THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



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2006-6 (August-Sept)



PONDERINGS DEP'T

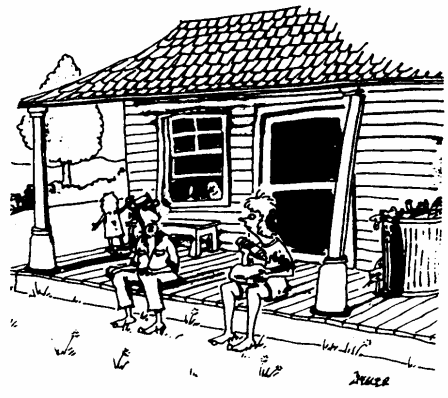
I missed another great day of flying for conflicting reasons, and I will miss the happy Sweeny Hayashi who lost his fight with cancer.

I got to work with Sweeny a lot with him being with the Science Olympiad and me his Technology Student Association counterpart. He love working with kids and was a great mentor. I'll miss him.

One thing I have noticed is Colorado is becoming the center of mass for free flight in the USA. More folks are "new" to the club and loving it. The Reynolds clan is a case in point….many years off and making a comeback in spades, plus, the high quality of the new members. Bill Leppard, who flies P-30 with the grace of indoor, Rob Romash whose ships look machined, raising the bar for all contenders, and Steve Jones, resident ad man giving us all those beautiful contest flyers. An excellent mix of people….you gotta love it!

Now..if only a person of journalistic endeavor will join…..

Thermals!……or heat from the lights, or whatever…
Rick



Ma….I can't believe I let the house get so run down. Can I go back to work and get some rest?

"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: $35
- (Under age 18 Free)
- SAM-1 Crossover membership: $20
- Newsletter Subscription Only: $15
- Send $ to:
  Chuck Etherington
  33946 Goldfinch Dr.
  Elizabeth, CO 80107-7419

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NEAR TERM EVENTS:

MMM MTG!	**Every Fourth Thursday at 7:00 PM, Dinner at the Castle Cafe in Castle Rock.**
Wings Over the Rockies Indoor 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 Al Yuhasz at al-yuhasz@worldnet.att.net to receive notice by E-Mail.
SEPTEMBER 2-4	**41ST ANNUAL ROCKY MOUNTAIN CHAMPIONSHIPS AND DYNASTY CUP!**
SEPTEMBER 23-24	**SAM ROCKY MOUNTAIN MEMORIAL**
OCTOBER 1	**MMM MONTHLY**

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.

MMM Decals!
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SHUICHI "SWEENY" HAYASHI 1928-2006

It is with great sadness that I report that our friend, colleague and competitor has lost his fight with the big C and passed away this morning, Saturday July 24. We will miss his happy smile and superbly decorated models. Sweeney made many great contributions to our sport with his junior indoor program as well as his positive influence on our club.
I understand that he is to be buried in California and a memorial service will be conducted in Colorado later.

Good by old friend and fellow flyer,
Murph

When I asked Sweeny if he had any indoor plans he sent me five sets of different planes for indoor, when they didn't arrive he simply went and spent more of his own money to send me a new set of the plans!

I will miss this man of excellence! That loved our Sport of Free Flight!
God speed Sweeny…..

Frank Menanno

From Bill Gieskieng

Tomorrow there will be memorial service for Sweeny Hayashi . My mind is full of memories. Duane Hjerleid, had called me late July to let me know that our good friend Sweeny had finished up his affairs here on earth and had quietly slipped out of town. Well, darn it, the two of us had lots of modeling projects still simmering on the back burner and I'm bummed that we couldn't get them into the air.

It was my good fortune to meet Sweeny at a Denver contest some ten years ago. I had been working on an enlarged Zero for my Dooling .29 and had brought along the huge wing for show and tell. Talk about long-odds serendipity! Sweeny knew all about Zeros! He had been a close friend with the designer, Toshi Matsuda, back in the fifties, when Bob Hunter's Satellites and Toshi's Zeros went head to head. Sweeny was beside himself that free flight modeling was thriving here in Colorado. He had thought his days of flying power ships was long over, but hearing the buzz and scream of engines and seeing sleek ships streaking heavenwards lit him up like a Roman candle.

Of course I had to ask him how come a Japanese American managed to get tagged with an Irish moniker. Sweeny replied, " I was just lucky I guess." Seems Sweeny was a retired graphic artist from California who, with his charming newlywed wife Nan – also an accomplished artist – had just relocated atop the beautiful mountaintops of Evergreen. Here was a nice love story here. Both had long ago lost spouses to cancer. Fate knew what she was doing in bringing these two wonderful people together. But there was a particular problem with California called "earthquaking." It seems that Nan is an avid collector of fine and fragile china doodads. They fall off shaking walls. One disaster was enough. They moved. Our good fortune here!

