



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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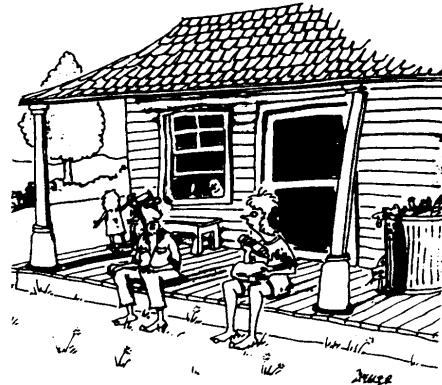
2018-06 (November)



## PONDERINGS DEP'T

Sadly this year's flying has been kind of lackluster for me, but I would encourage you to fly at the SWR's, the Round Valley Dome (Springerville, Az) in April, and... the indoor NATS this coming year in May is at the RV Dome too. Just a short trip, really, and double up with some sightseeing. Murph and I make it in one day from the 'Springs and take 2 days on the way back leaving after end of the kids build program stopping in Sante Fe to have breakfast at La Fonda!

And, Springerville, Arizona has some great fishing nearby too and then you can go to the other sights like the Grand Canyon. Don't just think that going to a model airplane contest is just a destination. The April RVD contest is a good NATs warmup for flying in the venue. PLUS ! the 12<sup>th</sup> PPCC is coming 1/13/2019 at the Colo Springs Auditorium.



"Ma ...  
The Annual Meeting is 12/8/2018 so clear your calendar for that.

### ***"Ochroma lagopus in perpetuum"***

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

Rick

*"The MAX-OUT"* newsletter is printed "periodically" 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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Operating the club and providing you with great flying opportunities whether indoor and outdoor, 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](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



It's hard to believe that our outdoor season is now in the history books. If you were lucky enough to be at the Scramble on October 21, you got to fly in some of the best free flight weather we've had all year. Many thanks to Mark Covington for pinch-hitting as CD for Tom Norell. Tom's CD application took longer to get processed by AMA than we'd hoped, but we fully expect to see him CDing next year.

I wasn't able to attend the November Scramble, but I heard it was great. That's the Annual Frito-Pie contest, complete with live music by Rosin the Bow. A hearty round of applause is in order for the musicians and to Ray Boyd for inviting them. And let's hear it for our Frito Pie chefs, Murph and Don! And, of course for our CD, Ken Phair. Ken, you run as smooth a contest as anybody in free flight!

Another highlight of that Sunday was having three of Ray Boyd's grandchildren—Gary, Jeff, and Kelly Brenholdt—on the field and trying their hand at free flight. They show real promise, as demonstrated by Gary putting in some impressive flights in

catapult glider and with Ray's FAC Old Timer rubber model. Please come back and fly with us again, kids!

Our Annual Meeting is coming up on Saturday, Dec. 8, from noon until 4:00 pm. Mark it on your calendar! This year it'll be in Colorado Springs, at Fire Station 19, located at 2490 Research Pkwy, Colorado Springs, CO 80920. Please note that no food will be allowed, so please arrange to have breakfast or brunch beforehand. I'm planning on having brunch at the nearby IHOP at 10:30 am. The address is—8065 N Academy Blvd. Please let me know if you'd like to join me, so I can get a big enough table.

Thanks to the efforts of Darold Jones, we'll be having two indoor sessions at Manitou Springs between now and the end of the year—on November 11 and December 9. Thanks, Darold! These will be great warmups for the 2019 Pikes Peak Ceiling Climb, which will be Sunday, January 13, 2019. Be sure to make plans now to attend the Ceiling Climb!

Next time you see Jace Pivonka, be sure to congratulate him on his terrific performance at the US FAI Team Selection Finals at Lost Hills in October. In his first time competing in the Finals as an adult, Jace flew superbly and his performance in the second-day's flyoff was a top-notch thriller. He ended up in a tie with our good friend Blake Jensen for the third team-member position. The tie-breaker—total time accumulated over the two days of regular-round flying—narrowly went Blake's way, by just a few seconds. *So Jace is the alternate team member.* Hooray, Jace! We're all very proud of you. Your future looks very bright.

It's snowy outside. Hey, what a great time to go do some building!

## NFFS 2019 CALL FOR PAPERS

Model aircraft have evolved for centuries and it is not just a USA thing. First there were basic gliders, then elastic bands, ignition motors, glow engines, new construction methods, new adhesive and finishing materials, you name it. With each technological advance we Free-Flighters have embraced new technologies, leading us to changes we only imagined, and in many cases didn't expect! Many factors influence the evolution of our aircraft and the way we operate them, though--not simply technological ones.

