



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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

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

Or, join the web group at:  
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2009-2 (Mar-April)

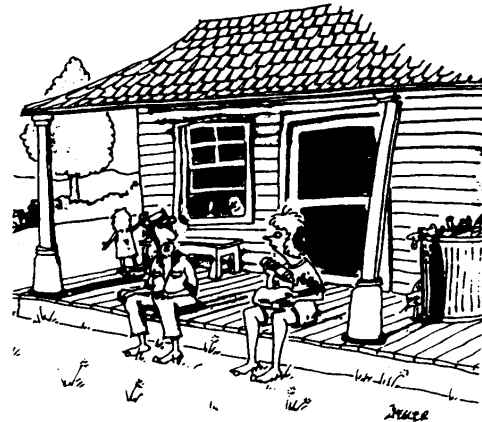


## PONDERINGS DEP'T

Another outdoor season coming up as soon as the Pikes Peak Ceiling Climb is done. After being actively involved in Indoor Flying now for some few years now, I came to the conclusion that more of us should be doing it. It is a no-brainer for the basic events as P-24, P-Nut, No-Cal, perhaps Novice Penny...so why not more of us? With the exception of P-Nut and Penny, these are 2 hour build cycles.

A2Z is in Denver and it's like having a total hobby shop. Use them, they carry everything we mostly need.

Things are changing a bit on the monthly contest way of doing biz. The "Contest" winner will be determined by a "Scramble" type scoring but we will keep the usual club points system. Transparent (where have I heard that?) to the flier.



"Ma ...we're droppin' the ball. Don got Kiley *her* AMA card when she was 2 weeks old. Why do we have to wait 'til the BOM rule is changed" Thermals!...or heat from the lights, or whatever...

Rick

*"The MAX-OUT"* newsletter is printed about the second or third (?) week of the month. Submissions should be not later than the end of the prior month.

**TO JOIN THE CLUB OR SUBSCRIBE**

- Full membership is offered to any current AMA member: \$40
- SAM-1 Crossover membership: \$20
- Newsletter Subscription Only: \$15
- Send \$ to:  
**Chuck Etherington**  
 33946 Goldfinch Dr.  
 Elizabeth, CO 80107-7419

**NEAR TERM EVENTS:**

<b>MMM MTG!</b>	<b>Every Third Tuesday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.</b>
<b>Wings Over the Rockies Indoor</b> 7711 E. Academy Blvd. in the former Lowry AFB Denver	Various Sundays of every month from 1-5pm. Admission \$. A good clean site, 24' height
<b>MARCH 29</b>	<b>MMM Pikes Peak Ceiling Climb Indoor Champs</b>
<b>APRIL 19</b>	<b>MMM MONTHLY</b>
<b>MAY 17</b>	<b>MMM MONTHLY &amp; SAM COMBO</b>

**MMM Club Officers and Contact List**

**President:**

Jerry Murphy 719-685-3766

**Vice President:**

Marc Sisk 719-487-8292

**Vice President At Large:**

Pete McQuade 719-522-1239  
 Paul Andrade 303-791-4116  
 Don DeLoach 719-578-1197  
 Steve Jones 303-477-0899

**Treasurer:**

Chuck Etherington 303-646-3705

**Indoor Coordinator:**

Don DeLoach 719-578-1197

**Website Coordinator:**

Rick Pangell 303-798-2188

**Club Records Monitor:**

Dave Wineland 303-499-8566

**Flying Site Oversight:**

Pete McQuade 719-522-1239

**Newsletter & Other Stuff:**

Rick Pangell 303-798-2188

**Flying Field Weather Line: 303-766-0020**

Note: For those of you who wish to have a real live MMM Club Member Name Tag, you can order them yourself through:

**Sun Signs**  
**4420 Tennyson**  
**Denver, CO 80212 - 2310**  
**(303) 477-1594**

Call and tell them you are with the Magnificent Mountain Men FF Model Airplane Club. The cost is about \$5 delivered to your door.