Sweeny was fascinated by my folding /flapping wing projects –he built ornithopters that actually flew!-- and was always encouraging me to get off my butt and get them flying. He had an open mind concerning gimmicks. Seems when he was locked up in one of those damnable concentration camps during WW2 he ran across a modeler who had achieved fame with a beautiful design

featuring a strut mounted .60 that, after engine cutoff, folded down into a compartment located on the top of the fuselage. WOW! Of course the barbed wire wasn't high enough to keep the two from sailing some small airplanes up and over and out of bounds.

During the Korean conflict Sweeny joined the Army. He was rightly concerned that he might be mistaken for a North Korean, so it was good that he got a tour in Europe rather than Asia. When he got back to CA he ran into Tosh, and his modeling career took off. He did a design takeoff from the Zero and dubbed the high AR version, "Kazi." The longer wing made the ship touchy in the climb but the glide was superior. Now he wanted to make a larger version of the ship so I supplied him with a Rossi 15 and pan.
The thought was that by using an auto stab and rudder it would be much easier to fly. But it didn't get built. Would have been neat!

I became Sweeny's go-to chaser. But one aspect I didn't like. Sweeny would decorate his airplanes with beautiful artwork. He built a T-Bird that was merely the canvas for a wonderful Thunderbird motif. I hated to chase it down though high grass. I became a nervous wreck thinking that I would run over the flying artwork with my big bike. I begged Sweeny to hang his artwork on a wall and to keep his airplane color scheme dumb simple… But to no avail. He lost the feather-lite T-Bird on a 2 second engine run. Then he lost an identical version a year later in another thermal. It was a true quadruple loss.

We had one really glorious day flying identical old-timer Catapult Zoomers. We each made 6 consecutive maxes before one ship dropped a couple of seconds. We were trying out a new DT system dubbed the "Denver Twister" that made it possible to retrieve the gliders from the giant boomers.

Sweeny's knees finally gave out and he had them replaced. But his health never seemed to rebound, so naturally he gravitated more to his indoor flying interests. He was a driving force for the rebirth of interest in Colorado indoor Freeflight, with a very important aside in becoming a mentor to many youngsters involved in the Science Olympiad project.

Sweeny was the finest, most loveable person I have known. I can only wish we could have started out by being boys together.

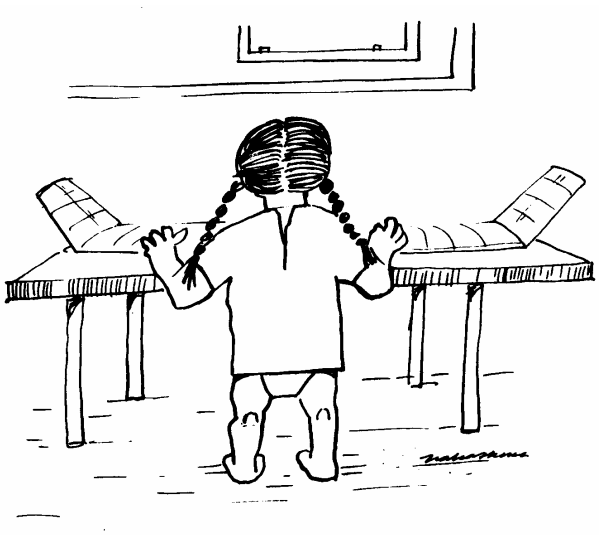
Sweeny also did some cartoons of local members. Here's a couple to remember.

From May 2004… "I thought you would enjoy a cartoon my buddy Sweeny Hayashi handed me today. (He is Colorado's answer to Will Nakashima who does the great stuff for NFFS) Anyway, my first thought was that it was a clever attempt at blackmail...but he assured me it was done innocently by mistake...it seems that when I told him a while back that I was recruiting a couple of kids to fly models his aging ears failed him...he thought I said "chicks!" Cheers! Bill G



BILL SURE HAS A HELLAVA RECRUITING PROGRAM !

And, his impression of Cass in 1999….



Prez Says: Aug 21, 2006

The August monthly contest was one for the books. The weather was out of this world: light breezes, warm temperatures, and soft ground from the preceding week's rains. The thermals were strong at times, and subtle at other times. A great day to get some practice in variable thermal conditions. Toward the end of the day, Don DeLoach lent his Jetstream A-1 to just about anybody who wanted to try their hand at towline. The sight of guys lining up and flying the trusty, well-trimmed model was inspiring—what Free Flight is all about. Good on ya' Don!

During the contest, there was some good-natured ribbing about how the attendance was dominated by guys from "south of the Douglas County Line." Although it was all in good fun, we do need to be sure that our club activities are interesting and stimulating to all our members. If that's not the case, the club leadership needs to know, so we can get things back on track. If you are finding that you're not as motivated to attend our monthly contests as you used to be, please give me a call or e-mail me (tel (719) 522-1239, PeteMcQA2@aol.com). I'd love to talk to you, and get your ideas on how to improve things. Above all else, I want the MMM to be a source of enjoyment for our members.

