot high bank. The tree is growing from the bottom of the ravine. I used my streamer pole to get it out, but had to climb a full pole height (about 20') to be able to reach it. Got it down with no damage. There aren't

many trees there, but I've managed to find them--this time, and the very first time at this field.\*\* Good contest, great club, always a good time.



But what I'll remember about this contest was at the awards presentation, I bent over to get a cold one out of the club provided cooler, and my phone fell out of my shirt pocket into the ice chest, which by the end of the day was mostly water. I heard the splash, but didn't realize what it was until I saw it in there. I pulled it out, took the back off and the battery out, and let it air out for a few hours during the awards, the raffle, and the time it took to pack and leave.

Finally put it back together and it worked! So I guess you can say my phone survived the ice bucket challenge, but I am not challenging anyone else to do this.

Lesson learned from the phone episode--position the chair closer to the cooler, so I don't have to bend over. *(Soooo...Bobby dropped his cell in the cooler, where did you drop yours Don?...the ed.)*

\*\*Amazing. Bob is the only guy to land in a tree TWICE!

**Don DeLoach**

### **Ray Boyd**

This year's RMFFC was one of the best ever. It was such a high, seeing, competing and visiting with that talented group of fliers from all over the country.

The level of competition was of the highest quality. The MMM organization and support was outstanding and many good comments were received.

It was encouraging to see Mel Gray reenter the competing in 1/2 A gas. His model was of show room quality and with its outstanding flight performance earned him a well deserves 1st place.

I can hardly wait until next year's competition.

### **Chuck Etherington**

Mel stepping up to work with the Connections Academy kids, parents and administrators. Dave Wineland once again sponsoring the "Gas Attack" and donating the generous prize.

The elusive cow that broke out of her pen and came to visit Chuck and Linda Powell. They were camping on the field and each time the cow showed up, Chuck would call the rancher. But when the rancher came to collect her, she would make herself scarce, only to reappear as soon as he left. She was finally found two days later trying to blend in with another herd of cows.

**Let's do this again next year!**

**Don & Chuck**

Back note...photos of the contest can be seen at:

<https://www.flickr.com/photos/70744231@N00/sets/72157648268242375/>

# 49th Rocky Mountain Free Flight Championships FAI Dynasty Cup & FAC Mountain States Scramble

August 30 - September 1, 2014  
Denver, Colorado

CDs: Don DeLoach and Chuck  
Etherington

## Grand Champion

Stan Buddenbohm	29 points
Gene Smith	15
Jace Pivonka	13
Jack Murphy	10
Chuck Powell	8
Bob Hanford	7

## Glider Champion

Stan Buddenbohm	29
Mark Covington	10
Chuck Powell	10
Jace Pivonka	8
Lee Hines	5
Don DeLoach	5

## Perpetual Trophies

Grand Champion	Stan Buddenbohm
Ed Collins Glider Champion	Stan Buddenbohm
Don McGhee Power Champ	Bob Hanford
Gibbons Rubber Champion	Don DeLoach
Gollywocks Galore	Don DeLoach
Rubber Scale	Tom Arnold
F1A	Pete McQuade
F1B	Jace Pivonka
Mulvihill	Don DeLoach

## Rubber Champion

Don DeLoach	49
Herb Kothe	22
Gene Smith	12
Chuck Powell	6
Darold Jones	6
Bill Carney	6

## Power Champion

Bob Hanford	33
Gene Smith	25
Glenn Schneider	15
Stan Buddenbohm	15
Troy King	10
Bill Lovins	9
Chuck Powell	9

## 1/2A Classic Gas (4 flyers) maxes

Gene Smith	378	0
Bob Hanford	330	0
Glenn Schneider	170	
Ray Boyd	104	

Jerry Murphy	Fokker DVII	5, 2
Herb Kothe	Fokker DVII	1

## Greve/Thompson Mass Launch (4) round times

Herb Kothe	Chambermaid	105, 137, 177
Don DeLoach	Cessna CR-2	59, 150, 69
Gene Smith	Caudron	25, 14
Jerry Murphy	Chambermaid	6

## No Blue Max Flying Horde (4)

Bill Carney	39
Jeff Pakiz	34
Jerry Murphy	29
Tom Arnold	12

## F1A (1)

Pete McQuade	1178	5
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## WWI Combat (3)

Don DeLoach	Bristol Scout	21, 79
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## F1B (1)

Jace Pivonka	1024	5
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**FIC/P (2)**

Bob Hanford	593	2
Glenn Schneider	77	

**FIQ (3)**

Matt Gewain	1223	
Jack Murphy	931	
Jerry Murphy	91	

**Vintage FAI Power (1)**

Glenn Schneider	537	2
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**OT ABC Gas (1)**

Bill Lovins	180	1
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**AB Classic Gas (4)**

Gene Smith	540	3
Bob Hanford	494	2
Ray Boyd	439	1
Troy King	424	0

**Classic Towline (3)**

Stan Buddenbohm	540	3
Chuck Powell	359	2
Mark Covington	341	1

**P-30 (8)**

Don DeLoach	345*	2
Stan Buddenbohm	345	2
Chuck Powell	340	2
Jerry Murphy	339	2
Jace Pivonka	323	1
Darold Jones	220	
Jim O'Reilly	179	1
Linda Powell	54	