We now have over 50 years of NFFS Symposia under our belt and during this time we've seen and documented much of the changing Free Flight landscape. As we kick off another year, the persistent question remains...*not what is the future of Free Flight, but what will Free Flight look like in the future?* So--with one view to the past and the other looking forward, we'd like to offer a theme for the 2019 Symposium:

### Evolution in Free Flight - The Need of Invention

While we'd much prefer to hear your thoughts on this theme, we offer a few teasers or ideas for you to ponder, in no particular order:

- **Articles we are looking for want to have a premise, not just a presentation. Why is your article/model created? Where will your technology take model aircraft? Need spurs invention. How have we ridden that fine line between max performance and practicality?**
- Evolution of any particular aspect of free flight aircraft airfoils, aerodynamics, engines, propulsion, timing & control devices, composite materials, e.g. why did the introduction of carbon fiber influence your designs--or electric motors and systems.
- Rules, technical implications of rule changes at any level... FAI, AMA, Indoor:
  - Our most stable rules--what are they and why have they remained successful? What are the fundamental attributes of a great competition rule?
  - What rule changes might we be on the verge of making? What pressures are there on our present rules--which may really be, **what has become of our airplanes and events and what will become of our airplanes as rule changes are implemented?**
- Entry & Exit of Free Flighters into and out of the hobby. Where do they come from? Where do they go? What attracts them? What dismays them? What converts spectators into passionate participants? Your successes and failures pursuant to getting new flyers? (*suggests data survey?*)

Put your imagination to work and submit a topic you wish to pursue for inclusion in the 2019 NFFS Symposium.

If similar topics are received, we will make an effort to put those authors together for a collaborative article. If you've been kicking around an idea for an article that doesn't quite match this theme (for instance, a purely technical article on construction or aerodynamics), submit it anyway! Maybe with the addition of a little context, it could very possibly find a home in the 2019 National Free Flight Symposium.

Submit a synopsis of your proposed article with title and/or idea, preferably with an outline of your topic and what your article will be about as soon as possible to:

Rick Pangell, Your 2019 Symposium Co-Editor  
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Phone: 303-798-2188  
Or E-mail: themaxout@aol.com

The preferable format would be electronic in Microsoft Word format. Email is a wonderful method of contact.

## Monthly Scramble Report—September 16, 2018

John McGrath CD

At last! A great flying day. No rain, wind under control, and only one little plane-scattering blast out of the East in midafternoon to keep us on our toes. Lift I'd describe as "present but elusive," and though there were plenty of maxes scored, it was by no means a piece of cake to find thermals. Pete McQuade put up just a couple of officials with his F1A towliner as he prepped for the upcoming Team Selection contest, but his one max was a beautiful towering flight down to the SSW. Gorgeous!

In the two-minute events the choices were P-30 (me) or three OT Rubber fliers--Don DeLoach, Ray Boyd and Tom Norell. Don was a machine, with his twin-tail orange and white model knocking out four maxes in a row. My new four-strand three panel P-30 seems viable, and if only I could find a few more thermals, good things might happen.

Jerry Murphy continued to work on his new E-36, but perfect trim remains elusive. Jerry's been working hard on that plane since the demise of his previous one, which suffered from "random trim change syndrome," and whose symptoms Murph described as Max, Max, Crash. Frustrating, I'm sure.

Over on the glider side, Mark Covington stuck with cat-launch glider for his officials, finding two maxes among his six flights. Mark was kind enough to offer his third best glider to me to use. That's like getting to use Ferrari's third best F1 car to learn now to drive. These were my first CLG flights ever, and I gotta tell you--there's something about it! With the help of a vocal peanut gallery ("That's not vertical! Stretch it out more! Tilt it more to the right!") I eventually scored a nice max, which was a thrill. Those things get tiny up there.

Ray Boyd had what had to have been the longest flight in the early afternoon, with his OT Rubber model catching huge lift and taking the plane way, way out to the southwest. Spotters, chasers, timers--it took a big crew to get it home. Nice flight, Ray! Ray's third flight regrettably bounced off the earth right after launch, but then proceeded to climb into a reasonably good flight, minus one prop blade. Bummer. Hope you get that prop fixed in time for next month. Tom Norell got into the act late in the day, putting up a nice flight with his OT Rubber model, fleshing out the FAC numbers. Thank you, Tom. Fly more!