On a sad note, this year we've said goodbye to two of the MMM's favorite members: Glen Menu and Sweeny Hayashi. Glen and Sweeny took great joy in flying free flight, and their enthusiasm was contagious. They contributed tremendously to the club's spirit, just by being the first-class model builders and fliers and the thoughtful gentlemen they were. We've been lucky to count them within our fold. And we can best honor them by carrying on their sense of sportsmanship and enjoyment of our hobby.

On a business note, Art Hillis contacted me recently to resign his position as Flying Site Overseer. It was with reluctance that I accepted his resignation, since Art's contributions in this position have been legion. He's helped ensure we have good relations with the State Land Board and with other lessees, such as the Hunt Club. And Art has invested a great deal of his own money and backbreaking work to keep our gravel access road functioning. He's taken the lead to organize several work teams to deliver and spread loads of gravel. Art, your leadership and initiative are well appreciated, and we thank you for your selfless efforts. Although he's stepped down form his formal position, Art has volunteered to continue his role of liaison with the Hunt Club and with the State Land Board. This is vital, and will serve us well, as we do all we can to ensure we can fly on that wonderful field for many years to come.

Once again, I have to stress the importance of following the **15 mph speed limit** on the gravel access road. PLEASE stick to this limit. It wasn't imposed arbitrarily. Rather, Art and others have done some experiments that show that at speeds above 15 mph, the gravel gets shot off the road, into the weeds. We need that gravel, to keep the road passable when it gets wet. And following the limit only adds a couple of extra minutes to your travel time. Also, please remember that if you choose to ignore the speed limit, you're showing disregard for your clubmates who invested the time and elbow grease to spread the gravel.

On a happy note, I recently visited the Planes of Fame Museum in Chino, CA. If you haven't been there, I suggest you put it on your list. They have a wonderful collection of flyable airplanes, including a P-26A Peashooter, a P-47 Thunderbolt, and a bevy of Mustangs, Corsairs, and other types, including the B-17 "Piccadilly Lilly" from the TV series Twelve O'clock High. In their gift shop, I bought the book "Aeronca's Golden Age." For you scale buffs and aviation historians, this is a wonderful description of the history of Aeronca, with the histories and detailed drawings of all Aeronca aircraft, including the C-2, C-3, Model K, Model L, Chief, Champ, and Sedan. But what amazed me most was to learn that Aeronca is still in business—has been since 1928. Although they produced their last light airplane (a Model 15 Sedan) in 1951, they still produce high-tech components for aircraft and spacecraft. If you're interested, I suggest you visit their web site.

And do you recall the Taylor E-2 Cub, the predecessor to the J2 Cub, which eventually morphed into the Piper J3 Cub? The 1930-vintage E-2 Cub was a real pathfinder in the development of the light plane in America. Did you know that the E-2 Cub is once again in production? I was pleasantly surprised to learn this on the Taylorcraft Aviation web site recently. It's being licensed under the FAA's new Light Sport aircraft category, which seems to be leading to a real resurgence in light plane production. The new Taylor Cub is just as cute as the old one, but has some important upgrades, such as a 100 hp powerful engine, in place of the 40 hp motor that powered the original. But the new airplane isn't

cheap—$69,995, compared to the original E-2's selling price of $1,325. Nevertheless, I can't wait to see one fly by. Maybe now I'll have to dust off that old Comet kit and finally build it.

He, let's go flying!

-- Pete

JUNE CONTEST REPORT

The June contest should have been called the MMM Windy. The wind blew all day with very few lulls and almost everyone left their models in the box. The exceptions were Don DeLoach and Rob Romash who both flew HLG with Rob adding CLG and Don, ever intrepid, also flew 3 fights in nostalgia rubber. We had 9 entries of which two were Juniors who came with Bill Geisking.

There was lots of hangar flying taking place in the various tents on the field and several new planes were displayed. Don DeLoach demonstrated his new discus launch glider which shows a lot of promise. Roland Solomon was trimming one of his HLGs and did an excellent job as demonstrated by the glider flying away in a thermal. Roland have experienced a DT failure as the plane never lost trim despite being tracked in binoculars for more than four minutes.

After the contest was officially called at about 4 pm, several of us went to Centennial Airport to view a B-17 which was on display there. This plane is owned by EAA and is called the "Aluminum Overcast". Also on display was a Spitfire which had been factory modified as a 2 seat trainer making it one of the rarest Spifires in existence.

