



# THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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<http://groups.yahoo.com/group/MMMFreeFlight/>

2010-03 (Mar-April)



## PONDERINGS DEP'T

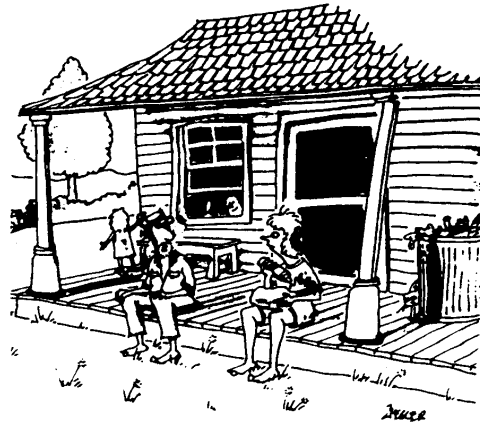
The MMM club has many forms of communication. The Yahoo Web Group, which is a great chat room and keeps everyone current, and this rag that documents club activity. Being a great club helps too!

All of it just enhances the community. Most recently, a fellow from Iowa, Jeff Wreghitt, and a re-up in Colo Springs, Sean McEntee, both found us from our outreach and are coming back into the fold. And the Grandpa, Roy Mitchell, who showed up at our PPCC in the Springs.

The Annual FAI 14 Rounder is available on the MMM web site...check it out!

And...Phil's back...!

First outdoor contest coming up...See you there!



"Ma ...OK...summers coming...can I go out and play with my friends at the field?"

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**  
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**Newsletter & Other Stuff:**

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

**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>April 18</b>	<b>1<sup>st</sup> Scramble Contest!!</b>
<b>May 16<sup>th</sup></b>	<b>2<sup>nd</sup> Scramble Contest!</b>

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 PONDERINGS**

*Pete McQuade*



### ***Dogs and Cats Living Together***

I recently received a package from Gayle Jackson, outgoing editor of “Exhibits,” the newsletter of MMFC/SAM-1, and a valued friend of the MMM. The package included a copy of the October & December 2009 “Exhibits,” their newsletter. In that issue, Gayle makes the case that one way to re-invigorate SAM-1’s monthly contests is to fly jointly with the MMM in our monthly Scrambles. You may recall that we actually discussed this idea at the club Annual Meeting in December, and arranged for FIVE of our monthly Scramble contests to be held as joint contests with SAM-1.

To fold SAM free flight events into the Scramble is a pretty straightforward thing to do, thanks to the inherent flexibility built into the Scramble concept by its creator, Randy Reynolds. But Gayle, being the out-of-the-box thinker that he is, proposes ways to bring **R/C Assist** into the mix. My first thought was that it’s like trying to get dogs and cats to live together. But I was so intrigued that I had to call up Gayle and talk about it.

Gayle’s major motivation is that a huge part of the enjoyment of contests is simply flying with other people—and the more the merrier. I second the motion! And he makes the point that it may be a matter of survival for our friends in SAM-1. Noting that some people may object to flying R/C Assist in a Free Flight contest because rules won’t allow it, Gayle admonishes with a hearty “HOG WASH!” And he exhorts us all to be flexible in our thinking. I second that one, too.

Of course, there’s the obvious—and critical--safety concern, mainly during takeoff and landing of the R/C models. Gayle suggests moving the R/C Assist Landing Zone from its usual place on the top of the hill to a place 150 feet downwind of the launch area. That’s certainly one method that could be made to work, and there may well be

others. We may also need to have an “air traffic controller” to ensure the safety of people and models near that area.

Then there’s the issue of scoring, and how to “normalize” it for the R/C models so they’re properly handicapped relative to the free flight models. A tough issue? Maybe.

But I’ll bet you a lunch at Solo’s Restaurant that the combined brainpower of MMM and SAM-1 can tackle both of these issues and come up with a winning solution. One that may well open possibilities that nobody in the model aviation world has seen before. And that would help both of our clubs to benefit and grow from the experience.

I’m proud to say that such flexibility and innovation are hallmarks of the MMM. This challenge is one more way to demonstrate that.

