



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2024-05
(Aug-Sep)



Bittersweet, but still sweet. Tom Norell and Mark Covington at the 14-Rounder earlier in the season. Gentlemen of the first order.

Upcoming Events

Indoor at Beth Eden	15 Nov	John Christensen
Indoor at Manitou	17 Nov (Rescheduled)	Darold Jones
Indoor at Beth Eden	29 Nov	John Christensen
Indoor at Manitou	8 Dec	Tom Norell
Indoor at Beth Eden	13 Dec	John Christensen
Indoor at Beth Eden	20 Dec	John Christensen
Annual Meeting	11 Jan '25	Pete McQuade
Indoor at Manitou	12 Jan '25	TBD

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MMM Club Officers and Contact List

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The President's Corner

By Pete McQuade

We need more CDs! (Contest Directors, that is.) If you aren't already qualified to be a CD and would like to give back to the club in a very important way, please consider this one. Qualifying for AMA CD status isn't very difficult. And once you're a CD, you will receive a 50% discount on your AMA license each year. So, if you're interested, please see any of the club officers and we can get you started.

Congratulations to the MMM's own **Jack Murphy** and **Todd Reynolds** for making the US team for next year's FAI Free Flight World Championships in Romania! Jack will be flying F1Q Electric and Todd will be flying F1C gas. Their hard work and meticulous preparation have paid off handsomely. We're all so proud to be associated with you guys. Good luck next year!

Also on the team will be two of our friends in the Texas Cloud Climbers: **Julie Parker** in F1Q and **Jim Parker** in F1A. (Not related) Good luck to you fine folks, too, as well as to the entire Team USA!

On a more somber note, we had to say goodbye to our dear friend and HLG/CLG ace flier and National Champion, **Mark Covington**, who passed away September 8th. Don and Cindy DeLoach hosted Mark's Celebration of Life Ceremony in their back yard on Sept. 25. It was a wonderful evening, and such a fitting tribute to Mark. Many thanks, Don and Cindy!

It seems sad news often comes in pairs, and that happened once again when we lost Texas Cloud Climber **Steve Spence** to an accident in his Aeronca Champ. Steve was a good friend to many of us. I'll never forget the many times Steve and I

kibitzed while competing in F1A at various US Team Finals. We'll miss you and your always-friendly attitude, Steve.

Considerably less sad is saying goodbye to **Jace Pivonka**, our current Vice President, who's moved to Idaho to take a job there. Besides being a terrific competitor in F1B and twice US Junior Team member, Jace has been very active in the MMM, regularly CD'ing the F1E slope glider portion of the annual 14-Rounder Contest. More recently, Jace was instrumental in updating our outdoor Scramble rules and in building a very impressive Excel Spreadsheet to do the scoring. Jace assures us he'll be back to fly in next year's Rocky Mountain FF Championships. Until then, let's stay in touch, Jace!

As autumn weather finally begins in earnest, it's time for the indoor Scrambles to begin at Manitou Springs High School. Thanks to **Darold Jones**, we'll have access to the MSHS gym the second Sunday of every month from now through April.

It's not too early to start thinking about our **2025 Annual Meeting**, which will be Saturday, January 11, 2025. Details will be coming out soon.

Hey, let's go flying!



"Hey, Boss—How 'bout I chase the next one."

Impressions from the 59th Rocky Mountain Free Flight Championships

Aug. 31 - Sept. 2

CDs Don DeLoach and Chuck Etherington

Twenty three contestants plus numerous supporters were in attendance from a number of states.



Impressions, Stories and Anecdotes

In response to the traditional request for input, **Bernie Olson** submitted the following:

“The knowledge and skills of MMM members is extremely impressive. What an outstanding group of modelers! I am awestruck watching such artisans fly these models and then I try and try and try with little success.



I would like to express my gratitude to Jack Murphy for stepping in at the RMFFC and helping me trim my E-20 and E-36 Pearls. After a couple of

seasons of limited success with getting my outdoor models to fly I was finding myself becoming extremely frustrated with the struggle. Jack took time away from his flying to help me at the RMFFC and now the two Pearls are at least heading in the right direction. It helped return some of my enthusiasm for this branch of the hobby.

There’s no substitution for hands-on help when you’re new.”



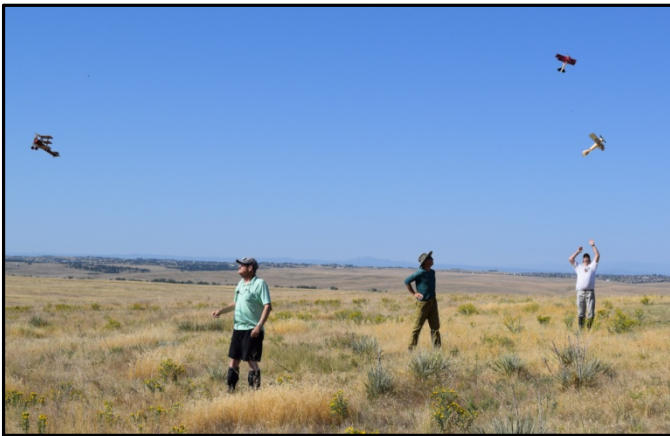
From **John McGrath**: “Weighing on us all was Mark Covington’s health condition. He was sorely missed on the flight line, but still present in spirit. Great seeing so many fliers, and grabbing lots of thermals. Saturday was frustrating—models weren’t behaving well. Came to grips, I think, with managing the GPS system in the warmth and the sunlight (which make my screen hard to read). Had a couple of tough chases. Couldn’t attend Sunday, but Monday finally got a few nice maxes. It was great seeing Bernie win E-20. I think that was his first outdoor FF win. Go Bern! Thanks to Don, Chuck, and everyone who put in the hours to make the RMCs a great contest.”