Lets hope the weather is a whole lot better for the 14 rounder!
Darold Jones

RESULTS:

3 Minute Rubber Combo

Contestant Name	Time
Don DeLoach	194

HLG

Contestant Name	Time
Don DeLoach	298

CLG

Contestant Name	Time
Don DeLoach	176
Rob Romash	135



Murphy at the "Kansas Krowd" Meet

PRELIM AUGUST REPORT

Did anybody notice that we had only ONE flyer who lived north of the Douglas County line on the field before 2 PM. We had a good contest and Art did his best to uphold the honor of the absent Denver flyers.

Should we consider a name change to the MCMM for Magnificent Cheyenne Mountain Men? With the 41st annual RMC in two weeks I think it is up to the northern folks to erase the C.

See you on the field

Murph

MMM SUMMER SOLSTICE CONTEST

Jerry Murphy … Acting CD version 1.1

The tradition lives! We had a great day of flying and fellowship on our world class field. We were greeted with light winds till about noon when the wind picked up a bit from the south. Maximum velocity was less than 10 MPH, so we had a great day for flying. Those of you who stayed home sure missed a great time and I hope what ever it was that kept you away from the field was also a lot of fun. I was the acting CD as **Pete McQuade** was called out of town on a business trip.

The new indoor flyers who have taken up outdoor flying as well showed off their skills with some great flying. Bill and Rob can no longer be considered neophytes.

The "pen" was used for CLG and HLG with great success. All the flyers liked it and I believe we have a new tradition in the works with this concept. We should be grateful to the late **Steve Garetary** of the Oakland Cloud Dusters for this fun concept. The pin was a hot bet of activity all day with 6 CLG and 8 HLG flyers looking for the great thermal. **Todd Reynolds** found it and lost his out of sight overhead past the fence. The best quote of the day was Rob asking Bill, "do you have a finger rest on that thing?" So Bill went to his car taking Rob's suggestion and add a finger rest to his CLG. With the newly installed finger rest modification bill returned to the pin and put up two maxs for a third place finish in a hotly contested meet. Yes**, Rob Romash** continues his domination of this event with a max out plus a flyoff flight of 81 seconds. By the way did I mention that Bill was second in CLG with that same model?

We had to takers for the Embryo Rubber event. Darold, it looks like you will have another chance to give away your prize next season.

We did fly Classic towline. **Randy Reynolds** won it with a max out flying **Stan Buddenbohm** design. After seeing the success of Randy's efforts several people suggested that we make this new NFFS event a regular part of our monthly menu by adding it to the current three minute rubber event. Let the club leadership know your thoughts on this idea.

We have heard **Rick Pangell** talking about all of those great old models in the attic just waiting for a chance to fly again. Well he managed to dig out a Talon F1A that he built from the original Ambroid kit many years ago. With a fresh covering job it was ready to go and even with its heavy stab it flew well and he won F1A with it and was second overall in FAI. Look out **Willard Smitz**, Rick is on to your game with this straight tow machine. Rick also had a very nice B ship that looks good on its early trim flights. He will give **Bill Lovins** and me a run for the money with it.

The two minute combo event was decided by a margin of victory of only 1 second! **Dick Branca** posted two maxes and a 71 second third flight with his good flying F1G. He brought it home after a long chase with the aid of his tracker. He is now a believer in this technology! Who won this event, you ask. Well it was no other than our own **Rob Romasch** flying his P-30. Rob put up two maxes and a 72 second flight for the win.

The best part of the day was the cook-out. We fired up the grill a little before 18:00. **Jackson Ivey** and **Art Hillis** quickly took charge of the cooking. We had burgers, dogs, brats, and Jackson's special chicken that for now on will be known as the "Hillis Hen" as Jackson brought it to the cook out for Art.

Lots of people played a role in making the cook-out a success and I am sure that I will forget someone. If I do please forgive me as my memory was influenced by the great food and fellowship. The things that stand out in my mind were **Art Hillis's** world famous baked beans, **Karen Gray's** deviled eggs and out of sight strawberry dessert. Jackson's "Hillis Hen" was done to perfection under the watchful eye of chef Jackson.

None of this would have been possible with out the support of **Chuck Etherington**. Chuck is our "go-to-guy" as he provided the grill, fuel and storage for the MMM inventory of plastic wear and other items.

At the end of flying, MMM Certificates were awarded to the top three places in each event. Let us know if you like the idea of receiving this recognition at the monthly meets.

So, be ready for a replay of this great event next year.

