



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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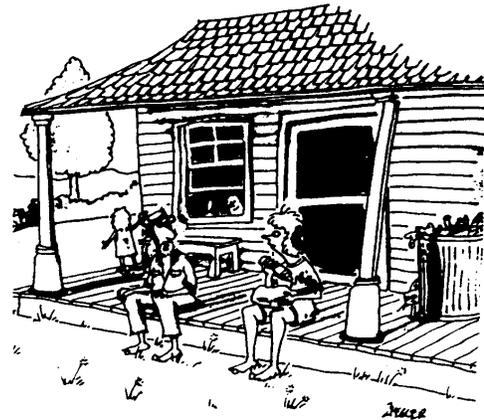
2019-06 (September)



PONDERINGS DEP'T

Lotsa room for pondering here. This has been one "busy" spring-summer. And, some of the greatest flying weather one could imagine! The turnouts were the usual suspects for the scrambles and I an imagine many family commitments got in the way for all of us.

But(?), there is light at the end of the tunnel, right? For all of you on this mailing, let's do our best to support the club events, if nothing more that spectatorship. I received a note that this one guy isn't much into flying yet but his way to support is by attendance. Now that, to me, meant something. OK, you don't have that ship ready to go and you don't think you are up to flying it, but just being there gets the juices flowing. Plus, think of all you learn by being there! Our club is noted for being a helping hand.



"Ma ...

"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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Current Holder of the "Pearl" Tom Norrel

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, 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



John McGrath

From the President

A few impressions from the RMFFC, (not to steal the thunder from Chuck's write-up elsewhere).

The weather was super! Three days of amazing thermals, cool in the mornings, warming to "quite warm" by midday. Well into the 90's I think. I don't think there was a single moment of non-flyable conditions. Thunderstorms remained well to the south and east, and there were only one or two little williwaws blowing through camp, and even those weren't bad. One of the nicest things about conditions was the condition of the road! Mille grazie, vielen dank, a thousand thanks to Chuck for singlehandedly scraping and sculpting the road, depositing tons of composite, and turning our final approach to the field into something considerably less threatening to the bottom of my little Audi. Attendance was down--no avoiding that observation--but some of that disappointment was made up by the appearance of many friends, some from near, some from far. It was great to see locals Cass Pangell, Todd Reynolds, and Sean McEntee, for instance, put in some great flights after an absence from the field. Please don't be strangers! Jace, of course, hit it out of the park in HLG with fourteen straight maxes, and in so doing put on an absolute clinic in air-picking. What a great tribute to Tom Peadon, who built that glider, and Mark Covington, who a

year ago pulled an all-nighter repairing it following a bad midair at this same contest. There were some lost planes. Mark C. had a tough weekend, losing his great new-this-season green and black HLG on two consecutive days, the second time without recovery. What a heartbreaker, after spending hours out there searching in the hot sun. Chuck Powell was more fortunate, finally recovering his Unlimited Rubber model after a long search to the southeast at the end of the contest.

The food was fabulous, once again provided by our friends at Apple Junction Catering. I hadn't realized this but we were their very first customer after they commenced business in Colorado. They continue to come through, despite having a completely booked schedule. Rhonda and her son (one talented barbecue chef) got their first flying experience as Murph hooked them up with E-36 flights. Thanks to Co-CD's Don DeLoach and Chuck Etherington for putting on a great contest. Thank you as well to all of you who remained on site through the end on Monday to help get the field back in order, picking up trash, taking down the big shelter and so forth. That's the labor-intensive part of the contest and without you stalwarts, the big contests simply wouldn't happen. Sticking around to the end--can't compliment you enough. It's funny how, just as the weather seems finally to be coming around, it's time to set our sights on indoor flying. Well, that's not exactly right--some of us have been flying all through the summer. Many thanks to John Christiansen's arrangement with the Beth Eden Baptist School in north Denver. It's a school gym, approximately as flyable as Manitou, but with some interesting light fixtures to stay clear of. It's a nice informal scene, and a good place to test out some indoor models in anticipation of two sessions at the Colorado Springs City Auditorium this season.

The first City Aud session is going to be Sunday 24 November from 10 to 3, and the second--the Pikes Peak Ceiling Climb--will be Sunday March 8. Please plan on

attending these sessions--and bring friends! I believe our break-even point for November is around thirteen warm bodies at \$25 apiece. If you haven't flown at the City Aud before, it's a very pleasant place to fly. It has quite a clean ceiling and minimal drift. I'm not sure what Don's plan is for a contest, but I know the Tiny Glider crew is gearing up. Romash alleges he's getting five minutes in his living room with a CLG the size of his thumbnail, with only minimal thermal activity. I think I'll wrap up with an announcement about our Annual Meeting. It takes place on

