

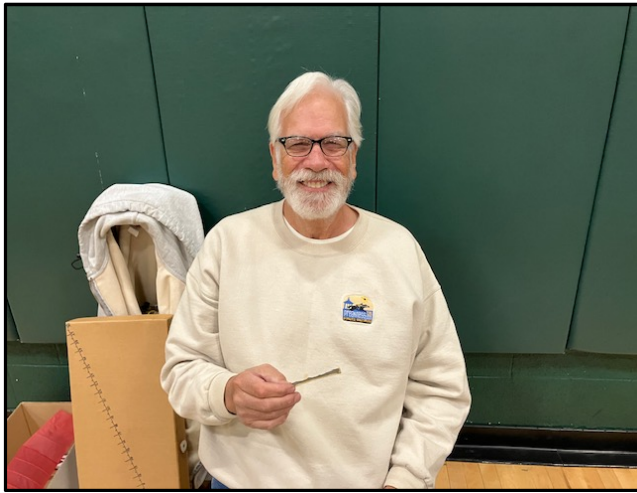


THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2024-06
(October-December)



In 2018 at the Nats in Eagar AZ, Chuck found to his dismay that the P-18 Hawk wing parts provided by your editor were oversized! After surgery on the model by Tom Norell, the plane was made legal. Chuck still has the offending spar, and surprisingly, he still speaks to me. (Manitou Springs, Dec 2024)

Upcoming Events

Annual Meeting	11 Jan	Pete McQuade
Indoor at Manitou	5 Jan	Sean McEntee
Indoor at Beth Eden	17 Jan	John Christensen
Indoor at Manitou	9 Feb	Mike Nelson
Indoor at Beth Eden	21 Feb	John Christensen
Science Olympiad Southern Regionals (Pueblo)	8 March	John McGrath
Science Olympiad State Tournament (Colorado Springs)	5 April	John McGrath

Annual Meeting
Saturday 11 Jan at the
Pikes Peak Grange in
Franktown
Kickoff: 0900

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- November Indoor Scramble at Manitou
- Field Report
- December Indoor Scramble at Manitou
- Indoor flying at Beth Eden
- Projects and New Builds

MMM Club Officers and Contact List

President:
Pete McQuade 719-433-5346

Vice President:
Jace Pivonka 720-202-2936

Sec'y / Treasurer and Flying Site
Coordinator:
Chuck Etherington 720-201-6218

PR:
Don DeLoach 719-964-7117

Newsletter:
John McGrath 719-963-9227

Indoor Coordinator:
Sean McEntee 314-910-2097

Club Records Monitor:
Don DeLoach 719-964-7117

Safety Officer
Jeff Pakiz 303-337-9188

Club Points Monitor:
Jace Pivonka 720-202-2936
Pete McQuade (backup)



The President's Corner

By Pete McQuade

To 2025 and beyond! (With apologies to Buzz Lightyear in the movie *Toy Story*.) Can you believe the New Year is upon us? I hope your 2025 is filled with happiness, health, extra-long indoor flights, huge thermals, and easy chases. I feel we're due for a good year. The last one had its share of bright spots, but undeniably, it brought more than its share of sadness, with the loss of some great MMM'ers: **Rob Romash**, **Mark Covington**, and **Randy Reynolds**. We also lost another long-time friend in Texas Cloud-Climber **Steve Spence**. We've been blessed to have had the privilege of their company, and now we'll have their memory to inspire us in the new year and beyond. Every good life leaves its indelible imprint on the world.

What better way to kick off the new year than with the MMM's **Annual Meeting**? Like last year, it'll be on **Saturday, January 11**, at the Pikes Peak Grange in Franktown, and will begin at 9:00 a.m. Please plan on coming—there'll be some very important club matters to discuss and vote on. And, of course, there'll be that special brand of comradeship that you'll only find in this great club.

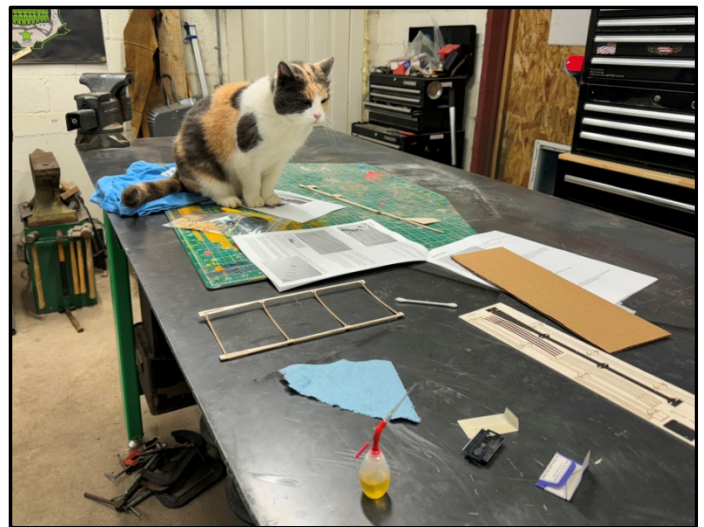
This marks the end of my two-year term as your club president. It's been a great honor to serve you. The original plan had been for our current vice president, **Jace Pivonka**, to seamlessly slide over into the president's chair, after two years of on-the-job training as VP. I was really looking forward to the great things he'd do in that role. However, his life took a different path, landing him a great engineering job with Micron Technology, Inc., in Boise, Idaho. Coincidentally, that's my hometown, so I generously offered to swap places with Jace, but somehow that didn't work out. No doubt, Jace will do a tremendous

job at Micron, and he's promised to come back to Colorado each year for our big contests. So, we wish you fair weather and good thermals, Jace. See you in the summer, if not before!

