THE MAX-OUT

Newsletter of the Magnificent Mountain Men

AMA CHARTERED CLUB #177



The "Max-Out" is the Official Publication of the Magnificent Mountain Men, a Colorado not for profit corporation, and is published approximately 10 times per year. Material my be reproduced on an unlimited basis by other publications, but proper credit is requested.

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

Visit our website at:
www.themmmclub.com
or E-mail us at:
themaxout@aol.com

Or, join the web group at:
http://groups.yahoo.com/group/MMMFreeFlight/

2007-3 (May-June)



PONDERINGS DEP'T

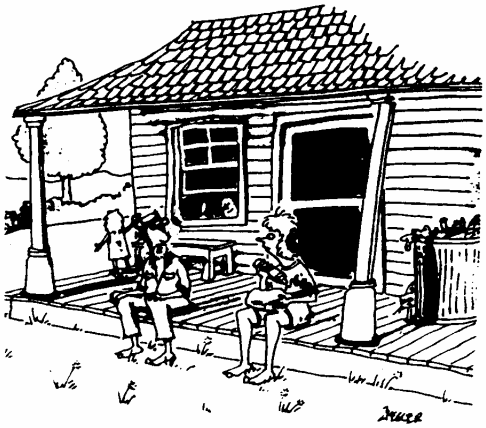
FF GONE WILD!!!
or…
"HEY, NICE LOGOS!"

Did you notice the Logo on the cover done by our very own Steve Jones? Steve has outdone himself again in the graphic arts department. This fine Logo will be the subject of many items, you can just bet, from the MMM store and awards department too.

Anyone who found out on short notice about the impromptu picnic at Don's house wished you all could have been there. Hopefully everyone that could be was contacted so I am not making anyone feel bad. Murph brought his new Kothe Wake built from the prototype DeLoach kit, but the day ground down to Sue Etherington and Don telling gross dog jokes. By then the dessert was all gone so it didn't' matter.

Don't forget the contest Sunday the 20th! I know, it conflicts with all the graduation parties, but hey, at least it isn't on a holiday!

Thermals!, or heat from the lights, or whatever…
'tis a privilege to live in Colorado'
Rick



Ma…did you hear about the corn?

"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

MMM Club Officers and Contact List

President:

Pete McQuade 719-522-1239

Vice President:

Mel Gray 720-851-9498

Vice President At Large:

Paul Andrade 303-791-4116
Don DeLoach 719-578-1197
Jack Ivey 719-635-0944
Steve Jones 303-477-0899
Randy Reynolds 719-599-8761

Treasurer:

Chuck Etherington 303-646-3705

Indoor Coordinator:

Don DeLoach 719-578-1197

Website Coordinator:

Rick Pangell 303-798-2188

Club Records Monitor:

Dave Wineland 303-499-8566

Flying Site Oversight:

Art Hillis 303-627-2802

Newsletter & Other Stuff:

Rick Pangell 303-798-2188

Flying Field Weather Line: 303-766-0020

NEAR TERM EVENTS:

MMM MTG! Next one - 5/15	**Every Third Tuesday 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.
JUNE 10	**MMM MONTHLY w/ EMBRYO**
JUNE 29-30, JULY 1	**FAI ANNUAL 14 ROUNDER**
JULY 22	**MONTHLY w/ 1/2A BOUNTY HUNTER!**

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!
Self adhesive, black on thin, clear mylar

Prices: (shipping not included)
$2 per sheet (5 assorted sizes per sheet)
3 sheets for $5 -- save 17%
15 sheets for $20 -- save 33%
Contact the Editor

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

Wings Over the Rockies Museum

The remodeling is done and the Museum is open again!

Located at 7711 E. Academy Blvd. in the former Lowry AFB on the east side of Denver, Wings Over the Rockies Air and Space Museum is housed in the 30,000 sq. ft. World War II-era Hangar No. 1.

From Quebec Street: turn east on 1st Ave., go .25 miles and turn right onto Roslyn Street. Roslyn then curves around to the left and becomes Academy Blvd. You will see the B-52 on the left side of the road!