So, I urge you to heartily welcome SAM-1 into this season’s Scrambles, and to think of ways to successfully and safely incorporate R/C Assist into the Scramble format. It won’t be easy, and I imagine it won’t work exactly right the first time. But let’s think about it and see if it makes sense to try it, at least experimentally, at the May Scramble. I talked with Mel Gray, CD for that contest, and with Randy Reynolds, and they’re game to give it a try. I also talked to Duane Hjerleid, the SAM-1 President and Dick Sills, their Secretary/Treasurer, and they’re also enthusiastic about the prospects. Randy and Dick will be hashing out the details.

On another very important note, at this moment we are in the process of renewing our field lease with the State Land Board, and the 2010 season is a “Go.” Mindy Gottsegen and Melissa Yoder are working with us and are being very cooperative, as usual. There will be a few changes this year, mainly some new procedures that stem from the Land Board’s efforts to restore the land we fly on, after years of over-grazing. But nothing we can’t work with. I’ll detail them in the next MaxOut. Rest assured our chase bikes are still OK, within the rules we adopted a couple of years ago. Also, you’ll be glad to know our rent is NOT going up this year. Amazingly, it’s actually going DOWN by \$12. Whew! There will be some new additional expenses, but we’ll find ways to make that work, too. I’ll tell you the whole story next month.

So the club is in great shape and we have exciting things to look forward to. Hey, let’s go flying...

## LETTERS TO THE EDITOR DEP'T

*Please tell Pete McQuade I really enjoyed his editorial on the present state of free flight. In several ways, I felt integral to his comments. Don McGovern and I developed a special relationship when I began writing for Flying Models in 1973. He was both a mentor and a good friend. Pete's comments on FM's current free flight coverage was particularly appreciated, since I know the guy who is responsible for much of it. And finally, Lexie Jones (Fast Richard's daughter) and I are the two people FR gives credit (or blame!) for bringing him back into the FF fold. It is nice to feel that I've had something to do with the survival and current state of the sport.*

*Congratulations also to Don, Murph, Chuck, yourself and the many other MMM members past and present who have come to the fore as true leaders of free flight's development and success. Keep up the good work!*  
*Larry Kruse*

**PPCC** From John Kagan (3/2/10)

Just got back from Colorado Springs and the Pikes Peak Ceiling Climb.

The Magnificent Mountain Men (sponsoring club) are first rate, and they put on an excellent contest. It's great to see a club that is focused on competition when so many others treat "contest" like a bad word. It takes a lot of effort to make an event like this happen, and these guys pull it off year after year. I'd guess that there were about 20 participants, along with a bunch of other members who didn't fly but still stayed all day to help run things.

The site and air are certainly a challenge. You aren't going to set many AMA records here, but it's still a ton of fun. Everyone has to deal with the same conditions, so your success or failure will be relative to those around you.

Additionally, I find it very educational to fly in significantly different conditions than I'm used to. Learning to make quick adjustments is crucial when you have to figure out a cold, tall

salt mine one year and a hot, short industrial expo center the next.

Add in great food, good friends, and a spectacular view of the Rocky Mountains, and you've got a must-attend contest for your future calendar.

I saw people taking pictures, so there should be some footage floating around that someone can post.

**WINTER COUPE** - Those of you who didn't make it yesterday missed a great time. Weather through the morning was great. Got a little breezy as the day progressed. Good flying and then Bird Dog Barbeque. Doesn't get any better.MC

Yep, agreed. Nobody except Chuck from north of the Palmer Divide made it. Must've been a HUGE wreck on 1-25 that forced the stream of cars to turn around and go home...

Winter Cup III - Results

FIG

Don DeLoach	332
Marc Sisk	277
Jerry Murphy	DNF
Todd Reynolds	DNF
Mark Covington	DNF
Randy Reynolds	DNF

HLG

Mark Covington	3x120	120	57
Todd Reynolds	352		
Don DeLoach	233		
Tyler Portenier	DNF		

**SOUNDS LIKE A PLAN – ( but BOM problems?)**

From Dave Edmonson...MMAC editor...

I would like to suggest [that] to get more modelers, we need to build two of everything, and give one to a friend!