That leaves us in something of a quandary over the club presidency for 2025. I'll be too tied up with writing and travel in 2025 to do justice to the position, so I've asked two outstanding club members to step into the breach left by Jace and me. First, **Chuck Etherington** agreed to run for club president for 2025. This is an unconventional move, since he is—and would continue to be—our stalwart secretary/treasurer and State Land Board liaison. However, Chuck knows the internal and external workings of the MMM like nobody else. Furthermore, as everyone has seen, he has excellent judgment and tremendous abilities for managing multiple tasks simultaneously. Chuck would do a splendid job. **Bernie Olson** has agreed to run for vice president in 2025, with the aim of eventually becoming president. Bernie's very impressive backgrounds in both aero modeling and organizational leadership (think Lockheed Martin's F-35 Lightning II) would be unparalleled assets in the MMM's leadership in 2025 and beyond.

Of course, any club member in good standing is welcome to run for any club officer position. However, I hope you'll seriously consider voting for Chuck and Bernie. I give them both my whole-hearted endorsement.

I've got a few projects on the building board—all repairs, actually. But that's part of our sport, too, right? So, hey, let's find a nice day and go flying!



Butch's cat Cami definitely wants to go flying! Here she carefully checks the directions before moving ahead with the build.

October Scramble

Pete McQuade, CD

What's the old saying? If it seems too good to be true...it's probably a politician's promise. Well, the WindAlert wind forecast looked too good to be true. Although there were probably no politicians involved, the night before the October Scramble, WindAlert was predicting light breezes all day, with a three-hour midday lull at **1 mph**. No kidding. Well, WindAlert was wrong, which is a pretty rare thing. We had moderate-to-brisk winds all morning with some reduction as the day went on. But none of this deterred the great turnout of fliers we had—10 competitors plus several others who came out to help and to watch. Undoubtedly there would have been even more, if **Todd Reynolds**, **Frank Menanno**, and **Chuck Etherington** weren't tied up with the US Team Selection Finals at Lost Hills, CA.



It was great to see **Neil Myers**, who we haven't seen nearly enough of in recent years. Neil's a very skilled tip-launch glider builder and flier, and he wowed all of us by bringing out his recently-constructed model he built from parts given to him by Mark Covington, who passed away September 8th. It's a beauty, and Neil was getting it trimmed up quite well when it suffered a failure of the stab. The damage wasn't too bad, and I'm sure Neil will have it back in shape soon. Just for fun, Neil also brought out a "just because it looks cool" simple balsa glider, in honor of the late Rob Romash's philosophy. And cool it was, looking like a seagull. And yes, it actually flies!

It was also great to see some of our newer members, like **Karren and Bill Groman** and **Butch Berlemann**. And many thanks to **Bernie Olson**, who not only flew, but also timed many flights for other fliers. It was also great to see **Ken Phair** test-flying his gas model.



Ken, Butch and Rick share a moment

There were thermals in abundance, and quite a few long flights were logged. Check out the attached scores. One flight that sticks out was **John McGrath's** second flight in Old Time Cabin Rubber, using **Herb Kothe's** Sparky. John picked a beautiful bit of air, and the trim was right on. However, a persnickety GPS retrieval system kept John out looking for the model for quite a while. **Rick Pangell** was cranking out maxes in E-36, while **John McGrath** did the same in Coupe and E-20. **Bernie Olson** was also maxing in E-20. Meanwhile, **Sean McEntee** and **Don DeLoach** were chasing each other with maxes in HLG and CLG. **David Aronstein**, **Jeff Pakiz**, **Bernie Olson**, and **Darold Jones** were also busy with impressive JetCat flights.

Red-Star Rising: Probably the most spectacular flight of the day was **Don DeLoach's** in FAC JetCat. His all-red 1946-era Soviet Lavochkin La-150 (designed to use a "surplus" WW II German jet engine) was launched perfectly into a great piece of late-afternoon air. For half of each circle, the model would bump up for good height gain that it would mostly give up on the second half. But the result was that the model steadily climbed to a good altitude and hung in there for a remarkable 3:45 flight (225 seconds). And it was a short chase: Don retrieved it near the fence to the south of our hill, just a few hundred yards away.

It was a great day, and when the dust had settled, the Scramble win was just about as close as it could possibly be: **Don DeLoach** won with 3.83 maxes for a Scramble score of 100 points. In second place was **Rick Pangell** with 3.81, for 99 Scramble points. **John McGrath, Sean McEntee, and Bernie Olson** weren't far behind. Well done, gentlemen!