From **Bill Groman**: “This was the first big contest I've attended since joining the club, and I learned a few things:

- Frank was apparently a bird dog in a previous life. He can find and retrieve your model faster than you can lose it.
- When Sean walks by wearing a T-shirt that says, "Ask me about my--", be prepared for

what happens if you actually ask him about it.

- No matter which way the wind is blowing, Jack's models will climb directly into the sun.
- If everyone launches at once in the 5x5, timing is extra fun. Like trying to keep track of one particular bee in a swarm,
- The flying was great and the models impressive, but all the chair-circle bull sessions were just as memorable. Karren and I had a great time!



Gratitude Dept:

MMM member Dave Wineland generously donated \$100 prize money for the "Gas Attack" award. Thanks so much, Dave.



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

- Scale judging and running FAC mass launches: Jeff Pakiz
- Glider Pen: Sean McEntee
- Cooks/provisioning: Sean McEntee, Bernie Olson, Darold Jones, Frank Menanno, Pete McQuade.
- Raffle donors: Len Sanders, Jeff Pakiz, Jerry Murphy, Todd Reynolds, Darold Jones, Don DeLoach (sorry if we missed anyone)
- Everyone who helped others by timing their flights and chasing for those who were without a chase bike or were otherwise unable to chase for themselves.
- Field setup: Chuck Etherington
- Those who stayed to help with tear-down and put away support equipment after the contest
- Those who contributed in ways too numerous to mention



Teammates representing the U.S. at the FAI World Championships next year, Jack Murphy and Todd Reynolds, stare into the sun at the Rocky Mountain Championships.



Josh Finn's Classic Towliner

Thank you all for making this event special.
 Chuck Etherington

59th Rocky Mountain Free Flight Champs August 31 – Sept. 2, 2024 ~ Denver, Colorado

Results

RMC Grand Championship (choose 1 power, 1 rubber, 1 glider, 2 of any type)		
Jace Pivonka	17 pts	\$50 cash award
Josh Finn	15	
Hope Finn	15	
Frank Menanno	9	
Jack Murphy	9	
Junior Grand Champion (choose 1 power, 1 rubber, 1 glider, 2 of any)		
Caleb Finn	9*	\$50 cash award
Paul Finn	9	
Skilly DeLoach	6	
<i>*won tiebreaker</i>		
Ruckus In the Rockies HLG Champion		
Jace Pivonka	14 pts	\$100 cash award
Josh Finn	12	
Sean McEntee	8	

DonDeLoach	8
Troy King	1
Rubber Champion - Gibbons Memorial Trophy	
Don DeLoach	28
Dave Wagner	25
Hope Finn	6
Jace Pivonka	5
Glider Champion - Collins Memorial Trophy	
Don DeLoach	22
Jace Pivonka	16
Josh Finn	15
Sean McEntee	10
Frank Menanno	4
Power Champion - McGhee Memorial Trophy	
Troy King	22
Jack Murphy	13

Josh Finn	8
Frank Menanno	7
Don DeLoach	5
Rick Pangell	4
Sweepstakes Award (all events count)	
Don DeLoach	57 \$50 cash award
Josh Finn	27

Dave Wagner	25
Troy King	25
Jace Pivonka	21
Frank Menanno	13
Sean McEntee	10
Frank Menanno	8

Troy King 12, 22, 37, 08, 60 139

Red= fewer than three flights

Saturday, 31 Aug.

F1A

Pete McQuade 874

F1B

Jace Pivonka 180

F1C/P

Caleb Finn 274

Paul Finn 217

F1Q

Jack Murphy 1253

A/B Gas

Troy King A 360

Josh Finn A 182

Classic Towline

Don DeLoach 360

Josh Finn 224

FAC Embryo

David Wagner 230

Paul Finn 44

FAC Dime Scale

Dave Wagner 223

Dave Aronstein 185

Don DeLoach 42

5x5 HLG

Josh Finn 90, 36, 90, 59, 90 365

Jace Pivonka 90, 20, 90, 90, 32 322

Don DeLoach 18, 60, 59, 90, 15 251

Sean McEntee 73, 90, 00, 00, 24 187

FAC Old Time Stick/Fuse

Don DeLoach 348

Dave Wagner 282

Mike Isermann 120

FAC Golden Age/Modern Civil Scale

Don DeLoach C195 255

Dave Wagner Vagabond 191

Tom Arnold Starliner 94

Nostalgia 1/2A | Early | 1/4A

Josh Finn 1/2A 346

Todd Reynolds 1/2A 184 0

Rick Pangell 1/2A 151 0

Josh Finn Early 209

Josh Finn 1/4A 82

A/B Electric Combo

Jack Murphy A 834

Frank Menanno B 596

Frank Menanno A 432

Jack Murphy B 330

Mulvihill/Moffett

Hope Finn Mulv. 540

John McGrath Mulv. 220

Hope Finn Moff. 209

Sunday, 4 Sept.