\*won tiebreaker

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

Gene Smith	Embryo	332	
Don DeLoach	H. Wake	263	
Bill Carney	Embryo	243	
Darold Jones	Embryo	119	
Chuck Powell	Embryo	94	

**FAC Dime/Simplified Scale combo (3)**

Herb Kothe	T-craft	318	
Don DeLoach	CR-2	120	
Tom Arnold	Mauler	20	

**AMA A/B Electric Combined (7)**

Stan Buddenbohm	A	543	4
Jack Murphy	B	540	4
Lee Hines	A	438	3
Don DeLoach	B	360	3
Jerry Murphy	A	240	1
Linda Powell	A	120	
Chuck Powell	A	120	
<i>second entries:</i>			
Jack Murphy	B	303	1
Don DeLoach	A	295	2

**FAC Low Wing Trainer Mass Launch (3)**

Herb Kothe	Miles	72, 59	
Tom Arnold	Fairey	50, 42	
Don DeLoach	DH.94	5	

**WWII Combat (4)**

Don DeLoach	Wildcat	25, 85, 71	
Herb Kothe	Yak	117, 108, 33	
Gene Smith	P-47	55, 48	
Tom Arnold	P-39	9	

**HLG (10)**

Todd Reynolds	533	4	
Stan Buddenbohm	411	3	
Lee Hines	409	3	
Jace Pivonka	340	2	
Mel Gray	322	2	
Mark Covington	336	2	
Don DeLoach	231	0	
Chuck Powell	226	1	
Troy King	180	0	
Jeff Englert	156	0	

**Electric Nostalgia Combo (3)**

Don DeLoach	1/2A	324	1
Jack Murphy	1/2A	285	1
Jerry Murphy	1/2A	7	

**Nostalgia B/C combo (3)**

Gene Smith	C	318	0
Glenn Schneider	B	246	0
<i>second entries:</i>			
Gene Smith	B	180	1

**OT .020 Replica (1)**

Jeff Englert	250	1	
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**OT Rubber - Small (2)**

Don DeLoach	520	2	
Chuck Powell	78	0	

**CD Gas combined (1)**

Bob Hanford	D	154	
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**CD Classic Gas (1)**

Bob Hanford	674	3	
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**F1H (1)**

Chuck Powell	369	1	
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**F1G (1)**

Darold Jones	231	1	
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**F1J (2)**

Bob Hanford	305	1	
Ray Boyd	0		

**Small Nos Rubber/Small Mulvihill combo (4)**

Don DeLoach	Mulv	499	1
Jim O'Reilly	Nos	460	1
Chuck Powell	Nos	226	1
Linda Powell	Nos	61	

**1/2A Classic Gas (4)**

Gene Smith	378	0
Bob Hanford	330	0
Glenn Schneider	170	0
Ray Boyd	104	0

**Nos 1/4A|Early 1/2A|1/2A**

Gene Smith	1/2A	842	4
Glenn Schneider	1/2A	345	1
<i>second entries:</i>			
Gene Smith	early	416	2

**OT HLG/CLG (7)**

Stan Buddenbohm	CLG	473	3
Mark Covington	CLG	363	3
Chuck Powell	CLG	235	1
Jace Pivonka	CLG	184	0
Don DeLoach	HLG	153	0
Linda Powell	CLG	116	0
<i>second entries:</i>			
Mark Covington	HLG	60	0

**AMA Catapult Glider (7)**

Stan Buddenbohm	600	5
Jace Pivonka	340	1
Mark Covington	338	2
Lee Hines	330	1
Chuck Powell	249	1
Linda Powell	93	0
Jack Murphy	58	0

**Junior Catapult (1)**

Skilly DeLoach	51
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**Gollywocks Galore (5)**

Don DeLoach	4:36
Herb Kothe	2:50
Bob Hanford	2:41
Al Yuhasz	2:39
Chuck Powell	2:18

**HLG Mass Launch (7)**

Stan Buddenbohm	107, 72, 198
Don DeLoach	51, 68, 145
Troy King	?, 88, 34
Mark Covington	41, 60
Jace Pivonka	64, 50
Jeff Englert	41, 28
Chuck Powell	21

**Dawn Power (9)**

Bob Hanford	D Gas	7:10
Troy King	B Gas	5:07
Stan Buddenbohm	E-36	3:48
Chuck Powell	E-36	3:18
Bill Lovins	?	3:03
Jack Murphy	E-36	2:34
Linda Powell	E-36	2:24
Jerry Murphy	E-36	2:13
Jace Pivonka	E-36	1:59

**Slow Open Power (3)**

Gene Smith	520
Bill Lovins	477
Dave Wineland	370

**FAC Peanut (3)**

Gene Smith	Tigercat	138
Jeff Pakiz	Cougar	98
Chuck Powell	Fike	77

**FAC Scale (3)**

Tom Arnold	Mauler	99.0*
Jerry Murphy	C'maid	99.0
Chuck Powell	Cougar	
<i>*won tiebreaker</i>		