Dave

# Pikes Peak Ceiling Climb IV

February 28, 2010

Colorado Springs, Colorado

CDs: Don DeLoach, Marc Sisk

Number of Flyers: 22

States Represented: 5 (CO, CA, NY, GA, OH)

(\* = new site record)

## “Colorado Cup” Grand Champion:

<b>1<sup>st</sup></b>	<b>Bill Gowen</b>	<b>20 points</b>
<b>2<sup>nd</sup></b>	<b>Don DeLoach</b>	<b>16</b>
<b>3<sup>rd</sup></b>	<b>Rob Romash</b>	<b>15</b>
<b>4<sup>th</sup></b>	<b>Rick Pangell</b>	<b>7</b>

## HLG

1 <sup>st</sup>	Todd Reynolds	69.3
2 <sup>nd</sup>	Don DeLoach	69.1
3 <sup>rd</sup>	Bob Miller	65.1
4 <sup>th</sup>	Brett Sanborn	60.3
5 <sup>th</sup>	Randy Reynolds	30.4
6 <sup>th</sup>	Neil Myers	29.2

## HLG - Juniors

1 <sup>st</sup>	Matthew Boyd	29.4
2 <sup>nd</sup>	Stephen Boyd	27.0
3 <sup>rd</sup>	David Major	22.3

## Standard Catapult Glider

1 <sup>st</sup>	Bob Miller	70.8
		flyoff: 35.8
2 <sup>nd</sup>	Bill Gowen	70.8
		flyoff: 27.5
3 <sup>rd</sup>	Rob Romash	70.6
4 <sup>th</sup>	Todd Reynolds	65.7
5 <sup>th</sup>	Don DeLoach	60.6
6 <sup>th</sup>	John Kagan	59.0
7 <sup>th</sup>	Rick Pangell	50.4
8 <sup>th</sup>	Tyler Portenier	49.9
9 <sup>th</sup>	Randy Reynolds	33.6

## Standard Catapult Glider - Juniors

1 <sup>st</sup>	David Major	47.6
2 <sup>nd</sup>	Michael Major	43.4
3 <sup>rd</sup>	Matthew Boyd	30.5

## Unlimited Catapult Glider

1 <sup>st</sup>	Bill Gowen	80.5
2 <sup>nd</sup>	Rob Romash	75.9
3 <sup>rd</sup>	Don DeLoach	73.5
4 <sup>th</sup>	Todd Reynolds	63.7
5 <sup>th</sup>	Bob Miller	61.8
6 <sup>th</sup>	Rick Pangell	54.2
7 <sup>th</sup>	Randy Reynolds	53.9

## FAC No-Cal Scale

1 <sup>st</sup>	Don DeLoach	Spitfire XII	6:10
2 <sup>nd</sup>	Rick Pangell	P-40	5:57
3 <sup>rd</sup>	Jerry Murphy	F4F Wildcat	0:55

## FAC WWII No-Cal Mass Launch

1 <sup>st</sup>	Rick Pangell	P-40
2 <sup>nd</sup>	Don DeLoach	Spitfire XII
3 <sup>rd</sup>	Jerry Murphy	Wildcat
4 <sup>th</sup>	Dick Branca	Spitfire

## FAC Peanut Scale

1 <sup>st</sup>	Jerry Murphy	Lacey	28
2 <sup>nd</sup>	Rick Pangell	Lacey	0

## FIL

1 <sup>st</sup>	Bill Gowan	14:38
2 <sup>nd</sup>	Don DeLoach	14:02
5 <sup>th</sup>	Rick Pangell	8:37

**F1D**

1 <sup>st</sup>	John Kagan	32:49
2 <sup>nd</sup>	Brett Sanborn	24:28
3 <sup>rd</sup>	Ralph Ray	3:38

**Junior Rubber**

1 <sup>st</sup>	Stephen Boyd	12.6
2 <sup>nd</sup>	Matthew Boyd	9.3

**P-24**

1 <sup>st</sup>	Chuck Etherington	2:34
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**Ministick**

1 <sup>st</sup>	Rob Romash	6:08
2 <sup>nd</sup>	Nick Ray	5:20
3 <sup>rd</sup>	Dick Branca	1:51

**Easy B**

1 <sup>st</sup>	Rick Pangell	5:13
2 <sup>nd</sup>	Dick Branca	2:11



Brett Sanborn and John Kagan

**A-6**

1 <sup>st</sup>	Bill Gowen	5:59*
2 <sup>nd</sup>	Don DeLoach	4:36
3 <sup>rd</sup>	Jerry Murphy	2:49
4 <sup>th</sup>	Dick Branca	1:51