Above: Timers at work

Left: Sean makes a tailplane adjustment on his A-10 JetCat

Below Left: Don launches his TLG

All photos by Pete McQuade

November Scramble

Darold Jones, CD

The weather forecast was for light winds until about 1 pm with increasing winds after that. They were wrong! Arrived at the field about 9 am and the winds were strong enough to discourage flying except with well trimmed airplanes.



The winds stayed about the same all day with one or two short periods of less wind. Frank Menanno and John McGrath were both flying E-20 machines with John posting at least one max with Frank with two maxes and a drop. Frank then pulled his B-Electric out of the box and proceeded to post two maxes. Frank's score won the scramble for the umpteenth time this year.



were many folks on the field that were there to watch and help time. Karen and Bill Groman spent several hours searching for the concrete blocks that Frank and some other have crashed on. *(And Butch led the charge moving six bike-killer concrete fence post footings to a safer spot out under the fence to the southeast—Ed.)* They are now all neutralized. (We hope). Thanks to Chuck and Pete for finishing the CD duties when Jerry and I froze out about 2:30 and went home.



Above: Pete, Butch, Skilly, Champ, Chuck, Don, and Winner Frank holding his award sticker. Go Frank!

On the glider side, Don and Skilly DeLoach, Rick Pangell and Butch Berlemann all posted times with Don flying both Catapult and Hand Launch planes.



The highlight of the day was the Frito Pie lunch cooked up by Chef Jerry Murphy. It was very good chili with many sides furnished by many contributors/

The temperature was in the 50's most of the day but the wind chill was more like the mid 30's. Other than the wind, it was a very enjoyable day. There



Skilly put in some miles aboard Champ.
Photos: McQuade and McGrath

November at Manitou Springs

Photos by Frank Menanno



Sean works on his CLG



The fellas: Murph, Butch, Tom, Sean, Chuck



Murph shows off his new (?) Phantom Flash wing



Frank receives his 2023 NFFS Electric 3rd Place award from Murph, who delivered it from Muncie.

December Scramble at Manitou

Tom Norell, CD

Photos by Frank Menanno

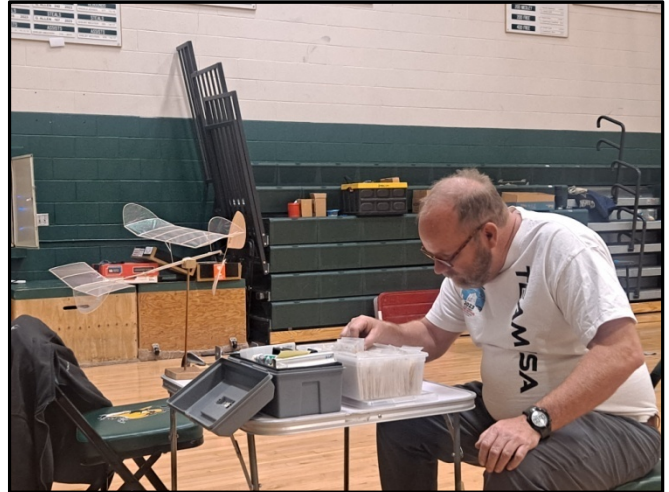
Our December Indoor event at the Manitou Springs HS was the second “featured event” scramble of the 2024-25 season. November was the Phantom Flash, and December’s featured event was Limited Penny Plane (LPP). A regular format scramble was run alongside the featured event. The January 5th featured event will be NoCal, so get some sticks on the building board and commence gluing!



Butch Berlemann brought out his first peanut scale, a Found Centennial. It came out quite nice and especially light, but as with any first time effort in a new class, there were some teething problems. Inconsistent trim was eventually traced back to a loose thrust button in the nose block. That problem has been corrected for his second plane which he will debut at the January event. He’s hooked! There’s no turning back now, Butch.



LPP, the featured event, was won by Don DeLoach with a 5:12, 2nd was Tom Norell at 4:42 and third was John McGrath at 4:01. The scramble was won by Tom Norell with a score of 108.5% (*With his BAT Monoplane—an amazing performer—Ed.*), second was Frank Menanno at 73.1% and third was Chuck Etherington at 70.1%. Well done to everyone who participated. It seems that the featured event is turning out to be very successful, bringing out more planes and fliers to each event.



Last month’s Phantom Flash feature was a big hit and since just about everyone has one of them, we might consider adding that as a regular event for each session just for kicks, not a points event, just head to head competition. But that’s a discussion for another day.



Clockwise from left:

Sally, John, Butch

Sean ponders his LPP

National LPP Champ Don looking through his rubber

John Lovins about to fly his EZB

Beth Eden Baptist School, Arvada, CO

Season update

Tom Norell

Our Beth Eden (BE) indoor events were well received throughout the summer and fall months with sessions happening about every three weeks. A new winter and spring schedule should be announced shortly. Attendance has been up and down depending upon the weather outside but everyone has a good time no matter who shows up.



John Christens launches his Fike peanut

A few new and some old faces have surfaced recently. Newbie Chris Laschinger, former air traffic controller and woodworker supreme, first attended an early fall session and ended up acquiring a few of the Laser-Cut Planes kits displaying his craftsmanship. His understanding of trimming a plane is progressing quite nicely, as well. One of his other interests is RC sailplanes where he hangs out at the sod farm used by the Rocky Mountain Soaring Association (RMSA) near Barr Lake. Apparently, his mentioning flying indoors at BE was overheard by one of our long lost indoor regulars, John Lovins! John has been to both Manitou and BE several times now and is getting his groove back quickly. He is fooling around with a MiniStick, 35cm and his EZB's. Welcome back, John.