General Admission:
Adults (13 - 64) $7.00
Seniors (65 and over) $6.00
Children (5 - 12) $5.00
under 4 Free with Adult

Membership:
Individual $30.00
Family $40.00

The following conditions will apply:
Free-flight only - No R/C
Maximum weight of model shall not exceed 1 ounce (28.35 grams).
Flyers will provide their own tables and chairs.
CLIMBING ON EXHIBITS IS STRICTLY PROHIBITED!
Retrieval shall be accomplished by careful use of poles, balloons or air cannons.
The Museum will be open to the general public.
E-Mail A.T. Yuhasz
al-yuhasz@worldnet.att.net
For schedule

C'mon, Wind It Up!
At the
Cliff Reed Memorial P-30 Challenge

Featured Event for the
MMM May Monthly Contest
May 20, 2007

Prize for the Winner: A Champion P-30 Kit and a box of Tan II rubber (courtesy of the late Cliff Reed)
Event will be flown to the normal AMA P-30 rules

Pete McQuade CD

Hey Guys,

Paul Andrade and I (Don) talked the other day and decided we would do a slight change to the season points this year. Because of our large and active group of indoor flyers, we are going to break down the Indoor championship into two separate categories: Indoor Glider and Indoor Rubber. This also means that the overall Glider championship divides into Indoor Glider and Outdoor Glider.

So to clarify, here are the 2007 season champion categories and how they are scored. Each category winner gets a nice engraved piece of glassware at the end of the year. The HLG champion gets their name on the very cool Cliff Reed Memorial trophy, handmade by our own Darold Jones.

Season Champion Categories
Indoor Rubber Champion
Indoor Glider Champion
Outdoor Rubber Champion
Outdoor Glider Champion
Outdoor Power Champion (Gas, Electric, CO2 events inclusive)
Cliff Reed Memorial HLG Champion (indoor and outdoor HLG inclusive)
Overall Grand Champion (sum of all points in all categories)

Points Schedule
1 point for entering an event
1 point per max attained
1 point per person you beat in an event or combined event
2 points for winning an event with 3 or more contestants
1 points for winning an event with fewer than 3 contestants

Other MMM Season Awards
About ten years ago Ken Phair came up with the Master Magnificent Mountain Man program. The way you get MMMM status is to score 25 maxes or fly in 5 or more MMM contests in a season. After a few years' absence President Pete McQuade is bringing the MMMM awards back. So look forward to earning MMMM status in 2007!

Thermals, Don & Paul
The points guys

2007 MMM MONTHLY – GLIDER BASH AND NFFS TLG

April 22, 2007

"It was a dark and stormy night...

But, as the day progressed, it was as I thought...the urge of instinct overcame sensibility and many people started flying hand launch, like penguins braving the seas full of leopard thermal seals. The first one went in....then another...then another...pretty soon the entire herd went into the sea. A few were snatched up by "hung" the top leopard thermal seal.

The panic set in and all of the herd were tossing their cares to the wind and diving in.

Then the less brave, the tow liner and gas guys started, only to find that the air was up there...and this was good...the gods were with them."

Anon...

Well, actually it was sort of like that. But being the first outdoor contest of the season everyone was itching to fly. There was quite a crowd of folks out there too, 17 paid entries. It must have been the Krispy Kreme bribe. Later Frank admitted to me that a couple hit the dirt, but he brushed them off. That would explain the grittiness of the one I had.

Dick Branca took me seriously and brought out about a half inch of $5 bills, but all of you showed up with nothing more than a ten spot…thanks. Jeff Pakiz popped for another $10 to pad the Bash pot and Rob Romash gave me $10 too but, $5 to enter, $1 for the Bash and told me to put the other $4 in the bash pot to a total of $18. Jeff had a nice going glider and then the last time I saw him he was a dot on the horizon. I don't think he got it back as he didn't put in any officials.

Bob Miller is making HLG/CLG fuselages in the usual high quality craftsmanship. He brought out somewhere over a dozen and is thinking of going into business. Bob, that's correct, right? To get in on this, call him at 303-333-1733. I had intended to get a photo of his work but I got wrapped about the axle and didn't get one. My bad…

Mel Gray brought out a 2 year old never flown Czeck-Mate F1A which hadn't been ballasted up to FAI rules. I helped him put up his first couple test flights and then he decided it flew well enough and then proceeded to win NFFS glider! And, because of the way the scoring went for the bash, he out-pointed everyone else to win that too! The bash scoring was to fly against a maxout and for a tiebreaker you had to fly until you dropped a flight. This kept everyone from getting 1.000 by say 3 of 3. Pete had a maxout 3/3 but only scored .75. I made Pete aware of that and he accepted it. In Mel's case, the NFFS glider times are 2-3-4 minute and his 479 of 540 topped it all. He got the $18 AND a nice parts bin!