Saturday December 7, and I've taken the liberty of arranging to use a meeting room in the back of the Wings Over the Rockies museum in Denver (7711 E Academy Blvd, Denver, CO 80230). At the moment the plan is to meet from 9 to 11. I'll nail that down more precisely and make a formal announcement on the Yahoo Group. The plan is to meet, and then for those interested, we could do lunch next door. See you at the field,

John

7/28/19 Scramble **Jace Pivonka - CD**

The July scramble started out a little breezy at about 9:00 am when I arrived at the field. By the time that I got there Jerry and Darold had already begun to set up and Bob Miller was there as well working on his jet cat. Despite the breeze being strong enough to keep most of us from flying, Bob and Mark Covington were trimming their gliders out and Bob was able to get some very impressive flights in with his jet cat, even breaking 30 seconds on a few of them. Mark spent most of the morning trimming out some new and old HLGs, as well.

In the early afternoon, more people rolled onto the field and the breeze began to slow slightly as predicted. Unfortunately, the wind stayed slightly too strong until the late evening, but that didn't stop some of the latecomers from putting up flights. Ray Boyd put in a few flights, as well as ironing out some of the kinks in his rubber-winding procedure. John McGrath flew some of his rubber ships as the wind calmed down and had some very nice flights.

Before dinner, a few special guests showed up, including Chuck's grandnephew Will, my 8-year-old friend O'Bryen, and my girlfriend Alex, as well as Sue Etherington bearing homemade ice cream for the festivities. O'Bryen and Will had a blast flying their new flash fighters until the noses fell off and had to be glued back on. Once the flash fighters

were beyond the point of no return, Chuck brought out a few small rubber models, including Will's Stringless Wonder and a few others. Both O'Bryen and Will had a great time flying those as well, and Will had a few incredible flights with his Stringless Wonder with multiple flights over the entry road. In between helping the two kids wind their small rubber planes, Alex was able to get in her first P-30 flight.

After so much running around after their models, the kids started to get hungry and Jerry fired up the grill and started to serve hot dogs. Everyone in attendance brought a side or dessert to share but the main hit was the brownies my mom brought along with a generous helping of Sue's homemade ice cream. As everyone finished up their ice cream, the wind slowed a little more but not quite enough for testing new models so the flying pretty much trailed off. The sunset as everyone packed up was pretty incredible. Being at the field for almost 12 hours made for a very long day but thanks to help from everyone who came out it was a day well spent, and I can't wait for the RMFFC's in September. Additionally, I was informed after the event that Alex and O'Bryen are eagerly awaiting their next trips to the model field as well, even if they don't end with a bowl of ice cream.

Jace Pivonka

Here are the Scramble scores from the July Scramble... Jerry Murphy

- Three Minute Events:

Jace Pivonka F1B 180 1 max 180 seconds

- Two Minute Events:

Don DeLoach E-36 120,120,120,120,120 5

Maxes 600 seconds

Ray Boyd 2-bit No Flights

- HLG/CLG

Darold Jones CLG 6,18,32,5,15,4 0 maxes 55 seconds

Mark Covington HLG 49,56, 38, 105, 108, 94 0 maxes 307 seconds

August Scramble MelGray CD

Weather conditions for the August Scramble were almost ideal much of the day until mid afternoon. This prompted some very good flight performances. There were eight fliers registered. Don DeLoach put up four maxes in FAC Old Time Rubber to win this Scramble. Mark Covington made this

outcome uncertain until the very end of the contest day by maxing out in HLG only to fall short on his fourth max with only a few minutes left in the contest. Your CD rounded out the top three with two maxes out of three in Classic Towline. The rust caused by a recent layoff from competition flying resulted in my incorrectly setting the DT timer on my glider missing a max by 23 seconds while flying in great thermal air. Oh well. What's that old saying about coulda, shoulda, woulda.....? Ray Boyd put up his Gollywock for an "official test flight" with the DT set for one minute that hit the ground around eight minutes later. Nice air pick, Ray. There were other notable performances but these are the ones that are most prominent for me. Jerry Murphy, Darold Jones, John McGrath and Al Yuhasz were testing, trimming and generally flying well I suppose in preparation for the upcoming RMC contest. It was a most enjoyable day.

Mel Gray, CD

MMM Monthly Scamble								
08/18/19								
3 Minute Events			Flight 1	Flight 2	Flight 3	Flight 4	Total	Maxes
Al Yuhasz	OT Rubber		118	79	0		197	0
Mel Gray	Classic Towline		157	180	180		517	2
Ray Boyd	OT Rubber		63	180	0		243	1
Don DeLoach	Classic Towline		80	0	0		80	0
2 Minute Events								
Ray Boyd	FAC OTR		64	106	119		289	0
Don DeLoach	FAC OTR		120	120	120	120	480	4
John McGrath	P-30		64	0	0		64	0
HLG & CLG								
Mark Covington	CLG			120	71	76	267	1
Mark Covington	HLG		120	120	120	71	431	3
Darold Jones	CLG		6	20	0	0	26	0

Impressions from the 54th Rocky Mountain Free Flight Championships



Stan Buddenbohm Photo 2018

Below are some impressions, stories and anecdotes from a number of the flyers who attended the event:

Mark Covington

Boy, where does one start. Of course the most amazing performance of the weekend obviously came from Jace. That was a marvel to watch. The other thing I kept thinking all weekend was what a nice group of people populate our little free flight community.