Speaking of sailplanes and BE indoor sessions, we have another flier that has resurfaced again for the indoor season, Greg Schutte. Greg is from Boise, ID and is part of an oilfield crew that is stationed near Hudson, CO. His hours will allow him to come play with us for the next several months. Interesting fun fact #1, Greg is the slope soaring columnist for Model Aviation and is interested in doing a column about the walk-along gliders that David Aronstein so masterfully makes look simple. It is slope soaring, technically, it's just that the slope follows along behind the plane to generate lift. Fun fact #2, last winter Greg was stationed at the holding pond at the entrance to our Lowry flying site where his job was to monitor the pond and pump equipment from freezing up. I inquired where the water was pumped to, he didn't know exactly, but said "it's 20+ miles away"!



Greg Schutte and his one-off rubber model.

As usual David Aronstein was found to be tinkering with a new indoor masterpiece, this last session it was a 57-1/2" flat span Hand Launched Stick (HLS) model, this thing is massive. David is hoping to have it all sorted by

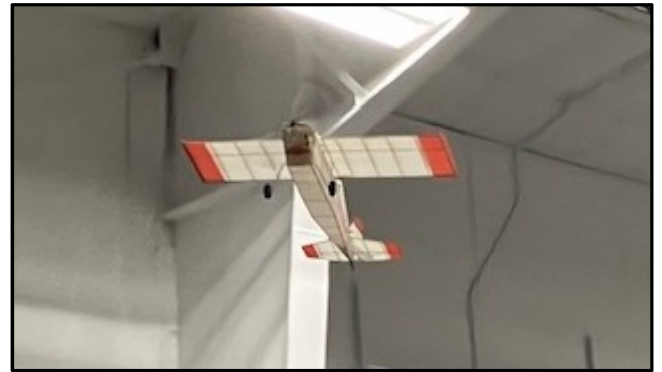
the time the Kibbie dome event takes place in early July. John Christensen was seen fine tuning his new Phantom Flash in Vietnam era camo. Quite a nice looking plane and is coming into trim quickly. Mike Nelson is also gearing up for the high ceiling events next season with improvements to his P-18 and F1M planes. Mike has also built a HLS but it needs a bit more bracing to help with consistency. All it takes is time, patience and some more trimming sessions.



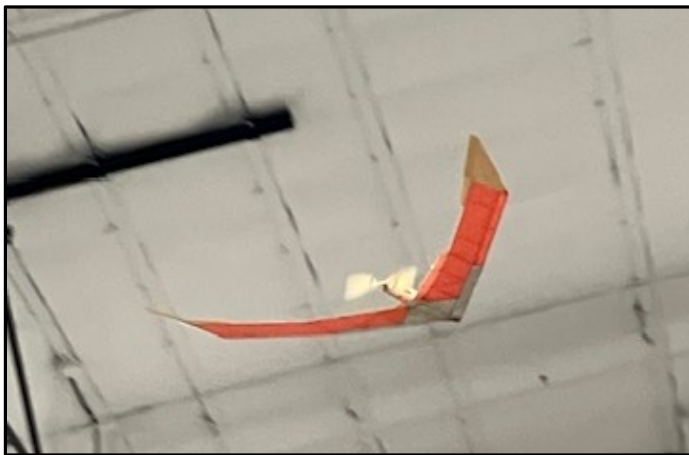
McGrath's Skinny Cat



Tom gives his new LPP a workout



**John C's well-flying Peanut Fike.
Contender at the Ceiling Climb?**



A big (40"??) pusher flying wing with a large vertical fin at the very front (not visible)...by who else but David Aronstein!



David holds his triple-surface rubber model. (Wing, Stab, Canard)

Indoor Free Flight Model Airplane Flying

We are quite fortunate here in the Denver area to have an indoor flying site year round thanks to the generosity of the Beth Eden Baptist Church. Flying usually takes place once or twice a month throughout the year in the gymnasium of their on-site Baptist School. Flying sessions are on always on a Friday night, the doors open at 6PM. The flying is rather relaxed and low-key, with a bit of friendly competition thrown in for excitement. FUN FOR ALL AGES! Spectators are FREE, let's say that again, spectators can come and watch for FREE! If you would like to fly, we suggest a \$5 donation to the Church to be collected during the event. Flying begins at 6pm and usually winds down around 9PM, a nice quiet evening of entertainment.