**Limited Pennyplane**

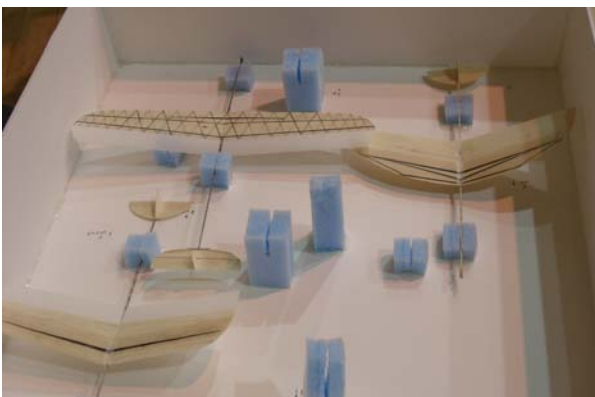
1 <sup>st</sup>	Rob Romash	8:28
2 <sup>nd</sup>	Bill Gowen	7:12
3 <sup>rd</sup>	Don DeLoach	7:08
4 <sup>th</sup>	Tyler Portenier	5:53
5 <sup>th</sup>	Rick Pangell	4:01
6 <sup>th</sup>	Dick Branca	4:22
7 <sup>th</sup>	Jerry Murphy	3:30

**Open Pennyplane/F1M combined**

1 <sup>st</sup>	Dick Branca	3:22
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Bill Gowen and Bob Miller – The “Shootout’s”



Bill Gowen’s Glider Box



No-Cal WW 2 Mass Launch

## RULES BOOK TIME AGAIN

Jerry Murphy

Two years ago AMA refined the rules book revision process to make it more open to all members. The result is a record number of proposals before the contest board this time. The process is the board will vote on these proposals to see which ones will go forward into the cross proposal process. Once that window is closed on July 30 the board will vote again to determine which if any of these proposals make their way into the 2011-2012 rules book.

The board will start the voting process on these 22 proposals on April 15 and the votes must be in AMA by May 1. So I need your inputs on these proposals so that I can best represent the views of

District IX free flighters. Please, only electronic feedback. Phone calls will be lost while emails can be easily retained for future reference. I know some of you who will be reading this news letter are not residing in District IX, so please let me know where you reside if you chose to send your feedback to me and not your district board member. I will forward your comments on to your board member if I can identify your AMA district.

Just for your reference District IX, where the MMM Club is located, covers the states of Colorado, Kansas, Nebraska, North and South Dakota, and Wyoming.

Here is an overview of the 22 proposals that will have an impact on your flying in 2011.

Full text of these proposals is presented on the AMA web site at <http://www.modelaircraft.org/events/ruleproposals.aspx>  
Scroll down that page on the AMA web site to see the outdoor free flight proposals.

Proposal Number	Proposed by	Event(s)	Description of the proposal	Chairman's view
OFF11-1	Ivers	160 & 161	Defines motor run times	The part proposing timing on the ground is likely to be a rich field for protests. A cross proposal can fix this.
OFF11-2	Schlosberg	160	Changes number of flights and motor runs	Five flights might be a problem for club and regional contests
OFF11-3	Schlosberg	160	Allow Lithium based batteries	
OFF11-4	Schlosberg	161	Changes number of flights and motor runs	This proposal is similar to 11-2
OFF11-5	Schlosberg	160 & 161	Electric flight attempts	Current attempt rules parallel those of other AMA events. This proposal will add confusion.
OFF11-6	Ivers	160 & 161	Changes motor runs and calls for a new event	This proposal is conflicts with proposals 11-2 and 11-4. Either 11-2 and 11-4 or this proposal can be advanced in the process, not all three.
OFF11-7	Buss	124 P-30	Change from 3 to 5 flights	This proposal will erase some outstanding records. If it isn't broke, don't fix it.
OFF11-8	Markos	120 Mulvihill	Remove categories and change max times	This proposal conflicts with 11-11. Only one of these proposals can be advanced.
OFF11-9	Schmidt	FF General	Remove builder of the model	My views are well known on this subject. I will never attempt to tell board members how to vote, so I ask for careful consideration of this topic.
OFF11-10	Galbreath	1/2A Gas	Bring the definition of 1/2A engines into alignment with the current metric engines.	This a house keeping proposal to bring free flight into alignment with the UC 1/2A events.
OFF11-11	Andrade	120 Mulvihill	Establish a new Cat III Mulvihill event	The performance of current Mulvihill models is not compatible with Cat III fields.
OFF11-12	Ivers	FF General	Allow remote engine shut off	This might sound good on the surface, but it can quickly lead to serious problems in the future.
OFF11-13	Markos	FF General	Model identification	This has been a problem in the recent past due to foggy text in the rules. Perhaps a cross proposal could make it even better.
OFF11-14	Schlosberg	FF General	Ban motorized lofting	
OFF11-15	DeLoach	142 CLG	Remove BOM from this event	This proposal flies in formation with 11-9
OFF11-16	DeLoach	124 P-30	Remove BOM from this event	This proposal flies in formation with 11-9
OFF11-17	DeLoach	AMA Gas	Limit wing aspect ratio to be 10:1 or less	The idea behind this proposal is to keep wooden models competitive in the future.
OFF11-18	DeLoach	128 Moffett	Remove the ROG requirement	ROG is a carry over from the past
OFF 11-19	DeLoach	AMA Scale	Delete the three AMA scale events	These events have been replaced by FAC across the country.
OFF 11-20	Rosenberry	Electric events 160 & 161	Allow remote motor shut off	Submitter says this is a safety issue while trimming new models
OFF 11-21	Ray	142 CLG	Allow any rubber for CLG like is in indoor CLG	Current rules place a premium on finding "good" rubber.
OFF 11-22	Sherman	AMA Gas	Allow VTO in Cat II contests	Flyers must retrim models when weather makes them fly Cat II