There were so many people who went above and beyond it's hard to list. Of course Chuck's amazing work on the road was a standout. I can't imagine the amount of prep work Don does in advance. Then there's people like Tom Norell who took what little time he wasn't working his real job to come out and time and whatnot, to Jeff Pakiz who seemed to be everywhere doing everything, to John McGrath who was also everywhere. Looking back, I feel like the cranky slacker of the bunch.

All in all just an amazing weekend all around. Those who didn't attend truly missed out on a great contest.

Chris Adams

As for Contest impressions, I was totally amazed at how hard the planes were being thrown and how high they got. The rush to all launch in the same air and hopefully have them start circling after the thermal hunt surprised me. I guess the biggest surprise was to actually understand the need for a dirt bike for chasing. Definitely a must, so I have to keep a lookout for one.

What I found very informing was the electronic DT methods, definitely a must and convenience. As to how high they got, our RC DLGs often get that high but we have to get back to the launch area in order for the flights to count. I did feel right at home with getting the line-of-sight action as I have used that so often over decades of my flying. I will have to figure out a better color scheme in order to see the planes in the grass.

The DiscusKid planes flew very well and just seeing examples of the planes encourages me to build a few planes. I did notice that these planes did take a beating in the nose, but the wings were pristine. I guess I have to get building!

I was also blown away by the [FAC] mass launch event. I never felt that the planes would sky out since I felt that the props would apply enough drag to bring them down sooner. I was mistaken. Likewise I knew of the winding tubes but had not seen one used. It was a letdown when the Zero broke a rubber inside the plane and had to cancel its flight. However Don's and the other Corsair were amazing. I also watched the rubber cabin model that was chased by Ray's daughter (forgive me if I missed the names). Having a radio locator in the plane is a must as well.

I'd like to again thank everyone for the long answers to all my questions. Thanks also for all the encouragement. Getting out to see the events opens my eyes to all the challenges. I have built tissue planes which ended up more as show than flying. Maybe the long grass will save me! I'll have to decide what to try first.

Jerry Murphy

Sportsmanship: The level of sportsmanship displayed on the field was truly wonderful. People helping chase, recover lost models, and supporting others was what makes free flight so wonderful. It would be easy for a competitor to say it is a good thing that my competitor's model is lost. But no, the people on our flight line stopped their flying and mounted bikes to help their competitor get their model back.

1. **Club Support;** The duty roster worked well. Club members were willing to give up some of their flying time to ensure that times were recorded and the management team could fly.
2. **Catering:** Lunch was outstanding every day. To add to the success of the outstanding lunch service we received a box of their new BBQ sauce for the raffle. Wow, these folks are truly amazing!
3. **Everything else:** I thought I must have made a wrong turn when I entered the road to our base camp. What happened to the holes and ruts? The drive to the base camp has not been this good in over 20 years! How did it happen? Chuck of course did it. Next was Jace's outstanding HLG string of maxs. His skill in air picking coupled with his flawless launches set a new field record of 14 maxs. The second place went to a string of 5, which on a normal day would have been the winner.

Ray Boyd's daughters were a delightful addition to the flight line. It is always good to see them as Ray's crew chief.

We had good support from our out of town friends. Chuck and Linda always bring a high level of enthusiasm to the flight line in addition to their flying skills. Tom Peardon is an amazing competitor as well as a good supporter of the contest. Al Mecham and Jack Murphy were a force to deal with as they dominated the "E" events. Gerald Brown and Bobby Hanford kept the noise level up with their flying of many gas events.

How about Cass Pangell winning A/B Electric with my model! Looks like we need to bring back the old BOM rule. Just kidding this is exactly why I pushed so hard for its removal, to get more models in the hands of more folks on the flight line.

4. We have seen a rapid decrease in the participation of gas events. Not so many years ago the sound of screaming engines was so common it was hard to time their engine runs. This year we had only two making noise.
5. The overall participation was down from previous years. I hope this was attributed to the world champs.

I want to thank Don and Chuck for their hard work in pulling this off and the club for their support.

Pete McQuade

Marilyn and I found the weather on Saturday to be very interesting. Following the rain that fell the previous night, the ground was soggy in the morning and finding thermals was a real challenge. But winds were light all day long, and the field dried out by the afternoon. Nevertheless, air picking was tough at times.