Dawn Unlimited

Josh Finn Mulv. 7:23

Don DeLoach Mulv. 4:02

Jace Pivonka F1B 3:43

Dave Aronstein Mulv. 3:34

F1S

Jack Murphy	600
Frank Menanno	581
Jerry Murphy	90

F1J

Troy King	301
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F1G

Hope Finn	432
Frank Menanno	279
Darold Jones	120

CD Classic Gas

Troy King	414
Don DeLoach	360

CD Gas

Troy King	C	360
Josh Finn	D	98

FAC 2-Bit | Jimmie Allen

Dave Wagner	120
Don DeLoach	120

Old Time Catapult | HLG combo

Don DeLoach	CLG	199
Hope Finn	CLG	92
Frank Menanno	CLG	82
Troy King	CLG	64
Rick Pangell	CLG	19

FAC Low Wing Trainer

Dave Wagner	?	1st
Don DeLoach	DH.94	2nd
Jeff Pakiz	Miles	3rd

FAC WWI Combat – 2 rounds

Don DeLoach	D.VII	1st
Dave Wagner	Albatros	2nd
Jeff Pakiz	Sopwith	3rd

FAC Greve/Thompson – 2 rounds

Don DeLoach	Cessna CR-2	1st
Dave Wagner	Mr. Smoothie	2nd
Jerry Murphy	Chambermaid	3rd

FAC WWII Combat – 2 rounds

Dave Wagner	Zero	1st
Tom Arnold	P-39	2nd
Don DeLoach	Corsair	3rd
Jerry Murphy	Sturmovik	4th

HLG Mass Launch – 3 rounds

Jace Pivonka	55, 49, 57
Sean McEntee	42, 54, 48
Josh Finn	44, 10
Don DeLoach	35

**FAC Jet Catapult Scale**

Sean McEntee	A-10	169.0 (Incl. SH Flight!)
Don DeLoach	M-100	117.0
Caleb Finn	Canberra	85.5
Paul Finn	Canberra	49.5
Rick Pangell	P-59	30.0

AMA HLG

Jace Pivonka	720
Josh Finn	333
Don DeLoach	323
Sean McEntee	307



Monday, 5 Sept.

AB Classic Gas

Troy King 225

AMA 1/2A | 1/2A Classic

Troy King 1/2A 480
 Don DeLoach 1/2A 314
 Rick Pangell 1/2A 250
 Cass Pangell 1/2A 239
 Josh Finn 1/2A 172

AMA Catapult Glider

Don DeLoach 270
 Jace Pivonka 263
 Josh Finn 259
 Mike Isermann 213
 Frank Menanno 183
 Sean McEntee 150

E-36

Jack Murphy 652
 Frank Menanno 589
 Hope Finn 360
 Troy King 339

P-30

Hope Finn 360
 John McGrath 351
 Darold Jones 326

E-20

Bernie Olson 256
 John McGrath 211
 Frank Menanno 211

Any Day

FAC Peanut Scale

		Best Fit	Flt. Pts.	Scale	Bonus	Total
Don DeLoach	Fike	48	48	61.0	0	109.0
Mike Isermann	Tailwind	22	22	62.5	0	84.5
Dave Wagner		70	65	0	0	65.0

FAC Rubber Scale

	Best Fit	Flt. Pts.	Scale	Bonus	Total
Don DeLoach	Fok. D.VII 120	82.5	60.5	15	157.5



E-36 – Junior

Paul Finn 470
 Caleb Finn 364

Classic Towline – Junior

Caleb Finn 16

P-30 – Junior

Skilly DeLoach 283
 Caleb Finn 212
 Paul Finn 127

1/2A Classic Gas – Junior

Caleb Finn 264
 Paul Finn 131

HLG – Junior

Caleb Finn 62
 Paul Finn 40

CLG – Junior

Skilly DeLoach 147
 Paul Finn 143
 Caleb Finn 97



Humans, going clockwise: Troy King (The King of Gas); Hope Finn (1st in Mulvi, F1G and P-30!); Bernie Olson (1st in E-20), Don DeLoach (1st, WW1 Scale)
Canines: Sally (1st in line for food)

August Scramble
Darold Jones, CD



We had good weather for the scramble and late day contest with strong thermals and better fellowship. Frank was his usual dynamic self and flew several events as well as chasing for other flyers. The scramble winner was, you guessed it, Frank.



John: Funny hat, finicky E-20



Bernie got his first test flights on his 3/4 scale Canadian Wakefield



Frank finally receives his award photo from the 14-Rounder. As you may recall, Frank spent much of the 14-rounder slacking off over at Parker Adventist Hospital. A month later he WINS the scramble.

Home on the Range(s)

Chuck Etherington

Flying Site Coordinator, Field Maintenance

Storage Silo

Our storage silo was broken into. The upper lock was cut but the lower had a more robust lock, so the criminals broke the latch. The most valuable items in the silo are motorcycles, but neither they, nor anything else were taken. The Leadership Committee discussed some solutions (still in progress). In the interim, Frank Menanno installed a more secure latch and John McGrath added a more secure lock like the upper one.



New Lower hasp: Thanks, Frank.

Metal Shelter

The new metal shelter continues to be a great addition to our field. CDs no longer have to set up shelters, and perhaps more importantly, we no longer have the labor intensive task of setting up our big 10' x 20' shelter for the 14R and RMC contests. As predicted, the cows are really appreciative of the shade and make good use of it (manure notwithstanding).

September Scramble

Frank Menanno, CD

Driving up to the contest was gloomy, a storm front had moved in and we had rain down in the Springs and it was still grey skies, yet as I drove through Kiowa it was calm no rain. I arrived on the field at 8:00am. It was still drizzling just slightly, so for the next hour and a half I sat in the truck waiting for it to clear. Finally the drizzle had stopped and I put up an E20 flight but the grass was soaked with water and so were my boots and pants after walking after the plane.



Thankfully the weather changed for the better, the field started to dry out, then the sun broke out and Butch Berlemann, one of our new flyers, arrived with his new motorcycle and a hand launch glider. John McGrath showed up a little bit after Butch and Chuck, then Sean & Clara.



