



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177

Issue 2025-04
(July-Aug)



Venus rising from the waves? Only if Venus flies B Gas. Troy King's flight was one of three landings in our roadside water feature during the recent Rocky Mountain Championships. Full coverage next issue, after Troy's model dries out.

Upcoming Events

October Scramble	19 Oct	Bernie Olson/ John McGrath
Indoor at Beth Eden	24 Oct	John Christensen
November Scramble (Frito Pie)	2 Nov	Darold Jones/ Chuck Etherington
Annual Meeting	10 Jan 2026	Chuck Etherington

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 "

In this Issue

- President's Corner/Field Report
- 14 Rounder
- August Scramble (Late-Day)
- Projects and New Builds
- Kritter Korner
- Live Sightings
- Outdoor Season Standings
- Plan: Bernie's Plug-In Pearl E-36
- Plan: Frank's "1C20" E-20

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:

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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
Oil/Gas Edition
 By Chuck Etherington

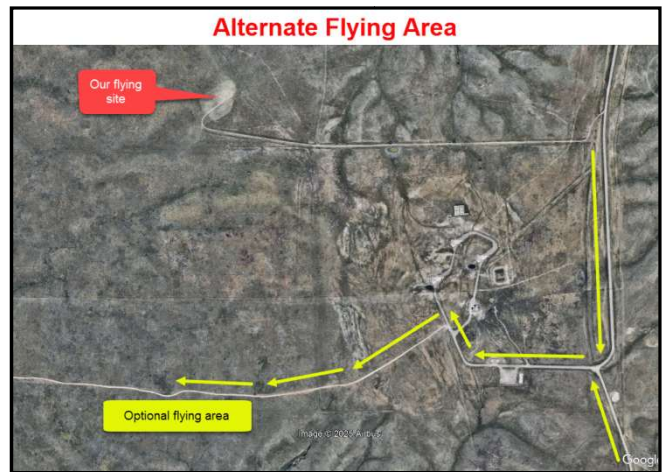
There will be some temporary oil well drilling operations near our flying area at Lowry. The closest site is 0.6 miles NE of us and shouldn't pose an obstruction problem. There are a number of old well heads that have to be drilled and capped to bring them up to the current industry code (to prevent oil from contaminating the ground water). The project will last a month or so.

There are currently 2 mowed paths that come off our flying area (NE and NW) and one that extends west from where our dirt road makes the sharp turn up to our flying site. The mowed paths will actually help in chasing models. The route the equipment will take to get to the NE drilling site will go between our shelter and clubhouse. The oil company (Civitas) will repair any damage they might do to our flying area. I gave them the dates of our last 2 scrambles of the year (Oct 19 and Nov 02) and they will avoid them. Their start dates for the four wells (whose access paths originate from our flying area) is 10/9, 10/16, 10/21, 10/27.

A Civitas contractor will be improving the road from the entrance gate off Quincy past our dirt access road. On the days they are working, there will be personnel at the main entrance gate to let construction traffic in and out (so each piece of equipment won't have to stop to open/shut the gate). They are not there for the purpose of security and will not be asking any questions. The road is expected to remain open to traffic during paving operations.

They will also be laying road base on our two-rut access road where needed. Hopefully all the low spots that turn to mud will be filled. During that operation, the road may not be continuously open. For those of you going out to test fly in between scrambles, if our flying area is unusable or inaccessible, you can fly off the E/W road located west of the missile silos (where we flew when we had the Prairie Dog plague). Nick, the rancher, has been advised of the possibility. See map below.

If needed, the field is also accessible from the south off County Line Rd. It's a double ranch gate with a cattle guard. The Gate lock we use is marked SLB (for State Land Board) and the combination is 5554. Align the numbers with the upper line, not the middle.



Our clubhouse has a temporary lock on it to prevent the oil drilling crews from using it. I wouldn't care except that we are the ones that have to get it pumped out. They can get their own clubhouse. The combo, as usual, is our formation year, 1957. As with the south gate lock, the numbers need to be lined up with the upper line, not the middle.

Please let me know if you have any questions. Thanks.

46th MMM 14-Round Contest Denver, July 12-13, 2025

By Pete McQuade and John McGrath, CDs



Don gives his F1G a serious launch—always!

Good weather, great competition, and visits with old friends combined to make this a very nice contest. Turnout was lower than in recent years—but for good reasons. Jack Murphy and Todd Reynolds were busy representing the USA at the FAI World Championships in Romania, and Tiffany O'Dell and Blake Jensen were also there at the WCs, assisting the team. But we were fortunate to have Jace Pivonka travel from Idaho to fly F1A (instead of his usual event, F1B).



A few days before the contest, Chuck Etherington and Frank Menanno mowed the flight line and parking area, and also mowed an excellent circular towline-glider park. It all made the flying

much easier and more enjoyable than ever. Thanks, guys!



Bernie, Jeff, and Frank pose with the grill

On both Saturday and Sunday, we were treated to some great grilled lunch, served up by our Grill Chefs, **Len Sanders, Karren and Bill Groman, Frank Menanno and Bernie Olson. Sean McEntee**, brought most of the food for cooking, supplemented by other food brought by volunteers. On Sunday morning, **Lee Pivonka**, Jace's Dad, brought a load of fresh, home-made breakfast burritos. They were fabulous!

Chris Adams drove down from Cheyenne, Wyoming to observe and to help time. Besides being a great friend of the MMM, Chris pitched in and timed *twenty-one* official flights. Thanks, Chris! We look forward to seeing you at future contests—and timing for your flights!



It was a nice surprise to see long-time MMM'er **Norm Roglitz** come out to watch the contest. Although Norm isn't currently flying, he's keeping himself in great shape playing pickleball.

It was also great to see **Kate Vasquez**, her mom Monica, and her cousin, Jessica. They're well known to our indoor fliers, and have occasionally come out to watch our outdoor contests. Kate is currently an engineering student in Texas home for the summer. She hopes to attend our next scramble, return-to-school schedule permitting.



Frank and his F1Q

Saturday was Centennial Cup FAI day, and it started out a bit breezy, but got nicer as the day wore on. **Frank Menanno** was our lone F1Q flier.



John launches. Free flight heaven!

On the other hand, F1G was well-contested, with **John McGrath** winning the Centennial Cup in a max-out plus a 110-second flyoff flight. In F1S, **Don DeLoach** showed how it's done, with a near max-out, closely followed by Frank Menanno. **Rick Pangell** filled out the competitive field.



