



THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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or E-mail us at:
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Or, join the web group at:
<http://groups.yahoo.com/group/MMMFreeFlight/>

2009-05 (July-August)



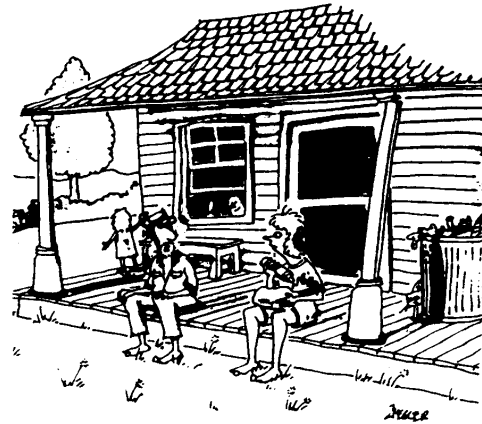
PONDERINGS DEP'T

The summer season is rapidly nearing its end and I haven't managed to fly yet. OK, I can take the heat.

The scramble is becoming a great format for the monthly contests in its unique scoring system. It makes for a great equalizer when being the only person flying a single event model. It also means that you can win the summer Scramble season award without having to keep a ton of models on the field.

There are still four contests left and plenty of scoring opportunities...just keep maxing and it's 100 points for the win!

And, what a great practice session for the Rocky Mountain Champs. The entry form is included in this issue.



"Ma ...I'm beginning to understand what you mean about busy"

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

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Pete McQuade 719-522-1239

Newsletter & Other Stuff:

Rick Pangell 303-798-2188

Flying Field Weather Line: 303-766-0020

NEAR TERM EVENTS:

MMM MTG!	Every 3rd Tuesday at 7:00 PM, Castle Cafe in Castle Rock.
AUGUST 16	MMM MONTHLY & SAM COMBO
SEPTEMBER 5th – 7th	44th ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS AND DYNASTY CUP!
SEPTEMBER 20	MMM MONTHLY & SAM COMBO

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.*

PRESIDENTS PODIUM, JULY 2009

Jerry Murphy

We are looking forward to another outstanding Rocky Mountain Free Flight Championships this Labor Day weekend. The 44th annual running of this event will be even bigger and better than last year's event.

For openers, there will be an outstanding collection of merchandise awards for the meet champion. The awards will cover glider, power and rubber categories, as the meet champion must fly in all thereof these categories. In addition there is the special \$100 bounty offered by Don DeLoach for the victor of the FAC WWII mass launch to be flown on Saturday. There is no second or third place cash as don says, this is combat and there can be only a winner. Everybody else is a victim.

Once again there will be food service on the field all three days of the competition.



Tyler and his mom will be serving burgers and brats to keep you well fueled for the afternoon thermal hunting.

The front range of Colorado has enjoyed record rainfall this spring and summer. This has resulted in the grown of the grasses on the field to heights we haven't seen in almost 20 years. So, we have the perfect conditions for flying scale models, soft grass for their landing. Chasing will be a little harder as models can sink into the grass and be hard to see. So far we have no lost models on the field because of this. An electronic tracker will be a super useful tool in these conditions. Fear not, a little grass will not spoil your fun. After all we don't have any trees or crops to contend with.

For those of you who will be spending the nights of the contest in local hotels we have super news for you. Through the efforts of Don DeLoach we have a deal for the best hotel I have encountered in a long time for only \$49/night. That is correct, you can stay in a great place for the price of a Motel 6. Check the contest flyer for details.

As this contest continues to grow in popularity, we need to address the parking on the hill. The club leadership will be working on a proposal at the August contest so please feel free to offer your suggestions.

See you down wind!

Murph



JUNE CONTEST REPORT

CD: Darold Jones

This was our late night contest. The start time was 9 am as usual and the weather was beautiful until about 11 am when the wind started rising. It was marginally flyable until about 4 pm when the wind started tapering off and got really nice again about 5:30.

Don DeLoach was trimming some scale models and they were beautiful!