Murph

SUMMER SOLSTICE RESULTS:

HLG

Contestant Name	Time
Rob Romash	446
Randy Reynolds	345
Bill Leppard	340
Don DeLoach	149
Todd Reynolds	120
Jackson Ivey	113
Bob Miller	97

CLG

Contestant Name	Time
Bill Leppard	320
Todd Reynolds	342
Rob Romash	280
Randy Reynolds	258
Bob Miller	184
Dick Branca	83

3 Minute Rubber Combo

Contestant Name	Event flown	Time
Bill Leppord	Sm. Stk	540
Don DeLoach	Nos. Rubber	372

2 Minute Combo

Contestant Name	Event flown	Time
Rob Romash	P-30	312
Dick Branca	F1G	311
Rick Pangell	A-1	274
Mel Gray	A-1	113
Don DeLoach	A-1	43

FAI 3 Minute Combo

Contestant Name	Event flown	Time
Randy Reynolds	F1B	286
Rick Pangell	F1A	152
Todd Reynolds	F1B	41

SLOP/Nostalgia Gas Combo

Contestant Name	Event flown	Time
Art Hllis	B SLOP	304

FEATURE EVENT:__Classic glider

Contestant Name	Time
Randy Reynolds	540
Don Deloach	397



Cass (T-Shirt Designer) and her Protégé

AUGUST CONTEST REPORT

Jackson Ivey – C.D.

We picked the perfect day for a model airplane contest! The weather is great all day long. There was some exceptional flying with Pete McQuade putting up five maxes in a row with his F1A bunter. It was a pretty "quiet" day with the only gasser being flown by Jerry Murphy.

The big competition was in hand launch and catapult. The bullpen stayed active all day long with six entries in HLG and seven in Cat. At the end of the day was the formidable glider shootout with Todd Reynolds getting the better of everyone.

Just another fun filled day at our great field. We are surely lucky to be blessed with such a great space to fly our free flights.

RESULTS:

Event: 2 Minute Combo

	Name	Time
1	Rob Romash P-30	360
2	Paul Andrade P-30	303
3	Bill Leppard-F1H	301
4	Darold Jones F1G	300
5	Dick Branca F1G	281
6	Jackson Ivey F1H	232
7	Rob Romash F1H	231
8	Don DeLoach F1H	230
9	Bill Leppard P-30	120
10	Jerry Murphy F1G	99

Event: 3 Minute Combo Glider/Rubber

	Name	Time
1	Don DeLoach Nos Rubber	510
2	Paul Andrade Mulvihill	503
3	Randy Reynolds G'Wock	460
4	Paul Andrade Moffet	370
5	Art Hillis O.T. Rubber	180

Event: HLG

	Name	Time
1	Mark Covington-2	326
2	Randy Reynolds-1	291
3	Robe Romash-1	238
4	Don DeLoach	209
5	Todd Reynolds	205
6	Bill Leppard	71

Event: CLG

	Name	Time
1	Rob Romash-1	270
2	Don deLoach-1	223
3	Bill Leppard	196
4	Darold Jones	140
5	Todd Reynolds	114
6	Randy Reynolds	93
7	Dick Branca	30

Event: FAI 3 min. Combo

	Name	Time
1	Pete McQuade F1A	900
2	Randy Reynolds F1B	307
3	Todd Reynolds F1B	109



Pete's Nordic…….Aaahhhh…..!

FAC NATIONALS MK. XV 2006

Contest report by Don DeLoach

Every even year since 1978 the Flying Aces faithful convene somewhere in the northeast for the greatest FF scale meet in the world—the FAC Nationals. I've been to this affair twice before and let me assure you it is a spectacle. There are hundreds of the best-flying, most finely detailed FF scale models you've ever laid eyes on. Some of the showcase models this year were:

- a giant scale rubber-powered B-24. Wingspan about 5 feet!
- a four-engine electric Martin flying boat. Absolutely gorgeous but it flew into the side of a vehicle!
- a Vought F4U Corsair that featured the finest detail and paint application that I've ever seen on a rubber scale model. Just breathtaking.
- a twin-engine peanut scale Arado AR-440



Rich Adams with Arado

As for the flying, the weather was pretty nice, with light or nonexistent winds at least half the time. Since I was chasing on foot this made my life a lot easier. This contest features non-scale events too, so I brought a new Gollywock for OT stick and the "Kitten", a funky little OT cabin ship from MAN, 1943. I maxed out and got second in Stick, third in cabin. I also got second in Embryo after short-fusing myself on the second flight…damn!

I flew Peanut scale with my well-worn Davis DA-2. I managed an 85-second flight and finished near the top five but didn't get a trophy.

The hallmark of FAC contests are the mass-launches. They have them for golden age racers, low-wing trainers, WWI bipes, and WWII fighters.

The rules are simple: you have two minutes to wind and then the signal is given to launch. No waiting for air and no replacing motors, making repairs, etc. After four or five successive rounds with people dropping out and often long chases you fly the final. Last one down is the winner. If you break a motor you are out! Midair collision, out! FAC mass launches are very much like flyoffs in AMA or FAI free flight. Lots of pressure but also lots of fun.



I took a small carry-on box to this contest that I really like. This is a really nice way to get your models to and from the contest safely, without having to worry about rough baggage handling. I made the box out of 3/16" foam core board from Hobby Lobby. The corners are heavy paper tape (adds stiffness) and the whole thing got two coats of polyurethane. The dimensions are approximately 7x13x25, which fits within the airline carry-on standard of 45 linear inches. Check the pic. I packed five models in that one box, for eight events (two peanuts, one Jimmie Allen, one embryo, and one 24" span WWII fighter). I then only had to risk two of my larger models in my checked model box.