For info contact: John Christensen @ (303) 922-2355 or cloverdale1955@gmail.com

For info on Free Flight Planes: www.themmmclub.com or www.freeflight.org

Time: Friday 6pm to 9 pm

LOCATION:

Beth Eden Baptist Church
2600 Wadsworth Blvd
Wheat Ridge, CO 80033

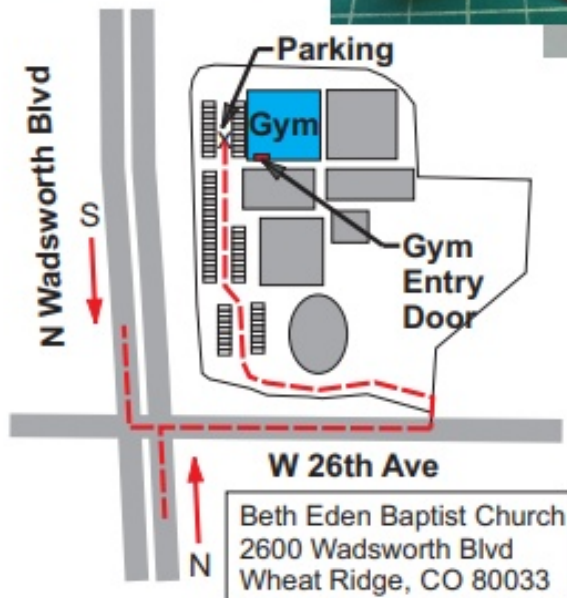
DIRECTIONS: Exit onto W 26th Ave from either N or S Wadsworth Blvd, the church entrance will be the first driveway on the N side of the street. The map below shows the route through the parking lot to the parking area in front of the Gym. Walk between the two buildings, a gray entry door will be on your left with a sign indicating "Airplane Event". Knock on the door and someone will be there to greet you!

Our 2025 Winter Schedule**:

****Confirm with John Christensen in case of changes**

January 17th and February 21st

March 14th, Stay tuned for additional dates!



11/13/2024 TN

Projects and New Builds

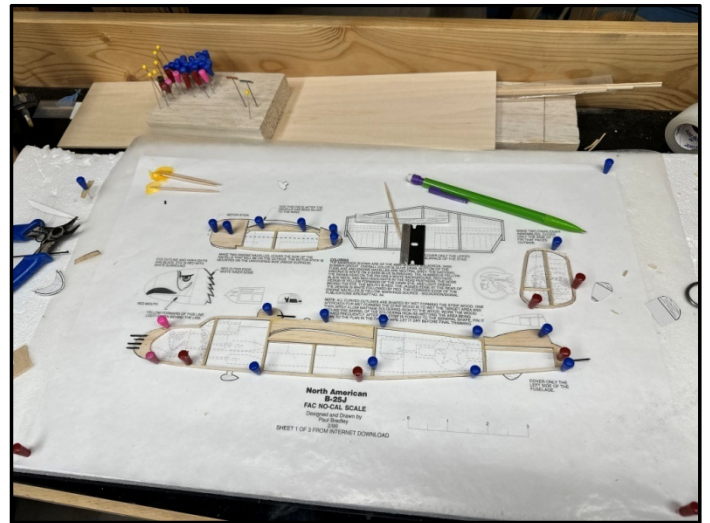
Don's "Obscure Arseni Old-Timer"



31" span, carved wooden prop, BMK timer—*Gorgeous, Don!* (And if you didn't see it, go watch Don's video in the Group showing an amazing climb). Maiden flight just last week.



Sean's B-25 NoCal



Ambitious! A B-25J NoCal from Paul Bradley plans. *Can't wait to see this one fly.*

Butch's Playboy



Made from a Laser-Cut Planes kit. Butch threatened to try it outside on some 3/16" rubber. Nooo! Indoors, this will fly on 1/16 to 3/32". Outdoors there have been reports of flyaways—but save those for nice, calm days. *Great job, Butch!*

Bill Ledden's Space Shuttle



Bill's Space Shuttle, cont.

Per Bill, "My solution to prior posts re: breaking tail on cat launch." Right—no tail! *Send more info, Bill—this is interesting.*