Frank, John and Sean

Conditions were beautiful and not much of a breeze at all, just enough to pick some good air. Lift was slow in coming but very strong, possibly from all the moisture in the air slowing things down. Butch had patched together an old broken hand launch glider of Mark Covington's, and had been practicing his throw.



Timer Extraordinaire—Chuck must have timed 20 flights in a row.

With his first official flight Butch caught a big thermal and he didn't have the DT set. John and Chuck watched it in the glasses for over 10 minutes as it disappeared north. Butch made two trips out to the highway with no luck finding his glider.

As the official contest got underway there was four contestants entered and nine events were flown, Sean flew his A10 Jet Cat in catapult glider, then he pulled out his tip lunch glider and started to amass max after max. Sean won the contest with four Maxes and a 66 second last flight!



Oh the shame: John got his GPS antenna wrapped up in his P-30 motor. It still works!

I tried to chase Sean down with my catapult and I could only muster two Maxes and a 65sec. Flight. Luckily I had my Nostalgia kiwi Electric with which I put up three Maxes and a 119 which was enough to put me in the second place, but right behind me was John McGrath having an extremely wonderful day of flying his e-20, P30, and his old time rubber Sparky. John placed third with three Maxes and an 82 second last flight with his old time Sparky. Chuck Etherington was instrumental in support of all the Flyers with his competent timing & scoring.

It was a small and enjoyable contest of flying, chasing and fellowship with good friends!



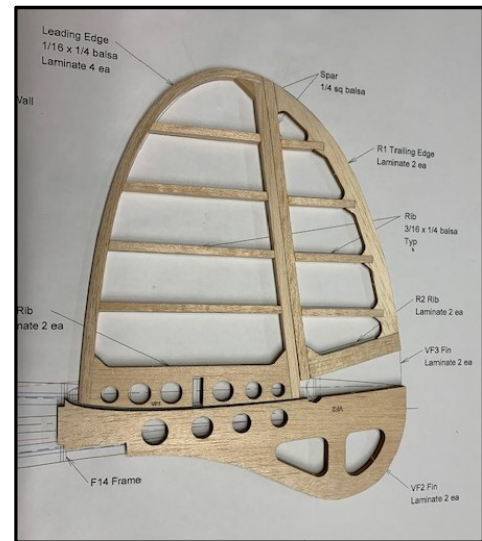
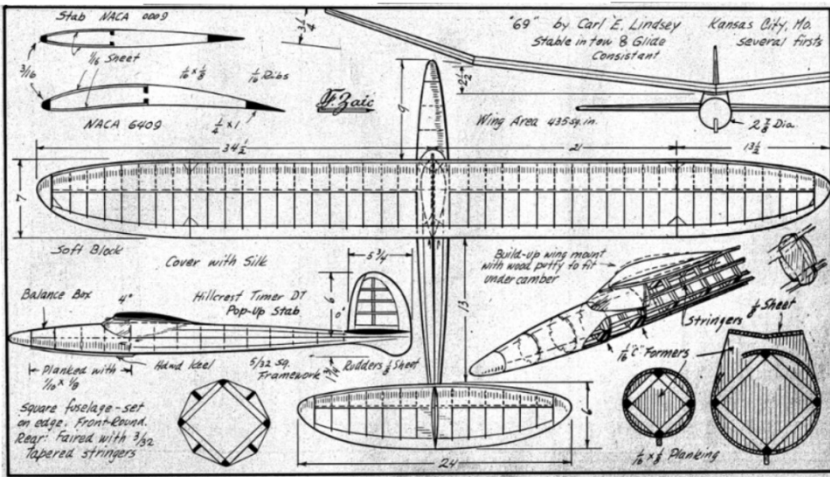
Chuck's dog Journey makes a tour of the flight line

From the Editor

September was not well attended, but it should have been! Once things cleared off, conditions were magnificent. I cannot remember a better 3 or 4 hour stretch of flying than that afternoon. It was like a training day for catching thermals, with textbook signs and indications. We never quite know why flyers don't come out, but one lesson we learn and relearn is that poor early AM indications or iffy forecasts are often proven wrong!

Projects and New Builds

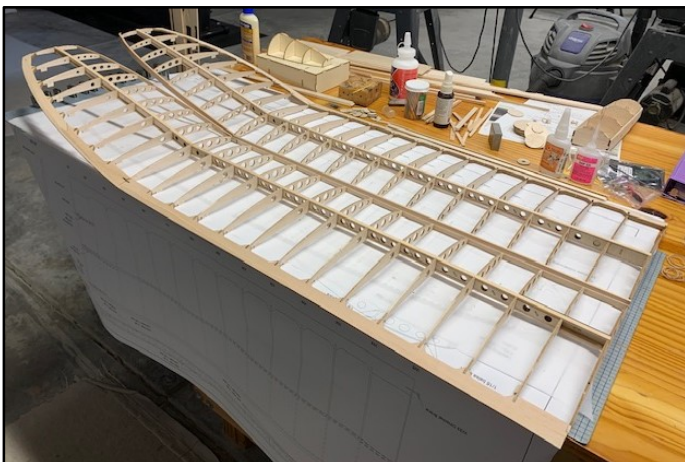
Bernie's 69 Glider



Wrapping up a scratch-build project of a towline glider from the 1951-52 Zaic Yearbook (page 177). It's called a '69' and was designed by Carl Lindsey. The name represents the original model's wingspan. The drawing in the Yearbook was scanned then scaled up to 100-inch for this project. The wing uses a NACA 6409 airfoil and the horizontal tail uses a NACA 0009 per the original. Wings plug into the fuselage to keep things manageable. Fuselage frames were all laminated cross-grain to minimize any chance of splitting. Yes, it has a radio in it and an electric motor in the nose with a folding prop. Covering is Ultracote and a fiberglass nose was molded. It came in at 38 oz which gives it a wing loading of 5.6 oz/ft². Construction was maintained true to the Zaic sketch but benefitted significantly from laser cutting.