Apple Junction Caterers did a wonderful job again this year! And so did our intrepid CDs, Don and Chuck. Thanks for a great contest, guys!

Darold Jones

The highlights: Tops must be Jace's performance in HLG. Truly amazing accomplishment. It wasn't that many years ago that just maxing out in HLG was a major feat.

On a personal level, I had ordered two transmitters before the contest and they had not arrived before I left, then discovered that my one remaining transmitter was not working properly. Todd Reynolds was kind enough to detour past my house and pick up the new transmitters and bring them to Denver Sunday morning. Certainly above and beyond the call.

Kathy's photos posted on Face Book was a welcome treat. The outstanding weather was much welcomed after so many blow outs earlier in the year. The friendliness and helpfulness of all the competitors is always overwhelming, as is their performance. Especially Chuck Powell and Jack Murphy. The generosity of Tim Batiuk and Dave Wineland. Seeing two of our former juniors competing with and besting their mentors (Cass Pangell and Jace Pivonka).

All in all, a most wonderful and fulfilling contest and weekend.

John McGrath

Please see John's impressions in his 'Prez Says' column elsewhere in this newsletter.

Chuck Etherington

The generosity of Tim Batiuk who donated \$300 prize money for the "Ruckus in the Rockies" HLG Throwdown and Dave Wineland who donated \$100 prize money for the "Gas Attack" award. And neither of these gentlemen were even able to attend the contest. Thanks so much guys.

In addition to CD Don DeLoach, I would like to thank those who helped with the following:

- Those who stayed to help with teardown after the event
- Scorekeepers
- Jeff Pakiz for scale judging and running FAC mass launch events
- Raffle prize donators
- Those who brought beer, watermelon, etc. to share
- Those who contributed in ways too numerous to mention

Bill Lovins

I have only memories of the past RMC's, but I still miss the excitement and companionship of those great days. Having flown with past MMM Greats such as McGhee, Gibbons, Etherington and Maves, I have experienced the best-of-the-best and my life is enriched because of it. I can only encourage others to continue as long as possible, this wonderful chance to enrich their lives. The current score-list is a good example of those who continue to "carry the torch of Flying Free".

**Rocky Mountain Free flight
Champs Results**

***54th Rocky Mountain Free
Flight Champs ~ 2019 ~
Denver, Colorado***

CDs: Chuck Etherington and
Don DeLoach

Grand Championship

Chuck Powell* 15pts
Bob Hanford* 15
Mark Covington 11
Gerald Brown 11
Jack Murphy 10

Junior Championship

Skilly DeLoach 15

**Sweepstakes Award (all
RMC events count)**

Don DeLoach 57 \$150 cash
award
Chuck Powell 49
Bob Hanford 49
Gerald Brown 25
Mark Covington 22

**Rubber Champion - Gibbons
Cup**

Chuck Powell 43
Don DeLoach 41
Ray Boyd 18
Herb Kothe 10
Darold Jones 6

**Glider Champion - Collins
Trophy**

Mark Covington 18
Don DeLoach 16
Rick Pangell 16
Tom Peadon 7
Chuck Powell 6

**Power Champion - McGhee
Trophy**

Bob Hanford 46
Gerald Brown 22
Jack Murphy 18
Jerry Murphy 9
Cass Pangell 7

**Ruckus In the Rockies HLG
(sponsor: Tim Batiuk)**

Jace Pivonka, 1st, \$150
Don DeLoach, 2nd, \$100
Mark Covington, 3rd, \$50

Classic Towline

Mark Covington 372
Tom Peadon 367
Gerald Brown 293
Chuck Powell 173

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

Bob Hanford 1/2A 437
Bob Hanford Early 351
Bob Hanford 1/4A 298

F1A

Pete McQuade 1006

F1B

Jace Pivonka 180

A/B Electric

Cass Pangell A 578
Al Mecham B 505
Todd Reynolds A 498
Rick Pangell A 491
Jerry Murphy B 341
Jack Murphy A 335
Mark Covington A 120
Todd Reynolds B 444
Jack Murphy B 323
Al Mecham A 288

P-30

Don DeLoach 664
Chuck Powell 564
Linda Powell 304
Darold Jones 191
John McGrath 170

FAC Jet Catapult Scale

Don DeLoach La-100 189
Bob Hanford T-37 104
Rick Pangell P-59 99
Chuck Powell B-57 96

A/B Gas combo

Bob Hanford ? 510
Gerald Brown B 499
Gerald Brown A 416

**FAC Golden Age/Modern
Civil Scale**

Chuck Powell 87

FAC Dime Scale

Don DeLoach Chambermaid
271
Chuck Powell Cub 81
Rick Pangell Gadfly 33

FAC Embryo

Don DeLoach Misadventure III
314

Linda Powell Prairie Bird 251
Chuck Powell 161
Darold Jones 23

FAC Flying Horde

Ray Boyd 90
Linda Powell 68
Jerry Murphy 3
Darold Jones 2

FAC WWI Combat (2 rounds)

Don DeLoach Scout 84, 83
Chuck Powell D.VII 29, 9
Jerry Murphy D.VII 4

FAC Greve/Thomp.