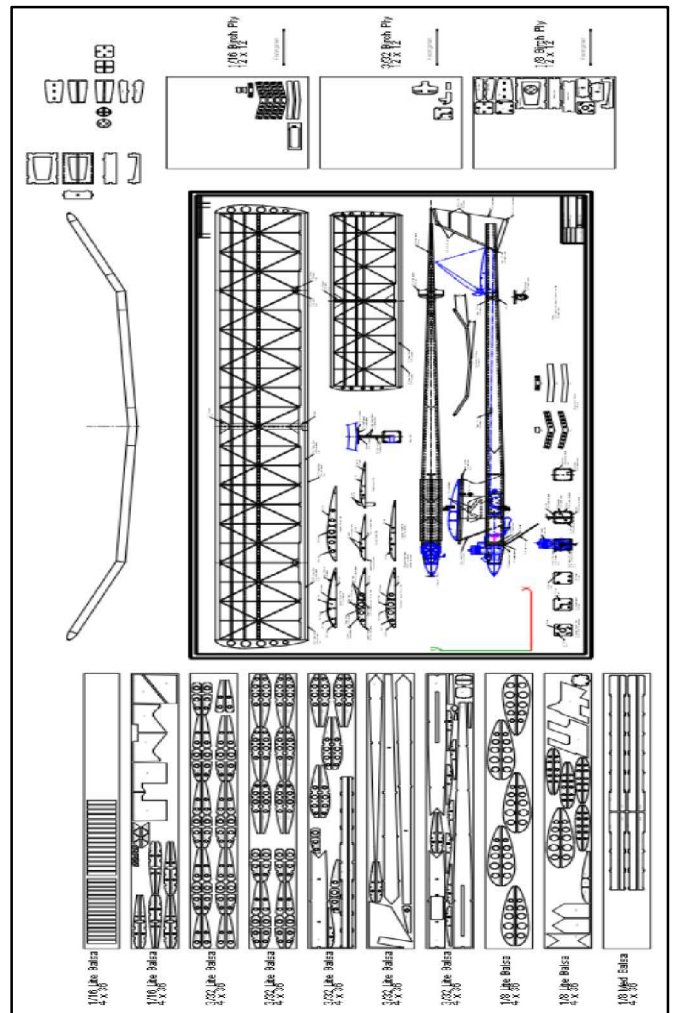
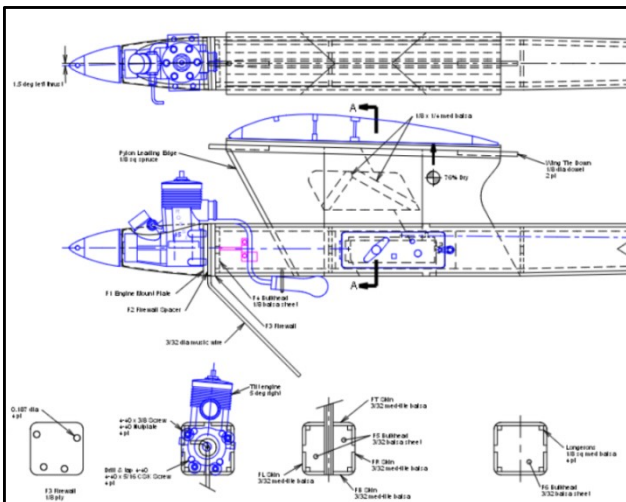
John Christensen's Phantom Flash



Per John: "This Phantom Flash is my latest. As usual I'm only a month too late to complete in the special event of the month at Manitou. Color scheme is Vietnam livery lifted from the AMA Cameleon article and printed by Tom Norell. It weighs 5.6 grams less motor."

Awesome, John. That Southeast Asia camo is so effective, we almost couldn't see it against the table ☺.

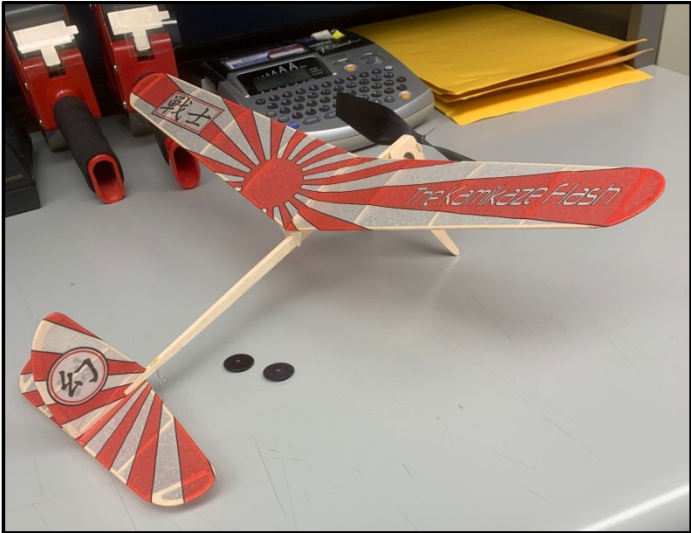
Bernie's Astrostar 450



Bernie writes, "What do you do when you fall for a pretty face? In this case a Ron Young Rossi .15 that needed a project plane. Asking around, an Astrostar resized to 450 square inches was suggested. The ViaCad was fired up to layout the bird at that scale with provisions for a molded glass cowl and laser cut file. Plans are to incorporate a Mennano/BMK RDT-Timer system. We'll see what winter produces."

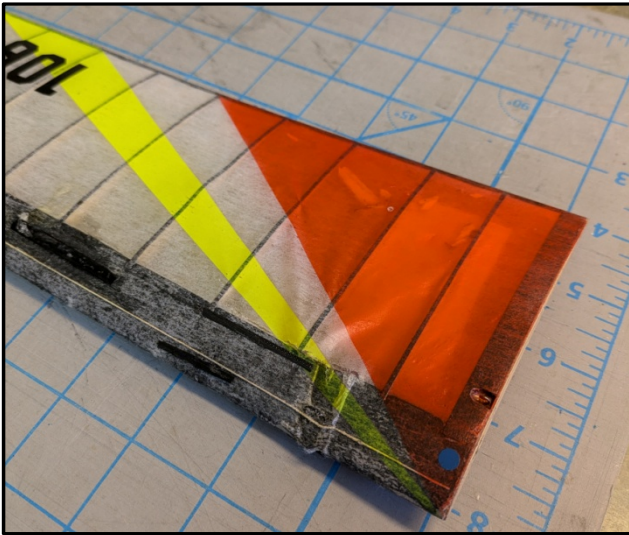
When Bernie says, "ViaCad was fired up," he means he swung into action with his professional drafting skills, putting us amateurs to shame! Amazing, Bernie. Can't wait to see it in the flesh.

