



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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<http://groups.yahoo.com/group/MMMFreeFlight/>

2017-06 (August-Sept)



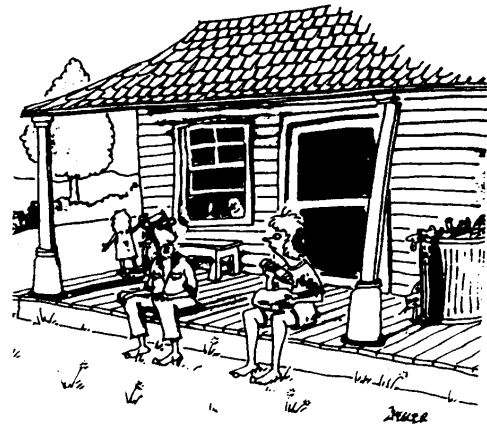
PONDERINGS DEP'T

This scribe has been pretty busy in the past couple of months. I'll apologize for the untimeliness now so you aren't disappointed. Murph, Darold and myself took another "road trip" to the NATs for a week of fun in the sun. Well, it rained a bit and it didn't snow so I guess that's a good sign. If you ever need something to do in mid July, make the NATs.

It's a hoot, like a convention of free flighters. Where else can you rub elbows with the names that you read about? Not only that, where else can you learn from the guys who do it well most of the time?

And, while you are at it, consider some of the regional events too. Indoor at Springerville's Round Valley Dome, the Southwest Regionals in Eloy or Marion Kansascontest coming up just to name a few.

We see those folks on our field and they love to see us on theirs.



"Ma ... and to top it off we had a solar eclipse!"

"Ochroma lagopus in perpetuum"

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
- Newsletter Subscription Only: \$15
- Send \$ to:
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Or use Paypal!

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NEAR TERM EVENTS:

MMM MONTHLY GET TOGETHER MTG!	Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock. Check with the Yahoo web group for info.
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HEADS UP: !!!!

Edwards Field Lease Contributions

As part of our having a flying sites, we also lease the Edwards FF Base in Colorado Springs. It does cost money and we solicit contributions to help offset that cost. You can donate directly to Chuck Etherington or use the MMM Paypal opportunity noted below.

Motorcycle Use on the Field Policy:

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

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

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

PRESIDENT'S PONDERINGS

Jerry Murphy



Giving Murph a break this issue. He's been pretty busy making sure free flight has plenty of representation.

In any event, I know some of Murph's thinking. I think the biggest issue we have this season is attendance. There are the usual gang of suspects at every contest but it is apparent that there is a lot of personal business and family activities that take precedence. Myself for one am a good example. I have managed to make a few Scrambles and some regional contests, but this is a time where personal dynamics are changing. Work is also a big part... sometimes our job schedules dictate things too.

One issue is some flyers don't want to make the long drive to the field only to find it windy and flying may be limited, but sometimes that's the chance you take. Only this year the weather has been really nice with winds pretty calm. And, even if some wind is there at least we stay on the field!

The club goes to great lengths to provide some great flying opportunities and we need to plan and take more advantage of them.

Sigh....

Dear MMMers,

It is very difficult for me to write this note.

My wife, Sedna, and I will be leaving Colorado. The single reason for this is that Sedna has been having fairly serious respiratory problems for the last ~ 1 ½ years and when we've been at sea level she is significantly better. (I believe this is very similar to the situation for Bill Leppard and his wife about a year or so ago). I've loved working alongside my NIST colleagues for basically my entire career and I thought I'd be here until they'd have to wheel me out on a gurney. On the other hand, my decision could only go one way; Sedna has supported me for the last 45 years about where would be the best place for my career, so it's my turn.

Just as much, I will miss all my MMM friends. I started coming to the MMM meets just after I arrived in Boulder in 1975. The club has always benefitted from great leadership and a wonderful congenial atmosphere. As important as my work has been, being with you all has been a very important part of my life too; a great experience that I will miss very much.

Almost coincidentally, a very nice position opened up at the University of Oregon, which I am taking. I won't be trying to start a new research group; rather, I be interacting with students and trying to help younger faculty get their research established. Being at Oregon is nice in part because all of our close family relatives live between San Francisco and Vancouver, so we'll be closer to them.