Also on Saturday, **Jace Pivonka** had F1A all to himself, flying a beautiful electronic bunter in his first-ever F1A contest. Pete was suffering

knee and ankle problems and couldn't fly in that much wind. Despite Jace's model needing some work on its "loopy" bunt program, Jace's outstanding air-picking ability and athletic prowess combined to give him a nearly-perfect score for seven rounds. A most impressive performance! However, his glider flew out of sight (and effectively out of "Walston range") in round 7. Undaunted, the next day Jace went out on his motorcycle and found it! **Butch Berlemann** had his drone out and captured Jace's amazing search in first-person video from above. If you haven't seen the video, check it out at

<https://www.youtube.com/watch?v=jnoi7fcM7Uo>.



Left: Troy with engine running. Right: Chuck and Cass Pangell work on Cass's Satellite.

Over in the AMA/NFFS/SAM events on Saturday, the flying was really hot in E-36, with maxes abounding. **Bernie Olson** and **Rick Pangell** both maxed out. Rick won the flyoff. Meanwhile, **Troy King** was busy putting up flights in Fast-Gas Combo, flying in both the A-Gas and B-Gas sub-events. His B-model took the win. **John McGrath** came within 5 seconds of maxing out in P-30, and he was our lone Andrade Rubber competitor, making a nice max in that event.

Catapult glider had a good turnout and after six flights, **Don DeLoach** and **Sean McEntee** were tied for first place. They agreed to meet for an early-morning flyoff on Sunday.

Sunday, Columbine Cup FAI day, had excellent weather, with light winds most of the day. Things kicked off with unfinished business from Saturday—the CLG flyoff between **Don** and **Sean**. Don got a fine launch into good-looking air. But when Sean tried to catch the same patch, his launcher snapped. In a demonstration of great sportsmanship, Don immediately handed him his own. Then Sean put up a great launch into even better air. So good, in fact, that the model flew away out of sight after well over six minutes, to take the win.



Pete's F1A launch. Nothing prettier!

While Jace was busy searching for his lost F1A model on Sunday, Pete was able to put in a few F1A flights, to at least give Jace some competition for the 14-Round title—which Jace eventually won. What a great performance for his first-ever F1A contest!

Once again, F1G was tightly contested, with **Darold Jones**, **John McGrath**, and **Don DeLoach** each pulling in three maxes. Darold took the win, but

John and Don were close behind. F1S was also a close race, with **Frank Menanno** edging out **Don DeLoach** by just 8 seconds.



Sean's HLG game face

The action in HLG was intense, with many maxes being recorded. **Jace Pivonka's** six maxes took first place. In A/B Electric Combo, there was no stopping **Frank Menanno**, who maxed out, then went on to put up two more flyoff maxes. **Don DeLoach** wasn't far behind, also maxing out in regular rounds, then putting up a 107 sec flyoff flight. Don was our only entrant in Classic Open Towline Glider.

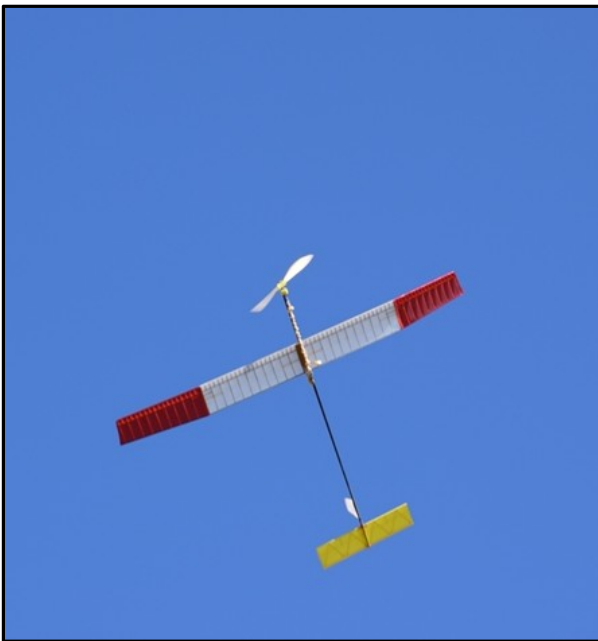


Troy's B Gas soars past.