Tom's Kamikaze Flash

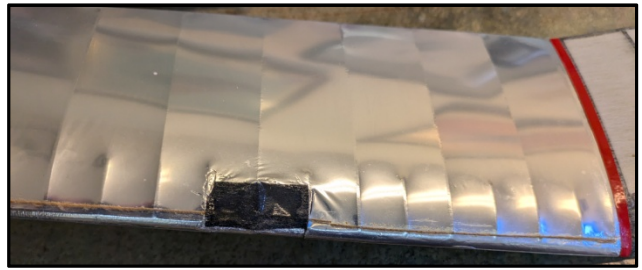


What can you say? Another amazing job by Tom Norell. I didn't see it fly, but if anyone can get a Phantom Flash dialed in, it's Tom!

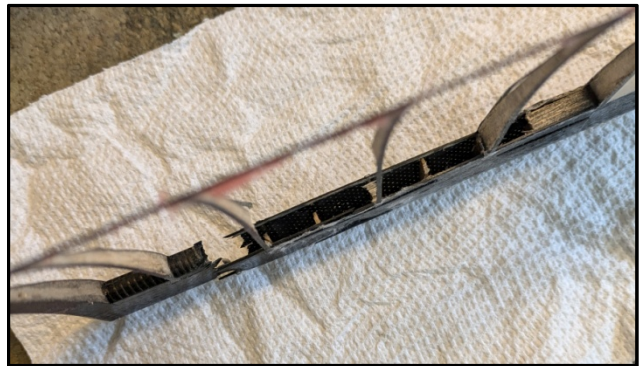
Pete's Repair of Darold's F1G wing



In August 2024, Darold Jones came to my home to repair some damage to the right wing of his F1G Coupe. A crash had damaged the main panel near the root, breaking the carbon-fiber D-box and breaking several ribs. There also appeared to be minor damage to the wing-tip's leading edge, perhaps from an earlier mishap. That damage had received a field-repair patch.

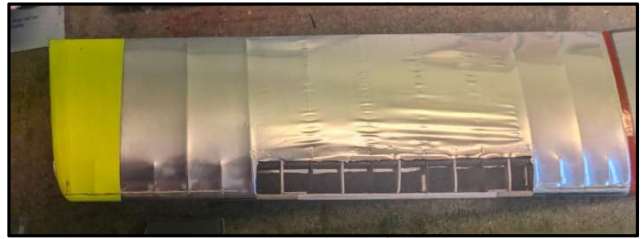
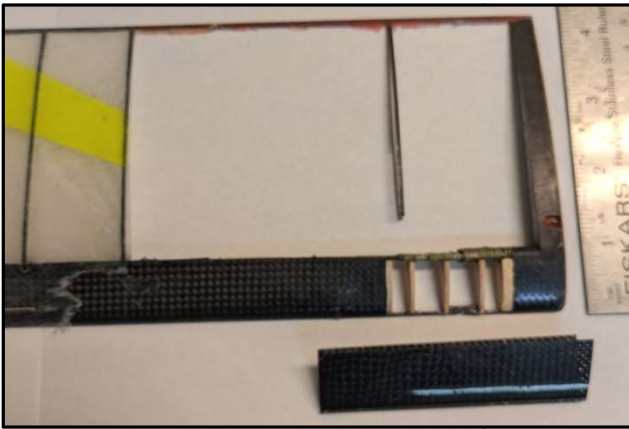


As often happens with carbon-framed wings, my initial estimate of the time to repair was way too optimistic. Instead of being able to fix the injured bird in a couple of hours, I spent many hours, spread out over several months. (Yes, I had other things going on in my life, too.)



As it turned out, the internal damage to the D-box structure was much more extensive than I'd thought. The spar needed to be spliced in four places, and the carbon D-box shell needed to be replaced. As luck (or lack of it) would have it, I didn't have enough carbon-fiber shell scrap on hand, so I had to vacuum bag some more. But I couldn't do that until I ordered a new vacuum bag. I also needed to order more Kevlar thread for wrapping the spar where it meets the wing joiner tube.

The damage was even more challenging to repair because this model had been built LIGHT—i.e. not very robust to crashes. In addition, the balsa spar webs had the grain running horizontally, rather than vertically, which made the spar much weaker, no doubt contributing to other internal damage. So, I had to replace the webs, which is time consuming.

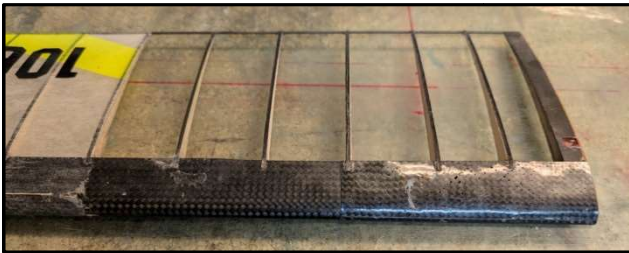


I also had to re-cover that entire area of the tip with silver Mylar. The main panel received Polyspan in the area of the repair.