Chuck and Pete put on quite an FAI show until it got too dark to fly. We had a few long chasses but the airplanes all came back. Randy Reynolds won the Scramble with a string of three maxes

and a short drop for a 3.79. Randy and crew left early. Chuck Etherington gave a game try to displace Randy but his drop on his forth flight was bigger than Randy's for a 3.70. Great flying by both!

Chuck brought a grill to the field so we could cook whatever we brung, but the grill didn't work so those remaining took off for Red Robin for some grub and bench flying. All in all it was a great day at the field.

Darold



MMM Scramble Contest Score Sheet

DATA ON THIS PAGE IS CUT AND PASTED FROM MONTHLY CONTEST RESULTS AND SORTED

MMM MONTHLY CONTEST DATA SORT FOR SCRAMBLE % RESULTS (GRAYED TIMES DELETED FOR SCRAMBLE RULES)																
GREEN IS FOR AMA AND CLUD																
BLUE IS SCRAMBLE TIME																
														3.79		
1	DATE	ENTRANT	3 Min	CLASS	Flt 1	Flt 2	Flt 3	F/O 1	F/O 2	F/O 3	MAX TIME	TOTAL AMA	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINT SCORE	
2	6/14/09	Randy Reynolds	2 Min	F1G	120	120	120	95				120	360	455	3.79	100
3	6/14/09	Chuck Etherington	3 Min	F1C	150	150	150	126	180	180	180	540	566	3.70	98	
4	6/14/09	Pete McQuade	3 Min	F1A	175	176	150	165	180			180	531	531	2.95	78
5	6/14/09	Mark Covington	3G	HLG-T	34	114	36	34				120	184	164	1.53	40
6	6/14/09	Todd Reynolds	3G	HLG-T	53	33	79	35	51			120	163	163	1.53	40
7	6/14/09	Don DeLoach	3 Min	classic tow	45	54	155					180	265	265	1.47	39
8	6/14/09	Darold Jones	2 Min	F-30	58	102	41					120	201	201	1.68	44
9	6/14/09	Mark Covington	3 Min	classic tow	150							180	150	190	1.00	26
10	6/14/09	Ray Boyd	3 Min	1/2 A. Nos	72	79						150	151	151	0.84	22
11	6/14/09	Dick Branca	2 Min	F-30	46							120	46	46	0.38	10
12	6/14/09	Dick Branca	3G	CLG	30							120	30	30	0.25	7

JULY CONTEST REPORT

By Randy Reynolds, CD

The MMM contest was held in unusual weather. Lots of hot humid air in early going with mid-day winds and overcast skies through the first part of the afternoon only to see everything clear up at about 3 pm and the flying resumed. In fact on a suggestion from Chuck we extended the event flying an extra 1/2 hour because the air was so good.

There were only 14 maxes all day and Jerry Murphy flying his Gollywock found five of them. Murph flew in Mulvihull (with his Gollywock) and Gollywock events finally winning the Scramble with a maxout in Mulvihull at 540 points after

several long chasses. Since the Scramble only allows the best event for a flyer to score we threw out the Gollywock scores for his first place. Of course they will still count in the regular season points standings. This was the best Gollywock performance I have seen in five years.

Neil Myers flying a CLG Straycat took a close second with an adjusted 519 points. This is the third time out of four Scrambles that second place has been claimed by someone from the glider pen so I guess we don't have to worry about the small gliders being outgunned. It was good to see Neil performing so well on a tough thermal picking day as he has steadily been improving his skills in that area. Soon we will all be flying when Neil launches!

Marc Sisc brought up Third place flying a Bukin Coupe and is starting to move up the leaderboard after falling behind with a missed contest. I know the Scramble was working as I noticed Marc was keeping a close eye on the scoreboard all day.

Bill Lovins flying with the SAM gang brought his scores over to be posted in the Scramble and gathered 496 points with two maxes and a drop.

Over in the Glider pen there were 10 entrants in CLG and HLG and they only managed 3 maxes overall and only one from the TLG flyers so picking air was pretty tough. Of course three of the four HLG flyers all had launching problems with wingovers being a plague upon the pen. Hopefully Mark Covington can get his gliders sorted out as he is heading to the Nats next week without a trusty TLG.