***NOTE: !!!! Going to the field Monday-Friday! Don't forget to call the Corps of Engineers trailer on Quincy Rd, The number is (303) 690-3816***

**Motorcycle Use on the Field Policy:**

- *Follow the roads wherever possible and not to follow the planes cross-country. If the plane lands within walking distance of the road, park the bike and retrieve the plane on foot. If not, take the shortest path possible to the plane in order to retrieve it.*
- *Avoid riding through noxious weeds*

**President's Message**      **Feb. 25,2009**

Want some great news! The White house has decided that it is in the best interest of the country if free flight aeromodeling were to be a major part of the recovery plan. President Obama's chief of staff just called telling me that they will be sending a check for \$400,000,000 so that we can purchase the entire Lowry range as an exclusive free flight venue. How about that!

Then I woke up from my sleep and realized that this was just a dream. O well that sure would be nice, but I suspect that we will have to pay the rent again this year.



Last weekend the club took part in the Aeromodeling Expo hosted by the Wings Over the Rockies museum. We had a display table next to SAM 1 Thanks to Chuck Etherington for showing off his F1C, Duane Hjerleid with one of Sweeney's 1/2A ships, Bill Lovins for his F1J, Bob Miller for his CLGs, Marc Sisk brought a CO2 ship and I brought my scale Fokker DVII, P-30 and F1G. Robb Romash and Chris Goins kept micro RC and traditional indoor ships in the air all day. Much to my amazement none of their models were damaged.



We are about to host some of the top indoor flyers in the country Sunday March 29 when we fly the Pikes Peak Ceiling Climb contest in the Colorado Springs City Auditorium. As you can see from the contest flyer in this edition of the "MaxOut" this will be a one day event this year. The reason for this change in schedule is the cost of the site has increased. Colorado Springs, like other cities in the country have seen their sales tax revenue drop greatly as the economy turns down. The good news is the city has decided to keep the building open, so we will continue to be able to fly in this good site.

The Ceiling Climb is an opportunity to learn from some of the top indoor flyers in the US and perhaps the world. Why not make a weekend getaway by traveling to Colorado Springs, check out the sites, super B&Bs and world class dining and catch the indoor action at the same time. Who knows, you might learn enough to dethrone Robb.

Over the past few years we have lost several of our active Contest Directors that has left us shorthanded in this key position in the leadership of the club. Congratulations to Mel Gray and Marc Sisk who has just received their CD ticket. Thanks Marc and Mel for doing this for the club. We could always use more help, so if you wish to become a contest director let me know.

Currently we have 15 club members with active CD licenses. When you see them on the field, stop and tell them thanks for helping the club run smoothly. Many clubs have only one or two CDs and they quickly burn them out. The CDs are a key element in the leadership of the MMM club. Our CDs are: Don DeLoach, Chuck Etherington, Mel Gray, Duane Hjerleid, Jackson Ivey, Darold Jones, Bill Lovins, Pete McQuade, Jerry Murphy, Rick Pangell, Randy Reynolds, Rob Romash, Marc Sisk, Roland Solomon, and Dave Wineland.

The outdoor season will be starting soon. In fact the first contest is just 8 weeks away as I write this on Ash Wednesday. As you might recall from the annual meeting we will have a new format for the monthly meets this season. Randy Reynolds proposed and the club adapted the new Scramble format. In the new Scramble everybody flies to the max for their event. This means that we are having one big event. Sounds like a lot of fun, so get those outdoor ships dusted off and come and fly.

[Editor's note: the rules for the scramble are seemingly a bit confusing, but the gist of it is fly you event you prefer just as you normally would. Your total score will be extracted from your normal flying and based upon your number of maxes and the your flight score. All times will be kept on a summary sheet instead of each event sheet. Nothing will change regarding flying for club points or records, just a new way of scoring the contest to combine the different events and normalize them. Fly any events you like, just as usual, just your best performance will be counted for the scramble. The shakedown cruise for the scoring will be the April contest. Fly early and fly often!]

If you are a member of the Flying Aces club, you likely saw the announcement in their most recent newsletter that Don has issued a \$100 challenge for WWII combat at the Rocky Mt. FF Champs this year. Thanks Don for this super idea.

That is it for now, come to Colorado Springs on the 29<sup>th</sup> and enjoy some truly outstanding indoor competition.