Gorgeous work, Bernie! That's one of a kind!



Neil Myers's Hoosier Kitty



Here's a few pictures as I was working through a Hoosier Kitty CLG build. Parts came from a "short kit" that was given to me by Mark Covington for my 50th birthday. At the time, I thought I might take a brief break from flying; however, it turned into a decade hiatus. And it never occurred to me that Mark might not be here to see me finish it. I am pleased with how light it turned out but I'm sure that's due to the excellent wood provided in the kit. Didn't get any pics of the finished product before I knocked the stab off on a botched launch. But it'll be repaired and back at the field soon.



Neil, Mark would be proud to see the finished model.



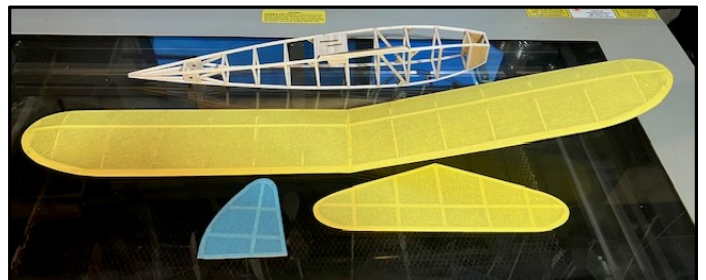
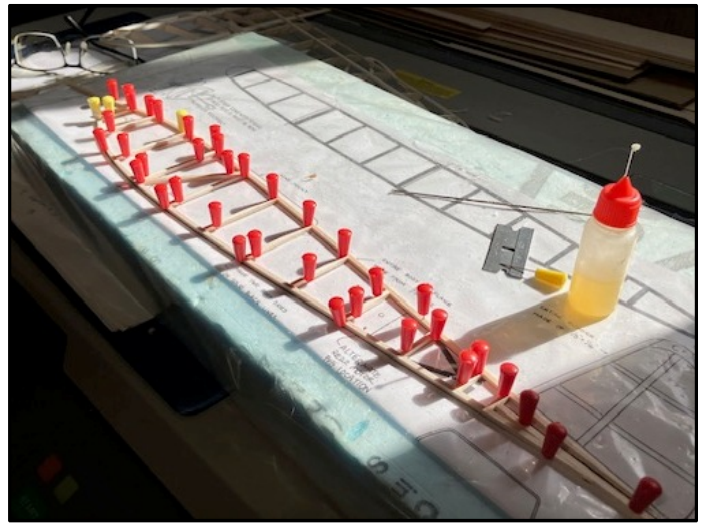
Butch Berlemann's Polly B

My first glider in 30 years. Polly B from J&H Aerospace (full red wing). I picked up the kit at the Rocky Mountain Scramble. I got a bit overzealous sanding the wings in the kit so I remade them from scratch.

Butch—this was a beautiful flyer at the Frito Pie contest. Congratulations!



Also from Butch: Hoosier Baby Daddy

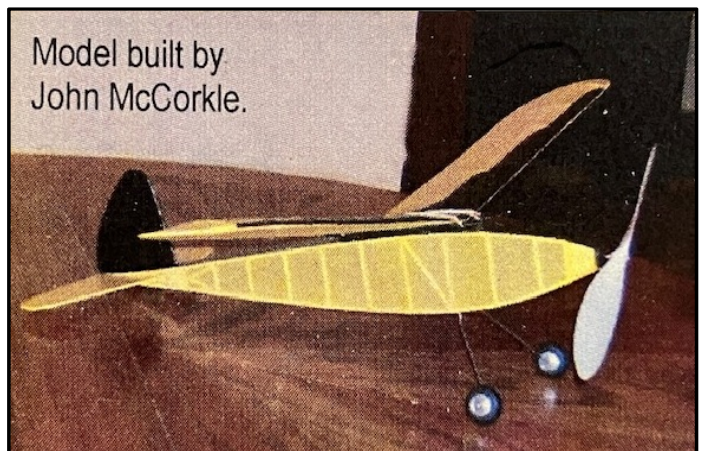


My first scratch build, working from the Hoosier Baby Daddy plans. I learned a lot during the build AKA I mess up a bunch and tried to patch my mistakes in the final product :) It flies terribly... I think I know why, so going to retire this one early and build another Poly B from J&H.

*I don't care how it flies—it looks good to me!
Congratulations, Butch.*

John's Baby Commercial

This is from an Easy-Built Kit. It's a Baby Commercial, which was part of a model building series sponsored by the Air Cadet League of Canada in the 1930's. I liked the lines and felt like gluing sticks together. It's bigger than an Embryo at 24" span, but I think it would work for OT Rubber Fuselage. Have to check. I'm going to rig a pop-up wing, which has worked well on my previous two small fuselage models (Embryos). The structure's pretty light, so I pre-shrank all the tissue. Haven't doped it yet, but I'm suspicious of the stab's being able to handle any tissue shrinkage—may have to rebuild it. Not finished yet. I'll let you know how it goes. I'm enjoying the kit.