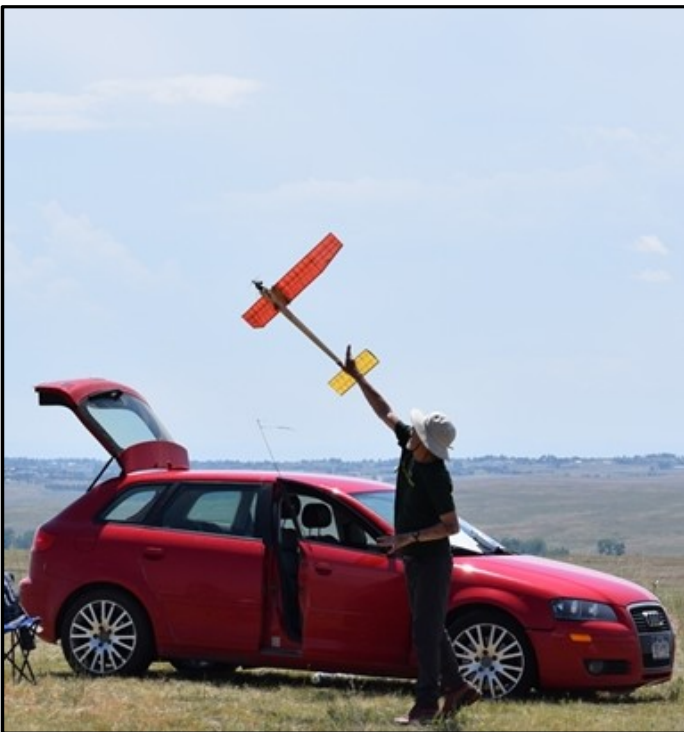
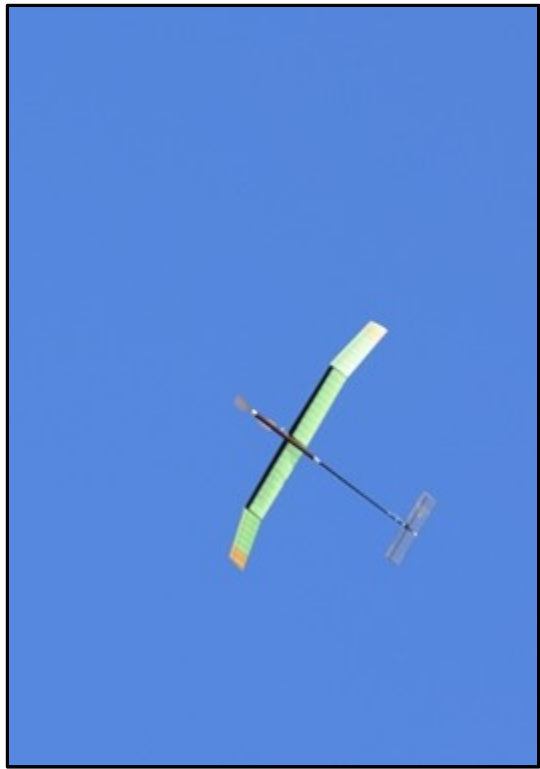
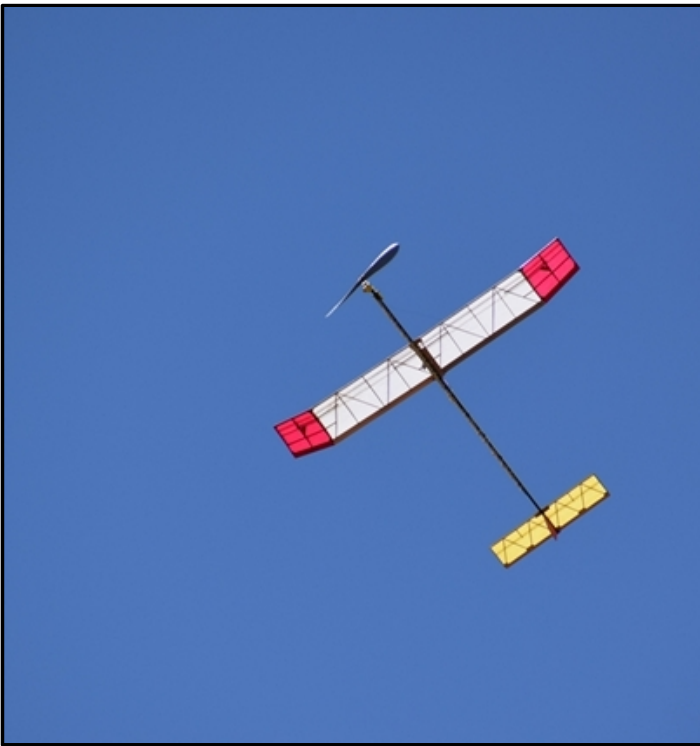
It was the same for **Troy King** in Slow Gas Combo. In E-20, **John McGrath** missed a max-out by a mere 2 seconds. **Frank Menanno** and **Bernie Olson** also flew E-20, an event that seems to be gaining in popularity.



Shortly after the end of flying on Sunday, we held the awards ceremony. By virtue of his being the F1A 14-round winner, **Jace Pivonka** popped the champagne getting a nice, high flight with his cork. **Frank Menanno** won the 14-round title in F1Q. In the mini-FAI classes, the 10-round winners were: **John McGrath** in F1G and **Don DeLoach** in F1S. Congratulations, everyone!



Clockwise from left: John's F1G, Jace receives his F1A trophy, Ken Phair puts up his vintage F1C, Jace lets the cork fly!



Clockwise from lower left: Frank's E-36, Len Sanders launches a ½ A gas model, John's P-30, Don's FIG, Rick's E-36

Folks, photo support for the 14-Rounder was incredible, with photos provided by Pete, Frank, and especially by Bernie Olson and Chris Adams. Many thanks!



Clockwise from lower left: Sunset at contest's end; Jace's cork launch from behind; Chuck and Cass give the Satellite a workout as Ken rides past; Lunch at Chuck's; Jeff contemplates his Saab Viggen, which seems to have an owie.

14-Rounder Results

F1A Centennial Cup (Saturday)		
Contestant	Score	Place
Jace Pivonka	1080	1
Pete McQuade		

F1A Columbine Cup (Sunday)		
Contestant	Score	Place
Jace Pivonka		
Pete McQuade	633	1

F1A 14-Round Championships		
Contestant	Score	Place
Jace Pivonka	1080	1
Pete McQuade	633	2

F1Q Centennial Cup (Saturday)		
Contestant	Score	Place
Frank Menanno	389	1

F1Q Columbine Cup (Sunday)		
Contestant	Score	Place
Frank Menanno		

F1Q 14-Round Championships		
Contestant	Score	Place
Frank Menanno	389	1

F1G Centennial Cup (Saturday)		
Contestant	Score	Place
John McGrath	580	1
Don DeLoach	315	2
Darold Jones	86	3

F1G Columbine Cup (Sunday)		
Contestant	Score	Place
Darold Jones	528	1
John McGrath	507	2
Don DeLoach	503	3

F1G 10-Round Championships		
Contestant	Score	Place
John McGrath	1087	1
Don DeLoach	818	2
Darold Jones	614	3

F1S Centennial Cup (Saturday)		
Contestant	Score	Place
Don DeLoach	588	1
Frank Menanno	542	2
Rick Pangell	90	3

F1S Columbine Cup (Sunday)		
Contestant	Score	Place
Frank Menanno	590	1
Don DeLoach	582	2
Rick Pangell	120	3

F1S 10-Round Championships		
Contestant	Score	Place
Don DeLoach	1170	1
Frank Menanno	1132	2
Rick Pangell	210	3

Catapult Glider			
Contestant	Score	Place	After Early Morning Flyoff Next Day:
Sean McEntee	242	1	1
Don DeLoach	242	1	2
Troy King	215	3	
Frank Menanno	94	4	
Bernie Olson	47	5	

E-36		
Contestant	Score	Place
Rick Pangell	448	1
Bernie Olson	360	2
Frank Menanno	240	3
Don DeLoach	59	4

Fast Gas Combo		
Contestant	Score	Place
Troy King	497	1
Troy King	361	2

Andrade Rubber		
Contestant	Score	Place
John Mcrath	180	1

P-30		
Contestant	Score	Place
John McGrath	355	1

Hand Launched Glider		
Contestant	Score	Place
Jace Pivonka	645	1
Sean McEntee	401	2
Troy King	374	3
Don DeLoach	337	4