If you ever get the chance try to make it to the FAC NATS. You'll swear you've died and gone to FF scale heaven!

Well **Bill Leppard** was right. Apparently I have been doing some pretty decent flying this summer—albeit without winning many first places.

I just rec'd this note from FAC-GHQ. It seems I have won the FAC NATS Grand Championship (Non-scale) after all. I only got two seconds (Embryo and OT Stick) and a third (OT Cabin), but apparently it was enough.

The trophy is a huge thing about 2 ½" feet tall. I probably couldn't have taken it back as a carry-on anyway!

AND……I wanted to pass along some info on a new FF kit company, Rocky Top Models. They specialize in very high quality laser-cut rubber scale kits. I bought one of their kits (Albatros D-III) at the recent FAC NATS and it is really outstanding. In truth it is probably the finest FF kit I've ever seen. Laser-cut parts on very light balsa, japanese tissue, vaccum formed parts, precision CAD plans, you name it this kit has it. It even has a three-view of the full size Albatros including color references. I dare say that this kit will make the process of building an excellent FF scale model "easy".

The designer of these kits is **Mike Midkiff** of Hurst, TX. Mike is an old friend of mine, and a true living legend in the world of FF scale. He taught me most of what I know about making FF scale models fly, way back in my youth. Anyway, this new company of Mike's is a true labor of love. I examined Mike's prototype Albatros built from the kit and I was really impressed. These ain't crummy shelf-queens, skysters; they're well-designed, contest-ready designs that are flight-tested by Mike himself. And in my opinion there is no one in the world that knows more about design and flight-testing of FF scale than Mike.

FYI, I have no financial interest whatsoever in this company. I just believe good FF suppliers should be given due recognition, and this one sure deserves it. Check out www.rockytopmodels.com for more info, photos, etc. and spread the word. They currently have three other kit offerings, one of which won a major mass launch event at Geneseo, flying against the toughest competition in North America.

Thermals,

Don

WORTH REPEATING DEP'T

RIGHT-RIGHT VS. THE RIGHT- LEFT TRIM

By Jim 'O'Reilly

Originally from a 1980's N.F.F.S. Digest, with subsequent updates

The tradeoffs of the right-right vs. the right-left climb are well understood. Basically, climbing against a deflected rudder tab (RH climb, LH tab) is very safe because the effectiveness of a tab goes up with the square of the airspeed. (You double the speed and the tab gets four times as strong.) In a RH climb with RH thrust and against LH tab, if a gust gets it at launch and lays it over to the right, the high airspeed pulls the nose back up to the left. Conversely, if the nose gets too high, the speed drops off reducing the effectiveness ot the tab and the right thrust takes over. So the basic R-L pattern is very safe.

Its drawbacks are two: First. that "S" turn transition can take you out of a thermal or take you further downwind. Secondly, the LH tab, for all its benefits in a RH climb. can be dangerous. If the model is carrying too much tab in the same direction it is turning in a thermal, it can spiral in. For that reason, I have backed off a little and have been mixing stab tilt and rudder tab in the R-L pattern the last several years. The hope is to get the benefits of the R-L climb without the risk. There is another way that LH tab can be dangerous: I have a Lamb Climber Rubber Stick that is a climbing dude. I mean. the bystanders all gasp and marvel when it goes up.....except when I fly it in a big contest! In a big contest the adrenaline gets to pumping and I forget myself and give it a big heave. Twice it has gone in to the left! It has too much LH tab and it is on my list to reduce it before it is fired in anger the next time. I'm sure that I've gotten careless as to wind direction and that, plus the high velocity of the big heave makes the LH tab spiral it in.

Note that a little tab in the same direction the model is gliding makes it tighten its turn in a thermal.

You want a little of this....makes it center in the thermal. But when it has too much, it can spiral in to the left.

I feel that the best compromise in a simple ship is the R-L climb with half and half, stab tilt and rudder tab. If you have the weight to spare and the rules permit, an auto rudder which gives you a climb like the R-L ship but a glide to the right is the ultimate way to go. You can carry as much or as little LH rudder in the climb as you wish (same for the RH rudder in the glide).

If you fly the RR pattern, you will be okay until the wind gets up. Then, you run the risk of a wingover to the right when the wind comes up and you get careless and launch too far to the right of the wind. If the ship in question is an OT ignition gas job, the same principles apply but the emphasis is different. The first risk encountered is the take off on the OT job. Whereas the rubber job is launched quite steeply at a lower velocity, the OT gas job is ROG'd (conditions permitting). and builds up a relatively high airspeed which decreases as it enters its climb. If the ship is launched to the left of the wind, the LH tab forces it to turn left and it spirals into the ground. Therefore, it is crucial that R-L gas jobs take off to the right of the wind.