I'll be around until probably late November. All things associated with the move won't be fun and will take time but I will make every effort to attend at least part of the RMC's.

Sincerely, Dave Wineland

Ed. Note: We'll miss you big guy... and that moustache!

JUNE 11, 2017 SCRAMBLE REPORT

Arrived at the field about 9 am and found Jeff Pakiz already there along with some brisk breezes and temperatures in the low 50's. It looked like we would stand around and tell stories until noon or so and then head to the Hickory House for lunch. About 10, the wind slowed down, the temperature went up and lo and behold, it was great flying weather which lasted pretty much all the rest of the day until the last flights went up about 8 PM.

The last flights were a fly off between Don D. and Jace. Don was flying his E-36 which he had really dialed in. Jace was doing his usual journeyman act with his F1B. Both had 5 maxes leading up to the flyoff. Since Don was flying to a 2 minute max to Jace's 3 minutes, Don had a one minute head start for the flyoff. Both flyers put up flights right at 4 minutes, but due to the handicap, Don was declared the winner.

This sort of sums up the flying all day for everyone. There were 9 entries that make flights with many maxes. John McGrath lost a P-30 when the DT failed to work. Chuck took John's radio and looked for the model for an hour but there was no joy.

There were two FAC events flown, Peanut Scale and flying horde. Don't know who won but there were some impressive Peanut flights. I missed the flying horde mass launch, but the excited voices announced a hard fought battle.

Jerry M. brought a charcoal grill and Don DeLoach brought and cooked polish sausage and hot dogs about 4 pm. No one looked hungry after the feast which was topped off with some watermelon furnished by Don.

Anyone who stayed home because the forecast weather called for high wind missed a great day at the field. Looking forward to seeing all of you at the 14 rounder! Darold Jones, CD

JUNE 11, 2017 SCRAMBLE Results

MMM MONTHLY SCRAMBLE													ENTER
	DATE	EVENT	ENTRANT	CLASS	Fit 1	Fit 2	Fit 3	F/O 1	F/O 2	F/O 3	# MAXES	MAX TIME	TOTAL AMA
1	6/11/17	3 Min	Jace Pivonka	F1B	180	180	180	180	180	250	5	180	1150
2	6/11/17	3 Min	Don DeLoach	F1S	120	120	120	120	120	33	5	120	633
3	6/11/17	3 Min	Herb Kothe	OT FAC	120	120	120	0	0	0	3	120	360
4	6/11/17	3 Min	Jerry Murphy	E36	114	120	120	0	0	0	2	120	354
5	6/11/17	3 Min	Ray Boyd	OT Rubber	120	94	120	0	0	0	2	120	334
6	6/11/17	3 Min	Rick Pangell	CLG	120	46	0	120	0	0	2	120	286
7	6/11/17	3 Min	Don DeLoach	E36	120	85	0	0	0	0	1	120	205
8	6/11/17	3 Min	John McGrath	P-30	74	0	0	0	0	0	0	120	74
9	6/11/17	3 Min	Jerry Murphy	CLG	5	19	7	0	0	0	0	120	31
10	6/11/17	3 Min	Darold Jones	F1G	25	0	0	0	0	0	0	120	25

JULY 30, 2017 SCRAMBLE Results

MMM MONTHLY SCRAMBLE													ENTER	
	DATE	EVENT	ENTRANT	CLASS	Fit 1	Fit 2	Fit 3	F/O 1	F/O 2	F/O 3	F/O 4	# MAXES	MAX TIME	TOTAL AMA
1	7/30/17	3 Min	McQuade	F1A	180	180	180	180	180	180	180	7	180	1260
2	7/30/17	2 Min	Deloach, Don	Electric B	120	120	120	120	120	120	120	7	120	840
3	7/30/17	2 Min	Boyd	OT Rubber	120	120	120	120	90	0	0	4	120	570
4	7/30/17	SG	Pivonka	HLG	120	0	120	0	120	90	0	0	120	450
5	7/30/17	SG	Covington	HLG	120	120	0	0	100	89	0	0	120	429
6	7/30/17	2 Min	McGrath	Andrade	75	120	120	0	0	0	0	2	120	315
7	7/30/17	2 Min	McGrath	Coupe	120	120	69	0	0	0	0	2	120	309
8	7/30/17	2 Min	Deloach, Skilly	P-30	120	100	5	0	0	0	0	1	120	225
9	7/30/17	2 Min	Deloach, Skilly	Andrade	120	102	0	0	0	0	0	1	120	222
10	7/30/17	2 Min	Deloach, Don	Electric A	77	0	0	0	0	0	0	0	120	77
11	7/30/17	2 Min	Deloach, Don	E-36	52	0	0	0	0	0	0	0	120	52

