



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2026-01  
(Jan-Feb)



## In This Issue

- The President's Corner
- Annual Meeting Minutes
- January Manitou Session
- Winter Coupe Contest
- Live Sightings
- MMM at the Southwest Regionals
- February Manitou Session
- Projects and New Builds
- Ken Phair Makin' it Fun in '71
- Guillow's 100<sup>th</sup>!
- Andrade CG Calcs
- Pikes Peak Ceiling Climb Flyer

Alien Abduction? Bob Radney's Zaic Z-15-inspired indoor model. (Remarkable photo by Bernie O. at the January Manitou Scramble)

## MMM Club Officers and Contact List

### President

Chuck Etherington 720-201-6218

### Vice President:

Bernie Olson 682-333-4802

### 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

Ken Phair 303-771-3263

### Club Points Monitor:

Jace Pivonka 720-202-2936  
Pete McQuade (backup)

## Upcoming Events

Science Olympiad CSU Pueblo	March 7	John McGrath
Indoor Scramble Manitou HS	March 8	TBD
Science Olympiad UCCS Colorado Springs	April 4	John McGrath
Pikes Peak Ceiling Climb Manitou HS	April 12	Don DeLoach, Sean McEntee
Outdoor Scramble	April 19	John McGrath

**From John Christensen:** "Anyone not receiving announcements about indoor at Beth Eden can be added to the email list by contacting me at: [cloverdale1955@gmail.com](mailto:cloverdale1955@gmail.com) "

## The President's Corner

By Chuck Etherington



Sadly, we lost our good friend and long-time MMM member, Darold Jones. He died 31 January. We will miss his friendly spirit, seeing him at all outdoor and indoor contests, sharing meals at restaurants with friends, and other club social events. His obituary states: "In lieu of flowers ... take a friend to dinner. He enjoyed a good meal and conversation with friends. He liked La Unica on West Colorado Avenue." Instead of our monthly dinner in Castle Rock (which Darold used to coordinate) we will have a formal dinner to honor him at La Unica on Thursday, 9 April – details to follow. We will leave an empty seat open at the head of the table.

The indoor season is in full swing. Manitou Springs High School (MSHS) is the venue (which Darold originally secured) and we are supported with the full cooperation of school administrators. Thanks to Darold and Pete, we have a contract with the school and a more robust plan for managing the air handlers. We are still not able to fully control them, but it is an improvement over past years. Sean McEntee and John McGrath are now coordinating it. Scramble report(s) provided elsewhere in this newsletter.

The Pikes Peak Ceiling Climb (big indoor contest of the year) will be held at MSHS on 12 April. It's the funnest indoor event of the year.

Our annual outdoor 'Winter Coupe' competition was held 15 Feb at the Lowry field. Coupe D'Hiver (Winter Cup) was originated in France and is an international FAI class (F1G). Contest report elsewhere in this newsletter.

Among the upcoming competitions, there are two Science Olympiad events MMM is involved in:

- Southern Region 07 March
- State tournament 04 April

John McGrath, along with MMM supporting cast, will run the Helicopter event. They are typically the same concept we fly in our helicopter events (motor stick with a rotor top and bottom). We need club support to time flights, model inspection, and scoring. Please come out and support these young people as they learn technology, engineering and aerodynamics. You will find it rewarding.

That's all that's fit to print. I will see you at the next Indoor scramble 08 March, if not before at the Science Olympiad event:

## Annual Meeting Minutes

**Karren Groman**

**Assistant to the Club Secretary**

*(From the Editor: Please understand that some of the news mentioned here may have developed further since the Annual Meeting)*

Jan 10, 2026

- Hall of fame inductees John McGrath, Mark Covington recognized.
- Dues will remain \$45/person
- Colorado College asked us to allow their use of the Norris Ranch
- Manitou indoor flying was postponed to next weekend because school was closed, could not get keys due to the snow day.
- Darold's letter.
- Pete update - bone marrow in March (*Now early April—Ed.*), could have 100% remission
- Len update - hospice
- Cass update - new shunt, valve broke and fixed, she now has memory issues
- Status of fields – We're in 5th year of lease, renegotiating in following year. Will have 2 scrambles at Norris Field, weather permitting

- Indoor: Pikes Peak ceiling climb. Working on HVAC. Manitou Darold and Pete have been working on relationship, school all responded positively. John and Sean have taken over. Beth Eden cannot get dates far in advance, because of conflicts.



- Hall of Fame nomination due March 31
- Ken Phair will be Club Safety Officer - MMM Safety Program posted on website
- (Discussion of safety issues and elements of our safety program)
  - CD responsibility
  - Store or charge lithium batteries in fire proof bags/container
  - If model crashes be very careful and monitor battery
  - Battery safety use only proper chargers, monitor charging and battery health
  - Don to donate 2 shovels
  - Club to investigate purchasing battery bags to be available at site in CD case (John M. to research)
  - Propellers: Using unbalanced propellers and nicks in propeller is prohibited
  - Keep hand away from prop when adjusting needle valve
  - Weather events: CD can terminate contest, must monitor weather
  - Defibrillator will available at all scheduled events indoor and outdoor
  - Fire extinguisher in club house
  - Snake handling equipment in club house
  - Killing any animal on leased property is prohibited
  - Prairie dogs are encroaching closer to Lowry flying field, have been known to have plague
  - Electric fences are to be avoided and have a medium voltage shock

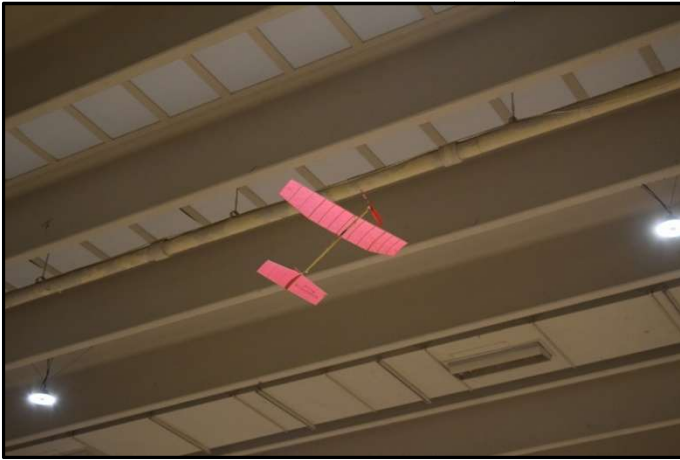
- CD processes and responsibility
  - Completing post contest CD Checklist is a requirement to continue to be CD
  - Primary and back up CD list will be compiled
  - CDs who fail to perform all duties may be placed as back up only or on the CD-in training list
- Goals for 2026
  - Document repository and control process in place
  - Review Rick's procedures document and create committee and plan to flesh it out
  - Possible committee to govern repository
- Gravel to fill in the trip hazard with shelter - Frank to handle
- Seal possible leaks in shelter roof - Frank to handle