Herb Kothe Chambermaid
111, 87
Chuck Powell Chambermaid
4, 31
Jerry Murphy Chambermaid 5,
broke motor
Don DeLoach Chambermaid 4

WWII Mass Launch

Herb Kothe SBU 120, 64
Don DeLoach Corsair 60, 61
Chuck Powell Tony 5, broke
Ray Boyd Hellcat 2

F1H

Chuck Powell 162

F1J

Bob Hanford 120

F1G

Jerry Murphy 234
Darold Jones 50

F1S

Jack Murphy 596
Jerry Murphy 574
Al Mecham 567
Don DeLoach 251
Todd Reynolds 102

C/D Gas

Gerald Brown C 442
Bob Hanford C 406
Gerald Brown D 213

FAC OT Stick/Fuselage

Don DeLoach Stick 226
Chuck Powell Stick 285

FAC Jimmie Allen

Ray Boyd 240

CD Classic Gas

Bob Hanford 482
Gerald Brown 183

Nos. B/C Gas

Bob Hanford 107

Small Nos**Rub./Andrade/Sm. OT**

Chuck Powell Nos 431
Gerald Brown Nos 344
Ray Boyd OT 316
Darold Jones OT 120
Linda Powell Nos 107

Gollywocks Galore

Don DeLoach 2:39
Ray Boyd 1:35
Chuck Powell :18

Old Time Catapult**Glider/HLG**

Mark Covington 338
Rick Pangell 291
Don DeLoach 277
Tom Peadon 218
Bob Hanford 110
Jace Pivonka 37

HLG Mass Launch (3 rounds)

Jace Pivonka 55, 54, 89
Don DeLoach 55, 61, 83
Mark Covington 62, 74, 79
Tom Peadon 24, 36, 49
Chuck Powell 33, 34
John McGrath 6

5x5 HLG

Jace Pivonka 90, 90, 35, 90,
90 395
Don DeLoach 44, 90, 69, 90,
90 383
Mark Covington 64, 43, 42, 90,
66 305
Tom Peadon 27, 15, 22, 67,
25 156
Todd Reynolds 25, 29, 0, 0, 0
54

Lg. OT/Nos. Rubber

Chuck Powell Nos 540
Ray Boyd OT 494

E-Nos. combo

Jack Murphy 338
Jerry Murphy 283

E-36

Jack Murphy 571
Jerry Murphy 470
Al Mecham 120

A Nostalgia

Bob Hanford 85

1/2A Gas|1/2A Classic combo

Gerald Brown CI 516
Bob Hanford ? 364
Cass Pangell CI. 256

AB Classic

Gerald Brown 544

Dawn Power

Bob Hanford C 3:29
Jack Murphy A Elec. 2:51
Gerald Brown 1/2A O/R

Mulvihill/Moffett

Chuck Powell Mulv. 669
Darold Jones Mulv. 449
Ray Boyd Mulv. 284
Bob Hanford Moff. 6

MMM SLOP

Bob Hanford 92

FAC Scale

Don DeLoach Chambermaid
144.0
Chuck Powell Porterfield 93.5
Darold Jones Stinson 91.0
Jerry Murphy Chambermaid 59.0

FAC Peanut Scale

Don DeLoach Fike E 119.0
Ray Boyd Cougar 94.0
Rick Pangell Fike 79.0
Jerry Murphy Cougar 61.5
Jerry Murphy Chambermaid 59.0
Darold Jones Piper Cub 52.0

Junior P-30

Skilly DeLoach 324

AMA Catapult Glider

Mark Covington 319
Tom Peadon 211
Jace Pivonka 157
Sean McEntee 112

Junior CLG

Skilly DeLoach 136

Junior HLG

Skilly DeLoach 12

Sept 15th Scramble: Mark Covington CD

Well, considering the issues we've had this year with weather for our Scrambles, this wasn't too bad. Cool and breezy in the morning with very light lift transitioning to great thermals mid day and on to pretty stiff breezes as the afternoon progressed.

Lots of good flying in the favorable part of the day. Notables were, Don DeLoach's E-36/F1S that was climbing like it was shot out of a cannon, John McGrath's new P30 that unfortunately was eventually lost, and Murph's E-36. Ray Boyd was doing great in FAC Old Time Ruber but a late start kept his day short. Multiple Jet Cats were burning up the sky, and I would have to say Bob Miller's looked to be the best flyer but he made no official flights. Pete McQuade was re-trimming an F1A and I was lumbering around the field trying to trim a Classic Towline.