MELVIN THE TERRIBLE!

I continued to have fun (trouble?) with my Country Boy 1/2A. Murph walked up to me with a veterinary syringe and a mean look on his face. He said "Here…use this!" Good thing it had some of his Pearl Whiz fuel in it for my TD. Soon, the ship was climbing! Thanks to Murph, I got a couple of maxes and he let me win 1/2A.

Discus Launch Frenzy…the launch pit reminded me of a dog park with all of those frantic pets confined into one space and bumping into each other. At one time I counted 10 flyers standing in there as if it would have helped. Piggy backing gave a whole new meaning. Then a little girl was sitting politely next to her mommy with her bottle of bubbles. It was like tossing a steak into the puppy park. One has to give the small glider folks credit, they started the whole thing for the day and kept the enthusiasm up. It is becoming clear that discus launch is going to overtake popularity in HLG. And, I can see why. Look at the entries and the times! Todd Reynolds has the game down and it's going to take a little copying to catch up. Just remember, imitation is the finest form of flattery!

CD:Rick Pangell



2007 MMM MONTHLY – RESULTS

AMA Gas Combo (eligible events: ½A, A/B, C/ D, ½A Classic, A/B Classic, C/D Classic)

Contestant Name	Event flown	Time	# Maxes	# flts
Rick Pangell	1/2A	530	2	3
Jerry Murphy	1/2A	419	2	3

2 Minute Combo (eligible events: P-30, .020 Replica, F1H, F1G, F1J, Payload,CO2, Rocket)

Contestant Name	Event flown	Time	# Maxes	# flts.
Rob Romash		310	2	3
Marc Sisk	P-30	230	1	3

FAI 3 Minute Combo (eligible events: F1A, F1B, F1C, F1P)

Contestant Name	Event flown	Time	# Maxes	# flts.
Pete McQuade	F1A	540	3	3
Chuck Etherington	F1C	494	2	3

CLG

Contestant Name	Time	# Maxes	# flts.
Brad Panoff (Guest!)	274	2	6
Bill Leppard	273	0	6
Mark Covington	257	1	6
Rob Romash	239	1	6
Neil Myers	185	0	6
Frank Mennnnannno	182	0	6
Marc Sisk	180	0	6
Todd Reynolds	100	0	4
Chris Goins	36	0	1

HLG

Contestant Name	Time	# Maxes	Total # flights
Todd Reynolds	311	2	6
Mark Covington	299	2	6
Rob romash	236	1	5
Neil Myers	145	0	6
Chris Goins	20	0	1
Roland Solomon	4	0	1

Classic Towline FEATURE EVENT

Contestant Name	Time	# Maxes	Total # flights
Mel Gray	479	2	3
Marc Sisk	259	0	3

FEATURE EVENT GLIDER BASH:

Contestant Name	Time	Max	TTL PTS
Mel Gray	479	540	.8870
Todd Reynolds	311	360	.8639
Mark Covington	299	360	.8306
Pete McQuade	540	720	.7500
Rob Romash	239	360	.6639
Rob Romash	236	360	.6556
Neil Myers	185	360	.5139
Marc Sisk	280	360	.5
Marc Sisk	259	360	.4028
Neil Myers	145	360	.2778
Chris Goins	36	360	.1000
Chris Goins	20	360	.0556

MURPHY MIST DEP'T

Dear Doug (Galbreath),

This question is regarding the Cyclon fuel requirements. I want to use a 65% nitro fuel with about 15% propylene oxide and 20% synthetic oil content. A few of the guys locally are getting Cyclons and wanting to go in on the order, but they have heard that castor oil is necessary for their Cyclons.

So, this begs the question...can a Cyclon run on synthetic oil or is castor the only usable oil?

Castor has been used in the past because it basically "seals" the porosity of the old greenheads, foxes and such, but it does cause varnishing big time on my highly polished chrome liner engines. I haven't had any problems with synthetic on the modern engines, VA's and TD's, but wouldn't use it on the older, bigger ones. The AAC and ABC engines I would think would run better on synthetic, but since you are the engine guy, I have to ask. I'd hate to buy a gallon of this 1/2A fuel and have someone burn up a Cyclon on my take.