A/B Electric Combo		
Contestant	Score	Place
Frank Menanno	600	1
Don DeLoach	467	2

Classic Open Towline Glider		
Contestant	Score	Place
Don DeLoach	290	1

Slow Gas Combo		
Contestant	Score	Place
Troy King	304	1

Late-Day Scramble (August)

By Frank Menanno, CD

The August “Late Day Scramble” 2025 was a wonderful day of Free Flight! Arriving on the field around 8:30 am, not to my surprise were Len Sanders and Jeff Pakiz, our faithful early arrivers. Len was preparing to put up an A-gas ship of his own design. Jeff was preparing his “High Start” launch stand. I busied myself setting up for the contest and for competing. John and Chuck arrived and prepared for battle. Chuck found himself trying to figure out what was wrong with his Honda XR 250, after a while he realized he had not turned the gas on...those simple mistakes that drive us crazy that we all do! Soon his bike was purring and Chuck redeemed himself, making good use of his bike, lending it to Todd Reynolds.



It was nice that Todd showed up, being that he had just returned from Romania at the World Champs, flying FIC on the US team. Todd strapped together a beautiful 750 Ramrod with a very hot Mattes OS 35! He put up some nice flights but did not enter for the day. Later he pull out a 1/2a GYSOB, all covered in red Monkote with a TD049 fitted with Nelson head & plug, slightly out of trim for our altitude yet a very nice gliding ship.

John McGrath readied his new E-20 with a slightly larger stab and commenced trimming. He was catching every thermal on the field. Unfortunately, when he went for his first official E-20 flight, he dropped, but maxed the next two flights. Next John pulled out a new surprise for all of us, which was an EP-30, that is, a P30 with a E20 motor and controls. John made many test flights with the EP-30, but then guests arrived. Kate Vasquez (*who is a member, actually*) and her mother Monica Figueroa came out to fly. John set Kate up with a spare Stick Figure P-30 and she put up many maxes, winding and flying on her own after just a little training. (*And beating John at his own game, BTW—ed.*)

Ken Phair was on the field flying his beautiful “WhiteFin” power ship and was picking big air! Don DeLoach strapped together a very big Pilfered Pearl, with maybe 750 square inches with a K&B 40 on it that had been tuned up. He ran the motor a few times but before he launched, the engine stopped as if the rod let go!! He quickly strapped together a “Nitwit” that he bought from Hank Sperzel that was a very steep climbing, nice flying locked down A ship.



Kate figured out P-30 in about five minutes. No wonder! She's a Mech E student these days, up from Texas for the summer.

Including myself there were five gas power fliers on the field flying: Ken, Todd, Don and Len. Gas has gained popularity on the MMM field recently and the screaming engines, with the smell of castor and nitro in the air, never seem to get old.

Bernie came out with his 222 Super Pearl E-36 with his handcrafted fiberglass front end pylon and quickly started putting up some beautiful flights. Later on in the day I passed him at the gates on the south end of the field. He was chasing his plane with his GPS. I didn't see him for quite a while, but then we received a call that he broke down! In the end Sean and I were able to find him (not that he was lost) and fortunately he was able to restart his bike. Bernie was past the large red Silo to the South down by the creek and had found a huge thermal!

Later on in the day the glider pen filled up with Sean, Bill & Karren, Bernie, Stan Huyge, and Don. The weather was incredibly beautiful, the breeze was a little more than we wanted but it was absolutely flyable and because the thermals were so huge, you could just simply wait for a lull and launch in the calm moments, because the thermals were moving through so fast! But the breeze was continuous from morning till the evening and we flew all the way till dusk and spent some time looking for planes that had been lost.

Speaking of lost airplanes, all airplanes were found except my "1c20" E20. On my second Max, she was way up in a huge thermal and I tried to DT it early. I did not see a DT, I switched to my binoculars and I realized I was watching an eagle that had been up by my E20 plane. When I drove back and asked Chuck if he had a line, he had the same problem and he was watching the eagle too, so no big deal, but at least I lost her in a Big Max!

I would like to thank Sean & Chuck for bring food and condiments for the Late day BQ. We fired up the Big Grill late in the day and grilled Burgers and Brats in quick fashion and returned to flying!

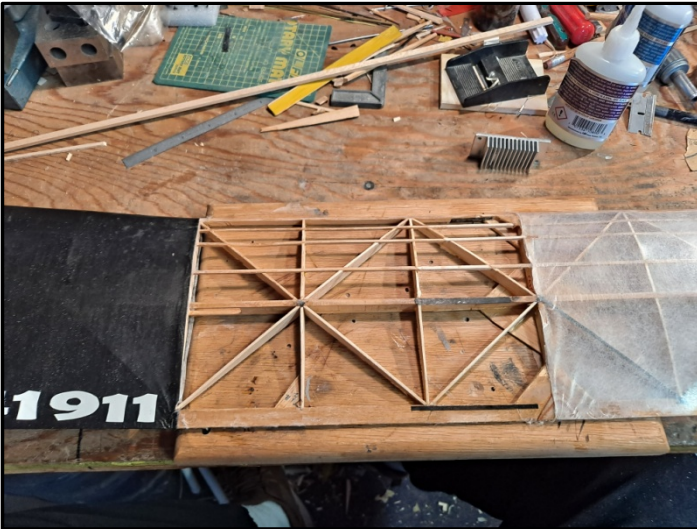
And the podium: Third place, in her first Scramble: Kate Vasquez! Second place: Don DeLoach. First, yours truly.



Sean McEntee: Cool, calm, and hydrated at day's end.