All in all a pretty good day on the field.

Don's take:

Spectacular conditions until about 1300, then quite windy. All FAC officials were put in during the windy period, sadly, hence the low scores and zeros.

Ray flew courageously in OTR to take the Kanone. He was flying his venerable Lanzo. In Jet Cat there was a flying wing duel between my old Focke wulf and Murph's Vought Cutlass. Rick had a couple of abrupt landings with his P-59.

Old Time Rubber

Ray Boyd	240
Don DeLoach	120
Darold Jones	30

JetCat

Don DeLoach	Heinkel P1080	44
Jerry Murphy	Vought Cutlass	34
Rick Pangell	Bell P59	23

Fun day, lots of sun and still warm.

Thermals,
DD

So, to all my Free Flight Friends, here and abroad.... You are an NFFS member, aren't you? If not, come join us... Be part of the "in" crowd!

www.freeflight.org

John Lorbiecki, NFFS President

Cat Box – Bob Miller

Everyone has his own preference in building, but this is how I made the M-19 flying squirrels so quick

Here are some pictures I took while building the M-19 flying squirrel stabilizer. Using Krylon's Easy-Tack repositionable adhesive stock number 7020 .you have to experiment with how much spray glue you apply trying to achieve the least amount necessary. I spray the back of the plan and let it dry before placing on the building surface. Then spray wax paper and let it get Tacky before placing it on the plan . Then just spraying the area you plan to build masking with paper so you don't get glue everywhere The building process is quick and easy and what I'm doing That's unusual is making an I beam type spar using 0.010 thick Basswood too cap the centerpieces between the ribs. The ribs are full length from the leading edge to the trailing edge and the spar is in pieces except for the Basswood. The ribs are notched to accept the 0.010 Basswood which makes the whole unit a lot stiffer and less susceptible to warping.

The first step is to break off over length pieces of gusset & place them on your plan. then put in the ribs then do the leading and trailing edge. Once the ribs and the outline are in place, I hold the joints together while putting a micro drop of CA in the joints using the eye of an Easy Thread needle dipped into a small puddle of CA on to all of the joints. Then, using your balsa stripper, strip a piece of balsa wood 0.020 less than the thickness of your stabilizer balsa wood. Then I use thinned out 327, craft glue 50% with acetone along the Basswood strip then place in your spar pieces. Then apply the top strip of Basswood same glue. Once the stabilizer is dry, and you've trimmed away the excess perimeter balsa wood you then, lightly sand the top side flat. The next step is to slide a kitchen knife under the wax paper to lift the stabilizer and wax paper off your building board. Then slide

the waxed paper with stabilizers still stuck to it over to the edge of your building board, and while pulling the waxed paper down over the edge slowly, the stabilizer will separate from the waxed paper as you move it over the edge once it's free from the wax paper. You can place it on your building board & sand the residual glue off the balsa wood. It comes off really easy, then just cleanup the outside edge joints with sandpaper on your sanding block. I hope I've made this all clear & enticed you to try the method. I had another idea for indoor models instead of using Basswood' spar caps make the spar pieces full depth and after sanding flat the top and bottom. Glue on a boron fiber to stiffen the spar. I haven't tried it yet but plan on giving it a try. If you need any 0.010 Basswood or boron fiber... I have some you can use. Notice in the first picture on the upper right-hand corner is the, Easy-Thread needle with the pointed end inserted into an 1/8 in.² balsa stick for a handle.



Redlining the plan on a drafting table using an INCRA ruler to make quick, precise measurements and marks

https://www.incra.com/measuring_marking-marking_rules.html

I extend the lines out further and then do the measurements marking the dimension of the sticks. It's more important on the fuselage where I build each side separate doing the cabin first, then the top longeron and the rest the same way as the stabilizer. Notice the plan is not symmetrical in the rib spacing. A good

reason to check all your plans with a divider. I also use a adjustable drafting triangle to make certain all the angles are the symmetrical, extending the lines to the centerline making sure that they meet in the same place. I know it's a bit anal, but when your airplane crashes, you won't have any excuses :-)

Bob Miller

Pampas Grass for Glider Tailbooms

The CAT I flew at the NATs had a Pampas grass tailboom. I was asked by the “big guns” what and where so now, here’s the answer... Bob Miller originally came up with it, being the usual FF scrounger for substitute materials.

“The source of Pampas grass-people grow it in their yards as a ornamental grass. Driving around town. I notice office buildings use it as ornamental landscaping. Most landscaping companies will cut it down before it starts to grow again in the spring. I look for it where it grows in a protected area away from the northern winds. That's where you'll usually find the straightest stocks & it doesn't have checks in the shell from over bending in the wind. When it's dry. I asked neighbors in the spring if I can remove there Pampas grass for them and usually there are thrilled to have someone get rid of it for them. Only about 10 or 15% of it is any good. I burn the rest in the backyard & it burns up like a torch. If people knew how hot and fast this stuff burns, they wouldn't have it anywhere near their house . So the best source right now is myself. I have a lot of it. And the diameters do very. And even the tapers.