Lots of interesting airplanes were flown through out the day especially Don DeLoach's Sparky and NOS Wake which are always fun to watch. In addition Al Yuhasz has a Compressed Air model which is very unusual to say the least. At the end of the day after the contest several of us decided to trim out Todd's new Super Talon with the Radio DT (RDT) . Everything went fairly well

with a few workbench changes to come but two comments: The Super Talon surely must be one of the most graceful slow flyers in Model aviation. Great job with this design Don! Secondly the RDT really offers so much more safety for the model that I would recommend folks look into them pretty seriously especially for valuable airplanes. Just as important as a tracker in my opinion.

Finally just to continue solidifying my position in the "Dumb as a Stump" club: While I was winding my Coupe at mid-day a strong gust of wind came up and blew off the wing and pylon from the fuselage. Keep in mind that the pylon is not supposed to be detachable, It's an easy repair and nothing seems damaged other than to glue the pylon back on.....but what I didn't notice was that my tracker bug went a-flying independent of the airframe. I didn't get a grasp on this fact until Monday as I was putting things away. The next day Tuesday I travelled up to the field with my wife and stepped out of my car hoping to hear a signal and sure enough there it was!. Within two minutes I had found the missing bug and was back in the car heading back. There is something abstract about needing the tracker to find itself. Could be a new sport.




MMM Scramble Contest Score Sheet

DATA ON THIS PAGE IS CUT AND PASTED FROM MONTHLY CONTEST RESULTS AND SORTED

MMM MONTHLY CONTEST DATA SORT FOR SCRAMBLE % RESULTS (GRAYED TIMES DELETED FOR SCRAMBLE RULES)																
GREEN IS FOR AMA AND CLUB																
BLUE IS SCRAMBLE TIME																
															8.00	
	DATE	ENTRANT	Min	CLASS	Flt 1	Flt 2	Flt 3	F/O 1	F/O 2	F/O 3	# MAXES	MAX TIME	TOTAL AMA	SCRAMBLE TIME	FACTORED SCORE	SCRAMBLE POINT SCORE
3	7/19/09	Jerry Murphy	3 Min	Multihull	180	180	180				3	180	540	540	3.00	100
1	7/19/09	Nell Meyers	S/G	CLG	81	120	114	112	54	76	1	120	346	557	2.88	96
6	7/19/09	Jerry Murphy	3 Min	Gollywook	180	180	157				2	180	517	517	2.87	96
8	7/19/09	Marc Sisk	2 Min	Coupe	120	96	120				2	120	336	336	2.80	93
7	7/19/09	Bill Lovins	3 Min	SAM FF Gat	180	180	136				2	180	496	496	2.76	92
18	7/19/09	Don DeLoach	2 Min	Sparky	120	112	42				1	120	274	274	2.28	76
2	7/19/09	Mark Covington	S/G	HLG	60	120	27	77	26	73	1	120	270	383	2.25	75
4	7/19/09	Don DeLoach	S/G	CLG	92	37	24	115	54	25	0	120	262	349	2.18	73
8	7/19/09	Todd Reynolds	S/G	CLG	76	27	27	33	120	33	1	120	231	318	1.93	64
10	7/19/09	Todd Reynolds	S/G	HLG	33	38	63	50	22	98	0	120	211	304	1.76	59
11	7/19/09	Randy Reynolds	S/G	HLG	80	24	80	34	31	50	0	120	210	299	1.75	58
9	7/19/09	Mark Covington	S/G	CLG	47	96	39	22	62	42	0	120	205	308	1.71	57
12	7/19/09	Nell Meyers	S/G	HLG	29	90	51	62	27	38	0	120	203	297	1.69	56
14	7/19/09	Don DeLoach	3 Min	NOS Wake	180	114					1	180	294	294	1.63	54
16	7/19/09	Ray Boyd	3 Min	Classic Gat	72	103					0	180	175	175	0.97	32
18	7/19/09	Diok Branca	S/G	CLG	18	13	38	33			0	120	89	102	0.74	25
17	7/19/09	Randy Reynolds	2 Min	Coupe								120	0	0	0.00	0