- Put both clubhouses on small trailer to allow to be serviced
- Chuck and Tom have donated trailers to make service possible
- Chuck to mow flying and glider tow areas
- Frank and Chuck to repair door on storage silo to make more secure - install dummy security cameras (possible)
- Chuck + ? to clean out and vacuum storage silo
- Chuck and Bernie to attend Arapahoe Hunt open house and establish relationship
- Chuck and Bernie to attend Lowry lessee meeting
- Election of Officers
  - Pres - Chuck
  - Vice - Bernie
  - Secretary - Chuck
  - Treasurer - Chuck
- Chuck received Pearl Award -
- Christmas Banquet - Thank you again to Don

## January Indoor Scramble

Tom Norell, CD



Our January Indoor Scramble at the Manitou Springs HS gym was rescheduled to the following Sunday, Jan 18, due to some access issues at the school. The weather outside was great, but participation was down as it was now the same weekend as the Southwest Regionals in Eloy, AZ. Many of our usual suspects were having fun there soaking up a bit of vitamin D. Meanwhile, the camaraderie was great in the gym at Manitou. There were issues with the blowers when we got there, but Sean manhandled the HVAC into submission and we were underway. He believes that he has a solution for future events there.



In attendance were Bob Radney, Bernie Olson, Chuck Etherington, myself (Tom Norell, the event CD) plus Sean and Clara McEntee. Clara was performing her usual duty as the gatekeeper of the entry door of which she is the best in the business. Thanks Clara! I think Bob put up more flights than the rest of us combined and was even spotted tickling the ceiling when the HVAC was still blowing. Also, a pat on the back to Bob. He put up his first one-minute

plus flight! Then proceeded to break that number two more times. Way to go, Bob. He has threatened to build a new P-18, so keep an eye out for him in the future.



There were a few minor airframe casualties during the afternoon, but nothing that a bit of CA and



some patching material couldn't handle. Bernie struggled with his Cat glider then enlisted some help from Sean and quickly things turned around eventually placing second in the Scramble. Great job, Bernie. Chuck struggled a bit with his P-24 but got things sorted and flying well with

some minor repairs. After putting up all of his official flights, he was still seen working on the plane at his table. When asked "wacha doin', Chuck?" His response with a totally straight face was "fiddling". No other words necessary. He proceeded to "fiddle" until it was time to head home. Sean and I flew P-18's and after playing with rubber selection we both turned in some decent flights. I pulled off the Scramble win with a .649 score, Bernie was second with a .571 and Chuck pulled off third with a .478.

Overall, it was a nice relaxed day of flying and we look forward to doing it again in February.

## Winter Coupe Contest

*Ed.*

FLASH! Karren Groman WINS in her first ever rubber contest!

The Winter Coupe contest, which gets held in years where we can find a reasonably good weather window during the otherwise cold months, took place this year at Lowry on February 15. Our Winter Coupe contest is a three official flight event for FIG, and this year CLG was flown as an adjunct event. Four fliers attended: Don DeLoach (CD), Frank Menanno, Karren Groman and Bernie Olson.



**Don coaches Karren on winding that 10g Coupe motor**

Bernie and Frank struggled to put up contest flights in FIG, but Don provided operating help and instruction to get Karren flying with his Candy G.



**There's the launch!**

Karren won the Coupe Cup with a score of 271, beating Don's 261. GO KARREN!

Interestingly, that very model Karren flew has won the Coupe Contest at least twice. I used that model (also under Don's supervision) four years ago, and Don himself may have won using it in years gone by. If not mistaken, I believe that was Don's very first Coupe model. Thank you, Don, for helping us newbies into FIG!



**Climbing away—what a sight against that blue sky!**

On the Glider side, Frank had a good day, with a score of 327 in CLG. Don followed up with a 149 and Bernie not far behind with a 130. (Bernie, is that the model I ran over last year on my bike? Want me to do it again?)



# Not Exactly Live Sightings

*Ed.*

Live sightings are when you see a really cool plane in the air—at least as the Maxout staff defines them. I had to miss the Coupe contest because of an a family event in Seattle, but due to a late-day return flight I had a chance to visit the Museum of Flight at the old Boeing field right alongside I-5 between Seattle and Seattle-Tacoma airport. Gotta tell you—this is an incredible museum. Easily among the top ten aviation museums in the country, and probably anywhere. I'd name a few highlights, but that's boring. Here are a few shots.



Let's see. In order clockwise from the left: B-707/VC-137C  
B-727  
B-747  
B-787  
B-47  
B-29 (outer stbd wing)  
Then in the middle, DC-2, and in the foreground, B-247.  
Photo shot from the door of the Concorde.

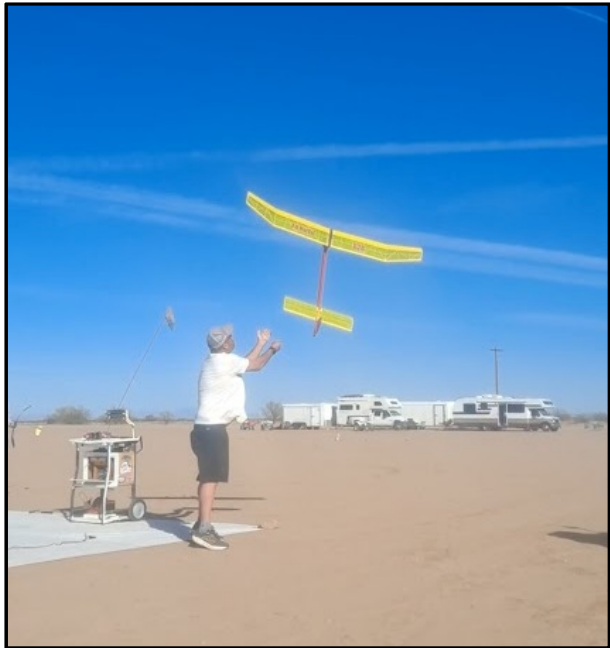


A little something for Bob Radney, our resident Chinook crew chief—a nice CH-47



And for the club's ex-Vought engineers, the Crusader prototype, the XF-8.

**MMM At the Southwest Regionals  
Eloy, AZ  
Frank Menanno**



Just few shots—All by Frank. Clockwise from left: Frank's perfect crash (the leading edge broken in a million places between the ribs—the ribs and wing were otherwise intact! Todd Launches, Jack waits for a nice one, John about to launch an FIG, and Frank "Abagnale" Menanno shows off some of his winnings—a plaque full of stickers and his FIJ mug. Not shown: His bear trophy for FIS. (So Frank—can you sneak onto flights dressed like this?)