**This is what it's supposed to look like (Easy-Built Box art)
Model built by some other John Mc...**

In Memoriam—Mark Covington



*Eulogy by **Don DeLoach**, read at Mark's Celebration of Life*

Mark and I met in the middle of 2006 when Rob Romash brought him out to a monthly MMM meet. I could tell right away Mark was going to be a friend. He explained he was a Texan and lapsed Free Flighter, having dabbled in RC park flyers a bit after moving to Colorado in '93. I explained he was now under the wings of one of the strongest FF clubs in the world—the Magnificent Mountain Men—and that his RC days were numbered! That day Mark slung a borrowed HLG like he had not missed a beat from thirty years earlier.

Mark and I shared the north Texas connection. A typical Texan...slow talker but smart. He explained that he had wanted to be an aero engineer but dropped out when he got an opportunity to go to jewelry school in east Texas.

But before that was his first exposure to Free Flight. Being a kid growing up in Grand Prairie, Texas, he lived right next door to the NAS Dallas—site of the 1964 AMA Nationals. One July day while 12-year old Mark was in his front yard, he noticed model airplanes drifting over his house and through

the neighborhood, carried freely by wind. Their owners chased after them on foot and in cars. Mark was fascinated and befriended these flyers, aiding their chases that day. From that point on Mark was hooked on model airplanes in general and Free Flight in particular.



Treasured memorabilia of Mark's, including his Nats HLG trophy and two MMM Club trophies.

During the 1970s Mark competed in Free Flight in the Texas area and beyond often traveling with the famous Dick Mathis, Free Flight Hall of Famer was also friends with Mark's brother-in-law John. Mark would be reunited with Dick many years later at the 2007 Southwest Regionals in Arizona). It was also during this time that Mark was big in fast cars: he had a souped up Dodge charger that he drag raced on weekends.

From 2007 to the just recently Mark and I traveled to many meets together, from the AMA HQ at Muncie to meets in Kansas, Texas, California and Arizona. In his prime from 2008 to 2018 Mark was just about unbeatable in the small glider events—especially HLG. In 2014 he attained the pinnacle of worldwide HLG flying when he won the AMA Nationals. I timed most of his flights that day and it was about as close as possible—he won by just two seconds. For his efforts Mark's name was etched in history as one of the very few winners of the Tulsa Glue Dobbbers perpetual trophy for high time in HLG at the Nats. This is the Stanley Cup of Free Flight HLG. The trophy with Mark's name on it resides under glass at the National Model Aviation Museum in Muncie, Indiana.



I recall 2014 being Mark's very best: Not only did he win the AMA Nats, but he won the overall MMM club championship and the season-long Scramble trophy. It should be noted that Mark won the MMM Scramble nine times in its 16 year history—a feat no other individual has even come close to achieving. And he did it the hard way—flying small gliders against the bigger power and rubber ships.



Mark and I lived close together and we flew together often, texted, called, had lunch and shared ideas about glider flying. I was almost always second best to him in contests and I remember one day around his peak of 2014 realizing why: I practiced far less than Mark. In his prime he was building 10 models a year and putting in a hundred or more launches a month, even in the off season. I concluded that I was never going to out-work Mark, and that why I lost to him consistently.

Many folks forget that Mark was also the father of modern E-36. He was instrumental in crafting the first set of rules for this event back in

2010. E-36 is now arguably the most popular FF event worldwide.

I know next to nothing about jewelry but I know top-level craftsmanship when I see it. In this regard Mark was without peer. He rebuilt my own wife's engagement ring.

Mark came to our house most Christmas Eves for our traditional family Tex-Mex dinner. He loved that, it made him homesick a little—though we both happily bragged about NEVER having to endure north Texas summers again.

Mark never lost his southern warmth and kindness, even after living in Colorado for 30 years. Though he wasn't really a lover of kids he really admired my daughter Skilly. From a very young age she would accompany us on many dinner excursions where we'd talk about models and flying. In early years she'd slept on the tabletop in her little car seat while quizzical patrons would wonder if Mark and I were an adoptive couple.



Mark's Cata-Kid design had been published recently in the NFFS Digest. With this, his final model, he maxed out at the 14-Rounder, winning CLG.

I have to mention Jace's strong connection to Mark. Mark took a liking to Jace immediately back when Jace joined the club at age 12. Mark gifted or lent Jace old models to compete with since Jace's building skills and time were both limited. One such model was an older Discus Kid that Mark had crashed a repaired many times, and was basically left over in his shop as a write-off. He pieced the thing back together in 2015 and gave it to Jace who quickly made the most of it, winning HLG at several local meets and then WINNING at his first AMA Nationals in 2015—the year after Mark has won it!

Not luck, skill, and a GREAT model. So in a way Mark won the Nationals two years straight.

There are many more stories. Of Mark's competitive exploits, yes, but more so stories of generosity, his kindness, his humanity. Let us all share them in memory our great friend and brother.

*And let your best be for your friend.
If he must know the ebb of your tide, let him know its
flood also.
For what is your friend that you should seek him
with hours to kill?
Seek him always with hours to live.
For it is his to fill your need but not your emptiness.
And in the sweetness of friendship let there be
laughter, and sharing of pleasures.
For in the dew of little things the heart finds its
morning and is refreshed.
--The Prophet (Kahlil Gibran, 1923).*

Thank you, Don, for capturing Mark so well in your writing. The club owes a debt of gratitude to Don, and especially Cindy, for honoring Mark by bringing us together for a Celebration of Life at their home on the 25th of September.