I did some testing of it myself and find that it is generally about 11 pounds per cubic foot. All the weight is in the exterior of the stock, as the inside is pithy.

I'm using anywhere from 3/8 to 1/4 inch diameters for my catapult launched gliders”

Bob Miller

It's like now I am looking at every planting arund an office building! There is tons of it.

Rubber Lube

Ray Boyd had rubber lube that was light 30wt. silicone oil at the RMC's. What grabbed my attention was it was in a small poly bottle and the perfect size for the tool box. A little research and it's used on RC race cars and called “shock oil” for shock absorbers. A quick online check and it is indeed available but the best price I found was the local RC hobby store for \$3.99 for 2 ounce bottle. It seemed like a good idea so I went in and the guy asked “What weight?”

They had it from 10 wt through 95 wt, so take your pick. I got some 30 and 75 just to be covered. The light weight should be great for Indoor models and Dimers, P-Nuts. Ray was using it on the small rubber stick but to be honest, I can't say what is best for what except maybe for the consumption on a given motor. There are many trade names so I won't influence you by naming them. Google “model car shock oil” and it all pops up. Then check your local hobby shop.

From: Mark Freeland <RetroRC@live.com>

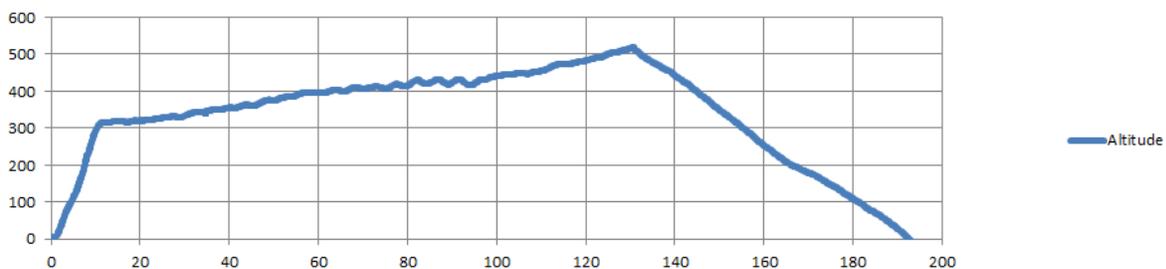
I should have emailed you already, but I got home on Saturday night and left again on Sunday morning on a trip with my wife to visit her friends up north (MI).

Thank you again for the help, advice and for the needle valve assy.

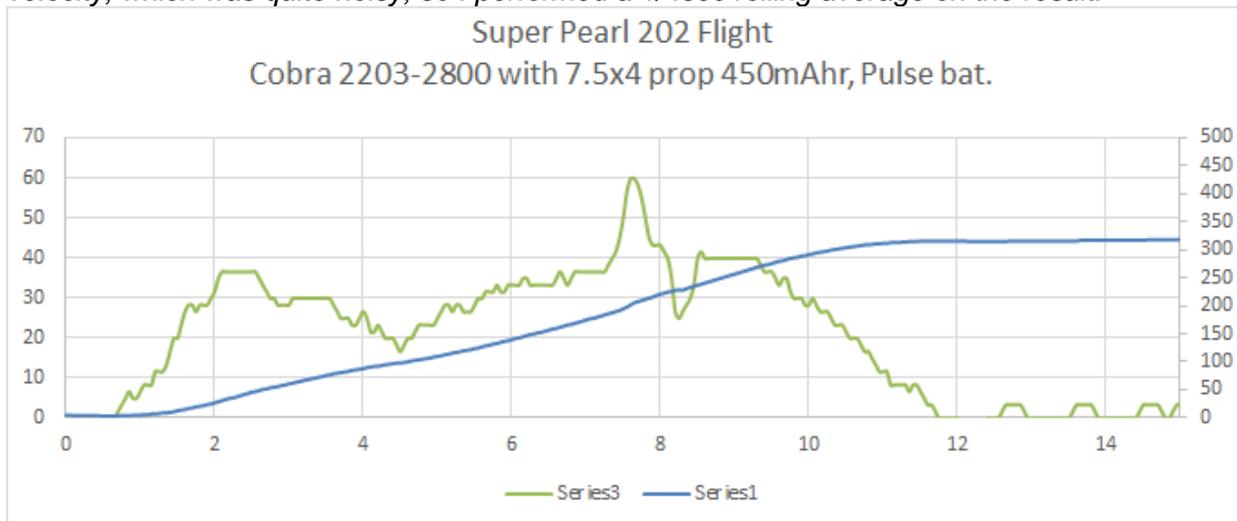
I didn't get a chance to try it on Friday as I was flying in F1S and there is no time to be fooling around with a new model while flying rounds.... I am putting the adaptor on to a new TD which I have, and will compare the one with the stock needle on pressure with the one you gave me on the test stand, so I can see the advantages and learn something from the testing. I slightly damaged the Maverick wing when trying to trim it on the electric fuselage, so have to repair before the next attempt.