Also at the contest—Don DeLoach and Jerry Murphy.

## February Indoor Scramble

John McGrath, CD

Well, the big question continues to be “Will the blowers remain off?” I met Sean around 9:30, prepping for a 10:00 kickoff, and found the blowers up and running. We rigged the hand warmer shroud around the thermostat and waited. By the time fliers began to arrive it was still breezy—but then around 1020 we had the first shutdown, only to realize we were in an on/off cycle that would last about an hour and a half. However, by noon or so the blowers shut down and remained off for the rest of the day. We ended up having a very nice session, weather-wise.



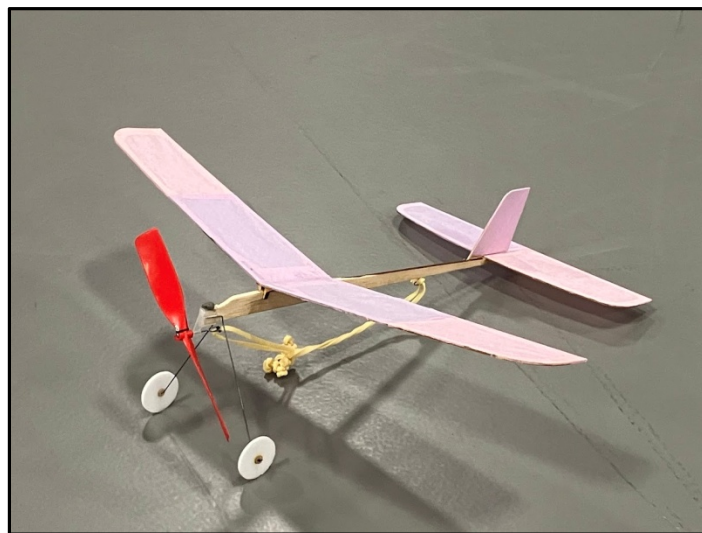
Fliers on hand were President Chuck, who was working on his P-24 and P-18, Frank Menanno, who was putting up some great flights with his P-18, Bob Radney who was having some very nice flights, particularly with a P-18 he'd created out of a plan for an outdoor model, the Zaic Z-15. Don D showed up around noon and proceeded to put up a single P-18 flight (2:20) that held up for the rest of the contest for the win! Veep Bernie had some frustration, with a catapult glider coming to early grief with a folded wing. That's a shop job, according to Bernie. He spent the rest of the session flying his really superb biplane Pennyplane. Kind of a hybrid, with two wings but a solid prop. He really had it trimmed nicely.

Also on hand young man named Max, who was working on helicopter models in preparation for Science Olympiad in early March and very probably the State tournament in April. He and his mother were flying one of my Neapolitan kits as well as one of Josh Finn's kits. The Neapolitan admittedly is

heavier than it could be, so I was happy to see Max get some much more competitive flights with Josh's model. With a name like Max, he clearly has a future in free flight! Frank sent him home with his old Ikara Butterfly, and I gave him a P-18 I'd set up for him to fly. I think we'll see Max again.

I put up a full slate of flights in P-18, but couldn't beat Don's time. In a conversation with him a couple of days later, I remarked that his model flew pretty fast but level, and then eventually slowed down into cruise mode and climbed up to a good working height. Don says that tends to limit performance in a big room, but was quite good for low ceilings. This contrasts with the model I was flying (a Sea Story 18) that climbs too quickly and kept getting into trouble up by the ceiling. I'd been thinking about stabs lately, after reading the Free Flight Quarterly collection of articles by Jean Wantzenriether, (he of PGI trim fame for outdoor rubber models) and offered to Don the thought that the culprit may be a little too much camber in the stab. Don had been thinking along those lines too. Interesting. I never gave that much thought to stabs, until I did.

I flew my NoCal Spitfire a bunch of times, but I continue to be plagued by this thing where, as long as there are turns in the rubber, it behaves nicely, but when the turns get toward the end it straightens out and flies into something hard. I must have slept through a class sometime because I've fought this issue as long as I've flown free flight. Advice, anyone?



Spotted at Beth Eden: John Christensen's ROG-capable Mountain Lion. Wheels are foam.

## ...And Guillow's Galore

Bernie Olson

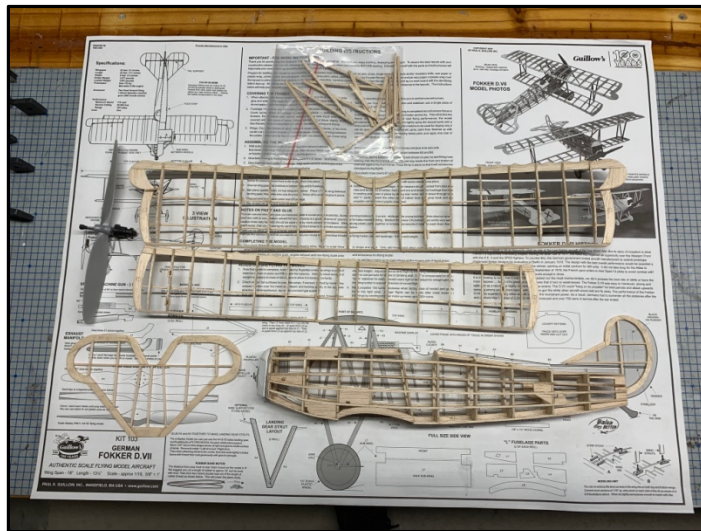
2026 represents the 100<sup>th</sup> anniversary for the Guillow's company. To celebrate the milestone, Flying Aces is hosting special events this year including a postal competition. Our Gollywock event that's scheduled for August 2<sup>nd</sup> has been expanded to include Guillow's. It's now called 'Gollywocks and Guillow's Galore'. See the Flying Aces event rules for particulars for the Guillow's models. [Club News – the Flying Aces Club](#)

My only Guillow's experiences were in Junior High with an Aeronca and a Zero. Nope, neither flew. Had to jump on this one and see if I could have anymore success this time around. FAC rules for this event break the Guillow's kits into three classes; non-scale, classic scale, and modern scale. Thought I'd go with a couple of 'modern scale' projects since that's the era I lived as a young'n.