Can you please advise?

Rick

I use 50% down here with 20% Klotz Super Techniplate oil, which is 80% syn. and 20% castor. I have seen no problems at all with this blend. No rust in bearings or abnormal wear. *I do not think that synthetic oil will be a problem, but with an aluminum rod bearing I feel a little more comfortable with a little castor in the fuel.* Nelson uses synthetic only in his stuff at his shop and he is happy. I have used all synthetic in 40's with no bad effects.

I did have one racing guy using cyclons that was into 75% nitro,10% prop with 10% synthetic oil and 5% mobil jet II. He was killing the rods in his cyclons, but I don't know if it was the nitro/prop, the oil, or the 15% oil that was responsible. Probably a combination of all three would be a close answer.

I know I have probably confused you more with the above answer, but one thing I always tell people if they have to use extra high nitro to get the performance, they probably made the model too big.

I think that the high altitude may have the effect of lessening the nitro's effectiveness about 15% or so, so you are right in the ball park there. I wouldn't advise that much pop at sea level if you want the engine to live a long life. Rarely do I see a happy engine running over 50%. You must stay on top of the compression particularly in warm weather. If the needle gets vague and the engine does not want to richen up when you open the needle, it is way over compressed. Conversely, if the needle is touchy when going into two stroke from four stroke, then it is under compressed. Right in the middle of those two scenarios is the right answer.
Let me know if you need more.
Thx
DG

DON'S DEPARTMENT – SUPER TALON

Just get yourself a few extra evenings tacked on to your week and you can knock out one of don's kits for the Super Talon in no time at all!

It's a pretty ship and here is a picture to prove it. Build it under 14 ounces and getting great times in NFFS Towline should NOT be a problem.



Don's Super Talon done up right

HE THRUST IT DOWN INTO THE EARTH WITH GREAT VIGOR DEP'T

Great stuff on downthrust from my friend Rich Adams. –Don

FFScale Downthrust question.

Here's my two cents worth. We add down thrust because if we don't, the model, experiencing the highest airspeed at launch, will zoom up and stall or worse yet, enter into predictable loops every time. If we were actually piloting a real plane, adding power by advancing the throttle does two things, it increases our forward velocity causing our wings to produce more lift (Bernoulli and all that) and for the same angle of attack, causes a pitching moment that forces our nose up. This pitching moment is caused by two things, the wing itself which is causing the air flowing over it to move downwards relative to the tail and the propeller which is adding power to the air having this effect. In the real plane, we would simply apply down elevator trim to keep the nose level but we can't do that on our models. So we modelers add downthrust to compensate for this effect because it acts like a positively inclined stab or a trailing edge down adjustment. This adjustment is only good for the known power setting of motor size and propeller size. If we change either, then we have to adjust the downthrust again.

Bill McCombs writes in his "Making Scale Model Airplanes Fly", "That is, the effect of downthrust is similar to using down elevator during powered flight only".

So, it stands to reason that if you are going to use the propeller's thrust line angle relative to the aerodynamic balance of your airplane to create a nose down pitching moment at your launch power setting, the longer the nose, the more effective is the downthrust angle (vector algebra). Mike Midkiff touches on it a bit with stab area. If the stab area is large then you would need a more effective downthrust angle to overcome the force generated by the stab itself.

Charles Grant, Author of "Model Airplane Design", states with regard to downthrust, that "in relation to aerodynamic factors, there is no such thing as downthrust; and to calculate it, relative to some arbitrary construction line is misleading and complicates a simple problem." What he says here is that the fuselage is just going along for the ride. The key element is that the aerodynamic forces acting on the wing, stabilizer and propeller are all in balance. Normally, you would like to make the fuselage angle in flight pose the least air resistance in the climb or the glide depending on what your goals are.

I can't say whether this relationship is linear or exponential.

Rich Adams

Early report from:
FAC SW Champs at Perris, CA.

Bottom line: **This was one of the four or five best contests I've ever attended!**

Roger Willis, John Hutchinson, George Mansfield, and the rest of the FAC-SW committee did an OUTSTANDING job. The organization and execution of this contest was nearly flawless. The Saturday night banquet was top-notch, complete with door prizes for just about everyone present. Truly, everything about this contest was first-class and should be a case study for all other CDs and clubs to follow.

Around 65 contestants was the figure I heard, with many more spectators and helpers. There must have been 100 cars on the field each day. More than 100 models were judged, with most events bringing more than twenty competitors.