I am convinced that there are OT gas models which will fly on the R-L trim and on no other. Most of the pylon models are flown RR because they can often be made to transition into the glide by simply tightening the RH turn as the engine (with its left thrust) cuts. I flew a Playboy Jr. RR (for as long as it survived) at the 1988. SAM Champs. It would tolerate a 5-sec. engine run but no longer. A longer run would result in it dropping its right wing and spiraling in with increasing airspeed and tightening spiral. I now feel that it is probable that the ship could have been made to fly R-L. (I do not feel so confident that I am building another, however!)

What adjustments are needed for RR and R-L trim systems? In both cases, the glide is determined first and then the thrust line is altered as required to achieve the desired climb.

The RR ship glides to the right with about 3-4º of stab tilt. RH tip high. It will also need about 30 of wash-in (leading edge high) in the RH inboard wing panel. The tips are generally symmetrically washed out. A field adjustment is the use of trailing edge stock under the RH polyhedral joint with the blunt edge aft and the sharp edge forward. This gives the same effect as a drooped aileron in helping to keep the RH wing up. The RR ship generally needs only a slight amount of thrust offset to turn it right in the climb. If it is a pylon ship, the RH-turning effect of the prop wash on the pylon may be so strong that it will require some LH thrust!

The RL ship glides to the left with either LH tab or a combination of LH tab and LH tilt 0.5-2º). It carries no warps other than symmetrical washout in both tips if desired. I recommend a couple of degrees,)

As a general rule, it will require something like twice the right thrust offset to get it to climb to the right in opposition to that LH rudder.

Note that stab tilt works through tilting the stab's lift vector to the side, using some of that lift to push the tail around. Its effectiveness is independent of airspeed. It depends on only two things: The magnitude of the lift on the stab and the distance that lift is located aft of the CG. This means that stab tilt may not work or may work only marginally on some OT gas jobs. Many of the earlier cabin jobs had a somewhat forward CG (and therefore little lift from the stab) and a short moment arm to boot. On such a ship, stab tilt may not be effective.

One last adjustment trick needs to be mentioned: It is the so-called "drag flap". This is a hinged flap installed aft of the trailing edge of the wing and weighted so that it will droop at low airspeeds, like in the glide. Its purpose is to get R-L ships to turn left in the glide without affecting the climb. Supposedly, at high speed, the airstream keeps it faired while, at low speed, it droops, "dragging" the LH wing into the LH turn. This device is of occasional benefit when used as described. I am astonished at the number of times I have seen it misapplied on OT gas Jobs. A flier will have trouble with a ship trying to drop its RH wing in the climb and he will stick one of these things on it, almost as a standard fix. It will tend to have little or no effect when he wants it (in the climb) and maximum effect when he doesn't, (in the glide). I consider it obsolete in those cases where stab tilt will work. In the misapplied mode (to counter a dropping wing) the flier is better off just sticking on some of the trailing edge stock mentioned above.

As a summary here, I will add the LH climb to the puzzle: High Thrust Line (HTL) AMA gas jobs fly LL. Not unexpectedly, there are parallels in rubber power and in OT gas: Some cabin designs (e.g. the Taibi Powerhouse) also climb best to the left. If you look at the profile of the Powerhouse, you will note the height of its thrust line. Similarly, low wing scale rubber jobs such as WWII fighters are best flown to the left in the climb. Most all high-wing rubber jobs and gas jobs which have the necessary lateral stability to fly can be flown safely m the R-L , pattern. Most pylon gas jobs will handle the RR pattern and even flourish on it due to the elimination af the' "S" turn transition and a transition into the glide which entails the least loss of altitude.

EPILOGUE: Thanks for the kudos about my article. Today I would modify one part of it, the part relating to the drag flap. Instead of thinking of the drag flap as an aileron for a ship which turns too tight to the left or right in the climb, the too-tight turn is corrected by using the rudder tab and the drag flap is installed on whichever wing you want it to turn toward. Thus, climb turn is controlled by rudder tab and glide circle by the drag flap.

Jim O'Reilly
www.jimoreillymodelplans.com

GET READY FOR THE RMC'S AND DYNASTY CUP!!!!

The RMFF Champs is getting closer every day (Sept 2-3-4). Murph and I have high hopes that this is going to be the best year ever! To that end, I need to point out a detail that was missing from the contest flyer—Grand Champion scoring. Here are the rules: each contestant chooses up to five championship events: 1 rubber, 1 glider, 1 power, and 2 of any type, and must declare the five events before flying any. Then points are awarded for final placing based on the following table:

# flyers	1st	2n	3rd	4th	5th	6th	7th	8th
Up to 5	5	3	1	-	-	-	-	-
6 or 7	6	4	2	1	-	-	-	-
8 or 9	7	5	3	2	1	-	-	-
10 or 11	8	6	4	3	2	1	-	-
12 or 13	9	7	5	4	3	2	1	-
14 or 15	10	8	6	5	4	3	2	1

Now, the entry form doesn't have instructions on declaring these five events. But I need you to do so before you mail it to me. You can just highlight the events, double underline, mark with a "C", whatever. And if you've already mailed the form please just e-mail me with your five choices.