Projects and New Builds

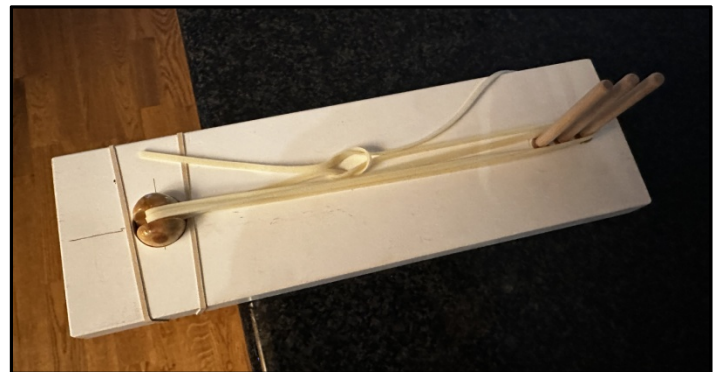
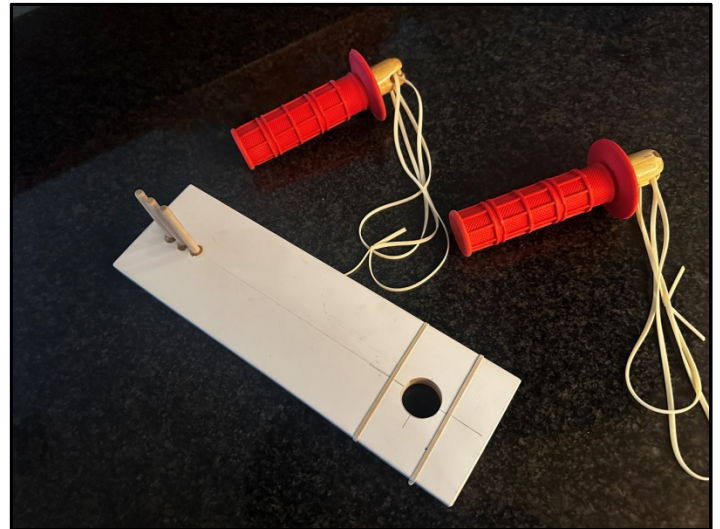
Frank Menanno's Pilfered Pearl



"I repaired my wing from my quick DT-caused fold at our last scramble and proceeded to get out and test today. I've been having a problem with this Pilfered Pearl for about a year now where it looks like it's going into an incidence step. Well, I tried to adjust for that, but it just got worse so I added left rudder and it showed me it had too little incidence because then it went steep and over the top like a rainbow. So I added probably a turn and a half of incidence and the climb is looking really nice. The Stehls motor is really light so now it's stalling. I'm going to switch Motors and find a heavier Half-A motor."

Excellent Frank! Looking forward to seeing it all trimmed out.

Bill Groman's Catapult Handles and Rigger



"Attached are pics of the CAT handles we use and the board I built for stringing their rubber at various lengths. The handles are made from a 1" poplar dowel, drilled and slotted for a 1/4" birch dowel at one end to loop the rubber around. After sanding I dip the slotted end in Minwax for a durable finish, then cut the poplar dowel to 5-7/8" and insert it into a motorcycle grip. The main reason for making the handles this way is comfort and ease of use with my large hands. Super easy to hold firmly even with my old-man arthritis issues."

The board in the other pics is for stringing the rubber to loop lengths of 8", 8-1/2", or 9". Karren and I found the length to have a noticeable effect on our launches so we try for consistent and accurate loop lengths to suit various sizes of gliders. The handle inserts through the large hole at one end and is retained by rubber bands. The rubber is looped and tied using one of the three dowels for the chosen length."

Bill, those are the most comfortable looking handles I've ever seen, and your rigging device is ingenious!

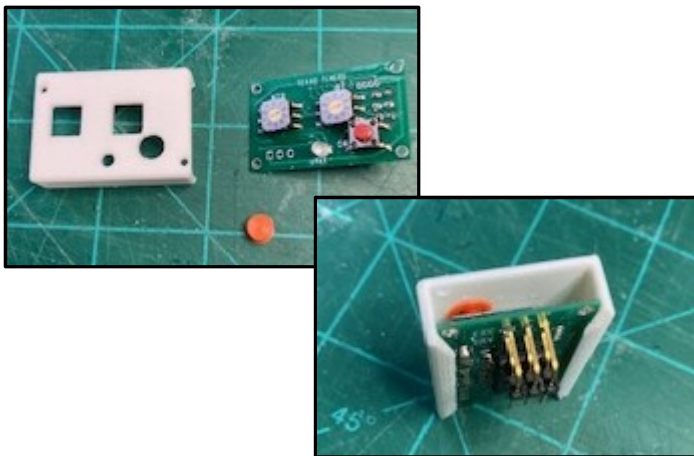
Bob Radney's E-20 T-Bird



"Not quite finished yet"

Bob—it looks pretty finished to me! Gorgeous model.

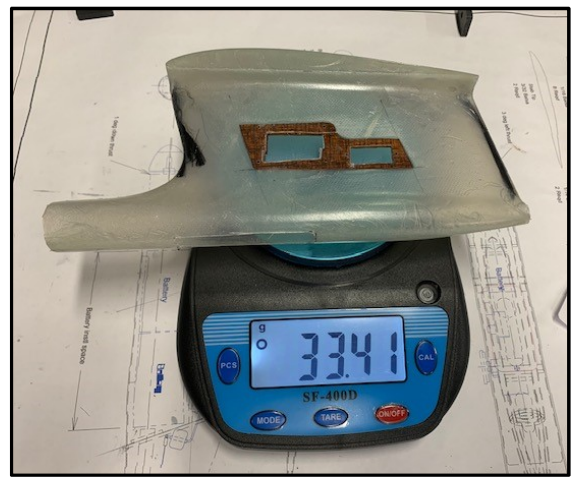
Bob Radney's Texas Timer Cover



"I had a friend 3d print these covers for me
It is in 2 parts the cover and an extension button."

*Very cool, Bob. That's neat, the way the extension
button is captured by the hole in the front.*

Bernie Olson's Plug-In Pearl E-36



Airframe 148 grams

"The current build project going through my shop is another E-36 Super Pearl 222 but this time with a plug-in wing. It's currently held for those tiny metric screws that mount the motor. I've ordered a bunch from two different sources. We'll see which arrives first. Like the first Super Pearl I made, the fuselage pod is molded but this time it's extended to incorporate a plug-in feature for the wing rather than installing it with rubber bands. The shells were molded from a stack of two plies of 1.5-oz and one ply of 3-oz fiberglass fabric. Weight can certainly be reduced by going to carbon fabric but thought I'd try glass initially to see how it works out. It's a lot cheaper!