MMM Scramble	Contest Date:	9/18/18	CD:	John McGrath			TOTAL	Standardized Total	Scramble Place	# Maxes	
Don DeLoach	FAC OT	120	120	120	120		480	4.00	1	4	
Mark Covington	Catapult	32	108	120	120	39	69	348	2.90	2	2
John McGrath	P-30	105	120	61			286	2.38	3	1	
John McGrath	Catapult	30	96	54	120	37	44	270	2.25	4	1
Ray Boyd	FAC OT	120	120	4			244	2.03	5	2	
Pete McQuade	F1A	7	180				187	1.04	6	1	
Tom Norell		82					82	0.68	7		



"Hi. I'm Rob Romash and my superpower is building models."



Ray Boyd preps his OT Rubber ship hoping for a third max with the help of pit crew Romash.



Murph launches his new E-36



What's that grin all about, Darold?

**From SEN the Electronic newsletter by Roger Morrell, editor:**  
**USA Team Selection Event**

This past 3 days (10/12,13,14) was the USA Team Selection aka “The Finals” event for the World Champs to be held at Lost Hills in 2019. The team consists of 3 team members in each of F1A, F1B and F1C. There is one alternate also selected for each class.

The event has a special format. Two classes are flown each day in seven round contests, it has 25 minutes rounds and there is one person per pole position. And there are two competitions for each classes. The winners of each event becomes a team member. The third team member is selected based on an aggregate of the two events.

The scores of the contest were available online at  
<https://docs.google.com/spreadsheets/d/1fbb8OXg2vTdb9lArzieHgXtAR7dvQl6mFMAJjUK6sv8/edit#gid=1582039400>

The teams selected are:

**F1A**

Ken Bauer  
Michael Thompson  
Jim Parker

The alternate is Andrew Barron. Rene Limberger was in fourth place but he declined to take the place of alternate.

**F1C**

Faust Parker  
Taron Malkaysan  
Jeff Ellington  
The alternate is Don Chesson

The Team Manager is yet to be chosen

**F1B**

Greg Simon  
Alex Andriukov  
Blake Jensen

*The alternate is Jace Pivonka !!!*

The way the third team member is calculated is firstly based on the sum of the places (lowest best) they have obtained in the two contests. Ties are resolved based on performance in the regular events and then the flyoffs. The way the rules are written once a person has been selected for the team, they cannot fly in the contest any more. There were two examples of this circumstance at this year’s event. For example, in the F1C flyoff on the second F1C day. On the first flyoff round two people made the 6 minutes, Taron and Jeff. However based on Jeff’s placing in the first contest Jeff had the third team spot. This is because no matter if he was first or second in another flyoff he had a team place. This meant that as Jeff had that place he could not fly any more, making the Taron the winner of the day and gaining the team spot. We add this explanation to the event report as an explanation as to why there was not an addition flyoff in the second contests for both F1A and F1C. We have not included a detailed description of the finals program as it is out of scope for this report.

This event had both excellent organization and weather. The preparation for the event was done by the Finals subcommittee of the Team Selection Committee. The CD was John Lorbiecki, the NFFS president who drove out from Wisconsin with his wife Patty just for this event. And, Mike McKeever, F1A Champ played an essential role. Mike and John were backed up and Glen Schneider and Mike Richardson gave flight line support. Roger Morrell was the head of Jury assisted by Chuck Etherington and Bob Tymchek. Lindy Murrell was the scorekeeper who also updated the online score sheet. Timing duty was done by contestants not flying on that day ably assisted by a number of volunteers whose greatly appreciated participation made the event possible.

All 3 days had great weather. We had what one might call “typical” Lost Hills October. This is warm but not extremely hot with a gentle breeze in the morning changing to light and varied wind and very challenging thermals. These can be very hard to pick. This is reflected in the results. Neither the wind nor retrieval was an issue.

While participation in the Finals has fallen off one encouraging element of this event was the increased participation of young people, particularly in F1B with excellent performances from Jace, Sevak, Brian and Ryan. It was also good to see 1995 F1B World Champ, Jerry Fitch taking part again after a break of almost 20 years.

As expected we saw many of the “latest” aircraft from all the “in” sources and some great performances from these airplanes such as Alex Andrikov’s impressive win the second F1B event. However mention must be made of Michael Thompson’s performance in getting a team with an airplane that was over 10 year’s being a Stamov Fuselage, single servo Magic Timer (some of the “latest” F1As have 5 servos !) and “Little Al” wings. While Mike was outclassed in the early AM flyoff in the first F1A event his high placing combined with a solid second event got him the third team spot.