From Jerry Murphy:

Dear Mark,

Thank you for your friendship over the years. Seeing you was very hard on me. It brought back memories of Bill Gibbons, my brother Jack, and Kathy. I was a wreck seeing them in their final hours. On a happier note, I fondly remember when we first met. I believe it was at Don's model shop. I picked up on your Texas accent and asked where you were from. Your reply was, "a small town you likely never heard of". You then told me it was Grand Prairie, and I said Class of 1959! Yes, we were both from Grand Prairie which was a bond that cemented our friendship.

Mark, thank you for your many contributions MMM club and free flight in general. Memories of your skill as a builder and contributor will always be with me whenever I set foot on the flying field. Your contributions included CD'ing the glider pen at the MMM major contests, helping new people learn the new art of "tip launching" and providing components to those of us who were new to this new development in this sport.

Your skill as a jeweler played a big part in my memories, as you made Kathy's wedding ring. And when I see the ring on her dressing table, I see how happy she was to have such a special ring to celebrate our marriage.

There is a lot more in how our friendship grew and matured over the years. I am very blessed to have had a friend like you in my life.

Rest in peace, old buddy.

Jerry Murphy



Mark at Norris Ranch/Squirrel Creek, trimming an F1H

From Frank Menanno

At the beginning of 2023 I saw Mark for the first time after his illness at the indoor contest in Manitou, it shocked me how skinny he was and out of strength he had become, as the year went on Mark started to come out to the outdoor contest and one morning he sat out in front of his truck in his chair in the bright sunlight and fell a sleep for about 2 hours and I was worried about him, I even asked someone to check on him I was so frightened, but when I talked to him later he said oh yeah I had a 5-minute nap. But each contest after that Mark started to fill

back out and get more strength and started putting catapults and tip launch gliders back in the air he even started towing his straight line glider.

Mark would come out and fly with us at the southern Squirrel Creek flying field. One flight I lost sight of my E-20 and couldn't find it. He just walked

right out about a half a mile to help me find it, even though I was on my bike! Mark's a great friend and better Free Flighter. He taught me many things about the mysteries of flight! God rest your soul Mark Covington. You will be missed.

Frank



Photo: McQuade

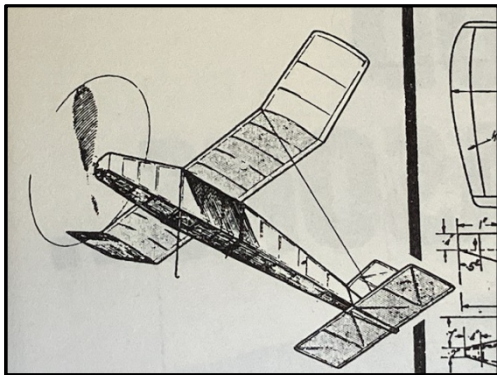
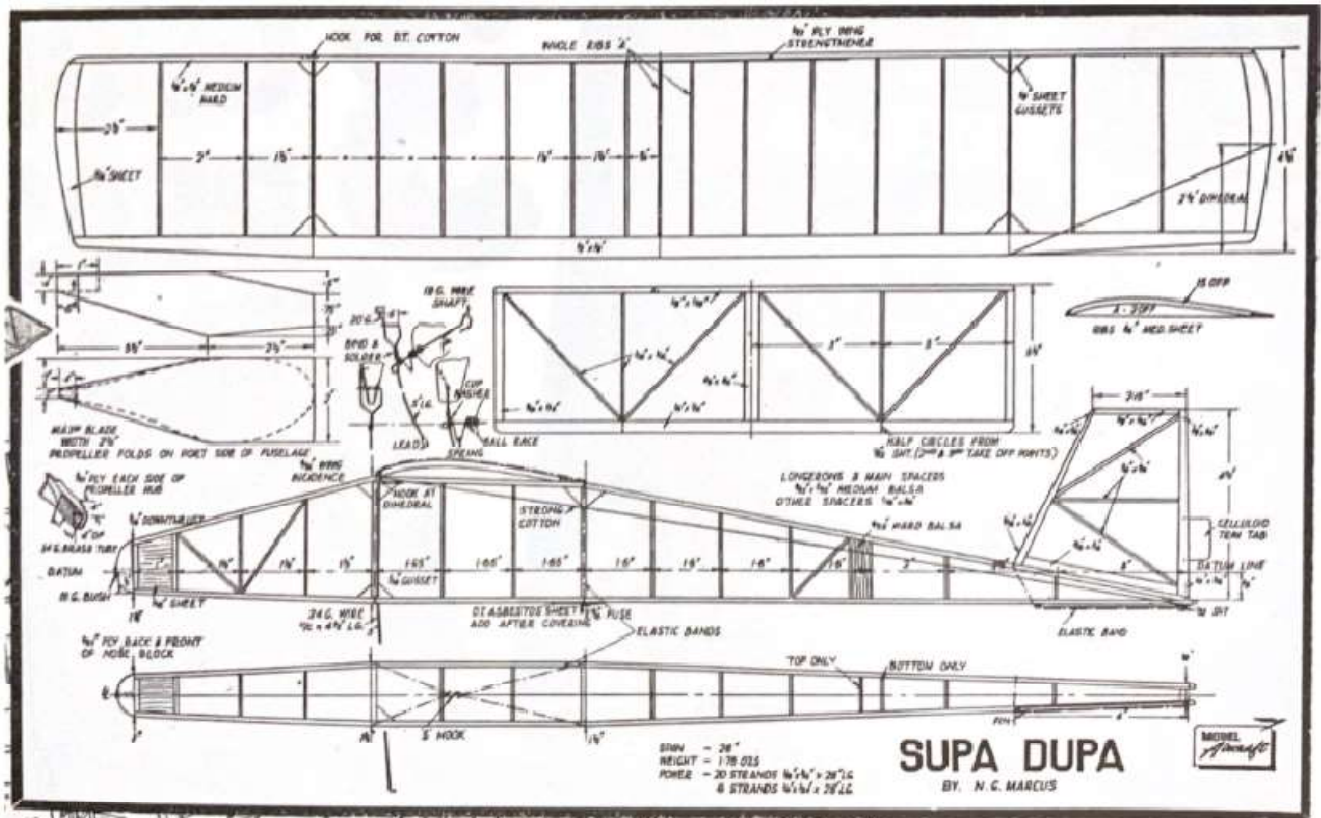
Projects and New Builds—Part II