Thermals,

Murph

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## **TRIBUTE DEP'T**

**From:** Hanford, Bob [mailto:Bob.Hanford@englobal.com]

My lifelong flying buddy, possibly the last surviving member of any of the US teams from the '40's, mentor, and best friend, my Dad, passed away yesterday morning. He was hospitalized Friday, being very weak from malnourishment and dehydration. His failing liver was causing fluid buildup in his abdominal cavity that had to be drained off every three weeks or so, removing 13-14 liters at a time. Attempts at varying his medication had a multitude of side effects, most recently nausea and diarrhea last Monday. Last week he was reluctant to eat anything that would aggravate those symptoms. I also believe that in recent weeks he was trying to reduce the weight gain from the abdominal fluid buildup by not eating, even though the two were not associated. At the hospital Friday night, he was having trouble eating because of hiccups. He was given medication to relieve the hiccups, which also acted as a sedative—he never woke up. He has donated his body to the OSU Center for Health Sciences, and requested that services not be held. In lieu of flowers, please make a tax deductible charitable donation to the National Free Flight Society:

National Free Flight Society Foundation  
C/O U.S. Family Foundation Inc.  
450 Pleasant Grove Road  
Inverness, FL 34452-5725

**From:** Jerry Murphy

**Subject:** R.P. Hanford Memorial Contribution to NFFS

R.P. (Bob Sr.) Hanford was a founding member of the Magnificent Mountain Men Club, so his passing represented a significant loss to our club.

Bobby had requested those who wanted to make a tribute to R.P.'s memory could make a contribution to NFFS in his name. We in the MMM Club made an offer of matching funds to club members who wanted to make such a contribution in his name. This was not posted on the Yahoo Group as I wanted to the contribution to NFFS to be a surprise for Bobby and his family.

We closed the matching gift program last week and I am delighted to announce that NFFS will be receiving a \$500 contribution from the Magnificent Mountain Men Club in R.P.'s name.

Thanks to all who contributed and thanks to the Hanford family for making this possible.

We have lost a great modeler and friend. He played a key role in the establishment of the MMM Club and after 53 years of free flight in the Rocky Mt. West we can see what a contribution to the sport he made in the laying the foundation for our club.

Bob, we miss you and thank you for your many contributions to our hobby/sport.

Thermals,  
Jerry Murphy  
President, MMM Club Inc.

From: Bob.Hanford

Thanks Murph, to you and your club—another testimony to what an outstanding club and membership that you are fortunate to have. Your generous contribution was a complete surprise, and will provide a much needed boost to the NFFS. On behalf of my family and the NFFS, a heartfelt thanks to all of you.

Bob Hanford

## MMM PICNIC DEP'T

The MMM Club picnic is planned for 30 May at the home of Marc Sisk. We had our annual meeting there and it is an absolutely wonderful place, especially since Marc has a shop to die for and a home theater setup where we can watch modeling videos. Put it on your calendars and keep in touch with the MMMclub.com for any late breaking announcements.

## GETTING TO THE FIELD DEP'T

Hi All,

I wanted to make you aware of a change in toll policy for the E-470 tollway that is commonly used to get to the Lowry field. As of Jan 1, there is a new toll collection method called License Plate Toll in effect on this toll road. The tollway is going away from collecting cash for tolls. As of Jan 1, 2009 it is OPTIONAL and paying toll by cash is still accepted. On July 4, 2009 it is REQUIRED and cash will no longer be accepted.

The way this works is that video equipment captures both front and rear license plates on each vehicle. A bill is then sent to the owner of the vehicle on a monthly basis. It's really no big deal unless you don't pay the bill in the required (nominal 30 day) period. The fees for "toll violations" are very high at \$70.00 per violation. Since both front and rear plates are being captured I don't foresee a problem with our trailers or motorcycle carriers covering the rear plate. Policy stated on their web site ([www.e-470.com](http://www.e-470.com)) says that the vehicle owner gets the bill if the trailer owner (identified by its plate) is different from the vehicle owner. The policy for rental vehicles is a bit more murky but seemingly workable. I strongly suggest that everyone go to the web site and check out this new toll policy. The website again is:

[www.e-470.com](http://www.e-470.com)

If you have specific questions, I suggest you contact the E-470 people directly.