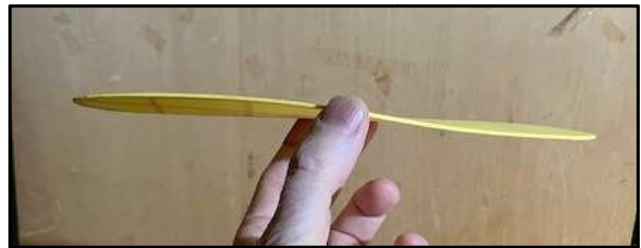
When the project was completed, the wing was much stronger than before—probably stronger than when it was new. The wing is straight and warp-free. On the downside, it gained 3.5 grams. Fortunately, most of that is near the fuselage and near the LE, so the model's balance shouldn't be affected much at all. Good luck and happy flying with your Coupe, Darold!

Pete—what a masterful job! Excellent work, and thank you for documenting this.



John M's Baby Commercial--update

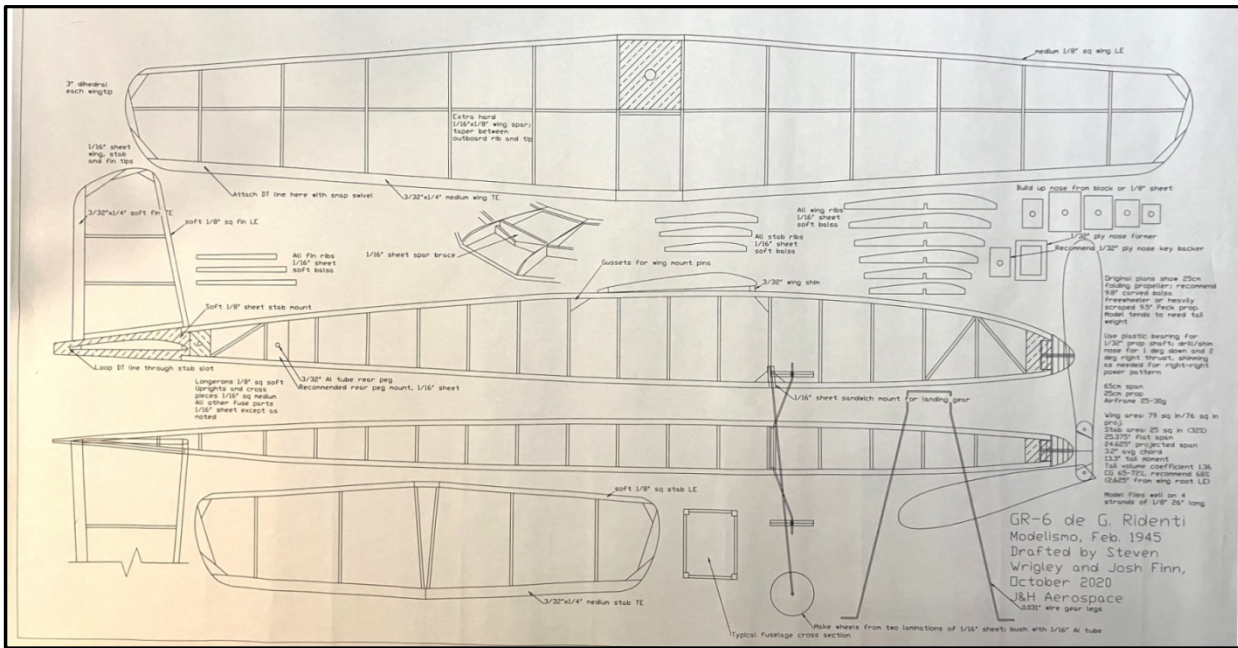
When I turned to the “easy” job of repairing the bit of broken LE in the tip, I discovered much more damage than was apparent. And to my surprise, the adjacent 1/8” square balsa LE was very dry and weak—it almost turned to powder in my hand. So, I had to replace several inches of LE.



**Weak wood—
Pringle**



**New Stab (Left).
All good.**



Not Don's Model

...But I'd swear the two designers sat side by side. This is a GR-6, designed by G. Ridenti in 1945. It builds to a 25" model. This is the plan to a short kit I got from Josh Finn. Please don't copy this image. Instead get the short kit from Josh. (J&H Aero). A contestant two years ago at the RMC had one of these in a very distinctive white color scheme with very bright colors at the tips, as I recall. I liked it so much that I got this from Josh right there at the field. Seeing how well Don's larger Arseni came out, I think I'll move this one higher in my build list. --Ed.



Butch's cat builds a P-18. My cat dumps 10 pounds of rubber onto the floor—Ed.





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

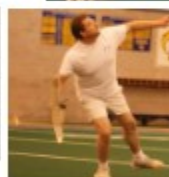
December 8 - AMA Limited PennyPlane (LPP)

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

Did our club do well in 2024 or what! Here are MMM Top Five finishers in America's Cup and National Cup competitions. Congratulations, folks!

America's Cup

F1C Todd Reynolds 3rd
F1G Darold Jones 2nd
F1J Frank Menanno 5th
F1Q Jack Murphy 1st
F1S Jack Murphy 1st

National Cup

Small Nostalgia Rubber Rocco Ferrario 2nd
Adult Glider Don DeLoach 4th
Adult Electric Power Jack Murphy 2nd
Adult Electric Power Frank Menanno 5th

Source: NFFS Website

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 _____ 2025

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

NEWSLETTER SUBSCRIBER _____ 2025 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.