Bernie's CataKids



“I put together a pair of Cata Kids cat launched gliders in memory of Mark Covington. I'm really happy with how they turned out but they're not to Mark's standard. These came in at 28.7 and 29.2 grams versus Mark's plans which call for 20 to 24. Oh well, still have a lot to learn about building light. Looking forward to getting them in the air at the October Scramble.”

Mark would be thrilled, Bernie.



Anyone know this guy? At the RMC auction I picked up Model Flying—the First Fifty Years by Vic Smeed of England. The **Supa Dupa** (by N.G. Marcus) was mentioned on the very last page, and this little mini-plan was shown. It caught my eye because of its straight lines (I like models that have lots of character but with straight lines), the size (28 inches), and some interesting weirdnesses. 1) For landing gear it just has a single wire mounted on the left side plus two little skids on the stab. 2) The fin is mounted to the left edge of the fuselage, giving it automatic right trim (Can that be correct?), 3) a single-bladed prop, which always seems freakish to me, and 4) the indoor-style single-surface covering (would that wing have any rigidity at all?). It's supposed to fly on a 20 strand 1/16" x 28" loop.

I found out the AMA has this plan, so I ordered one (\$7) and discovered that it wasn't exactly the same plan. Though it referenced the 1949 Model Aircraft publication, it had been redrawn by someone. Furthermore, it included a new annotation: "Wing and Tail covered on top only. Do not shrink or dope." Really? How's that supposed to survive the first humid day? Is it good for any contest class? I think 1949 is too recent for OT Fuselage. Wheels spinning...may have to build this. *The Editor*



"I hate Thermals"

...From the Department of Conflicted Feelings, or maybe from Butch. (See the September scramble write-up)



The Magnificent Mountain Men (MMM) Free Flight Club Proudly Present Their 2024/2025 Indoor Contest Season

The 2024-2025 Indoor Free Flight season is underway! Please join us at Manitou Springs High School. Science Olympiad and TSA students are welcome! The MMM club members are happy to help assist with any questions the students may have.

The Club members fly at least two different events each session. A "scramble" format in which competitors can fly any class of model against any other class of model with the final scores being factored against the previously held record times for that particular class. Then we also fly a "featured" class each month which pits competitors in a head to head battle for the class win. A different class is presented each month. Sorry, NO R/C planes allowed.

Donation to MSHS is \$5 to fly and **FREE** to spectate!

For Event Info Contact: Sean McEntee sean.p.mcentee1@gmail.com

For Info on Free Flight Planes: freeflight.org

Location: Manitou Springs High School
401 El Monte Pl
Manitou Springs, CO 80829

Time: 10 am to 4 pm

NOTE: Once you reach the High School, drive around to the rear of the school for parking and access. Go down the steps to the door and call the phone # listed on the door to enter the building. These doors are to remain locked at all times, one of our fliers will let you in. This number may be different for each event depending on who the Contest Director is for that day.

Contest Dates and Featured Class:

November 17 - Phantom Flash, 5 gram rules

December 8 - AMA Limited PennyPlane (LPP)

January 5 - No-Cal

February 9 - AMA A-6

March 9 - FAC Peanut Scale

April 13 - TBD



BUT WAIT, THERE'S MORE! The club also has some flying sessions at the Beth Eden Baptist Church in the Denver area throughout the year. **Located at:** 2600 Wadsworth Blvd, Wheat Ridge, CO 80033 **Contact John Christensen for more info:** cloverdale1955@gmail.com

11/12/2024 TN



2024 MMM Scramble

Rankings Through September (Top 5 contests only)

ENTRANT	Total Pts	Overall Place	April (Canceled)	May	June	Aug	Sept	Oct	Nov
Frank Menanno	388	1		100	100	100	88		
John McGrath	279	2		56	99	43	81		
Sean McEntee	234	3		44	69	21	100		
Don DeLoach	95	4		28		67			
Bernie Olson	90	5			90				
Rick Pangell	47	6		47					
Darold Jones	29	7		29					
Butch Berlemann	22	8					22		
Todd Reynolds	22	8		22					

Despite the November publication date, this issue only includes results through September.

IF YOU WANT TO BECOME A MEMBER, OR IF YOUR PERSONAL INFORMATION CHANGES, PLEASE USE THIS FORM

Use this form and send it in regardless of how you pay

NAME _____

STREET ADDRESS _____

CITY/STATE _____ ZIP _____

PREFERRED PHONE _____ EMAIL: _____

AMA NO. _____

DESIRED STATUS(CHECK ONE):

MEMBER _____ 2024

DUES: Adult - **\$45.00**
16-20 years - \$10
(Under 16 yrs. old – FREE!)

NEWSLETTER SUBSCRIBER _____ 2024 RATE: \$15.00 PER YEAR

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

Note: **MMM also accepts PAYPAL for Dues, Contest Entry Fees, Etc**

- 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.
- 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.