Now for the results. It was basically a conquest for the Texans:

- Mike Isermann (Houston): 2 firsts, 1 second, 1 third
- Mike Midkiff (DFW): 3 firsts
- Rich Adams (DFW): 3 seconds
- Orv Olm (someplace colder than Texas): 1 first, 1 second (maybe more?)
- Don DeLoach (CO): 2 seconds, 1 third
- Isermann and Midkiff tied for Grand Champion.

The weather was cool, sunny and calm both mornings until about 11 AM. At that time it got a little warmer and breezier. After 1 PM on

Saturday the wind was brutal--20 to 30 MPH with gust even higher and dust devils aplenty. Sunday the flying ended early (noon) when all of the contestants put in their flights very early to avoid the forcasted strong winds in the afternoon. As it turned out the winds never blew very hard on Sunday, but by 1 PM the awards were handed out and the thing was over.

The CDs decided not to publish the scale scores until after the contest. This was a bold decision but one that is hard to disagree with. Isermann's Tony won FAC Scale with a max flight. He also had an awesome Boeing 306 flying wing that posted a 54 second flight on Saturday. There were very few twins or other novel subjects. Midkiff's DH-9 won Jumbo.

Several very large gas/diesel biplanes were present and flying beautifully--something seldom seen at eastern FAC meets. I'm talking 6-7 ft spans on these beasts...big, loud and beautiful!

Peanut was won by Orv Olm and his Waco SRE. I got second with 78 seconds on my first flight. On my second flight I locked into a great thermal and was very high and about to max when suddenly the model spun in from 200 feet, due to a freak prop-lock/rubber bunching. Good thing I had one more flight left, I thought. But back at the tent, while winding for my third flight a kid crashed a foamie glider into my stab, destroying it. End of peanut.

Adams had the best flying WWI model (Rockytop D-VII) but broke a motor on the last round. Midkiff won with (I think) an SE-5.

WW2 had 32 flyers! 2 heats of 16 planes each, then two combined rounds. There was very nice weather for all three rounds with light lift and light winds. The second round had at least 4 guys with 5-7 minute flights, and I was one of them. My Tony landed at about 5:30 I believe. A big thermal just hung over the line I kept the models suspended. All but one model came back to the line for the final. 5 planes were in the final round. My Tony got off in some bad air and ended up power stalling upwind and landing in 4th place. Isermann (Tony) and Rich Adams (BF-109) were in nice air together. Houston Sentai leader Isermann edged out the the Kraut from Dallas for the win. Orv Olm in third. It was a really great final.

The Greve/Thompson was a bust for me. My brand new Marcoux-Bromberg was really flying great--80-85 sec. flights. But I went out in the first round with another freak accident: a freewheeling latch problem. The last 50% of the turns spun out at 100 ft and the model glided in early. The final featured 2 Chambermaids and a Goon. Isermann's Peanut Chambermaid got edged out and ended up in second place. Jim Boes won with a full-size Henn Chambermaid. Phil ? from Albuquerque ended up in third with his nice-flying Goon.

I'm pretty sure John Donnelson won OT Rubber, with three maxes and a near max on the 240 flyoff. Fernando Ramos was second.

Midkiff won Power Scale but I’m not sure of the model he used. Adams was second.

Jimmie Allen was a major lesson in sportsmanship. Alan Monteath posted 3 maxes with his Bluebird and was sitting pretty as the only clean flyer. Then the wind came up (Saturday afternoon) and became gale-force for about 3 hours. I had two maxes posted by this time and was waiting for the wind to die to try to get one more max. Meanwhile Alan noticed that I was chasing on foot, so he offered the use of his bike which I graciously accepted despite the fact that he had lost his Bluebird on his third flight and probably should have been using the bike to search for it.

Anyway, another friend--Tom Carman--also hung around for three hours to help chase for me. When I finally got the model off (about 3:30 pm) the wind was still around 15 mph. I had no choice and just had to make the attempt to have any chance of winning. The first attempt crashed when a gust picked up the left wingtip on ROG and smashed the model in. I quickly picked it up and surveyed the damage which, thankfully, was very light. I then put in some hand winds and tried again. It barely avoided crashing in the turbulence, spirally down low. Then it finally clawed up to about 150 ft. It tried as hard as it could but fell 12 seconds short of the max. Well, second place didn't feel so bad. Losing to a guy like Alan was an honor, frankly. How many competitors would wait around in the wind for three hours then loan you their bike--in effect helping you attempt to beat them? Alan is a first class guy.