## AN ELECTRIFYING DEVELOPMENT

From the Thumbprint, TTOM Atlanta, Dave Mills, Ed.:

Our club is blessed with a gracious plenty of interest in electric power FF. We provide upwards of half the fliers at the Nats in electric power most years. As a result, I guess we feel amply qualified to complain about the rules, justifiable to this writer. In this vein, much blather has been vented about the current E-36 rules set over the last couple of years.

Generally, we don't like the rules for two good reasons. One, the rules mandate a model that doesn't fly climb or glide that well because it's too heavy, and therefore, isn't much fun to fly. And two, the class, as presently constituted, isn't realizing its potential to promote electric power in FF, owing to the shortcomings just mentioned.

A look at the historical record reveals the count of actual fliers in the class at the Nats have fallen every year since its introduction in 2007 and the class shows less participation than either rarified classes of Electric A or B, exactly the opposite from what you'd like in entry-level event.

After some false starts, mainly in my not knowing all the proper procedures for such things, the effort is my back on the right rails. (My bad, y'all. *Mea culpa*. I'll take that pay cut!) In the near future, a formal rules change proposal will be submitted to the NFFS Competition Committee.

The new and proposed set of rules has crystallized into what is listed below. Note that the official procedure won't allow any changes to be effective until 2011, assuming everything goes this or an equivalent way. As a group, we've discussed the desirability of the club's flying the proposed rules this outdoor season and having a little fun. This isn't a stretch because the new rules mandate a much more capable model airplane with more performance while still remaining cheap and easy to build. We'll be discussing this at the next club meeting. For our purposes this year, we're calling the class E-36X.

1. Maximum projected wingspan is 36 in. (the same)

2. Only brushed motors are allowed. (the same)

3. Any voltage motors are allowed. (modified)

4. Either lithium or nickel-based batteries are allowed. (modified)

5. The minimum weight of models, ready-to-fly, is 120 gm. (modified)

6. Gearing and folding props are allowed. Props must fold backwards. (the same)

7. There is a 15 sec. motor run for three 120 sec. max flights. For first fly-off flight, motor run is to be 10 sec. for 120 sec. max. For second and all further fly-off flights, motor runs to be 5 sec. for 120 sec. maxes. (modified)

8. CD's are encouraged to limit motor runs and maxes to suit field conditions to keep models on the field. (not necessary but need felt to emphasize)

### COMMENTS:

**Bill Gowen** - Any voltage motor? What does that mean? Why brushed motors? There are bunches of whup ass BL motors available these days for \$10 to \$15. Why make people hunt for an outdated can motor? I really think this whole concept was bad from the start. If electric A and B have more entries than E36 then I think that pretty much tells the whole story.

Dan Berry - It's more of an entry-level event. The brushed motors are cheap and do limit the performance. Not by accident.

**Don DeLoach** - E-36 was intended to be the electric incarnation of P-30. It has not fulfilled that mission, due to a cocktail of factors:

- Wimpy, outdated motor/batteries.
- Uninspiring dead air performance 90-100 seconds (most P-30s will do 2-3 mins)

And the biggie I think:

- Too-high minimum weight.