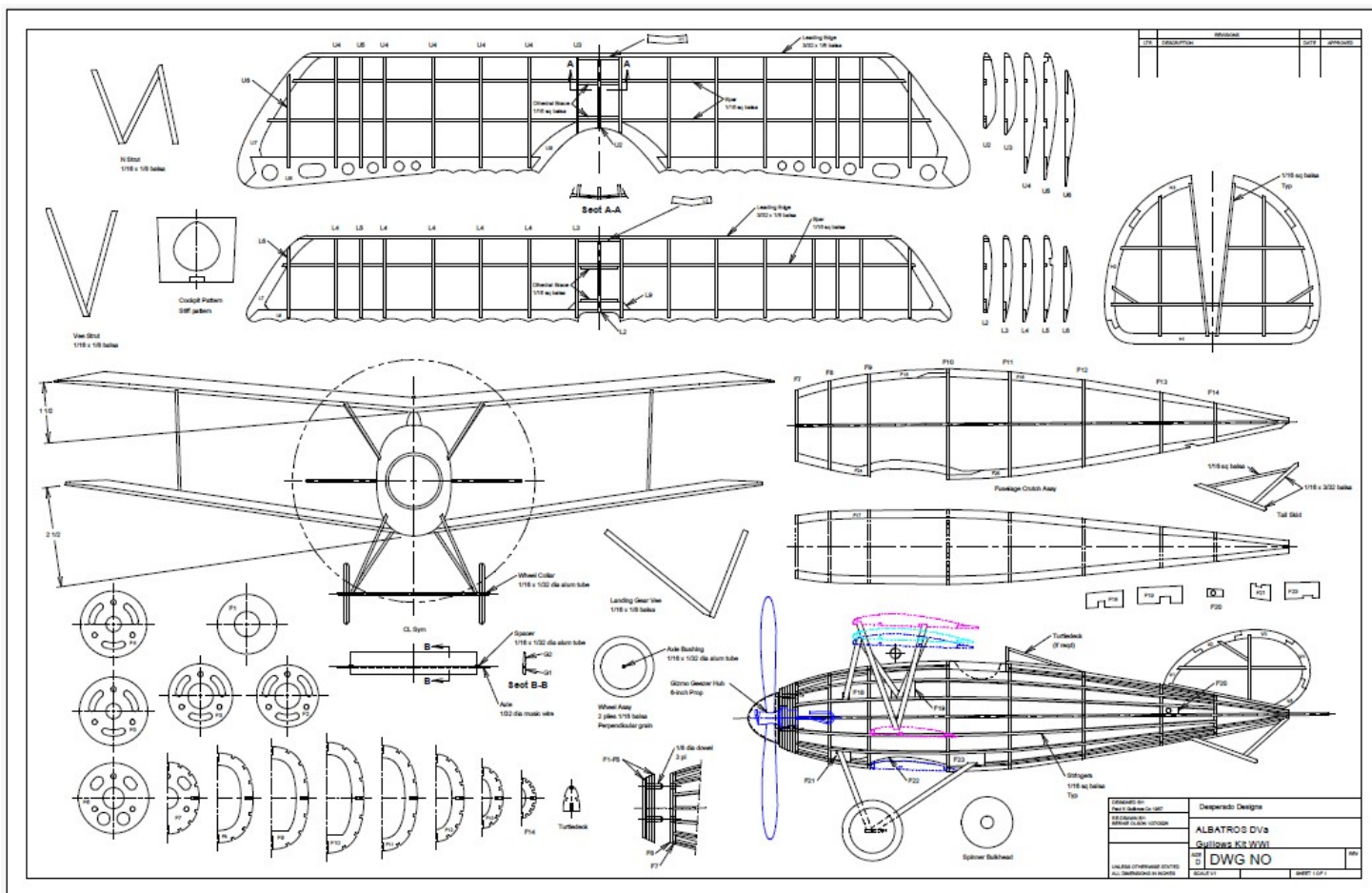
The first, is the Fokker D.VII. It's available as a laser cut kit of much improved quality. No longer die-crunched out of heavy, brittle balsa of yore. This actually uses pretty good wood that's accurately cut. Part fit is excellent. At this time the Fokker is framed up and the rules do allow replacing

the prop and bushing to whatever the builder wants to use. I'm going with Gizmo Geezer hardware.

The second is the Albatros D.Va. It was the first 'modern' era kit, released in the mid-fifties, but is no longer available. Still, it has such graceful lines that I just have to build one. I redrew it as close to the original as I could with some lightening holes added and provisions for the Gizmo Geezer. As with most of my scratch builds, National Balsa did the laser cutting. Those parts are now in hand and I'll start putting it together after the Fokker.



*Gorgeous drafting, Bernie!*



## Darold Jones

The club lost a friend just few weeks ago. The following is from the obituary published both in the Colorado Springs Gazette and in the program for his Celebration of Life on February 28<sup>th</sup>.

“James Darold Jones, age 85, passed away peacefully on Saturday January 31, 2026. He was in at-home hospice care for the last month of his life, which gave him an opportunity to receive visits from many friends and family members, and to call others to share stories of their many adventures together. He had an opportunity to realize how much he was loved by all the important people in his life.

He was born September 22, 1940 in [Wichita, Kansas](#). His parents were James S. Jones, Jr. and Katherine A. (Shore) Jones. He was the first of 7 children, followed by Don, Shirley, Tom, Patricia, Barbara and Randy.

He graduated from Manitou Springs High School in 1958, and followed his dad and uncle in the business of advertising signs in livestock auctions in North and South Dakota, Wyoming, Nebraska and Kansas. Then he joined his neighbor in the home improvement business. The activity he spent the most time in, and enjoyed the most, was in real estate, as a salesman and then as an appraiser.

He met his wife, Evelyn "Sue" (Bornemann) Jones in 1970 through mutual friends and motorcycles, and they married in 1971 in Manitou Springs. They had two children, Brian and Tracy.