The wings are joined with a 4mm square carbon rod plugging into 5mm square carbon tubes. Both were acquired from Windcatcher RC. An adjustable rudder tab was incorporated. National Balsa did the honors with laser cutting the wood parts. I'm following Don's lead on motor selection with a T-Motor 2203.5, 3550KV from J&H Aerospace. Looking forward to wrapping up the build and tossing this conglomeration into the air. Be ready to duck!"

Received from Bernie a couple of weeks later:

“John, a follow up to my earlier E-36 submission with a couple of interesting lessons:

First - Ordered those tiny metric screws from Micro Fasteners and RTL. Took about ten days to arrive from RTL. Nearly a month later nothing but crickets from Micro Fasteners.

Second – Ordered a couple of 6 ½ inch folding props and spinners from Hyperflight in England. (\$102.69 plus \$36.92 for delivery) A bit pricey, but heck that’s my hobby. I’ve been a happy, regular customer of theirs for about ten years for my sailplane stuff. Normally takes less than a week for their orders to arrive. Pretty impressive! This time our brave new federal regulations got involved:


Three days after placing the order I received the first email from FedEx/Customs. Wanted to know the “manufacturer full name and address including the postal code”. Seven days later another email wanting to know the “composition of the item (what is the item made of). If the item is made of aluminum or steel, an aluminum-steel derivatives form is required (I’ll attached the form in case it’s needed)”. These folding props and spinners are made from plastic, carbon fiber, aluminum and steel.

Two days later another email arrived informing me that “additional research has been initiated.”


The two props and spinners showed up seven days later. The next day I received another email with a bill for \$33.87 from FedEx for “duties, taxes, and fees”.

Ain’t it grand!”

Order summary (1 variations)

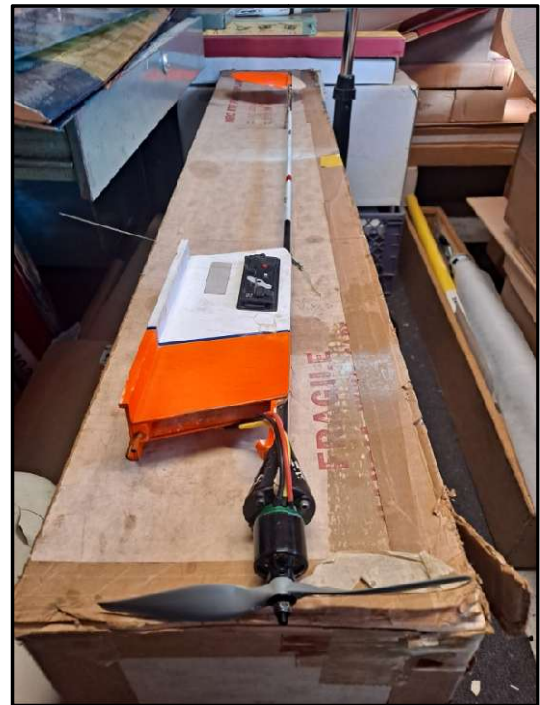


Item subtotal	\$11
Shipping fee	\$7,017
Subtotal excl. tax	\$7,028

 **Check out**

See Bernie’s Plug-In Pearl Plan at the end of the newsletter.

Frank’s new-to-him A/B Electric



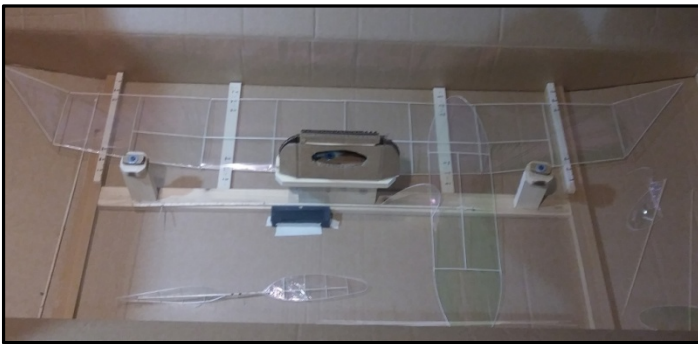
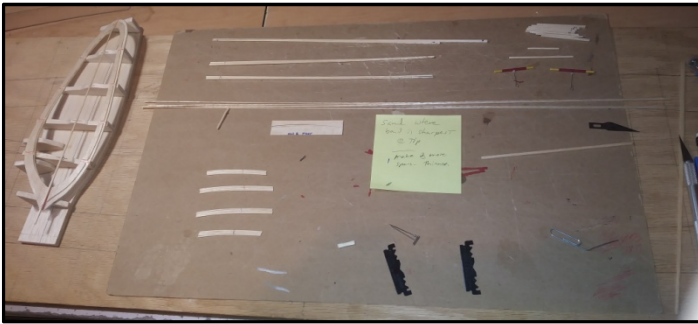
“John here is my latest project. I’m refurbishing an old F1Q of Randy Reynolds, I traded Todd Reynolds my A/B Marvel gas ship. New Motor, Esc & TM Timer/RDT.”

Looks gorgeous, Frank! Keep us posted.

Don’t feel bad, Bernie. I went to order ten hot new E-20 motors from China. Got this.

David Aronstein's Hand Launch Stick

About six or eight months ago David provided some info about this project, but I didn't fit it into the newsletter at the time. Recently I reached out to David for an update.



“Latest steps in Dave's Indoor Quest.

My 2nd Hand Launch Stick model in box. New 57" wing. Everything else is re-used from 48" model. You can't see them but there are bracing wire X's across the bottom of each rib bay.

My building board is a prop shop this week. Parts for 2 whole props plus a spare blade. Same diameter as old prop (18") but wider chord blades, 2-3/4".”



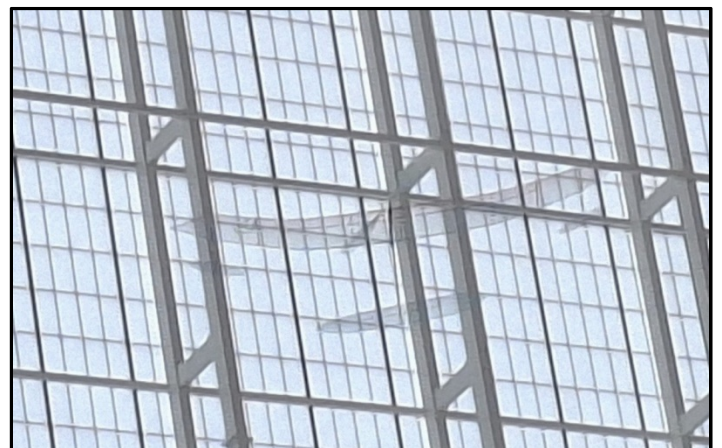
What plane? I don't see a...oh wait.