I am planning another foray to Muncie in late September for a long weekend, so will have an opportunity to trim it out then. (We don't have anything suitable even for short trimming flights without RC anywhere near here).

I thought you might be interested in some test data from my altimeter in the model I flew in F1S (not taken during the contest, taken on the Sunday before the Nats started). First chart is the whole flight, vertical scale is ft. horizontal is sec. Nice thermal! However the interesting part is the climb.



However the interesting part is the climb. I took the altitude data and differentiated to get vertical velocity, which was quite noisy, so I performed a 1/4sec rolling average on the result.



Series 3 is filtered vertical speed on the left axis, and Series 1 is altitude on the right axis. As you can see, the model has a tendency to flatten out after the first second or so, and accelerate horizontally rather than vertically for about 2 seconds, then starts to accelerate vertically again. (Observation is not only from the data, but also from watching the flight path). I repeated the experiment several times, and the trend was consistent! If the model didn't have this pattern, but just continued to climb at close to 40 ft/sec for the whole flight after the first second and a half it should be capable of getting to ~370 ft.

So there is my trimming / launch technique challenge, to get rid of the dip in the vertical speed curve!

Another interesting observation to make is you can make a reasonable estimate the height you DT'd from by timing the decent, unless you are in strong lift, this model descends at ~ 9 ft/sec normally from all test data taken, but in this flight it was closer to 8.5 ft/sec due to the thermal activity.

Mark Freeland
Retro RC LLC & Campbell's Custom Kits

WHAM News, Views and Reviews: info@wichitafreeflight.org

by Phil Burress

I have discovered a new (to me at least) free flight site. ***Indoorffsupply.com*** is oriented towards the indoor flyer and has a nice selection of tools and accessories. Also interesting is their Estate Wood offering which provides access to the wood stock from the estates of former modelers. Check out ***www.Parmodels.com***, AKA Paul and Ralph Bradley's Model Airplane Hangout. Lots of interesting stuff here including rubber powered Free Flight and Jet Catapult Glider plans for download.

In Praise of Bamboo (Stolen from the Technical Articles at www.freeflight.org, as originally posted in the SAM 26 November 2012 Newsletter): Grant Carson sent the following across the internet in praise of bamboo as a construction material. He uses it mostly on small rubber models, but it can have application on small power models as well. "When you are planning your next model, consider the merits of bamboo: --It's really cheap. You can buy enough bamboo skewers at your local grocery store to keep you supplied for the rest of your life for about two dollars. --Over a hot soldering iron it can be bent to any shape, and once bent, it will retain the shape. --It can be stripped to any width desired by starting a slit with a hobby knife and then just pulling it against the knife. The bamboo for the wing tips of my Embryo is 1/64". The wing tips of my twin pusher are 1/16". --It's a lot easier than building wing tips from sheet balsa, and stronger, with less weight. This is where bamboo really shines, in my opinion. --For the landing gear on my Embryo, the equivalent wire would have been heavier. A smaller diameter wire could have been used, but it wouldn't have the stiffness of the same weight of bamboo. Don't feel so sorry for those early modelers who didn't have balsa. They had bamboo!

INDOOR LATE ANNOUNCEMENTS !!!

- **MMM fall indoor meet!**

Nov 24th at the Colo springs Auditorium for the return of the laid back 5 hours of flying. No gliders, just rubber flying. A couple of FAC mass launches.

- **Pikes Peak Ceiling Climb 2020**

March 8th at Colorado Springs City Auditorium. Hope to see many of you here!

Monitor MMMFreetFlight@yahoo.com and keep informed.

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- *When pre-entering a contest that needs event selection or similar, you still need to send in the pre-registration form to the Contest Directors*

Note, Paypal does charge a fee for this service so if you do use paypal maybe add an extra buck to help us out



FREE FLIGHT WITH AN ALTITUDE!
UPCOMING EVENTS

<i>DATE</i>	<i>EVENT</i>	<i>Venue</i>
<i>October 20</i>	<i>MMM Monthly Scramble</i>	<i>Lowry Field</i>
<i>November 3</i>	<i>12th Annual Frito Pie Contest</i>	<i>Lowry Field</i>
<i>November 24th</i>	<i>Fall Indoor Meet</i>	<i>Colo Springs Auditorium</i>
<i>December 7</i>	<i>Annual Business Meeting</i>	<i>At Wings Over the Rockies Museum</i>

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