FAI World Cup F1E / Indian Point (Lowry Field) 7 July 2017

Don DeLoach Photos

The weather was great, the flying superb, and a record was broken! The fun, if you could call it that, began with visiting contestants Tom Ioerger, Mike Richardson and Bob Sifleet discovering the day before the contest that the usual gate used for access to the Indian Point site was impeded by a steel folding ramp protecting a fracking hose. Not wishing to high-center Tom's new (and with newly lowered suspension) Ford Transit van, they contacted Chuck Etherington, who performed his usual magic, contacting the right landowner, arranging for access through another gate, and scouting out an alternate route to the base camp area. Thank you, Chuck!



The day of the event, after a little off-road excitement and some judicious use of a tow strap, vehicles made it to the top of the hill. Flyers--the aforementioned visitors plus MMM local Rick Pangell--assembled their aircraft and prepped for Round 1. Launching would be to the east. The contest consisted of five rounds with a 180-second maxes.

The aircraft, if you haven't inspected an F1E up close, are large gliders with some form of guidance system actuating either a vertical steering rudder on the nose or the rudder in the rear. Guidance systems range from something as simple as a dipole magnet aligned with Magnetic North actuating a steering rudder directly, to something as complex as the system aboard Tom Ioerger's plane, involving a processor receiving input from three sources simultaneously (magnetic, gyro and accelerometer). The processor constantly polls all three, determines the proper thing to do, then actuates a rudder servo. Fascinating stuff.

Tom Ioerger with his electronic steering:



Mike Richardson with conventional Magnet/Vane steering:



Guidance systems in all cases “*attempt*” to return the plane to a course directly into the wind, away from the slope. In concept, simple. In practice, it's highly exciting to watch as the planes contend with the influences of slope lift, thermal activity, and winds shifting in magnitude and direction, with the added possibility of the planes simply smashing into the hill!

Excitement began immediately, with maxes by Sifleet, Pangell and Ioerger. Rick's max took him on a long, long chase down to the southeast.

Round Two was marred by two "blowbacks" where the aircraft is blown up and back to the lee side of the ridge, which almost never ends well. Rick Pangell and Tom Ioerger had to make repairs or switch to alternate aircraft as a result.

Round Three's highlight was a stunning flight by Mike Richardson which began climbing almost immediately on launch and climbed, climbed, climbed directly out from the hill, transitioning from slope to thermal lift seamlessly. Unlike most FF aircraft, F1Es don't circle in lift--the guidance system tends to make them fly straight through the lift and out the other side, so Mike found the F1E holy grail--a thermal he was able to remain inside for the duration of the flight. Estimates of the height were on the order of 1000 feet prior to DT--whereupon the plane very nearly

backed its way right down the same track, landing not far from the launch site.

In the meantime, Bob Sifleet had been quietly racking up maxes--three up to now. Bob was having some long, long chases. His GPS-equipped aircraft was flying more than a kilometer away from the flightline, and because of fences, bluffs, roads and hillsides his retrieval trips (self-performed) were probably double that, so Bob was under some pressure to get back up the hill, get rehydrated and get ready to launch again for each round.

With retirements by Rick Pangell and Tom Ioerger, it was now a two-person contest. Since the second round, Mike Richardson had been maxing his flights as well, so the tension was rising as Mike knocked out another max in the fourth round with a nail-biter that threatened to become a blowback and involved not one but two 360's (F1E's aren't supposed to do that!). Bob came back with another max, this one well out to the East, making it four in a row.

Mike Richardson kicked off Round 5 with his fourth max in a row, and with his flying marred only by a single sub-max flight in the first round, the final flight by Bob Sifleet became a bit of a pressure-cooker. To beat Mike he would need a flight of at least 65 seconds, which was by

no means certain. It looked as if Mike had just used the last of the good conditions, as the winds were rising and clouds had pretty much killed what remained of thermal activity. The weather trend clearly wasn't good. Furthermore, earlier in the day there had been some discussion about the fact that never had there been a US F1E contest anyone could recall (and these guys would know) in which a contestant had maxed out--five straight maxes in the typical 5-flight F1E contest.

