



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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

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[www.themmmclub.com](http://www.themmmclub.com)  
or E-mail us at:  
[themaxout@aol.com](mailto:themaxout@aol.com)

And, join the web group  
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2019-07 (Month)

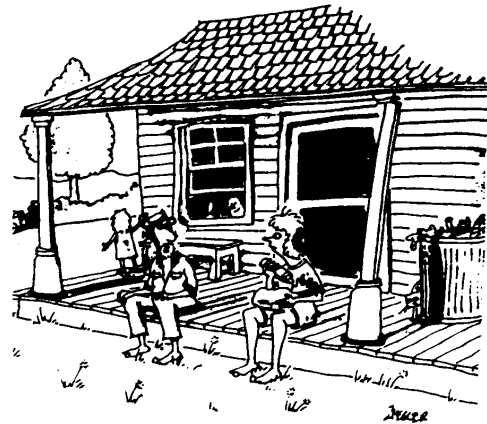


## PONDERINGS DEP'T

Well, this year is a wrap for outdoor, but Indoor is now the flying of choice when the snow and/or cold hits.

Sadly, the outdoor contest season was a bit iffy in the beginning but later in the summer and fall the weather was spectacular! Those of you who stuck with it were treated to good flying. Note our new Indoor Coordinator, John Christensen, who is taking over for Tom Norell while he is taking some needed time off. John's email is [cloverdale1955@gmail.com](mailto:cloverdale1955@gmail.com) and his phone is on the contact list. Send him a note or call and he will put you on the notify list for upcoming events.

Note the annual meeting! Dec 7<sup>th</sup> at 9 AM at The Wings Over the Rockies Museum. *See you there!*



"Ma ...  
Time to dust off my old microfilm models!"  
**"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:  
**Chuck Etherington**  
33946 Goldfinch Dr.  
Elizabeth, CO 80107-7419

**MMM Club Officers and Contact List**

**President:**

John McGrath 719-963-9227

**Vice President:**

Don DeLoach 719-964-7117

**Sec’y / Treasurer:**

Chuck Etherington 720-201-6218

**PR:**

Don DeLoach 719-964-7117

**Indoor Coordinator:**

John Christensen

**Website Coordinator:**

Rick Pangell 303-798-2188

**Club Records Monitor:**

Don DeLoach 719-964-7117

**Club Points Monitor:**

Jeff Pakiz 303-337-9188

**Flying Site Oversight:**

Chuck Etherington 720-201-6218

**Newsletter & Other Stuff:**

Rick Pangell 303-798-2188

**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 [mmmfclub@gmail.com](mailto:mmmfclub@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 Prez

Mark the date! December 7, at 0900, the Annual Meeting kicks off at the Wings Over the Rockies museum in Denver. We'll be using one of the side doors. Rick's created a map for us. Thanks, Rick. I would consider it a personal favor if you would please attend if at all possible. This is our one time each year when we come together to honor some outstanding performers, to nail down the calendar for 2020, to elect officers, to consider a few important questions, and most of all, to celebrate the fact that we belong to world's best Free Flight club. The plan is to be done by 1100, and if you're so inclined, for lunch there's a nice beer-garden style restaurant next door that's never let us down. A few plugs for upcoming events: The Fall Classic indoor contest takes place on Sunday the 24th of November at the Colorado Springs City Auditorium. Remember at last year's Ceiling Climb how we were asking, "Why don't we fly here more often?" Come enjoy the 37 foot ceiling at the site of the 2015 Indoor Nats. Please check out the flyer printed as part of this issue for details. Other indoor dates: There's flying at the Beth Eden school gym up in Wheat Ridge on Friday the 15th and the 29th of October AND at Manitou High School on Sunday the 17th and the 8th of December (yes, the day after the Annual Meeting). Thanks to John Christiansen for setting up the Beth Eden

events and to Darold Jones for doing his stellar job with Manitou HS.

Let's see--one small field item: At the October Scramble we saw the appearance of two barbed wire gates. One on the way in from the North, near the Hunt Club, and the other to the south on the road to the shed. These gates can be challenging to open or close, but we have to assume that when they're in play, they're part of the livestock control scheme. That cattle control scheme--coordinated with the land's rancher and fellow tenant each month--is what makes it possible for us to fly without bovine interference. If that gate's in play, and you have difficulty closing it (which is entirely understandable), please attempt to call the CD or someone at the field for assistance. A quick 3-minute trip in a car and we can be there. By the way, these gates weren't in use at the Frito Pie contests, so they seem temporary. Lastly--I'd like to thank John Christiansen for agreeing to be our Indoor Coordinator. One of the things that makes our club so dynamic is that fact that we have as many indoor sessions as outdoor ones each year. If you haven't partaken of both parts of this wonderful hobby, you're missing out! Please try Indoor. The chases are a lot shorter :) See you at the Annual,