Remember: last year Rob Romash won Grand Champion and he only flew in four events (HLG, CLG, P-30, and Mulvihill). This scoring system was designed to make it possible for anyone to have a chance at Grand Champ. Rob won it over other guys who flew a lot more events because he kicked butt in four of the highest-entry events we had. Proof that it can be done no matter the circumstances!!

Thermals, Don DeLoach, co-CD



Steve Jones…

"The Flier Guy"

"SKYZILLA"
(Gerfolded)



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Saturday, Sunday and Monday, September 2nd, 3rd, and 4th, 2006.

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(F1A, F1B, Gollywock, Mulvihill, Rubber Scale, Rubber Hi-Point, Gas Hi-Point, and Grand Champion).

The following events may be flown on any day you choose (but you must finish all flights on same day started):
FAC Rubber Scale, FAC Peanut, FAC Power Scale, Junior Rubber, Junior Power, Junior HLG, Junior Towline, Junior CLG.

Saturday Events (flown 8:00am to 5:00pm)**:**
F1A, F1B, F1C—seven 1-hour rounds starting at 8:00am. F1P—five 1-hour rounds starting at 8:00am. AMA Gas—1/2A Classic, and B. 1/2A Nostalgia Combo—(including Nos. 1/4A, Early 1/2A, and 1/2A, all scored separately for NC points). AMA non-power—Classic Towline, and P-30. SAM—.020 Replica, ABC Pylon/Cabin gas combined.

Sunday Events (flown 8:00am to 5:00pm)**:**
F1H, F1G, F1J—five 1-hour rounds starting at 8:00am. AMA Gas—A, CD (C and D separate for NC points), MMM Slow Open Power. AMA non-power—HLG, and Mulvihill. Nostalgia—BC Gas combined (scored separately for NC points). SAM—Large Rubber Fuselage/Stick combined, and OT HLG.

Monday Events (flown 8:00am to 3:00pm)**:**
Note: **Herb Kothe Tribute Day**—wear your Hawaiian "Aloha" Shirt!
AMA—1/2A, ABCD Classic Gas (A/B and C/D separate for NC points). AMA non-power—Catapult Glider. Nostalgia—A Gas, Nostalgia Wakefield/Nostalgia Rubber (each scored separate for NC points). SAM—Small Rubber Fuselage/Stick combined, and OT CLG.

Note: In combined events, you may fly any/all events within the groupings for National Cup points, and/or to better an existing score. For example, in AMA CD Gas, you may fly both C and D Gas. Only your best score (of the two) will count for RMC Awards purposes, but both scores count for NC points.

"Dynasty Cup" —an America's Cup Event:

Sat., Sept. 2 / F1-A-B-C-P		**Sun., Sept. 3 / F1-H-G-J**	
Round 1	8:00-9:00am	Round 1	8:00-9:00am
Round 2	9:00-10:00am	Round 2	9:00-10:00am
Round 3	10:00-11:00am	Round 3	10:00-11:00am
Round 4	11:00am-12:00pm	Round 4	11:00am-12:00pm
Lunch Break	12:00-1:00pm	Lunch Break	12:00-1:00pm
Round 5	1:00-2:00pm	Round 5	1:00-2:00pm
Round 6	2:00-3:00pm	Flyoffs (if needed)	4:15pm
Round 7	3:00-4:00pm		
Flyoffs (if needed)	7:30am Sunday		

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Jerry Murphy, 719-685-3766, JB_Murphy@msn.com.
Visit **www.themmmclub.com** while you're at it.

Detach, Fill Out, and Mail with Entry Fees to: Don DeLoach, 831 E. Willamette, Colorado Springs, CO 80903
Entry Fees: Open: $20 first event, $10 each event thereafter, $40 maximum fee. Juniors and Seniors: $5 flies unlimited events. Make checks payable to "MMM Club" **DO YOURSELF AND THE CD's A FAVOR: $30 for unlimited events if entry is received by 8/20/06**

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SAM	**SEPT 10-15**	**SAM CHAMPS IN MUNCIE**
SAM-1	**SEPT 23-24**	**SAM-1 ANNUAL MEMORIAL**
MMM	**OCTOBER 1**	**MMM MONTHLY**
SAM	**OCTOBER 7-8**	**SAM MONTHLY**
FAI	**OCTOBER 9-12**	**FAI TEAM TRIALS**
MMM	**OCTOBER 22**	**MMM MONTHLY**