Bob stood there waiting to launch, waiting for the right moment, his plane getting buffeted in the rising wind. As Bob said afterwards, "I didn't know whether by waiting it was going to improve or simply get worse!" Finally he launched. His plane took off toward the south, following the ridge, and then, despite the wind, slowly began to make headway out from the hill, finding what had to be the day's last good thermal. Bob was rewarded with the win, a record-setting fifth max, and one more long motorcycle trip to retrieve his plane.

Congratulations, Bob, on a fantastic winning performance, and to Mike Richardson for his consistent 4-max result on his first trip to the MMM Club's F1E field. Thanks to Jace Pivonka, Don DeLoach and especially Chuck Etherington for logistics and chase support.

NOTE: This is the very first Max-Out for F1E on US soil !!!

Event	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Total	Place
F1E	Bob Sifleet	100%	100%	100%	100%	100%	500.00	1
	Mike Richardson	36.11%	100%	100%	100%	100%	436.11	2
	Tom Ioerger	100%	27.78%	21.11%			149.29	3
	Rick Pangell	100%	15.56%				115.56	4

Bob Sifleet Launching one of his 5 maxes!



My impressions of my first Academy of Model Aeronautics National Aeromodeling Championships (NATS), 2017

Ray Boyd

All of my model life I've been hearing about the NATS and what a great event it was. Well finally, at the encouragement of the MMM (Magnificent Mountain Men) leadership, I was persuaded to go this year. I was there for two of the five days: one to help National Hall of Fame Herb Kothe in his quest for another Moffett win and the other to fly in a Small Cabin event.

The AMA owns a large piece of property which houses a Headquarters building, a world class model museum and a huge grass flying field, parts of it are leased to farmers who grow corn and beans on the edge of the property.

Upon nearing Muncie, there are road signs announcing the National Headquarter of the Academy Of Model Aeronautics. It's a big deal in Muncie and AMA participants receive discounts in town.

Upon entering the property one is greeted by an impressive modern HQ.



Right across the street is the National Museum of Model Aviation, where almost every significant model airplane ever flown is on display. This includes free flight, radio control, racing models, rubber powered, and U-control to name some and a large collection of engines going back to the

early days of flying. Colorado's own (MMM Club) Herb Kothe has some special write ups on display in recognition of his accomplishments in model aviation and Hall of Fame status.



Ray and Herb at the Museum.

Driving out to the flying areas I was met by some of our local MMM'ers, setting up operation for the day.



Darold, Rick and Jerry setting up for field operations.

Jerry and Darold were AMA officials for one day of the five day event and Rick was the NATs news reporter for the whole week.

The Moffett event, one of the most highly contested rubber events, was held on the first day and was won the second year in a row by Herb Kothe. This event was also a team event and the team of Herb, Bill Vanderbeek and Bud Romak won with the highest total scores. They were all flying Herb's design.



Here are the models in a row. Herb is winding his red model (he's out the photo to the left), Bill is preparing his red and white model and Bud his yellow one.



Herb launching his Moffett for one of his max flights with Bill Vanderbeek timing. In this event, the models must be launched from a table, a very tricky and hazardous procedure.



Bill Vanderbeek, Herb Kothe, Bud Romak and the Moffett Team Trophy

Tuesday found Don DeLoach competing in a large rubber event.



Don DeLoach winds his "large" Rubber model. Note the "scale effect" of the photo.

In this event, the fights get progressively longer. Don's five minute round put him in the corn patch next to the distant tree line which borders the White River. Only a very good pair of binoculars and the keen eye of Nancy Sneed kept this ship in sight. I think it made the corn patch next to the trees.

The corn is so high and dense that one can't see an airplane 20 feet away. Radio tracking is a must. This was a view looking West. Don was on the far East edge of the field giving him the greatest distance before his ship drifted off field to the west. As the wind shifts, fliers can move to a different part of the field.

There were a few water ponds scattered in this space to make things interesting. Cars, bikes and golf carts can drive anywhere on this field greatly assisting in retrieving.



Mike Fedor launching a Rise Off Water Free Flight. Mike, from Texas, attends MMM's contests in Denver. You might say he was getting his feet wet in this event.