## World Champs – From Chuck

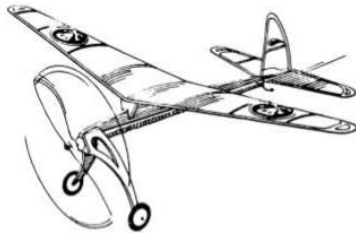
The WCh were fabulous! Historically, it was the largest WCh ever held in the western hemisphere! The planning, preparation and execution were outstanding. The weather was great and none of the flyoffs were decided by timekeeper capability. No protests were filed which is a good indicator of how well run the event was and how competent the timekeepers were. You've undoubtedly read that our own Taron Malkhasyan won F1C and the team of him, Faust Parker and Jeff Ellington won team bronze. As F1B 1<sup>st</sup> alternate, Jace's primary role was to assist Alex Andriukov. Perfect place for him to be. On F1A and C days he mostly chased and flapped as needed. He had one successful 15 mile chase (mostly on a flat tire) when Jim Parker's F1A flight failed to DT. Ken Phair was also there observing with his old friend

Jim Palmer. It's a treat to have the WCh in your own back yard.

A couple of things I wasn't very happy about; it was generally acknowledged that this would be the last FF WCh in the U.S. The core organizing team will be too old next time around and there isn't likely to be a group of young flyers willing to tackle it. The other issue was timekeepers. Trying to get enough timekeepers has been a nightmare. Even when the pole positions were covered for the thermal rounds, there was always the specter of large flyoffs late in the day or early in the morning with three timekeepers to a pole. I was asked more than once where the MMM timekeeper support was. I didn't have a good answer except to point out that although not from Colorado, timekeeper Jack Murphy is an MMM club member

Chuck Etherington

## Indoor Contest Reminder



*11/24 - CS Auditorium - the fall contest Returns!*

*10a-3p, \$25 per flyer. Six Events: LPP, P-18, Peanut, WW2 No-cal, Phantom Flash, Tiny Glider.*

Flying site is the historic Colorado Springs City Auditorium, downtown, corner of Weber and Kiowa Streets – 37 foot (peak) smooth ceiling

- *Beth Eden Events are at:*

*Beth Eden Baptist Church at 2600 Wadsworth Blvd.*

- *Manitou HS Events are at:*

*401 El Monte Pl, Manitou Springs, CO 80829*

## Contest Report: October Scramble

by Pete McQuade, CD

Old Man Weather thought he'd play nasty and throw a great big windstorm in our faces for the October 20<sup>th</sup> Scramble. But we kept a close eye on the National Weather Service's web-site and called off the festivities the day before the old blowhard could ruin our party. Following our newly-instituted process for re-scheduling monthly Scrambles, we got the administrative machinery humming at AMA and soon had the contest re-scheduled for Saturday, Oct 26<sup>th</sup>. An e-mail to the MMM membership and a posting on Yahoo got the word out to everyone.

But even this new schedule was something of a gamble, because another weather front was on the horizon for the next day— Sunday the 27<sup>th</sup>—this one promising heavy snow. So we put all our eggs in one basket for Saturday and crossed our fingers that we could thread the needle.

As luck would have it, we'd called it right and Saturday dawned spectacular as Marilyn and I motored up I-25 out of The Springs. When we arrived on the field, conditions were perfect and the field was a thing of beauty to behold. The golden wild grasses were mostly just ankle deep and free of those sock-infesting summer stickers. The morning's thin overcast soon dissipated to reveal a magnificent deep-blue sky framed on the west by the snow-capped peaks of the Front Range. Even the winds bested our expectations, rarely reaching the forecasted 6-8 mph over the course of the day. In fact, at times it was *too* calm for towing my F1A glider. And temperatures? It was a shirt-sleeve day with a high of about 70°.

Early arrivals on the field included John McGrath, Herb Kothe, Bob Miller, and Al Yuhasz, who were soon busy putting up test flights. Then Ray Boyd appeared, announcing he'd have to hurry to get his

flights in before having to meet a prior engagement. Chuck Etherington, Jerry Murphy and Darold Jones were soon on the scene, to complete our flying contingent for the day.