## **MMM November 5 Scramble – The “Frito Pie” contest**

Ken Phair CD

The day started out cloudy, cold, and breezy (36°F, 9 MPH from the south) with a light dusting of snow on the hills to the east. It warmed slowly but the breeze continued. Even under these challenging conditions models began to appear and official flights were made. With the noon hour approaching preparations began for the planned feast and concert. As the chili cooked, “Rosin the Bow” set up to entertain us. This year they went electric on us with enough power for their instruments and voices to be heard along the entire flight line. The concert began as the Frito Pie was served. “Rosin the Bow” treated us to their appropriately enhanced rendition of the MMM Theme Song.

I’m probably one of the few that didn’t know... Frito Pie is the real deal! In September, Denise and I attended the Kay County Fair in Blackwell Oklahoma. And there it was; on the menus of a number of the food trucks: FRITO PIE! What could be better than a main course of Frito Pie followed by a funnel cake for dessert? Sounds like heaven to me, I think. Well, we came out one better! Following the main course of Frito Pie we were treated to Brownies provided by Jeff Pakiz. It also must be noted that Jeff made a significant financial contribution to the operation of the contest. Thanks for your thoughtfulness and generosity Jeff!

Now energized by the food, the music, and decreasing wind speed, the flying got going. The temperature climbed to a high of 57°F with occasional lulls in the wind down to 2-3 MPH. We had 9 entrants flying 17 events. At the end of the day there was one max-out. This performance earned Don DeLoach the victory for the November Scramble. While we will have to wait for the official scorekeeper to confirm the results for the season, it would appear that Don DeLoach will be the 2018 Season Scramble Champion. Congratulations Don! Great flying all season in all conditions!





Rosin the Bow - "I'd like to dedicate this song to..."

MMM Scramble	Contest Date:	4-Nov-18	CD:	Ken Phair			TOTAL	Standardized Total	Scramble Place	# Maxes
Don DeLoach	FAC OT	120	120	120			360	3.00	1	3
Mark Covington	Catapult	120	120	70	30	65	310	2.58	2	2
Skilly DeLoach (jr)	Andrade	120	79	69			268	2.23	3	1
Jerry Murphy	E36	120	120				240	2.00	4	2
Skilly DeLoach (jr)	P-30	120	27	83			230	1.92	5	1
Gary (jr) *	FAC OT	141	78				219	1.83	6	
Mark Covington	HLG	92	62	56	63	61	217	1.81	7	
John McGrath	P-30	105	60	40			205	1.71	8	
Ray Boyd	FAC OT	75	82				157	1.31	9	
Don DeLoach	Catapult	25	46	51	53		150	1.25	10	
Mark Covington	Cl Towline	29	56	56			141	1.18	11	
Ray Boyd		91	108				199	1.11	12	
Skilly DeLoach (jr)	Catapult	21	27	27	1		75	0.63	13	
Gary (jr) *	Catapult	20	20	18	19	25	65	0.54	14	
Don DeLoach	Cl Towline	67					67	0.37	15	
Darold Jones	Catapult	5	6				11	0.09	16	
Jeff (jr) *	Catapult								17	

Note: Scores Juniors with \* by their names do not count to the MMM scramble totals for the year



Daughter being "encouraged" by Daddy



Fun with free flight



John McGrath at the stooage



Don and Skilly



Young Gary Brenholdt gets tips from the pros: Herb Kothe and Grandpa Ray Boyd



Herb Kothe

### *The Gurney Flap By Mike Jester*

Via *El Torbeillino* of the San Diego Orbiters, Howard Haupt, Ed.

Sometimes during the trimming of a free flight model one wing tip is too low throughout the flight. Thrust line and/or rudder adjustments may not be appropriate. In this situation some fliers are tempted to glue a tab to the trailing edge of the wing near its outer end. A tab doesn't look good as it extends past the trailing edge of the wing. Also, a tab can flex and therefore does not provide a consistent solution. I have seen fliers add weight to the tip of a wing, usually in the form of a dab of clay. Again this solution is unsightly and it is hard to ensure that the clay does not fall off during the flight or when the model lands. Warping one wing panel might work, but who has a steam appliance or a covering iron at the field? An alternate fix is to add a Gurney flap to one half of the wing. Back in 1971 Dan Gurney is credited with inventing a device that improved the downforce exerted by a spoiler on a race car. It was basically a rightangle piece of Aluminum rigidly bolted or riveted to the trailing edge of the spoiler. Somewhere along the way fliers used a similar concept in the trimming of free flight model airplanes, and in particular, scale and semi-scale models by gluing a segment of balsa wood to one wing tip. In our hobby the Gurney flap is typically a segment of 1/16 x 1/16 square balsa wood on smaller models like Peanut, Dime Scale and Embryo models. Larger models typically use a segment of 3/32 x 3/32 square balsa wood. The length of the Gurney flap is usually quite short, e.g. one inch, but its length can be selected to predetermine the force exerted on the wing. If glued to the top of the TE of one section of the wing, near its outer end, the Gurney flap will generate a DOWN force. If glued to the bottom of the TE of the wing section, near its outer end, the Gurney flap will generate an UP force. Start with a segment of balsa wood that is relatively short, and add extra segments as needed. Bear in mind that you should consider the extra drag generated by the Gurney flap.