Mel Gray

## NEED A SYMPO DEP'T

NFFS Publications Services has a new supply of used Symposiums available. Everything from the first issue up to and including 2001 is now for sale at \$10 per copy. These are used issues purchased from free flighters or estates. Most are in like new condition. Fill out your library while they last. Contact Bob Stalick <[freefliter@aol.com](mailto:freefliter@aol.com)> for availability and ordering information. Publications Services also has a large supply of other NFFS publications available plus the Ron Williams Indoor Book. See the NFFS website <[Freeflight.org](http://Freeflight.org)> for details.

## DID YOU EVER WONDER DEP'T???

**From:** TheMaxOut  
**Subject:** Scale

I want to build something that can be a multi event model...FAC, AMA, Combat or (?)...so, if you were to make a matrix of all the requirements of each event, what would be the ideal model or size? I guess one could do a total systems analysis of the whole thing and determine optimum wing loading, rubber, airframe wt. and everything parametrically. It would be an interesting exercise...I had George Mansfield put in a practical excel program into the 2008 Sympo, but it didn't address requirements.

**Don says:** WWII fighters are good candidates for double duty as FAC Scale as well as mass launch. Low wings get 10 bonus points in FAC Scale which is usually enough to make them hard to beat. To get more than that you need a biplane (15) or a twin (25).

So I would say build a 22-28" span WWII fighter. Wing loading goal: 0.4 to 0.6 gram per square inch empty is a good rule of thumb for 20" and larger scale models (a typical P-30 is 0.4 to 0.5).

AMA scale: forgot it. It is not flown anymore, including the Nats. Fly FAC.

Peanuts are a pain. Unless you build them to 8-10 grams they are never going to fly more than about a minute. They are so inefficient compared to 22" and up birds, and usually harder to trim. Having said this a low wing or biplane usually wins FAC Peanut at Geneseo. Jodel is a great LW peanut and look at the Fokker DVII for a biplane.

## WINTER COUPE – MARCH 1

Report by Don DeLoach, CD

Remember a couple years ago at the RMC/Labor Day when we all wore Hawaiian shirts for Herb Kothe day and basked in the late-summer warmth? Well, that's what this year's "Winter" Coupe contest felt like! Temps were in the upper forties in the AM and quickly rose to the upper sixties for most of the rounds. Winds were light to non-existent and skies were partly cloudy. Thermals were numerous most of the day, with many periods of can't-miss air—in contrast to one brief period during round four when lift was spotty and weak. Despite the fabulous weather nobody maxed out, so the Lowry Range wins again.

Neil Myers had a very notable performance flying his inherited Champion Coupe for the first time. He got valuable experience in winding and trimming and also got lucky on a 17-minute no-DT flight that landed only about a half-mile away (yes, that's an average drift rate of less than 2 miles per hour)! Todd and Darold deserve praise for watching the model the whole time and making sure Neil stayed under it. Also, Chuck rode out with Neil as a second set of eyes. That's MMM fellowship for you.

Speaking of Chuck he had a great contest. He flew my Candy F1G for the second year in a row, and this time got three maxes. Watch for his F1Cs on eBay.



The F1G contest came down to a drama-filled fifth round, when Murph, Marc, and Chuck all waited together for many minutes in the dead-calm conditions. Murph finally made the bold move to launch first. His model found the air and maxed easily, securing the win. Meanwhile Marc launched and also maxed beautifully. Chuck launched last, after waiting about 20 minutes. His model looked anemic in the climb due to a loss of rubber torque, and he failed to max. This allowed Marc to leapfrog him into second place, and Chuck ended third.

In the HLG pen maxes were hard to come by. Only Romash got more than one, winning convincingly over Randy (second) and Todd (third).

Special thanks to Murph for your help in planning/executing this contest, and to Marc Sisk for generously donating a 1 lb. box of Tan Super Sport for the raffle.

Looking forward to doing this again next year. Maybe we'll get unlucky and have some *real* Colorado winter weather (I hope not!).

Thermals,  
Don

HLG	total
Rob Romash	353
Randy Reynolds	303
Todd Reynolds	268
Neil Myers	251
Mark Covington	251
Don DeLoach	199
Darold Jones (JLG)	87
Don DeLoach (JLG)	87

F1G	total
Jerry Murphy	581
Marc Sisk	544
Chuck Etherington	534
Neil Myers	523
Don DeLoach	504
Randy Reynolds	494
Rob Romash	488
Rick Pangell	302
Todd Reynolds	276
Darold Jones	att.