Mike Vancil, from TN, launches a show room quality classic "Speckled Bird" rubber powered ship. Eat your heart out at that huge grass field

Exciting? One must keep their eyes to the sky. I was retrieving a test flight when a thundering class "C" free flight came screaming down under a full head of steam and buried itself no more than 30 feet away. The soft soil absorbed much of the impact as the plane buried itself up to the pylon.



This was such an incredible five day event. All manners of models were flown by some of the best fliers in America. Very inspiring... To be successful one must have a support team however. My Tracking system was out of service and Murphy lent me his transmitter and receiver (on a day he wasn't flying) and I was able to compete. In the small cabin event I entered, I had three maxes and that wasn't good enough to place in the top three places.

I did not know that the small Mulvihill event (Andrade rubber) could be flown with a Golly Wock (GW), one which I had brought along to test fly in my spare time. It's limited to a 20 gm motor, down from a 55 gm motor which I usually fly in the GW. Bud Romak encouraged me to enter this event to gain experience and gave me two 20 gm motors to use. Although I had two max's in this event, finished way down in the pack. An 81 gm GW which I was flying, cannot really compete in this event with a 20 gm motor as it doesn't have enough power to get it to a competitive altitude. Still it was really fun to see what it would do. I did not fly any gas powered models in this meet, concentrating on rubber powered events.

I had to leave on Wednesday, missing the last three days of the event.

Would I go to the NATS again? It's already on my calendar.

Ray Boyd

8/5 - Is anyone surprised? Way to go Jace!

Jace finished flying the World Cup contest in Szentes. He and Alex Andriukov were the only two Americans to max out. Jace did 6:00 in the 7-min flyoff and got 9th place out of about 50 flyers. Jace told me the air was good in the 7-min flyoff but he broke two motors and was late entering the lift.

Remember, this was the warm-up contest for the World Ch amps a couple of days later. These are the world's best F1B flyers.

DD

2107 Annual MMM 14 Rounder Results

Event	Competitor	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	FO1	Total	Place
F1A Centennial Cup	Pete McQuade	94%	0	180	180					454.00	1
F1A Columbine Cup	Pete McQuade	131	180	180	180	112	180	74		805	1
F1B Centennial Cup	Jace Pivonka	180	180	180	180	180	180	180		1260	1
	Blake Jensen	180	180	180	180	180	180	164		1244	2
	Mike Richardson	180	180	180	180	141	180	180		1221	3
F1B Columbine Cup	Blake Jensen	180	180	180	180	180	180	180	223	1483	1
	Jace Pivonka	180	180	180	180	180	180	180	195	1455	2
	Mike Richardson	180	180	96	180	180	88	0		904	3
F1C No flights											
F1Q Centennial Cup	Bob Sifleet	180	180	180	180	180	180	180	319	1579	1
	Jack Murphy	180	180	180	180	180	180	180		1260	2
	Tom loerger	180	180	180	133	180	180	dnf		1033	3
	Al Mecham	167	180	180	180	dnf	dnf	dnf		707	4
F1Q Columbine Cup	Jack Murphy	180	180	180	180	180	180	105		1185	1
	Bob Sifleet	180	180	25						385	2
	Tom loerger	123	158	81						362	3
	Al Mecham	172	180							352	4
FAI Mini Events Flown to a 4 round format											
Event	Competitor	Round 1	Round 2	Round 3	Round 4	FO1	Total	Place			
F1G Centennial Cup	Tiffany O'Dell	120	120	120	120	163	643	1			
	Mike Richardson	120	120	120	120	135	615	2			
	Don DeLoach	120	120	120	120	126	606	3			
F1G Columbine Cup	Tiffany O'Dell	120	120	120	120	252	732	1			
	Mike Richardson	120	120	120	120	110	590	2			
	Darold Jones	120	120	120	120	31	511	3			
	Don DeLoach	120	120	73	120		433	4			
F1H Centennial Cup	Chuck Powell	91	115	120	120		446	1			
F1H Columbine Cup	Chuck Powell	dnf	dnf	120	87		207	1			
F1J Centennial Cup	Troy King	63	120	120	65		368	1			
F1J Columbine Cup	Troy King				52		52	1			
F1S Centennial Cup	Don DeLoach	120	120	120	120		480	1			
	Troy King	129	105	120	120		465	2			
	Al Mecham	87	120	120	120		447	3			
	Jack Murphy	120	120	120	75		435	4			
	Jerry Murphy	120	81	dnf	dnf		201	5			
F1S Columbine Cup	Don DeLoach	120	120	120	120		480	1			
	Jack Murphy	109	120	64	dnf		293	2			
	Al Mecham	120	120	dnf	dnf		240	3			
Silver Cups	F1A Pete McQuade	Blue Jacket Jace Pivonka for the second time									
	F1B Blake Jensen										
	F1C Not awarded										
	F1G Tiffany O'Dell										
	F1H Chuck Powell										
	F1J Troy King										
	F1Q Jack Murphy										
	F1S Don DeLoach										