SCRAMBLE SUMMARY

Thru the July Contest

		<h3>MMM 2009 Scramble SUMMARY</h3> <p>DATA ON THIS PAGE IS CUT AND PASTED FROM MONTHLY CONTEST RESULTS AND SORTED</p>									
	ENTRANT	Total Pts	4/19/09	5/17/09	6/14/09	7/17/09	8/16/09	9/20/09	10/18/09	11/1/09	
1	DeLoach, Don	262	100	47	39	78					
3	Covington, Mark	241	84	42	40	75					
2	Reynolds, Randy	219	38	23	100	58					
4	Sisk, Mark	218	75	50		93					
5	Reynolds, Todd	205	9	91	41	64					
7	Murphy, Jerry	184	55	29		100					
6	Andrade, Paul	160	60	100							
8	McQuade, Pete	151	25	48	78						
9	Etherington, Chuck	142		44	98						
10	Myers, Neil	138		42		98					
11	Lovins, Bill	92				92					
12	Jones, Darold	87		43	44						
13	Leppard, Bill	83		83							
14	Boyd, Ray (Sr)	54			22	32					
15	Gerszewski, Jim (NC)	28		28							
16	Branca, Dick	10			10						

STUMP CLUB DEP'T

This is the place where club members can share their most treasured learning experiences Hi, ALL

From one of the founding father's of the dumb as.....you know 🤔

Years ago I invented a special device that forestalled forgetting to release the timer...On the Nemesis series there was a hand launch glider type of finger rest located on the opposite side of the fuselage. On that triangular finger rest was a hole that took a pin that released the timer. On the pin was fastened a 2 foot-long strip of glowing red ribbon that called attention to itself as it frantically waved around in the prop breeze.

Nevertheless, there were more times than I like to think about when I watched a Nemesis screaming away with that flame-red warning cloth streaming back and waving a desperate goodbye....how high does a '65/'67 FAI ship get in 30 seconds? I don't really know -- sometimes it would disappear for awhile into low cloud cover. (only thing that saved the ships was that the decalage was still set in climb mode and the very speedy 50mph glide made several thermal defeating circles of around 3/4 mile in diameter. Super evasion and penetration!

Hint. The only fool-proof approach is to pause, think a bit, then stop and put the ship back home in its box. 😊 Motto: If at first you don't succeed...Well, don't be a damned fool about it, Quit. 😊

billious

JUNE MARION KANSAS CONTEST

This was a totally amazing event. The town welcomed us with open arms and we were truly treated as welcome guests. We had some challenges with the weather but that is life.

When we arrived Friday evening we were greeted with a smooth as silk grass strip airport with 9 to 10 inch high grass between the runways. remember the instructions in the old Comet kits, "fly over tall grass and good luck", well we had exactly that set of conditions and I managed to get my WWII model flying with zero damage.

Saturday we set up on the south end of one of the grass runways. Weather was cool and cloudy with a forecast of light rain. The rain came on schedule, but it was far from light. After about 1.5 inches the rain stopped around noon and we found our selves flying in pretty wet conditions. Don put up two P-30 maxs in the rain before it started raining hard. All of the rain plus about 30 cars and vans on a grass runway did produce several stuck cars and ruts in the previously smooth runways.

Sunday was clear and warm but with 10 to 12 MPH winds. The airport folks told us not to drive out on to the runways so we set up shop in a parking ramp on the east side of the field. This was not ideal but it was workable. Lots of people departed but a few hardy flyers stayed. Flying from the parking area was a problem as the models were flying over the hangers and across a road. After a while, some people were transporting their gear on their chase bikes out to the far SW edge of the field and flew well. Don was winding in the parking area and then charring his model out to the launch area to fly. Timers were working from the parking area with good success.

Now here is the best news of all, after all the damage to the smooth as silk runways one would expect that we had worn out our welcome, but nothing could be farther from the truth. The airport operators said they are looking forward to having us back next year.