## NOV 2 CONTEST REPORT

Jackson Ivey

This being my first shot at CD for an indoor contest, I wasn't quite sure how it would go. It started off as I suspected with a lot of hand launched glider activity. Later came the No-Cal's, Pennies, and some pretty impressive flights.

A No-Cal mass launch was a bit exciting. Don called out "Wind!" and everyone started packing in turns. Rick Pangell was the first to yell "Broke!" and don immediately said "Sorry. .no new moter." Then Don yelled out an obscenity as his broke. Rick chuckled, so...Bill Leppard and Jerry Murphy flew it off. Bill's Spitfire did extremely well as we all watched it circle around the lights.

Murph's No-Cal fleet:



The good news is we had 3 junior flyers, all grandsons of Ray Boyd. I really like it when we get the kids out.

Here are the results:

### HLG

Todd Reynolds	34.9 + 33.4	68.3
Randy Reynolds	31.3+33.6	64.9
Don DeLoach	31.8+27.5	59.3
Bob Miller	29.7+20.9	50.6
Roland Solomon	21.3+16.2	37.5

### HLG - Junior

Raymond Boyd	14.1+13.9	28.0
Matthew Boyd	9.1+9.3	18.4
David Major	4.1+4.3	8.4

### Standard Catapult Glider

Bob Miller	70.1
Randy Reynolds	67.5
Todd Reynolds	63.7
Don DeLoach	51.4
Rick Pangell	39.1

### Unlimited Catapult Glider

Bob Miller	69.5
Randy Reynolds	65.8
Todd Reynolds	63.7
Roland Solomon	57.2
Don DeLoach	55.5
Rick Pangell	36.8

### Unlimited Catapult Glider – Junior

Raymond Boyd	19.8
Matthew Boyd	18.7

### FAC Peanut Scale

Eric Monda	Lacey	:54
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### FAC No-Cal Scale

Don DeLoach	Spitfire XII	5:42
Bill Leppard	Spitfire	5:38
Rick Pangell	P-40	5:29
Jerry Murphy	Corsair	1:06

### Junior Rubber

Raymond Boyd	:22
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### WWII No-Cal Mass Launch

Don DeLoach	Spitfire Mk XII	broken motor
Rick Pangell	P-40	broken motor
Jerry Murphy	Corsair	2nd
Eric Monda	P-40	DNF
Bill Leppard	Spitfire	Winner!

### F1M

Eric Monda	10:49
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### Limited Pennyplane

Rick Pangell	5:03
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### P-24

Chuck Etherington	3:32
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## ALERT DEP'T!!

### Don Deloach admits to building with a newborn in the house

#### Completed Yak-3



35 grams balanced (no nose weight required); 18 gram motor and 9.5" carved paulownia prop; 104 square inches. Detachable wing and radiator via rare earth magnets; rotating stab DT; button timer.

I know what you're thinking. How did I build this (in 2-1/2 weeks) with a 1-month old baby in the house? Good question, and there is a good answer. I put a crib in the shop...and Cindy naps from 8PM to 12PM each night!

(Editor's note: Don built a Cessna CR2 since this was written)



A number of you asked about that carved prop on my Yak. It is carved from paulownia, an asian species that is now grown and sold in the American southeast. I bought a rough-cut log from World Paulownia Institute which was about 6x6x24 and only cost \$15 (but an additional \$15 to ship). 1-800-615-7306, [wpi@worldpaulownia.com](mailto:wpi@worldpaulownia.com).

My log was 12 lb/cu foot which is about as light as paulownia gets and about the same as medium-hard balsa. The advantage is that paulownia has about twice the strength to weight ratio of balsa, allowing one to carve much thinner blades and not need to use fiberglass cloth for strengthening. Plus, paulownia takes sealer and dope a lot better than balsa IMO. As to carving it is as easy to carve as balsa and much easier to sand I think. Overall it is a great wood for rubber props! Several notable FAC fliers have been using it for many years and now I can see why.

Thermix  
Don

## A CHALLENGING POINT OF VIEW DEP'T

John Berryman, a long time member, is a very high quality scale builder. His work schedule usually gets in the way of his flying but he does build! I teasingly bugged him about building something and he sent a reply with some photos of really nifty scale models. One that intrigued me was his Focke Wulf 159. A loser to the FW 190, obviously, early in the war.