**Mark Covington** - most brushed motors are assigned a voltage rating. This is more of an indication of armature "winds", or kev, if you will. That doesn't mean it can't run at a different voltage, but useful life will diminish drastically if voltage is increased too much, and performance will go way up.

I understand the frustration with the no brushless rules. To be competitive, people will be pushing the little brushed motors real hard and will burn up a lot of them. The durability of the brushless motors would mean that one \$15.00 brushless would outlast three \$5.00 brushed. Losing the extra 15%-20% in efficiency will restrict performance some and that's their goal.

**From "Wingtips", Dave Mills, ed.**

### DISTRACTIONS ANEW

This from my old friend Rufus, there's a Brit with obviously too much time on his hands who has scanned a mess of old magazines and made them available for download at:  
<[colinusher.info/Model%20Aircraft/images](http://colinusher.info/Model%20Aircraft/images)>.

Most of the magazines are from the fifties with a smattering from the forties and sixties. You'll find *Aeromodeller Annual*, *Aeromodeller*, *Model Aircraft*, and *Model Airplane News*, as well as other treasures. Also, there are links to other archives, including some vintage control line rags, not pursued by this writer. (Yo, Richard!)

I spent a bit of time delving into the booty and can attest to its seductive appeal. In these old mags, there're three-views galore (model airplane porn!), some very good free flight world championship reportage, and testament a-plenty that there's always been way too much advertising in model magazines. Critics of our *Model Aviation* should take note. Gas and rubber power Nostalgia fans will find plenty to gawk upon.

The Brits also show themselves to be sartorially superior to their cousins across the pond.

When did they stop wearing coats and ties to contests? Nowadays, thankfully, they've adopted more casual attire and show little difference with us. They still talk funny.

### GET YOURS TODAY

The new P-30 book from *Free Flight Quarterly* is out, and it really impresses. The 2 volume tome offers quite a bit of heft at 104 pages. It's a compilation of past articles on the class, plus the addition of six or so new articles and two full size plans. (One new article is courtesy of yours sincerely on the P-30's by our OFB, the late George Perryman!) The amount of information contained in these two volumes is just astounding: design development histories, three-views, prop and airfoil studies, graphs and charts galore, photos, and more. If you liked the earlier compilation of the Coupe book, you'll love this one. No clue as to price, but you can get this from the FFQ website. I predict it'll sell like hotcakes, so don't tarry too long.

### E 470 TOLLING

#### *Rental Vehicle Customer Education:*

Before and after the introduction of License Plate Toll and the total conversion to nonstop tolling on E-470, a proactive role was taken in working with nearly a dozen rental car agencies to ensure that they offer their customers simple, well-communicated toll road usage programs, to include fairly priced rental agency fees. E-470 maintains a Web page with easy-to-read comparative information on EXpressToll rental agencies.

### VIDEO PERFORMANCES

I just wanted to let all of you people know that I filmed the 2010 PPCC at the Colorado springs auditorium.

Please visit my web sit at [www.360videodesigns.com](http://www.360videodesigns.com), or you can just reply to this email. The price of the video is \$15 with \$5 shipping.

Thanks

My your flights be long and prosperous

360 Video Design



# Phlyin' Phil and his Aerial Chums

Episode 4.1: Phorest Phouls Phil

-or-

You Are What Eats You

*Being the First Installment of a Rather Long Episode*



*Synopsis: In our last episode, either by accident or design, Phil had crashed his Staggerwing into Count Stupnagel Von Kraut's (a.k.a. The Black Falcon) massive Schutte-Lanz airship. The resulting damage forced the The Black Falcon (a.k.a. Count Stupnagel Von Kraut) and his henchmen (including the redoubtable Igor) to abandon the airship in the Curtiss "Sparrowhawk" airship fighters that were carried aboard. Phil, the Pure and Innocent Maryanne "Boom-Boom" Yazinsky, and the irrepressible Boozy MacDougle had been left aboard the airship, presumably to drown in the shark-infested waters that were not-all-that-far below...*

There was relative silence aboard the doomed airship, broken only by creaks and groans from the damaged structure and the rhythmic sounds of sawing. Three sweating figures labored over a wooden beam. There was a sudden "crack," and with a rending, tearing sound, over half of the airship suddenly separated from the undamaged bow of the craft and began falling to the ocean below.

"Success!" cried Phil, "We've done it. Now we should be able to drift to the island of Decalage on the prevailing winds."