This was a great experience and a lot of fun even though the weather was not perfect. The airport is a good Cat II venue. There are a few trees, but nothing big and the property owners around the field are OK with chase bikes. The event is an easy 7 hour drive (~430 miles) and is an event I suggest everybody put in their 2010 contest plans.

Murph

DON'S TAKE

The Marion contest was THE best example I have ever seen of a town/flying site in complete synchronization with a FF contest and CD. They did everything but throw us a parade! It was an awesome example of bottom-up organization and effective communication between all parties.

As far as flying the rain was a bummer (Saturday morning, from 8:30 AM 'til about noon) but flying was extended until 6 PM and the Wx was excellent rest of the afternoon. I managed 6 maxes in P-30 and 3 in Jimmie Allen and won both events. As usual I crapped out in Classic towline (3rd?) while Mark won it convincingly with two out of three maxes. Mark also got second in HLG to Jan "Drive it Home" Langelius who scored 120+120+108 in the difficult thermal conditions. Jan was flying his gorgeous *DiscU.S. Kid* design he had at the Nats last year. It has beautiful elliptical surfaces and launches very high.

I flew my new Cessna CR-2 in Golden Mass Launch and did very well, ending in second place. Jeff Englert (Wichita) kicked my butt in the final round when his model circled wide and hooked a nice thermal while my model putted around down low for about a 90-second flight.

Murph maxed out in P-30 then short DTed himself on the first flyoff. A Bummer! I think he ended second. On Sunday the wind was pretty strong but the sun came out for a nice (if hot) day of flying. I flew my Gollywock to 3x120 in small rubber, taking first. A couple of those chases were really long and flew well of the field. But the surrounding ranchers allowed fence-jumping and even motorcycle chasing! Again, the organization was amazing. The town manager even had a couple of A-frame ladders installed for fence-hopping!

Darold flew his Gollywock and had some difficulty. His P-30 did better but I don't recall his final score. Mark did well in catapult, ending second I believe. Dan Berry won it with two maxes plus in the nice Wx on Saturday.

I flew OTHLG and miraculously did very well, ending in first place. My big thanks to Darold for patiently waiting as he timed every one of my nine flights. Jan L. narrowly got second.

Don

44th ANNUAL Rocky Mountain Free Flight Championships

Accommodations:

Extended Stay Deluxe, Illiff at I-225. \$49.99/ suite ("MMM" rate). 303-337-7000. 25 min. from field; 15 from banquet.
Motel 6, Illiff at I-225. Appx. \$50. 303-873-0286. 25 min. from field; 15 min. from banquet.
Super 8, Parker, CO. Appx. \$85. E-470 at CO 83/Parker Rd.: 720-851-2644. 20 min. from field; 5 min. from banquet.
Motel 6, Arapahoe Rd. @ I-25. 303-790-8220. (20 min. from field, 5 min; from banquet.

Contest Directors: **Don DeLoach**, 719-964-7117, ddeloach@comcast.net
Jerry Murphy, 719-685-3766, JB_Murphy@msn.com
www.themmmclub.com for more information

Directions to the Field:

The MMM flying site is located ESE of downtown Denver, seven miles east of E-470 on Quincy Road (one mile east of "T" intersection at Watkins Rd.). Look for the entry gate on the south side. Call or e-mail for gate lock combo and **lock the gate behind you at all times.**

The Fine Print:

- Awards through third place in all events.
- All events will follow current AMA, NFFS, FAC, FAI, and SAM rules as applicable.
- The following RMC perpetual trophies will be awarded: F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Glider Hi-Point, Rubber Hi-Point, Gas Hi-Point, and The 1961 RMC Grand Champion Trophy.
- SAM HLG and CLG: same flyoff rules as AMA CLG/HLG.
- Dynasty Cup FAI: rounds start at 8:30 AM each day. 7 rounds of FABCP; 5 rounds of F1GHJ. America's Cup Sanctioned.
- In combined events you may fly any/all events within the groupings for National Cup points and/or to better an existing score for RMC award purposes. For example, in Nostalgia Rubber/Wake Combo, you may fly both Rubber and Wake models. Only your best score of the two will count for RMC awards purposes, but both scores count for NC points.
- Dawn Gollywock: 7:00-7:10AM launch window. No max—timed to the ground.
- Dawn Gas: 7:00-7:10 AM Launch window. All gas models fly together including FAI, Nos, AMA. 1 attempt allowed for one flight with no max. 9 or 12 sec engine run depending on conditions.
- RMC Grand Champion scoring: Choose up to 5 events: 1 rubber, 1 gas, 1 glider, 2 of choice. 5-3-1 points for 1st -2nd -3rd places respectively; bonus points based on number of competitors in each event per the NFFS scoring matrix. See NFFS 2007-2008 rulebook, page 16: <http://www.freeflight.org/competition>. Tiebreaker will be the total points accrued in flyers' other events apart from the five chosen events.
- Glider Champion, Rubber Champion, Gas Champion scoring: 5-3-1 points for 1st-2nd-3rd, per the TGD/NFFS scoring matrix. All glider/rubber/gas events count including scale (except mass launches). No max number of events that may be counted. Tiebreaker: total number of maxes achieved.

Detach (or make a clear photocopy), Fill Out, and Mail to:

Don DeLoach, 831 E. Willamette, Colorado Springs, CO 80903
At-Field Fee Payment: Open: \$20 first event, \$10 each event thereafter, \$40 maximum fee. Juniors/Seniors: \$5 flies unlimited events. Make checks payable to "MMM Club."

Make your Contest Directors happy . . . PLEASE PRE-ENTER!

Pre-Entry Incentive: Unlimited Events is only \$30 if postmarked by 8/25/09

NAME _____ ADDRESS _____
CITY / STATE / ZIP _____ AMA# _____ Jr Sr Op _____

Saturday Night Banquet: World-class 4-meat BBQ feast with sides & bread. Cash bar.

Number of tickets at \$22 each _____ **TOTAL ENCLOSED \$** _____.

Circle events you wish to enter (from list below): Star or highlight your five Grand Champion events (1 glider, 1 gas, 1 rubber, plus two of your choice.) You must choose your five Grand Champ events prior to flying.

Saturday Events

- F1A
- F1B
- F1C
- F1P
- 1/2A Classic Gas
- 1/2A Nos. Gas/Early 1/2A combined
- AB Gas
- NFFS Classic Towline
- P-30
- Moffett
- .020 Replica
- SAM OT Gas combo
- FAC Greve/Thompson Mass Launch
- FAC WWI Mass Launch

Sunday Events

- F1H
- F1G
- F1J
- Vintage FAI Power
- AMA C/D Gas combo
- AMA CD Classic Gas
- AMA HLG
- Nos. Wake/Rubber combo
- Dawn Gollywock
- BC Nos. Gas combined
- SAM Small OT Rubber
- SAM OT HLG
- FAC WWII Mass Launch
- FAC Jimmie Allen

Monday Events

- F1Q
- AMA 1/2A Gas
- AMA AB Classic Gas
- 1/4A Nostalgia Gas
- A Nostalgia Gas
- AMA Mulvihill
- AMA Catapult Glider
- SAM OT Catapult Glider
- SAM Large OT Rubber
- Dawn Gas
- MMM Slow Open Power

The following events may be flown any of the three days, but all flights must be completed on the same day started: FAC Peanut Scale, FAC Rubber Scale, FAC Dime Scale Traditional, FAC Golden Age Scale, Junior Rubber, Junior Gas, Junior HLG, Junior CLG, Junior Towline.



Magnificent Mountain Men
"a Free Flight Modeling Heritage in the Rocky Mountain West"
www.themmmclub.com





FREE FLIGHT WITH AN ALTITUDE!
UPCOMING EVENTS

<i>DATE</i>	<i>EVENT</i>	<i>FEATURE EVENT</i>
AUGUST 16	MMM MONTHLY & SAM COMBO	Pete McQuade
SEPTEMBER 5 – 7	44 th ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS AND DYNASTY CUP!	Don DeLoach / Jerry Murphy
SEPTEMBER 20	MMM MONTHLY & SAM COMBO	Jackson Ivey

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