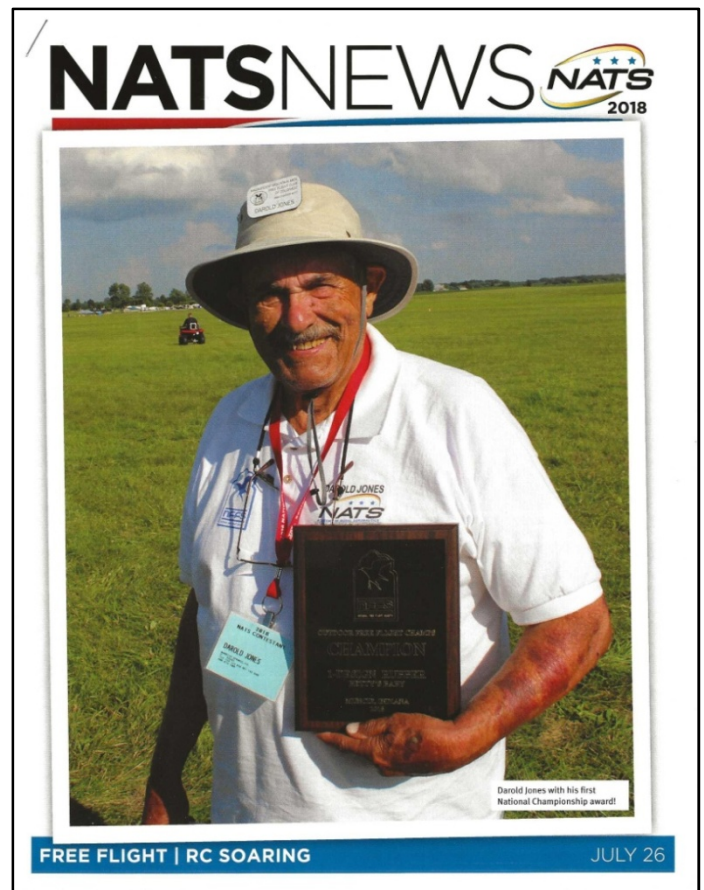
He was active for over 50 years in the Manitou Masonic Lodge #68, acting as Master of the Lodge twice. He was also active in the Manitou Springs Kiwanis, Manitou Springs Chamber of Commerce, Congregational Church choir and bell choir. He was the Kiwanis advisor to the high school Key Club for several years, and enjoyed working with the remarkable students he met there.

His most enjoyable hobby was building and flying free flight model airplanes with his friends in the Magnificent Mountain Men model airplane club. He had quite a few adventures with this group of people, going to many regional meets and the national contest in Muncie, Indiana several times.

He was preceded in death by his parents, Jimmie Jones and Katherine Jones, brothers Don and Tom Jones and sister Barbara (Jones) Applegate. He is survived by his wife Evelyn "Sue" Jones, son Brian, daughter Tracy and granddaughter Allyson, as well as sisters Shirley and Patricia and brother Randy.”

Following the memorial at the Colorado Springs Masonic Lodge, the MMM group relocated to Red Leg Brewery, where Darold was toasted and we enjoyed an afternoon of uplifting companionship sitting around a big table having a Howitzer or two. We needed it.

As a club member, Darold will be remembered for his generosity, his willingness to help others be successful in free flight, and yes—his humor. *(The P-30 with which I earned my very first max flew only because Darold lent me a croquet hook that day, and I have no doubt he shared some Darold humor with me at the time--Ed.)*



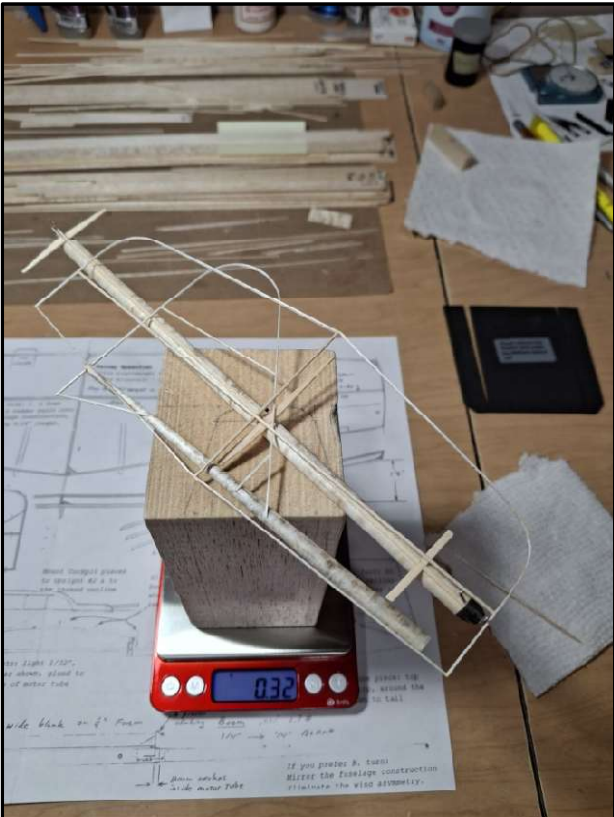
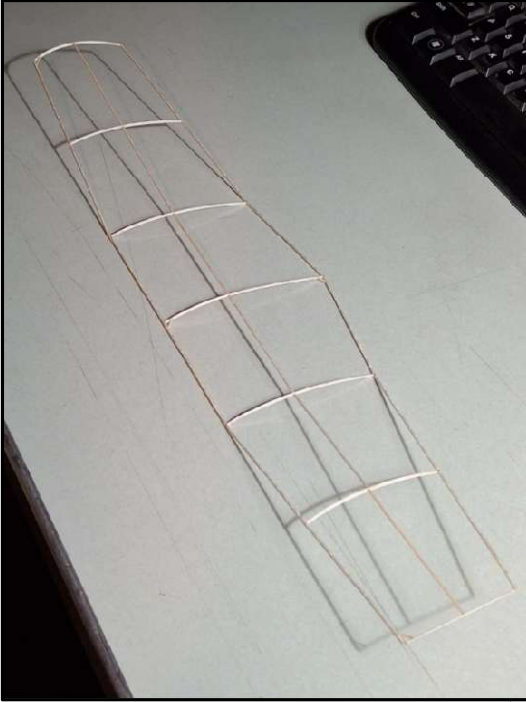
**Darold on the cover of Nats News in 2018 following his victory in the one design Betty's Baby event. According to Rick Pangell (NN Editor that year) "He was never prouder than that."**

## Projects and New Builds

### David Aronstein's No-Cal Fairey Spearfish

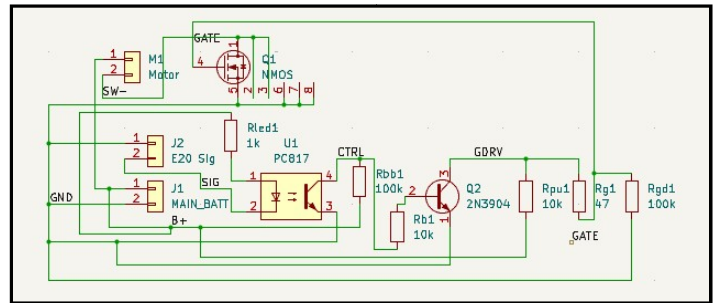
From David: "An ultimate no-minimum no-cal in work. Might get it done in time for the Ceiling Climb."

Check out those weights! H and V Stabs--.32 g (And see David's plan at the end of the issue.)