Buoyed by the loss of the damaged aft portion of the ship, the bow began to rise. With the loss of much dead weight, the ship's motion was not as gentle now, and it assumed an irregular bumping, rocking motion.

The irrepressible Boozy MacDougle slowly assumed the shade of an un-ripe apple. With a muffled groan, he groped in his hip pocket for his special medicine. This medicine, made just



*Boozy's Special Medicine*

for Boozy by his old-maid aunt who lived in a remote village in the highlands of Scotland, was a secret combination of spring water and specially-grown grains. The spring water and grains were allowed to steep together, and the resulting liquid was then cooked gently in Boozy's aunt's modern

laboratory to release the essence of the compound. The essence was then aged for a period of time – sometimes several days – in special oaken barrels. Boozy's aunt then bottled the medicine, and certain intrepid souls smuggl –er- delivered the medicine to Boozy. Oftentimes, deliveries were late because of problems with custo –er- with the delivery, and Boozy had to obtain an inferior substitute (one such substitute was known as "Sterno"). Fortunately for Boozy, just before our adventure began, he had managed to brib –er- obtain an ample supply from his aunt, and it was this medicine that he raised to his lips.



*Boozy's aunt's Modern Laboratory and  
Laboratory Staff*

"Break a leg," muttered Boozy as he offered the bottle to Maryanne.

"Here's how," she responded politely as she passed the bottle to Phil.

"A willing foe and sea room," replied Phil as he upended the bottle, his Adam's apple moving frantically.

The airship continued to rise, and the air became cooler. Thanks to the special ingredients in Boozy's medicine, the chums didn't feel a thing, as they were already somewhat numb. All at once, Phil started, and said a naughty word.

"We've risen too far," he cried, "The winds at this altitude are not blowing toward the island. To the gas bags, chums, we must release some gas else we be blown out to sea!"

"I've been doing that ever since dinner," muttered Boozy, "and it hasn't done much..."

"That's what you think," snapped Maryanne.

They vented helium from one of the gas bags, and the rise of the ship slowed, stopped, and then the truncated airship began to lose altitude slowly.

The direction of travel changed as they lost height, and the island of Decalage came into view. They ate a frugal meal of frugals on toast as they watched the island come closer.

"We'll have to vent some more gas," remarked Phil, "It looks as if we'll pass over the island if we don't.

From the BAGS, Boozy; from the BAGS!" cried Maryanne as Boozy stood up.

The airship continued its slow fall as they released some more gas. As they neared the surface of the ocean, it became apparent that the wind was blowing them along at easily forty miles an hour. Their approaching landing on the island began to assume more the characteristics of an arrival.

"Drop some ballast," commanded Phil, "We don't want to crash on the beach. We'll try to set her down in the tops of the trees."

Maryanne and Boozy jumped to obey Phil, and in a trice they were tossing overboard any unnecessary equipment, such as rifles, tents, sleeping bags, compasses, matches, ropes, medical supplies, and the entire stock of food and water. Maryanne carefully saved her lipstick and her remaining stock of French postcards, while Boozy made sure that his spare medical supplies were tucked in every available pocket. Phil made sure he still had his marked cards, loaded dice, and his Flash Gordon Junior Space Ranger Secret Decoder Ring.

They passed over the beach with several hundred feet to spare, and drifted over the dark and forbidding jungle below. They looked across an unbroken expanse of green as the crippled hulk drifted farther and farther inland. The jungle grew closer, and as the shadow of the ship passed over the trees, large flocks of parrots, flamingos, woodcocks, puffins, ruffed grouse and other ecologically incompatible birds were startled into flight. The chums could now hear the sounds of the jungle below as the silent airship ghosted above the trees. There were roars, shrieks, cries, and yowls. They smelled the perfumes of thousands of jungle flowers mixed with the reek of rotting jungle vegetation.

***Will our chums meet a grim and lonely death in the jungle, or will they live to take their terrible vengeance on The Black Falcon? Join us next time to find out!***



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

<i>DATE</i>	<i>EVENT</i>	<i>CD</i>
<i>April 18</i>	<i>MMM Scramble &amp; Sam 1</i>	<i>Rick Pangell</i>
<i>May 16</i>	<i>MMM Scramble &amp; Sam 1</i>	<i>Mel Gray</i>
<i>June 13</i>	<i>MMM Scramble &amp; Sam 1</i>	<i>Grampa Jones</i>

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