Testing at Beth Eden—Auxilerons plainly visible



Readers will recall this model's predecessor on the cover of the Rolling Stone: The Jan/Feb 2024 NFFS Digest



Gotta love a big room: David's model at the Kibbie Dome

Bill Groman's ongoing study of CLG Launch dynamics



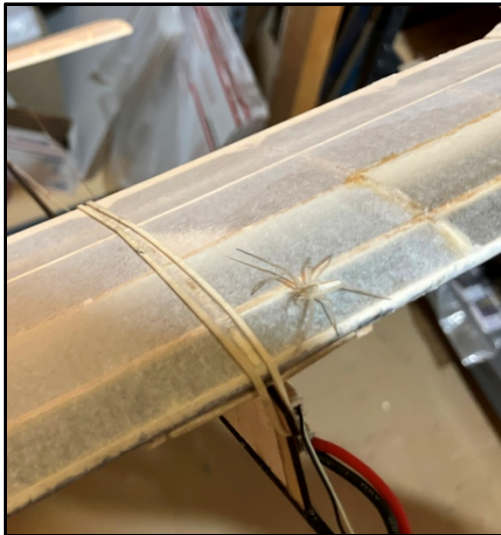
Hey John, maybe this pic would be of interest for the newsletter. (*Definitely! Ed.*)

It's a series of video frame captures of Karren launching her CataKid glider taken by Bernie while I was lying on the ground behind her trying to video the launch from below. That's my foot in the lower left of the frame.

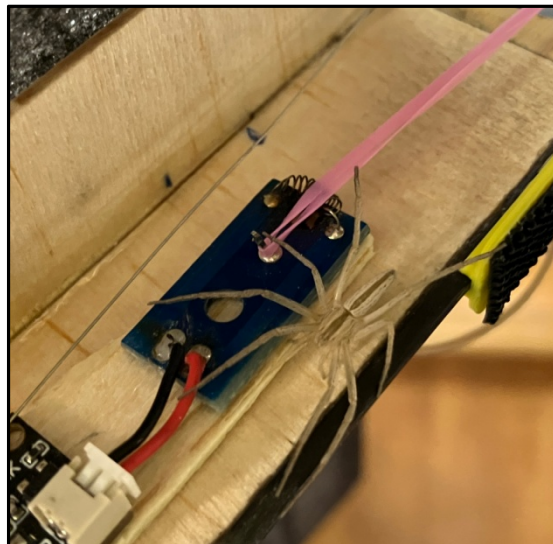
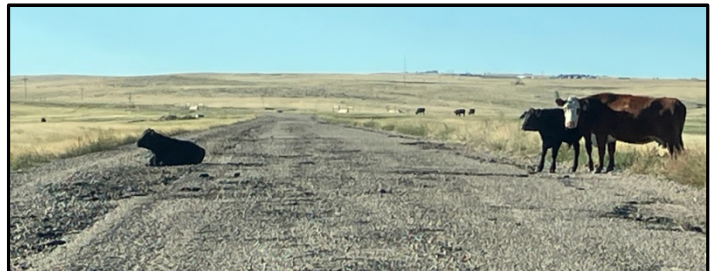
Of primary interest to me is the rate of roll after release. The first frame is the moment of release, and by the fourth frame where the glider has just passed her launch handle it has already rolled left 90 degrees. This sort of thing fascinates me!

Bill

Kritter Korner Arachnids and Ungulates



Shop spider checks out my E-20
"Your DT band feels a little tense."





Twenty pronghorn (Count 'em!)

Live Sightings (Cool planes seen in the flesh)