**1/2A (1)**

Mel Gray	493	2
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**Nostalgia A (2)**

Bob Hanford	429	1
Glenn Schneider	423	0

**E-36 (8)**

Chuck Powell	533	4
Stan Buddenbohm	532	4
Lee Hines	522	4
Jack Murphy	520	4
Jace Pivonka	492	4
Jerry Murphy	336	2
Linda Powell	218	1
Don DeLoach	94	0

**A/B Gas combo (3)**

Troy King	A	497	2
Dave Wineland	A	180	1
<i>second entries:</i>			
Troy King	B	466	2

**Mulvihill/Moffet combined (3)**

Don DeLoach	Mulv	672	1
Jim O'Reilly	Mulv	630	2
Darold Jones	Mulv	620	1

**OT/Nos Rubber Large combined (4)**

Al Yuhasz	OT	534	2
Bob Hanford	Nos	404	2
Chuck Powell	OT	154	0
Jim O'Reilly	?	105	





## **Quick report from Marion. 10/4** **DD&MC, Team MMM**

Weather excellent today. Light winds most of day. Cool, partly cloudy. Some periods were flat calm. Thermals abounded and maxes were at times very easy. Is this really Kansas??

MC 1st catapult. 3x120 plus 69. 2nd classic tow.

DD 1st classic tow, FAC Golden Age, Thompson race, Jimmie Allen, and Half Wake, 2nd P-30 and Small nos rubber.

I had one 10+ minute flight in Small Nos go way off the field past the lake. Walston saved the day.

Forecast is a bit breezier for tomorrow; also warmer.

Quick report from Marion. 10/4

Day 2

Excellent, better-than-forecast morning weather. Calm til 11ish, then picked up to 6-12mph with great thermals, models going off the field at around 2 minutes. Long chases but smooth air and plenty of fun.

MC second in OTHLG and third in hLG.

DD firsts in WWI (beautiful morning rounds), modern Civil Scale, Embryo, E-36, HLG and OTHLG. Also grand champ, Marion Cup, awarded by the Mayor. Great show of hospitality as always by the town.

There was an outstanding twin pusher mass launch with seven flyers! Jim O'Reilly won with an excellent 2:30ish flight in strong breeze.

Chuck Powell flew like a mad man, probably more events than me. And I did fifteen! He was a close second in hLG...happy for him, but lost his glider.

Special thanks to mark for graciously sharing his bike with me today when mine got a flat. He's a gentleman.

Woodie's BBQ in McPherson was super yummy, now back on the road for midnight arrival in Real World.

Thrmx

DD&MC, Team MMM

On Oct 4, 2014, at 3:07 PM, Jerry Murphy wrote:  
9/24 CCC Meet, Denton Tx...

I made the trip to Texas to visit my brother and his family as well as the Cloud Climber's contest.

Mike Fedor and I arrived on the field Friday afternoon and found Gerald Brown and Tom Bell trimming their power ships. I am sorry to report that they both managed to plant one before the session was over.

The field was in pretty good shape with shorter grass than the last time I was there. The field is the Robson Ranch just outside of Denton, TX. It is located near hotels and many dining establishments and is about an hour north of Ft. Worth on I35W.

This year's contest was blessed with just about the best weather I have ever seen in Texas. the mornings were cool, in the low 60s with afternoon highs in the 80s. Wind was L&V all three days we were there.

The contest was well run with Jan Langelius as the CD. There was always some body at the CD table to record scores and the timing cards were well laid out and easy to use.

We did have to move once on Saturday but not on Sunday.

The contest seemed to me to be a bit smaller than the last time I flew there, but all the usual folks were there. The only missing person was Dan Berry who had the wrong date. I must confess that I also thought it was the previous weekend, but I called mike to make sure of the dates.

I managed to get my new Fubar-X trimmed and flying well. The new Fox 049 is a good runner and it generated lots of positive comments. The little Fubar-X is a very fast climber and good glider. I believe I won 1/2A Nos. with it. Not 100% sure as I had to leave early on Sunday to get back to COS in time for Ka thy's Dr. appointment on Monday.

I did win Mulvihill with my trusty Gollywock. The RDT worked great and kept me out of serious chase troubles. I also managed to win P-30 on Sunday with a solid max-out. I managed to miss-set the DT time on my band burner and DTed early on the fly-off. However I was the only one to max out.

The highlight of the weekend for me was being able to spend time with Bill Chenault. We had a good time reliving a lot of our adventures.

It was a good contest and was well worth the trip.

Thermals,

Jerry Murphy



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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>OCT 19th</i>	<i>MMM SCRAMBLE</i>	<i>SAM TOO!</i>
<i>NOV 9th</i>	<i>MMM SCRAMBLE</i>	<i>8th ANNUAL FRITO PIE Contest</i>
<i>NOV-TBD</i>	<i>MANITOU SPRINGS</i>	<i>INDOOR</i>

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