Another nice Se5a



Good lookin' John!

## **SURE, A LOT OF US WIN CONTESTS DEP'T...BUT....**

When you think of huge ocean going vessel with aircraft what usually comes to mind is 100K ton gull gray Nimitz class carrier bristling with armament, multimillion dollar jet fighters and certain death for all comers. However on a recent slow paced vacation I came across another combination of huge ship at sea and aircraft with a slightly less menacing outcome.

The vessel in question was certainly big, nearly the size of the aforementioned carrier but this time with a very different purpose, a cruise ship, the Celebrity Galaxy, slowly plowing its way through the gentle waters of the southern Caribbean. The aircraft? Well not the mach 2 F-18 variety but lightweight indoor models made of balsa and carbon powered by lipos and rubber bands and covered in delicate mylar. You may have guessed that your humble author was flying indoor models at sea and you're right.

To make this combination possible a few things are needed, first are some well trimmed models. Mine ranged from a competition rubber powered Ministick with a 7 inch wingspan and all up weight of .43 grams to a 5 gram Plantraco equipped 2 channel RC ship with about a 14 inch span and several models in between. Next you will need a box, not just any box but one custom made to be fractions of an inch under the maximum allowable carry-on baggage size to hold your models for the trip the boat. The last item, and most important is a companion who is easy going enough to let you bring this stuff on your combined vacation without throwing you overboard, mine, a beautiful and accommodating brunette was named Lisa.

This is what we in the indoor rubber community would call "Guerilla flying" this means flying models in places not normally thought of as "official". You might think that I was the first to bring indoor models on a cruise but your wrong. The credit for that goes to Don Ross and his Ministick flying on the QE2 in 1992. Don set the

record for an "at sea" rubber powered indoor flight of 2:36 in the main ball room, but unlike me he was wearing a tuxedo. During a slightly inebriated cocktail fueled late night session in the Celebrity Galaxy's 18 ft ceiling theatre, I eventually put up a 5:09 flight in rough air besting Don's earlier flight. This done much to the delight of the stage crew breaking down the just finished Broadway styled show and a few fellow shipmates who wondered in.

There is a surprising selection of good places to fly duration free flight on these floating behemoths. Certainly the higher ceiling theatre and dining area but with a nice handling indoor RC ship many more spaces open up. One favorite was the Rendezvous lounge with only an 8 ft ceiling but sporting "good air" and great cocktail service. I would fly through the bar, cruise across the dance floor and then circle near the door waiting to surprise the late seating dinners as they filtered out of Orion restaurant and walked through the lounge door. Their surprised faces was a delight to those sitting with me, as really, who expects to see a dragonfly like indoor RC ship floating over your head on a cruise ship. One thing is for sure no matter where you fly lightweight indoor models of any variety people love it. You also may ask did I get in trouble for this? The answer is a resounding no way, you're paying to relax and the 5 star staff is actually not allowed to say no to you! Of course being a good and polite pilot and not flying into anyone's face also helps. I have to admit you do get some weird stares walking around the boat with "The Box" but when you open it up and take a model out the smiles come out as well.

The last day at sea I felt great that I had added this life affirming hobby to my mellow floating vacation. As I sipped a Pina Colada, basking in the sun, I watched the sea birds slope soaring the windward side of the ship getting a free ride and stalking schools of unsuspecting bait fish below. I turned around and thought to myself "yea I have to room to land my Zagi THL on the shuffle board court" Next time I'm gonna need a bigger box!





**FREE FLIGHT WITH AN ALTITUDE!**  
**UPCOMING EVENTS**

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
<i>MARCH 29</i>	<i>MMM Pikes Peak Ceiling Climb Indoor Champs</i>	<i>Don DeLoach</i>
<i>APRIL 19</i>	<i>MMM MONTHLY</i>	<i>Rick Pangell</i>
<i>MAY 17</i>	<i>MMM MONTHLY &amp; SAM COMBO</i>	<i>Duane Hjerleid</i>
<i>MAY 30<sup>th</sup></i>	<i>MMM Annual Picnic</i>	<i>Marc Sisk...details will follow</i>

**FIRST CLASS**



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



**The Magnificent  
 Mountain Men**

6994 So. Prescott St.  
 Littleton, Colorado  
 80120