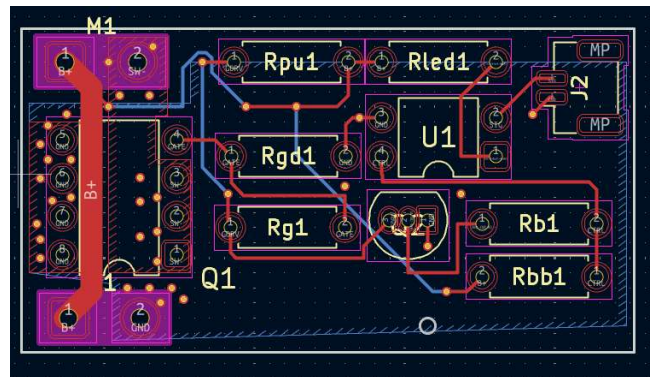


## John M's E-20 Board Upgrade

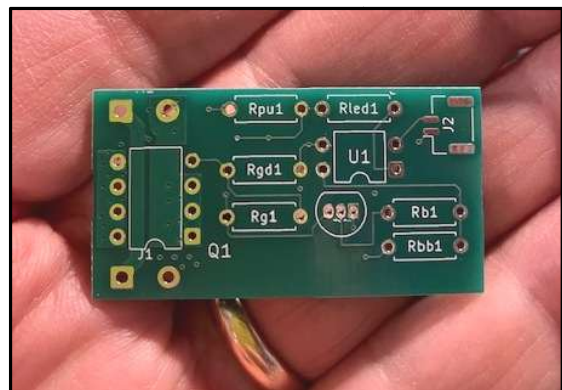
At the Southwest Regionals, Frank and I learned that a couple of flyers were using timer boards from a now-defunct source in India that were capable of handling much greater current than our BMK E-20 boards. BMK didn't seem interested in upgrades to the E-20 board. While driving home I got to thinking about hydraulic systems, and I wondered whether the output from the BMK board could be used to control another "valve" (a MOSFET transistor) in the same way a small-diameter pipe can deliver control pressure for a much larger firemain valve, like a relay switch. The theory seemed good to a knuckle-dragging Mech E like me. With hours of AI help I set about learning a circuit-design CAD software (KiCad) and designing a circuit that would lie alongside the original E-20 board to serve as a low-resistance path for motor current. Am I a Double E? Not in a hundred years, but with Chat's help, I went from this:



To this:

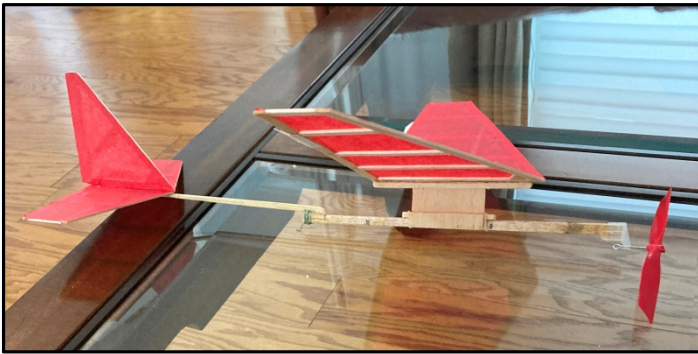


To this. (And no, Chat didn't steal my soul)

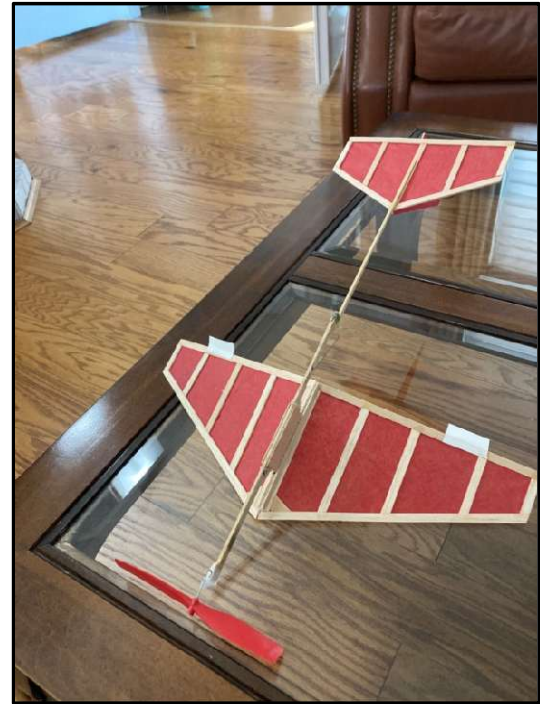


It was remarkably inexpensive to produce the board itself via file upload and a commercial board maker—like \$20 for five of them, but the joke's on me! Just as I was about to order all the parts from Digi-key to solder to the board, I learned that BMK had indeed come through with a new high-current E-20 board and my whole project was suddenly moot. C'est la vie. The hours I invested were not wasted. I learned a whole lot about that Electronic Engineering stuff, I gained moderate skill with a new CAD software, and I learned how quickly a PCB prototype could be made. The question is, should I order the parts anyway and put it together just to see if it works?

### Bob Radney's Zaic Z-15 series



I grabbed Bob at the Sci Oly event in Pueblo and asked him about “that cool looking P-18 kind of thing you were flying at Manitou.” Turns out it's based on what's actually a 15-inch outdoor model designed by Frank Zaic in the early 1970's. That's Bob's models pictured above. The Outerzone blurb says it was kitted in small quantity as the **Slow Poke**. Bob's been working with the basic design and has really done some nice things with it, such as building the indoor rubber model seen in the write-up of the February Scramble, which has very near to P-18 dimensions, a cambered wing and flat plate winglets. He described 4 or 5 different models he's made with various points of emphasis and features. I'm looking forward to seeing the next P-18 redesign with a full 10 inch hook-to-hook motor stick. Could an E-20 version come out of this? Hmmm. —Ed.



### Bernie's Viking E-36

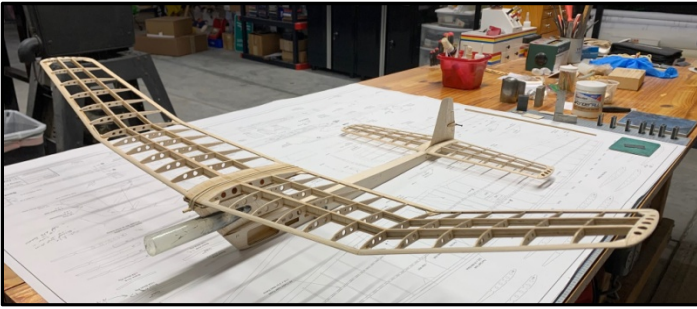
**From Bernie:** *John, here's a little write-up on the E-36 Viking project. The updated Rev A drawing is included.*



Talking with Frank Mennano at our Frito Chili Pie scramble last November the idea came up of shrinking a Viking down for E-36. That grabbed me and I just had to build one. As any former Texas resident knows, chili can have that effect on you. The NFFS 1/2A Viking drawings were scaled down to 36-inches with provisions added for the electric conversion. It was kept original to the NFFS drawing with the exception of the nacelle which was shaped round and molded from four plies of 1.5-ounce fiberglass fabric.