Recently I was trimming my 16-inch wingspan Dime Scale Hellcat shown in the picture above. Like many rubber powered WWII fighters it wanted to fly left-left. Unfortunately my Dime Scale Hellcat was circling with its left wing tip low. So I glued a small segment of 1/16 x 1/16 balsa

wood to the top side of the LE of the right wing. My thinking was that if I glued the Gurney flap to the underside of the LE of the left wing, its drag might undesirably tighten the circle. Problem solved. I painted the Gurney flap on my Dime Scale Hellcat blue in order to make it less conspicuous.




***Gurney Flap Glued to Top Side of Trailing Edge of Right Wing Section***

You can also use Gurney flaps on TE of the fin to induce turn and on the TE of the stab to adjust decalage. I recommend gluing a Gurney flap on with thinned Duco cement. This allows you to dissolve the hardened glue joint and remove the Gurney flap should you later determine that it is inappropriate or no longer necessary due to other trim adjustments. In his master degree thesis an engineer by the name of Heron reported that for the NACA 0011 airfoil a Gurney flap on the underside of the TE with a height of 4% of the wing chord produced an increase in the maximum lift coefficient of 45%. Several years ago I installed a Gurney flap along the full length of the TE of the wing of an indoor Science Olympiad Wright Stuff airplane. It did not improve that model's performance in terms of any significant increase in flight duration. Perhaps the increase in drag offset the increase in lift. Well there was no harm in trying! In conclusion, keep the Gurney flap in mind as one of your trimming tools.

*"I'm absolutely thrilled to let you know that John and Brenda Wiebe of Model Aviation Products (MAP) in Manitoba will be picking up the GizmoGeezer line: **nose buttons** (they are being assembled at this moment) and **freewheelers** (John has decoded the magic and has the moulds in hand, so watch the MAP website for updates). John and Brenda also sell balsa and model kits. MAP contact information is [www.modelaviationproducts.com](http://www.modelaviationproducts.com) (204-324-9741)*

*Here are the 2018 MMM Yearly Scramble Summary Results:*

Congratulations Don!

		 <b>2018 MMM Scramble Summary</b>								
Place	Entrant	Total Pts	April (< 3 com- petitors. No points)	May	June	July (Blown Out)	Aug (< 3 com- petitors. No points)	Sept	Oct	Nov
1	DeLoach, Don	494		94	100			100	100	100
2	Covington, Mark	366		89	31			73	87	86
3	McGrath, John	262		76	35			60	34	57
4	Murphy, Jerry	247		100					80	67
5	Boyd, Ray	188		60				51	33	44
6	McQuade, Pete	130		24				26	80	
7	DeLoach, Skilly	74								74
8	Etherington, Chuck	61		61						
9	Aronstein, Dave	44							44	
10	Jones, Darold	43							40	3
11	Norell, Tom	39			22			17		
12	Carney, Bill	8			8					

**NOTE:**

*Our Annual Meeting is coming up on Saturday, Dec. 8, from noon until 4:00 pm. Mark it on your calendar! This year it'll be in Colorado Springs, at Fire Station 19, located at 2490 Research Pkwy, Colorado Springs, CO 80920.*

*Your attendance is greatly appreciated!*

*Please note that no food will be allowed, so please arrange to have breakfast or brunch beforehand.*





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

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>Dec 8</i>	<i>Annual MMM Meeting</i>	<i>MMM 2019 Planning</i>
<i>Dec 9</i>	<i>Manitou HS</i>	<i>Indoor</i>
<i>Jan 13</i>	<i>Indoor in the 'Springs</i>	<i>Pikes Peak Ceiling climb</i>
<i>Jan 19 thru 21</i>	<i>Southwest Regionals</i>	<i><a href="https://swregionals.org/">https://swregionals.org/</a></i>

**FIRST CLASS**



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



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**The Magnificent  
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