Eaglerock Mini-Meet 8/20/2017

After a windy morning the breezes let up about 1pm and we had about 4 hours of beautiful flying weather! Winds averaged 3-5 mph with many periods of calm to nearly calm. And, there were blue skies and sunshine!

We had enough flyers for three official events.

Jeff Pakiz picked up the Kanone in Jet Cat Scale over yours truly and Jerry Murphy. Way to go, Jeff!

Ray Boyd won OT Rubber combo, with two maxes and a 109 over myself and Herb Kothe. Nicely done Ray!

This writer picked up a narrow win in WWII over Ray and Herb. We launched in a moderate downer, which shortened the flights somewhat. My Corsair did 86 and Herb's Vindicator did 79. Ray was third with a Hellcat.

The next flying event is the big show--the Rocky Mountain FF Champs, Sept 2-4. FAC events are spread over two days, Sept 2-3. Come out and enjoy our wonderful flying field and the company of friends. We expect to see Eaglerocker Tom Arnold from Wyoming at the RMC, Gene Smith from OK, and Jeff Englert from KS.

Thermals
Don

August 20, 2017 Scramble Results:

MMM MONTHLY SCRAMBLE												SORT "NO HEADER ROW" AND THEN BY COLUMN "T"	
												ENTER	Best Fact
	DATE	EVENT	ENTRANT	CLASS	Fit 1	Fit 2	Fit 3	F/O 3	F/O 4	# MAXES	MAX TIME	TOTAL AMA	SCRAMBLE TIME
1	8/20/17	SG	Mark Covington	HLG	120	120		120	47	3	120	407	407
2	8/20/17	3 Min	Pete McQuade	F1A	69	144	180			4	180	393	393
3	8/20/17	2 Min	Ray Boyd	OTR	120	120	99	0	0	2	120	339	339
4	8/20/17	2 Min	Jerry Murphy	P-30	97	117	100	0	0	0	120	314	314
5	8/20/17	2 Min	Don DeLoach	OTR	110	81	84	0	0	0	120	275	275
6	8/20/17	2 Min	Darold Jones	F1G	44	60	120	0	0	1	120	224	224

2017 SCRAMBLE SUMMARY thru August



MMM 2017 Scramble SUMMARY

DATA ON THIS PAGE IS CUT AND PASTED FROM MONTHLY CONTEST RESULTS AND SORTED

	ENTRANT	Total Pts	4/8/17	5/21/17	6/11/17	7/30/17	8/20/17	9/29/17	10/15/17	11/5/17
1	Ray Boyd	334	83	56	44	68	83			
2	Jerry Murphy	249	100	26	46		77			
3	Mark Covington	229	78			51	100			
4	Skilly DeLoach (Jr)	226	99	100		27				
5	Rick Pangell	219	42	40	37	100				
6	John McGrath	205	81	76	10	38				
7	Don DeLoach	202	33	18	83		68			
8	Pete McQuade	164				100	64			
9	Jace Pivonka	154			100	54				
10	Herb Kothe	108		61	47					
11	Darold Jones	58			3		55			
12	Rob Romash	20		20						
13	Mel Gray	13		13						
14	Bill Carney	2		2						



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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>Sept. 2-4</i>	<i>Rocky Mountain Free Flight champs!!!</i>	<i>Pikes Peak Ceiling climb silent Auction !</i>
<i>Sept. 24</i>	<i>MMM Monthly</i>	<i>Scramble Format</i>

FIRST CLASS



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



**The Magnificent
Mountain Men**

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