## Ken Phair at the '71 Nats

Photo found by Don DeLoach



Bringing the uncovered model to our annual MMM business meeting in January both Ken Phair and Frank suggested adding diagonal stiffening to the wing. Since the wing was already built with a pair of I-beam spars it was easiest to add the truss between them. The diagonals were installed on the right wing panel first which allowed the torsional stiffness to be easily checked against the unreinforced left side. The improvements were clear and added 0.79 grams to the complete wing.



The battery, Texas Timer, RDT and servo are installed in the fuselage while the Xing 5800 kv motor and 20 amp esc are in the nacelle. The GPS tracker is housed in the left wing panel. The airframe is covered with Ultracote Lite and Parklite. National Balsa did the honors with laser cutting. As is normal, they had the parts in my hands about a week after I emailed them the cut file. Projected wing area is 191 square inches. Weight, ready-to-fly, came in at 187 grams.



*Fantastic, Bernie! Amazing work.*

*See Bernie's Plan on the next page.*



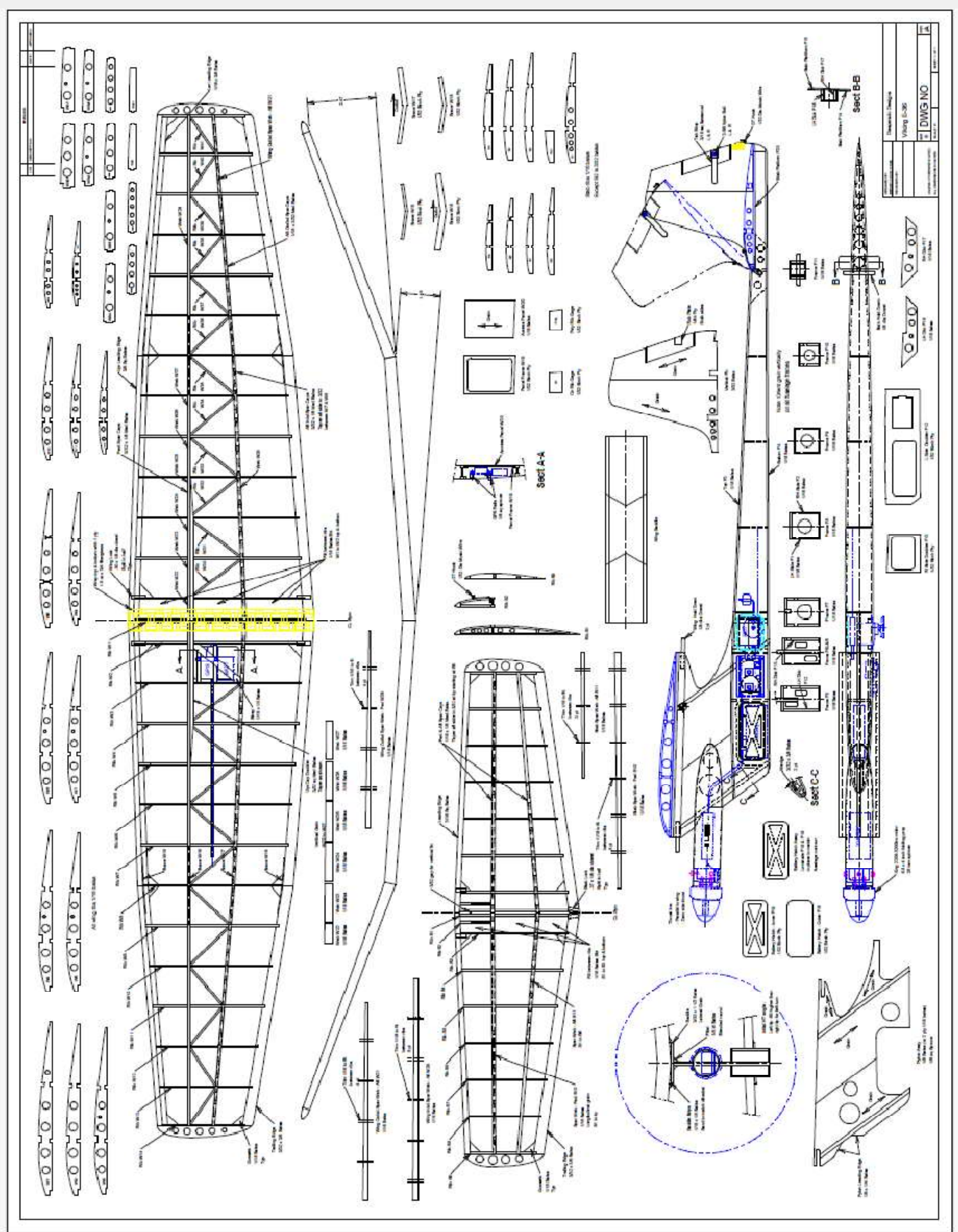
Ken Phair's F.A.I. Power ship was interesting. Rolled sheet body, an aluminum tube nose, "V" stab, small fin, all-sheet wing, Seelig timer.

From Ken: "This is not the first power model I built with a dihedral stab, or the last. The concept was linked to the HLG design I was flying that had a dihedral stab and a sub rudder. For the power model, I was looking for the thermal performance I saw in the HLG. On the downside, the model in the picture was difficult to trim and was not consistent from flight to flight. In hindsight some of that inconsistency was likely related to the small fin. The origins of the fin shape and size were primarily Howard Timlin's Universal power model and Doug Galbreath's Eros. Timlin's Universal and similar 1/2A Solar designs were elegant looking but did not build records of contest success.

"The dihedral stab concept was taken to extreme in a model I built with a curved dihedral wing and a curved dihedral stab. I took the bait from an article in NFFS Sympo 2 titled "Stressed Skin Construction for Wings with Curved Dihedral" by Hardy Brodersen. Construction was difficult but assessing the completed wing and stab for washes and warps, was virtually impossible. The completed model certainly looked interesting, but it never flew well. The model and concepts were abandoned.