Flying Horde was won by a new, energetic younger guy from CA. I'm sorry that I can’t remember his name. Anyway his Jimmie

Allen Skokie was quite a performer. It is great to see these newer guys out on the FF field.

The highlight of Sunday afternoon was watching Rich Adams' museum-caliber F4U Corsair buzz the flightline on a nice 50-second sortie. This is the model that was the talk of the 2006 FAC NATS, with more detail than you've ever seen on a rubber FFS model.

Thermals,
Don

HINGEN GERFOLDENER DEP'T

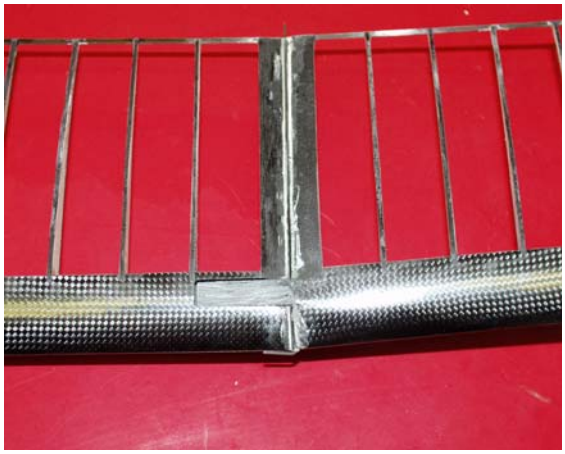
Here are some pictures of the hinges on my folder. It is a piano hinge molded out of carbon and aramid that I glue it to a 3/8 balsa rib then wrapped with kevlar thread. The #9 model is my second model and the unfinished #10 model is the third one under construction. #10 has no ribs in the D box of the center panels and the rubber is pinned to the root rib end of the panel.

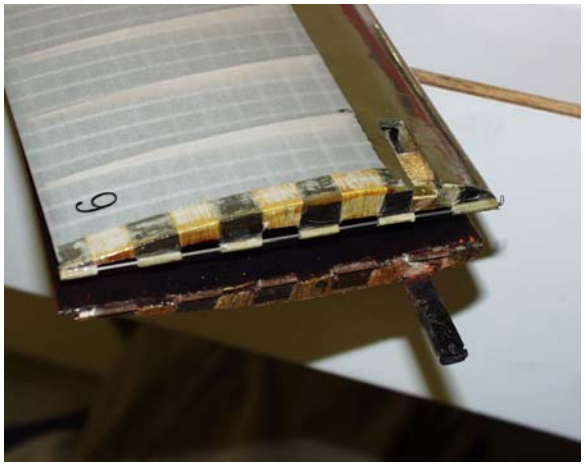
The first folder was made from crashed Verbitsky models so it was his standard airfoil I added some thickness in new center panels to make room for the rubber. The second and third models are F1A airfoils kind of a B7457 with a little more thickness. The models have all been very heavy so far. So I have been working on getting the weight out. The second one was 80 grams lighter than the first and I hope the third one will be down another 50 to 70 grams which will get it close to the FAI minimum. I am doing glide tests this summer and I am planning on building a bunch of foam core wings to test airfoils. I hope to get the building time down to 2 weeks for a glide test wing.
Matt Gewain

Matt, thanks for the picture tour. Your hinge is more hi-tech than my earlier experiments back in the 70's.
When my test wing opened up then the piano hinge exploded like a hand grenade -- pieces flew all over the room...Anyway, I went for the soft hinge approach, which has worked out very well.
Bill (aka Skykiengenfolden)



I wonder if that tab thingy is for discus launch?





FIRST CLASS

The Magnificent
Mountain Men

6994 So. Prescott St.
Littleton, Colorado
80120

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

COLORADO
FREE FLIGHT

COMING EVENTS

50 YEAR ANNIVERSARY 2007

MONTH AND DAY	EVENT	FEATURE EVENT
MAY 20	MMM MONTHLY	P-30
JUNE 10	MMM MONTHLY	EMBRYO
JUNE 29-30, JULY 1	FAI ANNUAL 14 ROUNDER	
JULY 22	MMM MONTHLY	½A BOUNTY HUNTER