It was one of the most relaxing sessions of Free Flight I can ever recall. John McGrath was often seen strolling under his high-flying Andrade rubber model that seemed in no hurry to go anywhere but up. Ray Boyd was at it, too, flying his Old Time Rubber model and firing catapult gliders into the blue. Bob Miller was having what he admitted was a new experience for him: getting his beautiful Jet-Cat P-59 Airacomet gliders into *thermals*. Indeed, one of his flights resulted in a fairly long hike for Bob. Speaking of Jet-Cat, Darold Jones was hard at it, too, trimming his big silver MiG.

In the early hours of the contest, lift had mostly taken the form of neutrally-buoyant air that would just hold a model at constant height for a max. Only later in the day did the real thermals show up, and they were worth waiting for—nearly brick-lifters. Nevertheless, the longest chase I had all day was just over a half mile.

As the day wore on, the event took on more of the feel of a friendly Saturday-afternoon outing than a competitive event. Much was the easy conversation being enjoyed at tables and chairs by the cars, and one could be forgiven for not remembering that we were just hours away from a major storm.

Upon wrapping up the contest, Jerry, Darold, John, Chuck, Marilyn, and I retreated to the Red Robin in Parker for a delightful dinner. I can almost taste that Banzai Burger as I sit here now, three days later, gazing at the snow-covered twilight landscape outside my window. Oh, what a day we had, cheating Old Man Weather.

## Photos of the October Scramble



Enjoying a relaxing, shirt-sleeves day at the field. From left to right, Chuck, Murph, and Darold.



Club president John McGrath with his smooth-flying, well-trimmed Andrade rubber model. Note clear afternoon sky.



Bob Miller returns from a leisurely chase of his nicely-built Bell P-59 Airacomet Jet-Cat model.



Marilyn McQuade launches Pete's FIA into the blue. That mountain backdrop just couldn't be beat. Photo courtesy of John McGrath.

MMM Oct 2019 Scramble		Date: 26-Oct-19		CD: Pete McQuade							
<b>Three Minute Events</b>		Max =	180								
<b>Name:</b>	<b>Event</b>	<b>Flt 1</b>	<b>Flt 2</b>	<b>Flt 3</b>	<b>Flt 4</b>	<b>Flt 5</b>	<b>Flt 6</b>	<b>Flt 7</b>	<b>TOTAL</b>	<b>Standardized Total</b>	<b>Scramble Place</b>
Pete McQuade	F1A	180	175	180	180	180	180	69	1144	2.97	1
<b>Two Minute Events</b>		Max =	120								
<b>Name:</b>	<b>Event</b>	<b>Flt 1</b>	<b>Flt 2</b>	<b>Flt 3</b>	<b>Flt 4</b>	<b>Flt 5</b>	<b>Flt 6</b>	<b>Flt 7</b>	<b>TOTAL</b>	<b>Standardized total</b>	<b>Scramble Place</b>
Ray Boyd	OT Rubber	104	78	120					302	2.52	2
John McGrath	Andrade	72	50						122	1.02	3
<b>HLG/CLG</b>		Max =	120								
<b>Name:</b>	<b>Event</b>	<b>Flt 1</b>	<b>Flt 2</b>	<b>Flt 3</b>	<b>Flt 4</b>	<b>Flt 5</b>	<b>Flt 6</b>	<b>Flyoff 1</b>	<b>TOTAL</b>	<b>Standardized total</b>	<b>Scramble Place</b>
Ray Boyd	Catapult	12	14	14	14	12	19		47	0.39	N/A

## 2019 MMM Frito Pie Report

John McGrath

Surprisingly, we had not one, but two excellent weather weekends in a row here in late October/early November (and as I write this on the 9th, it's 70 degrees outside!) Not complaining! Okay, maybe a little bit, because the field was a little snowy. On arrival in the morning the sun was shining, the temps were in the high 40's moving rapidly higher, and there was no wind to speak of--and the forecast was for it to become calm in the afternoon! Can't beat that.

Lift was kind of spotty--no real monster thermals to be found--but it was a great day to trim, a great day to be with flying friends, and a pretty good day to practice low-traction motorcycling. Fortunately there were no spills and chases were generally not too lengthy unless your name was McQuade. I believe Pete did some cross-country riding out there to the southwest chasing his gliders. We took the traditional culinary road trip to Texas, with Frito Pie (chili with Fritos) provided by Texans DeLoach and Murphy. Murph did the heavy lifting, setting up his outdoor cooking rig and providing not only hot chili but also hot chocolate or coffee. Thank you, Murph, for managing that wonderful lunch. I think I led the pack with three bowls. I might not win scrambles, but I can win lunch :)