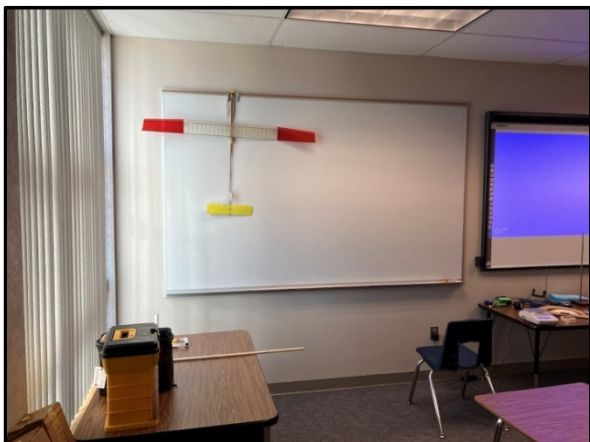
"Oh, Pete will recognize my sweatshirt in the picture. For many years until just recently Pete was an adjunct professor for Stevens Institute of Technology where I earned my degree in engineering."

# Bernie Olson's E-36 Viking





**Andrade CG calcs:** I need to move my rear hook back about 10cm to make the 20g loop operate better, but I was concerned about the CG shift. Who better than my AP Physics students to figure this out? (For a little extra credit)



$$\begin{aligned}
 X_{CG} &= \frac{30.5(76.9) + 27.0(21.2)}{97.8} \\
 &= \frac{2325.95 + 572.4}{97.8} \\
 &= \frac{2898.35}{97.8} \\
 &= 29.63 \text{ (29.5 in.)} \\
 \text{New } X_{CG} &= 30.9 \text{ if } X_{CG}
 \end{aligned}$$

The punchline: CG will shift aft by about 1.1 cm. Can I live with that? Who says I have it in the right place to begin with?

I was also interested in finding the vertical CG after reading up on PGI trim in Wantzenreither's articles in the FFQ book. In class we'd discussed the double hang test for locating the CG for irregular objects previously. In the photo the wingtip is exactly along a known vertical—the edge of the door. If you follow the door's edge down to where it passes through the pylon area, you can see the vertical CG is about at the lower edge of the wing. Lower than I'd thought, in fact.—Ed.

***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 (mmmffclub@gmail.com)

**Paypal does charge a fee, so maybe add an extra buck to help us out.**

**Colorado's MMM Free Flight Club (AMA #177) bring you the**

# **20th Pikes Peak Ceiling Climb**

**AMA Sanctioned Cat. I Indoor Free Flight Model Airplane Contest**

## **Sunday, April 12, 2026**

**Flying site is the 25'-3" Manitou Springs High School Gym, Manitou Springs, Colorado**

### **Flying Hours: 9:00 a.m. to 6:00 p.m.**

**Practice & fun flying during the contest is permitted but official flights always have right-of-way. Please exercise courtesy and common sense.**

#### **Schedule (subject to adjustment per demand for airspace):**

9:00 a.m. – 11:00 a.m.	<b>STATIC JUDGING:</b> FAC Peanut, FAC Jet Catapult Scale.
9:00 a.m. – 11:00 a.m.	<b>GLIDER FLYING ONLY:</b> AMA HLG, AMA Unlimited/Standard Catapult combined, FAC Jet Catapult Scale, Tiny Glider <sup>①</sup> . <b>No HLG/CLG/Jet Cat flying after 11:00 a.m.</b> Rubber may fly at your own risk during the 9:00-11:00 window, but must yield to gliders as needed.
11:00 – 6:00 p.m.	<b>RUBBER and TOWLINE:</b> P-24 Mass Launch (12pm), FAC Peanut Scale, FAC No-Cal Scale, Bostonian 7g, Limited Pennyplane, WWII No-Cal Mass Launch <sup>②</sup> (1pm), FAC Dime Scale, FAC Phantom Flash 5g, FAC Phantom Flash 5g Mass Launch (2pm), P-18, P-18 Mass Launch (3pm), NFFS Towline Glider <sup>③</sup> , Greve/Thompson No-Cal Mass Launch <sup>④</sup> (4pm), F1M, F1L, Easy B, Mini Stick, A-6, F1D. <b>NOTE: if there are enough sub 2-gram rubber models we will announce a lightweight only window from 4:00-6:00.</b>

① Tiny Glider: Score = {total, best 2 of 9 flights} / {wingspan (inches) + 1.0}. Example: 4" span, best two flights 18.1 sec and 21.9 sec., score = {18.1 + 21.9} / {4+1} = {40}/5 = 8.00 points. No size limits. If you want to fly a 40" span glider in 'tiny glider' you may, but the handicap will really hurt you!

② All FAC rules apply plus 7" max prop diameter and minimum empty weight of 6.2 grams. Models must have correct color and markings and must have armament. Combat aircraft only.

③ Now an official NFFS event. Rules at <http://www.freeflight.org>

④ All FAC rules apply except no Hosler Furies. 7" max prop diameter and minimum empty weight of 6.2 grams. Models must have correct color and markings.

#### **The Fine Print:**

- Contest Directors: Sean McEntee and Don DeLoach, [dadl72@gmail.com](mailto:dadl72@gmail.com) 719-964-7117
- Entry fee: \$10/person, unlimited events. \$5 for Juniors/Seniors
- No chairs or tables provided
- Link to AMA rules: <https://www.modelaircraft.org/>
- Link to FAC rules: <http://www.flyingacesclub.com/>
- Sorry, no RC flying
- "Colorado Cup" Grand Champ Trophy to highest scorer in up to 5 pre-selected events (at least 1 of the 5 must be a glider event, otherwise you may choose only 4 rubber events). 5-4-3-2-1 points for 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> place; 1 point deducted for each person fewer than 5 in an event. Minimum 3, 2 points for 1<sup>st</sup>, 2<sup>nd</sup> in an event, even if only one or two entered.

<b>Event</b>	<b>Location</b>	<b>Date</b>	<b>Sanction</b>	<b>Primary CD</b>
20th PP Ceiling Climb	Manitou	4/12	Approved	Don DeLoach
Outdoor Scramble	Lowry	4/19	Approved	John McGrath
Outdoor Scramble	Lowry	5/17	Approved	Bernie Olson
Outdoor Scramble	Norris	6/7	Approved	Sean McEntee
Casino Cup	W Wendover, NV	6/13-14	Approved	Jack Murphy
Outdoor Scramble	Lowry	6/28	Approved	Frank Menanno
14 Rounder	Lowry	7/11-12	Approved	John McGrath
Gollywocks & Guillows Galore	Norris	8/2	Approved	Don DeLoach
Outdoor Scramble (Late Day)	Lowry	8/23	Approved	Chuck Etherington
61st RMFFC	Lowry	9/5-7	Approved	Don DeLoach
Outdoor Scramble	Lowry	9/20	Approved	Rick Pangell
Outdoor Scramble	Lowry	10/11	Approved	Jeff Pakiz
Outdoor Scramble (Frito Pie)	Lowry	11/1	Approved	Pete McQuade