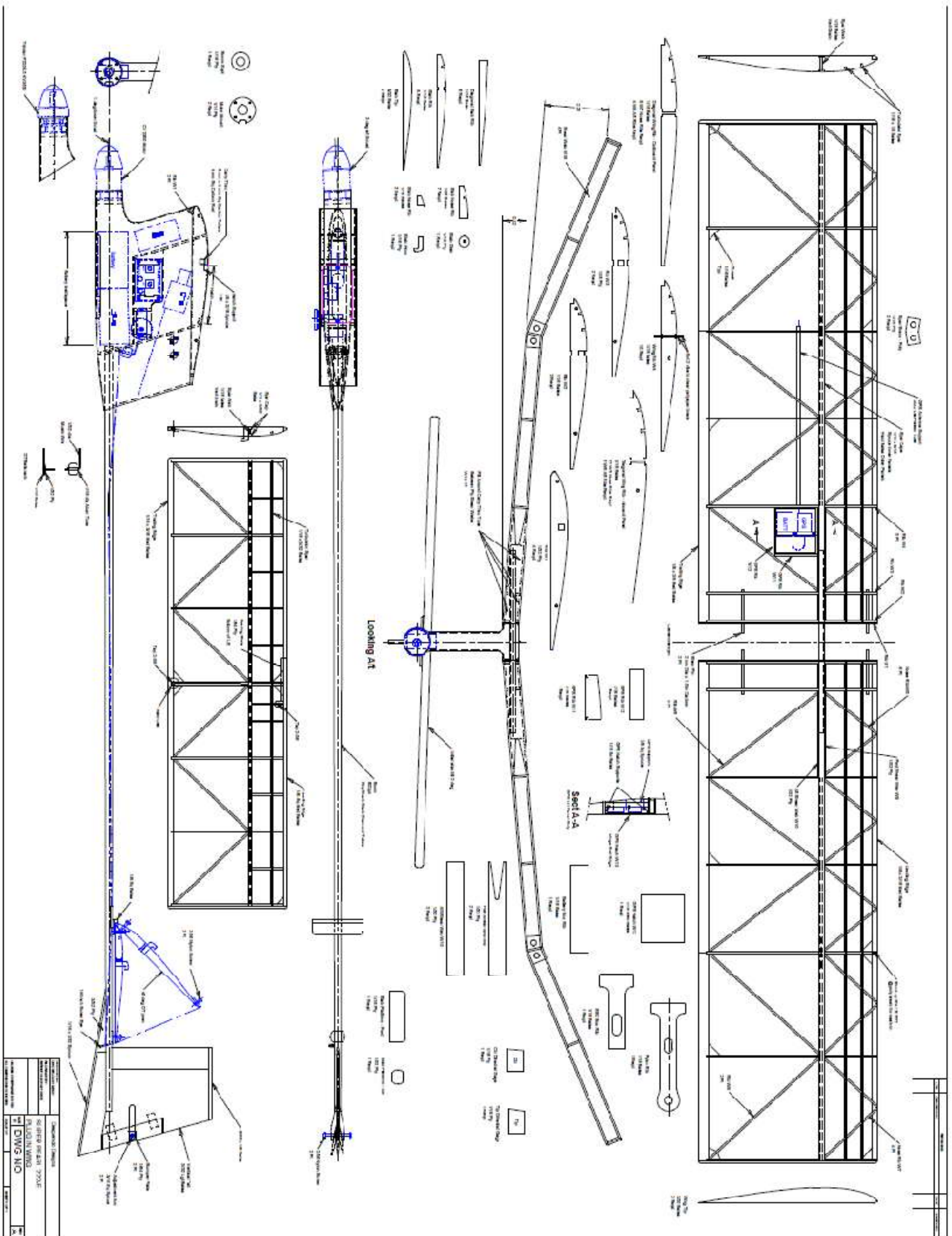


B-17

TBM and B-25

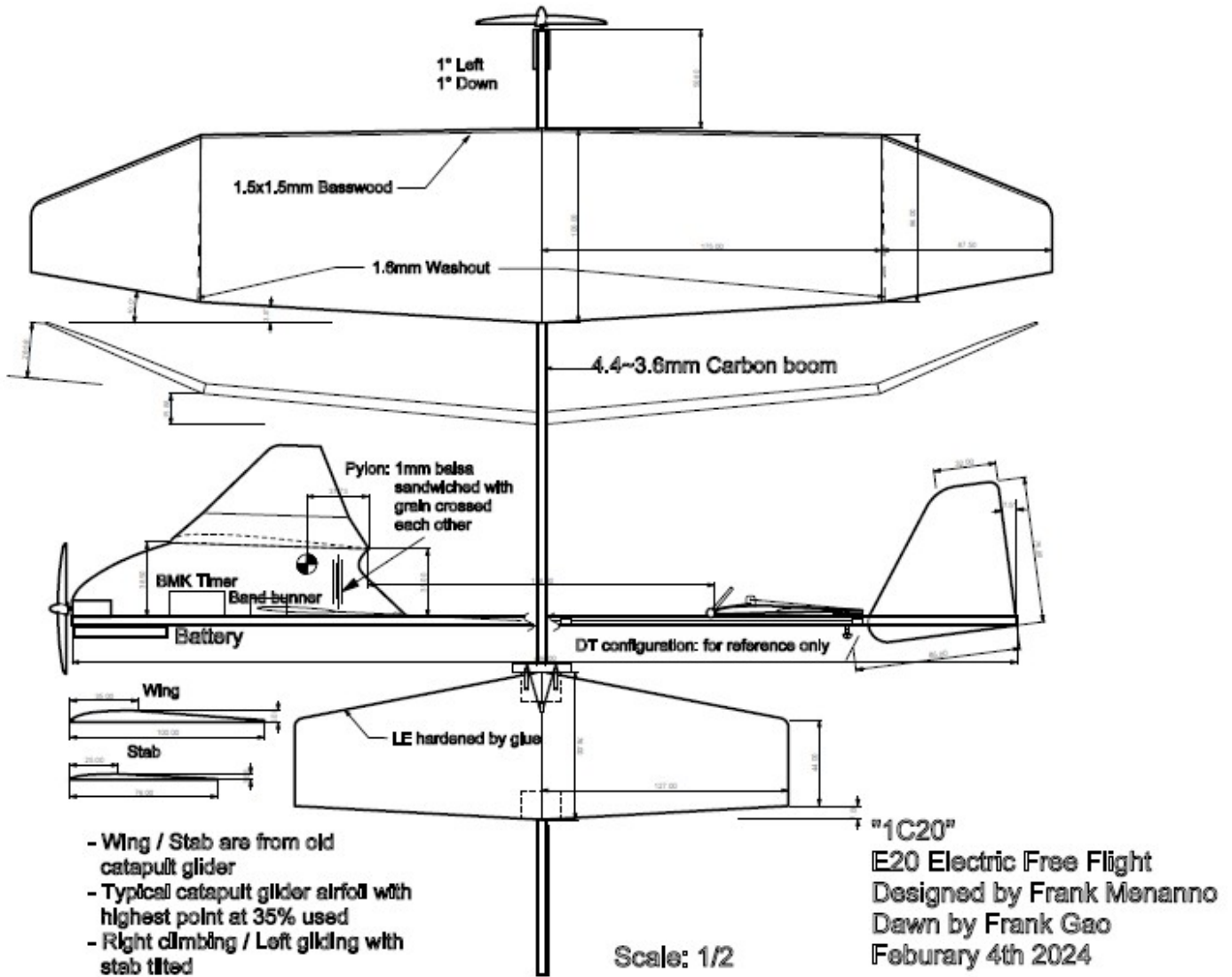


Bernie's Plug-In Pearl E-36



PROJECT NAME	BERNIE'S PLUG-IN PEARL E-36
DATE	10/10/2010
DESIGNER	OWS INC.
CHECKED BY	
APPROVED BY	

Frank's "1C20"



The Outdoor Scramble so far. Pretty tight! And note: Overall Scramble Scoring is based on one's best five scrambles. In fact Frank is in the lead by one point (at 427) versus John (at 426). Two more scrambles to go!

Entrant	Total Points	Overall Place	April	May	June	July	August	September
John McGrath	449	1	100	100	23	61	65	100
Frank Menanno	427	2		73	100	69	100	85
Don DeLoach	414	3		71	80	100	75	88
Bernie Olson	152	4	31				70	51
Sean McEntee	125	5		57	12	35	21	
Bill Groman	111	6		31			47	33
Kate Vasquez	68	7					68	
Rick Pangell	48	8		13				35
Skilly DeLoach	46	9						46
Neil Myers	45	10			19			26
Todd Reynolds	34	11					34	
Karren Groman	25	12						25
Butch Berlemann	22	13	5			17		
Darold Jones	3	14			3			

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