<b>3 Minute Event</b>					
Pete McQuade	F1A	180	161	152	2.74
<b>2 Minute Event</b>					
John McGrath	P-30	60	48	7	0.96
Don DeLoach	OT FAC	120	115	120	2.96
Jerry Murphy	P-30	40			0.33
Darold Jones	OT FAC	80			0.67
Ray Boyd	OT FAC	120	105	120	2.88
Ray Boyd		81			0.68
Rick Pangell	E36	120	120	70	2.58
Rick Pangell	A Elect	41			0.34
<b>HLG &amp; CLG</b>					
Marki Covington	CLG	74	71	63	1.73
<b>Scramble Results</b>					
Don DeLoach	OT FAC	2.96	120	115	120
Ray Boyd	OT FAC	2.88	120	105	120
Pete McQuade	F1A	2.74	180	161	152
Rick Pangell	E36	2.58	120	120	70

Because of conditions with snow on the ground of uncertain depth in places, our entertainment (Rosin the Bow--Ray Boyd's musical friends) made the very proper decision to postpone. No need to risk instruments or electronics in the wet. We look forward to seeing and hearing them soon.

As far as the contest itself--there must have been enough lift to be helpful, because both Don D and Ray Boyd all found two maxes apiece (First and second place, respectively), and Pete McQuade acquired enough time across his three officials to nail down third). In Jet Cat, there was some actual drama. Bob Miller, after some trim challenges, got his P59 flying very nicely, with beautiful high transitions and long glides. His average time for three official flights was 30 seconds. Don DeLoach, not to be outdone, got out his trusty Miles 100 and put up three flights whose average was just one second away from Bob's 3-flight total. With scale points even (18 apiece), it came down to just a single second. Bob first, Don second and Rick Pangell third with his own P-59. Great job, Bob!



From the 2019 Symposium...

Art by Cass Pangell

## CatBox – Bob Miller

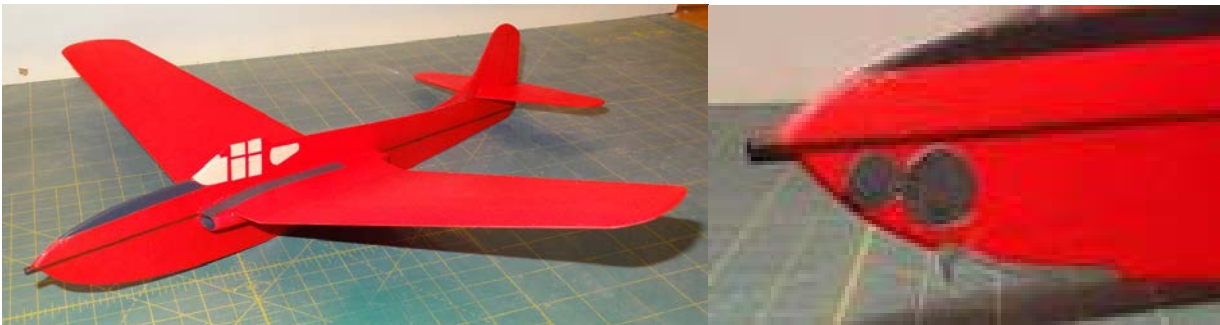
More Jet Cat... a quest...

I spent more time trying to do Air Force insignia that it took me to build the whole glider. Trying to get a good white seems to be the challenge. It would fly just as good with a decal. I'm guesstimating it will weigh 23 1/2g with lead balance at 36%.42 grams per square inch. It is the lightest P 59 wing loading. I've made so far.17 inch wingspan and the wing thickness at the root is **.185 & .024** thick bass leading edge. I took your excellent advice only glued the front half of the stabilizer and fin to the fuselage



I finished painting and assembling the P-59 with the carbon fiber tube. I heated up the design master spray paint in the oven. The lowest setting is 170°. I let it pre-heat & took the valve off the can, and laid it on the rack with the oven off. I set the timer for 10 minutes and the results are better than I expected. The higher pressure in the can does atomize the paint to a finer mist. The paint goes on thinner & after weighing the glider when dry. The total weight gain from the paint was only 0.7 of a gram. The previous glider's paint was 1 g. That's a 30% weight reduction in the paint. They both took two coats to get the paint job to look even but you can definitely tell that the paint is thinner by looking at it .Still has a nice even red but just not as deep of red. The carbon fiber strip doesn't even look like it has paint on it.

The catwalk strips are made from black tissue paper spray painted Design Masters graphite and stuck on with re-positional spray [glue](#). It was a lot easier to do than masking that area off and spray painting it.



The Design Masters spray paint has on the label a warning to keep it out of direct sunlight and below 120°F. That was the idea of turning the oven off before putting it in the oven after it had warmed up. I'm not sure what the temperature of the spray can got to as I don't have a way to measure it.

Getting a decal the exact same size as the masked off the area would be a little iffy. I'm thinking of finding a material that is totally opaque and very thin. I haven't had a chance to locate mylar balloon material, but if it works, there won't be any need to mask off the area for the Air Force icon

I'm finally making a launch hook that I'd like. I'm cutting a piece of aluminum ceramic tile edge 1/8 inch thick and then pounding on the tailpiece with a hammer to flatten it out. It's a lot easier to get the shape that wraps around the bottom of the fuselage. This piece added 0.8 gram more nose weight than the last airplane, probably because of the carbon fiber tube was thicker at the tail. The wing loading is .455 grams per square inch



# **December 7 MMM Annual Planning Meeting**

**9 AM – about 3 hours. There is the Lowry Beer Garden just across the street for Beer, Brats and Burgers for lunch**

***Bring your checkbooks and pay your dues too!***

**7711 E. Academy Blvd, Den 80230 near 1<sup>st</sup>-6<sup>th</sup> Quebec**

## **Area Map:**



Local Map, parking on the lane along the west side.



# **Indoor Free Flight Model Aircraft Meet Sunday, November 24th, 2019**

**Sponsored By: Magnificent Mountain Men Free Flight Club**

Contest Director:

John McGrath 719-963-9227 johnmcgrath2@comcast.net

Flying site is the beautiful 37' Colorado Springs City Auditorium, located downtown on the southwest corner of Weber and Kiowa streets.

**Flying Hours: 10:00 AM to 3:00 PM**

**Contest Classes for this meet are : P-18, Limited Pennyplane, Phantom Flash, Peanut and WWII NoCal**

**PLUS--Tiny Glider!\***

**Mass Launches: WWII NoCal, P-18 and Mountain Lion**

**Sci Oly fliers are most welcome to fly with us and enjoy the big room**

**No time windows for this contest--Five hours/open sky. Non-contest flying is welcome, but please give way to contest flyers. No R/C flying, please.**

#### **Important Information:**

- Link to AMA rules: <http://www.modelaircraft.org/templates/ama/PDF-files/Rulebook/indorff.pdf>
  - Link to FAC rules: <http://www.theplanpage.com/things/01facrules.pdf>
    - All contestants must sign liability release form
      - Entry fees: \$25 per flier for the day.
      - Tables and chairs provided on site.
  - Practice flying is allowed during the contest hours, but official flights have right of way.

**\*Tiny Glider Rules:** Best 2 of 9 flights. No maximum or minimum size. No limits on construction. Catapult launch.

Score = (Total of Best 2 of 9 flights)/(Wingspan + 1")

***IF YOU HAVEN'T PAID YOUR DUES YET OR WANT TO BE A MEMBER:***

***JOIN THE MAGNIFICENT MOUNTAIN MEN FREE FLIGHT CLUB HERE***

NAME \_\_\_\_\_ AMA NO \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY/STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE (HM) \_\_\_\_\_ (WK) \_\_\_\_\_ EMAIL \_\_\_\_\_

DESIRED STATUS: MEMBER \_\_\_\_\_ 2019 DUES: \$40.00 includes Newsletter  
(CHECK ONE) (Under 16 yrs. old – FREE!)

HARDCOPY NEWSLETTER ONLY \_\_\_\_\_ 2019 RATE: \$15.00 PER YEAR

***SEND THIS FORM AND CHECK PAYABLE TO:*** MMM CLUB  
C/O: CHUCK ETHERINGTON  
33946 GOLDFINCH DR.,  
ELIZABETH, CO 80107



***News Note: MMM Now accepts "PAYPAL" for Dues, Contest Entry Fees, Etc !!***

- *Simply Log in to [paypal.com](https://www.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.*
- *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>FEATURE EVENT</i>
<i>November 24</i>	<i>Fall Indoor contest</i>	<i>C'Springs Auditorium</i>
<i>November 29</i>	<i>Indoor</i>	<i>Beth Eden</i>
<i>December 8</i>	<i>Indoor</i>	<i>Manitou HS</i>
<i>December 7</i>	<i>MMM Planning Meeting</i>	<i>WOTR</i>
<i>March 8, 2020</i>	<i>Indoor</i>	<i>Pikes Peak Ceiling Climb</i>

FIRST CLASS



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



6994 So. Prescott St.  
Littleton, Colorado  
80120

**The Magnificent  
Mountain Men**